City of Santa Monica

Local Coastal Program Update

Land Use Plan

Final Draft, October 2018

CALIFORNIA COASTAL COMMISSION

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CITY OF SANTA MONICA
LOCAL COASTAL PROGRAM

Comprehensive Land Use Plan Update

FINAL DRAFT: October 2018

SM LCP
local coastal plan update

City of Santa Monica®

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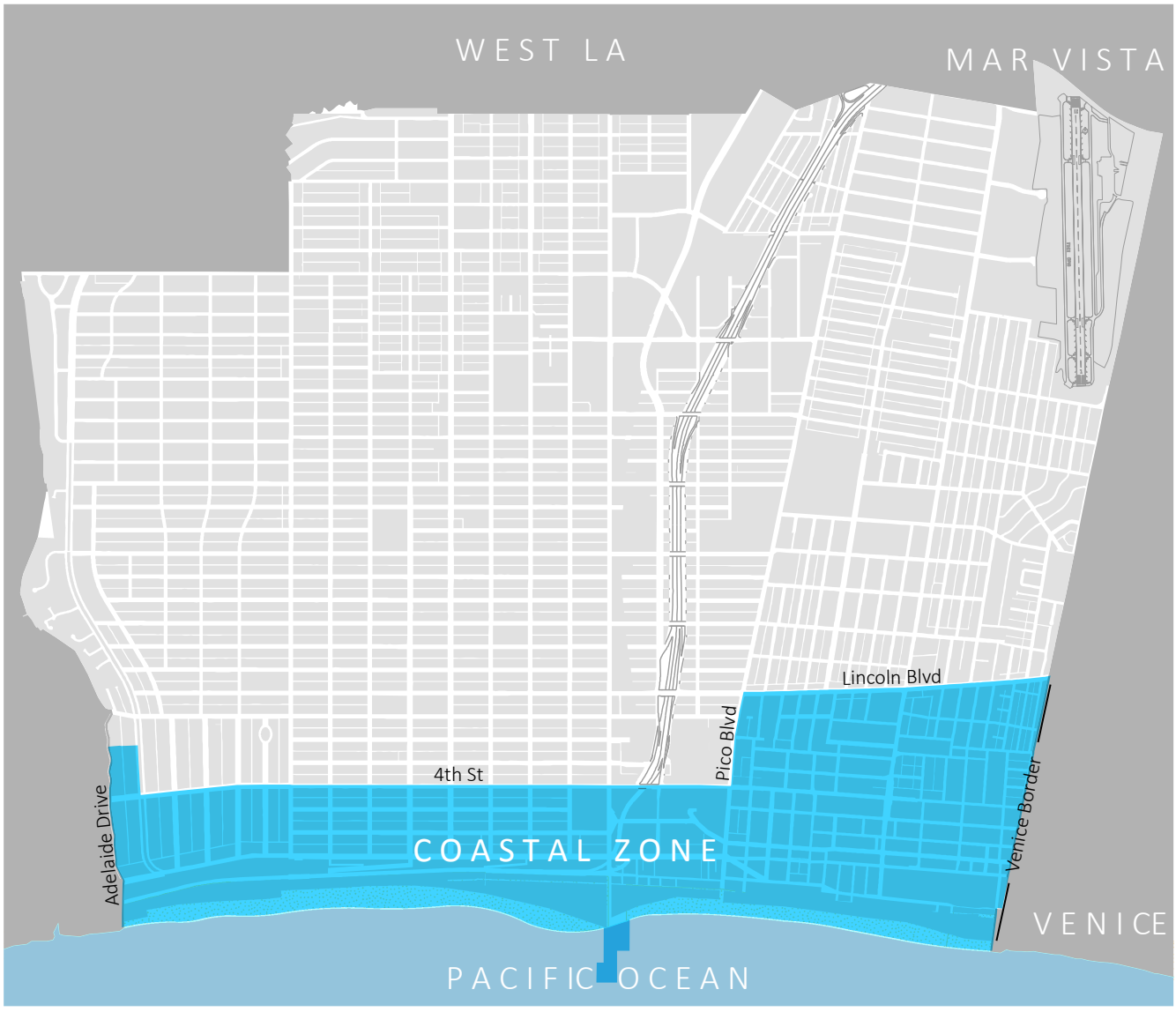

Map 2 *City of Santa Monica*

CHAPTER ONE

INTRODUCTION

Introduction

Coastal Planning History and Context: The California Coastal Act

In 1972, California voters passed Proposition 20, the Coastal Initiative, designed to involve the State in protection of and planning for the State's 1,100-mile coastline. Despite several attempts in the State Legislature, no implementation mechanism existed for coordinating development along the coast. While many local governments participated in efforts to coordinate their overall planning efforts through such mechanisms as councils of governments, the State did not recognize the coastline as a unified region.

The 1972 initiative changed all of this by creating a State Coastal Conservation Commission and six regional commissions whose functions included development of an overall coastal management plan and interim regulation of all development within the Coastal Zone. Under Proposition 20, the Coastal Zone was defined as extending inland 1,000 yards from the mean high tide line. In Santa Monica, the inland boundary was Sixth Street.

Among the most significant features of Proposition 20 was its timetable. The Commission was required to submit its coastal management plan to the Legislature by the end of 1975 and would by law cease to exist at the end of 1976. Thus, during 1976, the State Legislature faced anew the question of how best to manage the State's Coastal Resources.

The Coastal Act of 1976, which (as amended) still governs California's coast, created a similar set of commissions, but modified some aspects of Proposition 20. For example, the Coastal Zone inland boundary was redrawn to reflect local conditions in more detail. In Santa Monica, the inland boundary is generally along Fourth Street north of Pico Boulevard, and along Lincoln Boulevard, south of Pico Boulevard (Map 3).

Most importantly, however, the Coastal Act assigned planning responsibility to each local coastal jurisdiction. Each coastal City and County is required to develop, with extensive public participation, a long-range management plan for the portion of the Coastal Zone within its jurisdiction. These LCPs must respond both to local needs and conditions and to the overall requirements and policies of the State's Coastal Act (Public Resources Code [PRC] Section 30000 et. seq.). The Coastal Act sets basic statewide goals and policies, but leaves the decisions about how these plans shall be implemented to the local governments. The Coastal Commission reviews the plans to see if they conform adequately to the policies set forth in the Coastal Act and can be certified.

Should conflicts arise between the LUP and other local planning documents, such as the General Plan, the policies and regulations of the LCP take precedence within the Coastal Zone.

The boundary for Santa Monica's Coastal Zone is along Lincoln Boulevard in the area south

Map 3 *Santa Monica Coastal Zone*

of Pico Boulevard, and along 4th Street in the area north of Pico Boulevard as far north as San Vicente Boulevard. From this point, the boundary line goes inland along the San Vicente Boulevard centerline for approximately 2400 feet, to include a deeper area adjacent to Santa Monica Canyon. The northern and southern borders are at the City limits.

The Santa Monica 2018 Local Coastal Program Land Use Plan Update

This update of the 1992 certified LCP Land Use Plan reflects contemporary conditions in the Coastal Zone, including: policies adopted over the last quarter century; changes in the City's built environment; advances made toward implementing a sustainable approach to mobility and coastal access; projects that have successfully reduced and recycled stormwater runoff; and the need to adapt to climate change, sea level rise, and anticipated shoreline changes, using the latest forecasts being generated by sophisticated models including the Coastal Storm Modeling System (CoSMoS) and Environmental Science Associates (ESA) modeling.

The Implementation Plan for Santa Monica's LCP will be submitted for certification to the California Coastal Commission at a later date following certification of this LUP.

Community Outreach for the LCP Planning Process

In preparing this document, the City of Santa Monica provided extensive opportunities for public participation, review and comment. The first public outreach phase involved a series of presentations to boards, commissions and neighborhood groups and two workshops held on February 29, 2016 and April 13, 2016, attended by 60-100 people. The first workshop provided context on the Coastal Zone and purpose of the LCP Update project, and highlighted key issues for the project. Workshop #2 explained the science and preliminary findings of the CoSMoS Sea Level Rise study, which was conducted concurrent with LCP preparation through a grant from the Ocean Protection Council. The session also highlighted potential adaptation alternatives that may be employed as necessary and feasible to appropriately regulate activity in areas affected by sea level rise. Notices were mailed to 3,268 residents, property owners and businesses in the most highly sensitive Coastal Zone sub-areas in advance of each workshop.

Workshop #2

Between January and April 2016, City staff gave presentations on project process and objectives to the following commissions and boards: Planning Commission; Task Force on the Environment; Pier Corporation Board; Landmarks Commission; Commission for the Senior Community; Disabilities Commission; Recreation and Parks Commission. Staff also presented the project to the North of Montana Association and Ocean Park Association, both of which are located partially or fully within the Coastal Zone.

Pier Visitor Survey

City staff conducted an intercept survey of 632 people on the Santa Monica Pier during 4 weekdays in July focusing on travel patterns, parking locations used and other coastal points of interest visited (Appendix 1). Survey results supported a multi-modal planning approach to providing public access and services in the coastal area that is already shifting the emphasis from automobiles and beach parking to support for other travel modes.

Owlized on the Pier

On October 27, 2016, two augmented virtual reality viewfinders (one ADA accessible)

presenting scenarios that visualize sea level rise were installed on the Santa Monica Pier for a three month period. The interactive tool, called "The Owl" showed a present day scene looking north of the Pier, followed by the same scene showing the coastline with two meters of sea level rise. Scenarios of major (100-year) storms were then projected on the evolving coastlines. The Owl survey (see Appendix 2) gauged users' level of awareness and concern about sea level rise and views of possible adaptation measures. The virtual reality technology was also made available for wider use through a smart phone app.

Beach Walk to the Snowy Plover Protected Area

Another educational component of the LCP public outreach process was a nature walk on October 16, 2016, co-sponsored by the Audubon Society, to observe the Western Snowy Plovers in their beach roosting area in the northern portion of Santa Monica State Beach. The Western Snowy Plovers have been provided with an "exclosure" that is intended to protect them from City maintenance vehicles and beach users alike while they roost.

LCP Project Website

The LCP project website (www.smgov.net/localcoastalplan) was launched in January 2016. All project documents, presentations, announcements of events and activities, and summaries of workshop comments were posted in a timely manner on the website to continuously support the community outreach effort.

Draft policies were provided to the public for review, followed by public hearings on the Draft LUP before both the Planning Commission (October 5, 2016) and the City Council (November 22, 2016).

Snowy Plover Tour

Pier Arrival Survey

Owlized on the Pier

Public Draft Release and Outreach

Following the January 2018 release of the Public Review Draft LUP, staff made presentations to the Recreation and Parks Commission, the Task Force on the Environment, the Landmarks Commission, the Pier Corporation, and some neighborhood and business organizations. A panel presentation on sea level rise adaptation and resilience policies was held on March 15, 2018 and recorded for continued availability at the LUP project website. City Planning staff also hosted a ClimateFest table with LUP information on May 19, 2018.

The formal adoption process included a Planning Commission study session on March 21, 2018, and recommendation hearing on July 18, 2018, followed by a Council adoption hearing on October 9, 2018.

Other Community Input on Policies Relevant to the Coastal Zone

In addition to the outreach conducted specifically in preparation of the LUP, City policies that comprise the foundation of this update were also developed with extensive public review and comment. For instance, the 2010 General Plan Land Use and Circulation Element included multiple public workshops, involving over 4,000 residents in the planning process. The Downtown Community Plan also involved the community through over a dozen workshops and hearings to develop a community vision for the future of Downtown Santa Monica.

The Bike and Pedestrian Action Plans involved the general community, as well as bike and pedestrian advocacy and neighborhood organizations in their development. Through these processes, the community assisted by identifying the locations requiring intervention for safety and the most beneficial programs to promote more walking and biking. While these were citywide action plans, they are highly applicable to the Coastal Zone, where the highest concentration of biking and walking takes place.

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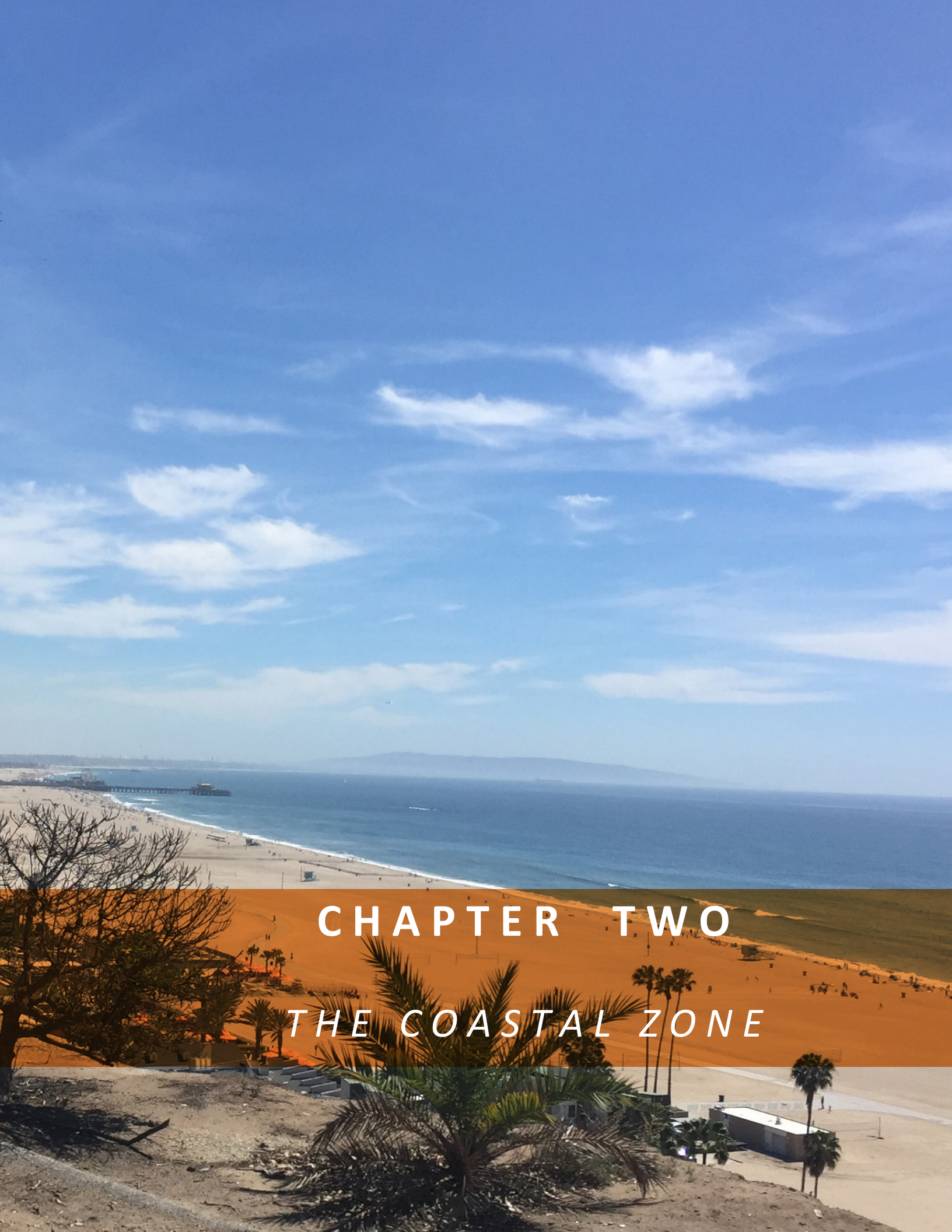


CHAPTER TWO

THE COASTAL ZONE

The Coastal Zone

The Coastal Zone in 2018

Santa Monica's Coastal Zone is approximately 1.5 square miles (975 acres) and contains two major areas:

- The publicly-owned shoreline and sandy beach (approximately 175 acres); and
- The fully urbanized inland area (approximately 800 acres).

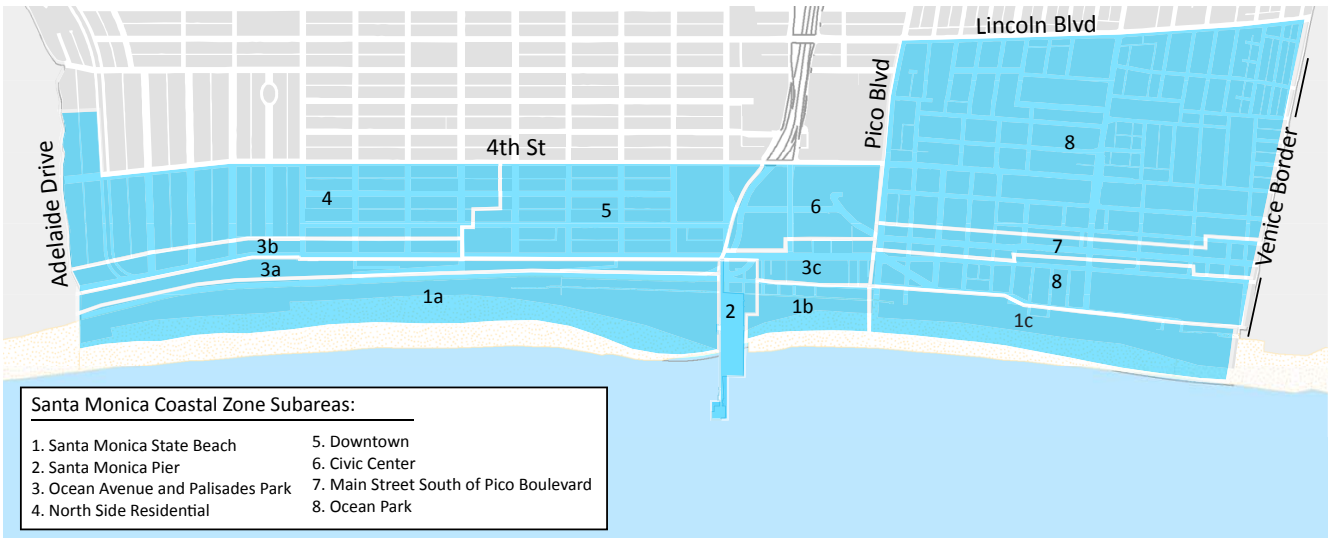
The public beach area, including two major City-owned amenities, the Santa Monica Pier and Annenberg Community Beach House, boasts a variety of free and low-cost beach-oriented recreational facilities as well as concessions, retail uses, public parking, and beach safety facilities, such as the lifeguard towers and regional headquarters. The inland portion of the Coastal Zone contains a variety of residential, hotel, commercial, and public land uses. All future development occurring in the Coastal Zone will be in the form of recycling, urban infill, or enhanced open space.

The Coastal Zone is divided into eight subareas that are based on each area's unique characteristics and coastal issues (Map 4). Some subareas are further divided into sections.

The subareas are:

1. Santa Monica State Beach
2. Santa Monica Pier
3. Ocean Avenue and Palisades Park
4. North Side Residential
5. Downtown
6. Civic Center
7. Main Street South of Pico Boulevard
8. Ocean Park

Despite its relatively small size, the Santa Monica Coastal Zone, particularly Santa Monica State Beach, serves an important role in providing coastal recreation for the greater Los Angeles metropolitan region. With the recent expansion of Metro's Exposition Line to Santa Monica, visitors coming from the greater Los Angeles area now have easy, car-free access to the recreation and commercial activities that Santa Monica offers. Additionally, the Santa Monica Freeway, which connects with the extensive Los Angeles freeway network, terminates in Santa Monica, connecting with Pacific Coast Highway (PCH) just northeast of the Santa Monica Pier.

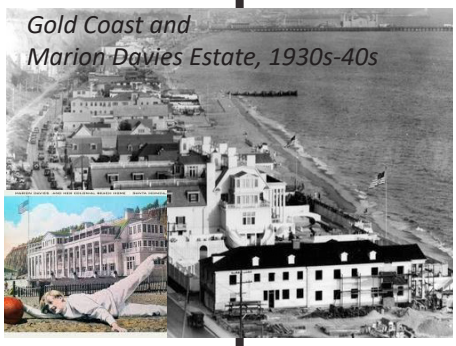


Map 4 *Coastal Zone Subareas*

1875


Santa Monica State Beach, 1920s

Ocean Park Boardwalk, 1929


Gold Coast and Marion Davies Estate, 1930s-40s


Original Muscle Beach, 1951


Santa Monica Pier, 1988

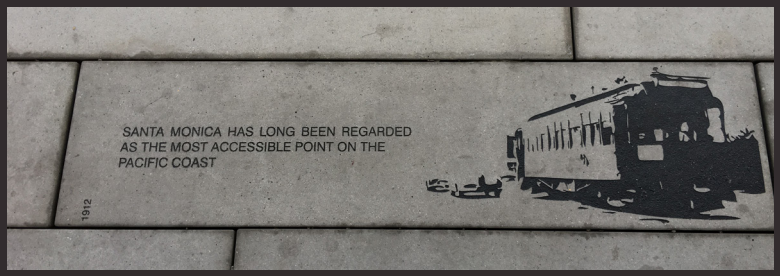
TODAY

A Brief History of Santa Monica's Beach Area

The potential for developing recreational amenities along Santa Monica's naturally beautiful coast and bluffs was evident to its early founders when the City began to take shape in 1875. Starting with camping facilities and small concessions, early entrepreneurs created a lively beach atmosphere with hotels, a boardwalk full of attractions and multiple piers. The environment of the Santa Monica State Beach inspired technological innovations such as a rollercoaster people-mover from hotel to shore; the Camera Obscura and an electric trolley that shuttled people along the boardwalk to Venice. What began as a relatively narrow strip of sand was engineered to become the wide beach we know today through receiving sand from the dredging of Marina del Rey, the construction of breakwaters, and other sand nourishment projects, growing over a century of human activity.

Streetcar connections from Downtown Los Angeles played a pivotal role in the popularity of the Santa Monica State Beach, providing reliable access for many in the region. An extensive roadway system developed to accommodate growing automobile use, and the opening of the Santa Monica Freeway, connecting with PCH through the McClure Tunnel, opened up new avenues for the increasing car-owning population to enjoy a day at the beach.

While piers, hotels and activities have come, gone and returned again, Santa Monica's place as a destination to enjoy the beach and ocean has endured for nearly 150 years, with a focus on welcoming the public. From its early days, decisions to maintain the beach for public use, provide a park along the blufftop (Palisades Park), and construct a municipal pier for fishing and strolling set the course for the beach experience of today and for a future that ensures that the beach is shared and enjoyed by all.



Downtown Expo Station Tile

Subarea 1 - Santa Monica State Beach






Subarea 1 consists of the entire Santa Monica State Beach, both north and south of the Pier and other uses along PCH, also known within Santa Monica as Palisades Beach Road. The subarea contains mostly low-cost visitor serving and recreational facilities, including concession stands and beach activities, alongside private developments, such as homes and beach clubs. The subarea includes the publicly-owned sandy beach and extends inland to the first public roads: Pacific Coast Highway in the North Beach, Appian Way in Mid Beach, and Barnard Way in South Beach. The State Beach area contains traditional beach facilities, such as lifeguard towers, volleyball courts, playground equipment, beach concessions and snack shops, and public parking. Beach clubs, residential and hotel uses, open space, public parking, and some commercial and beach concession stands are located along portions of Pacific Coast Highway, Appian Way, and Barnard Way.

Stretching the entire length of the City's shoreline, Santa Monica State Beach is the most heavily used beach in Los Angeles County and possibly in the state, with more than 17 million beach visitors annually. Santa Monica's beautiful, open beachfront, supported by hotels, restaurants, and other tourist attractions, has steadily attracted large numbers of visitors for almost 150 years.

Surveys have shown that visitors come from most parts of the Los Angeles metropolitan area and from all over the world. Although there are low-cost activities along the entire stretch of the Santa Monica State Beach, the concentration of activities varies north and south of the Pier due to accessibility, parking supply and levels of amenities offered. This critical coastal subarea is divided into three sections, discussed below.

Proposition S

Subarea 1 policies are consistent with the provisions required by Proposition S, approved by City voters in November 1990, which prohibits hotel and motel development and restaurants over 2,000 sq. ft. in the "Beach Overlay District." This District is bounded by Ocean Avenue and Neilson Way to the east, the Pacific Ocean to the west (defined as the Mean High Water) and the city limits to the north and south (see Appendix 3).

Mobility and Access to the Beach in Subarea 1

Subarea 1 is the LUP's most important focal area for ensuring access for all to experience Santa Monica's coastline. Providing access and activity at or near the beach and Pier has been a priority for the City for almost 150 years. Reflecting policies based on this priority, the entire stretch of the beach and the prime view from Palisades Park are open to the public and easily accessed by all. Nevertheless, improvements for all transportation modes are constantly identified and regularly implemented. People arrive to the beach on foot, by bicycle, by car, by motorcycle, by bus, and now, in growing numbers, by light rail. The greatest concentration of access options other than automobile is in the Mid-Beach sub-section, closest to the Expo station and Downtown Transit Mall, but bus, bicycle, parking and walking options exist to access every beach sub-section. Santa Monica sits on the northernmost end of the Marvin Braude Beach Trail, which is used by cyclists to traverse the coast all the way from the southernmost LA County beaches.

For a full discussion of coastal access, see Chapter 3.

Section 1a - North Beach (North of the Pier)

The North Beach is Santa Monica's quieter and less intensely utilized beach area, compared with the Mid and South Beach Sections. However, use of this beach has increased over the past few years due in large part to the City's renovation of the former Marion Davies Estate to the Annenberg Community Beach House.

The North Beach section contains the City's northern sandy beach area, one public facility and several private beach clubs, the "Gold Coast" single family residential neighborhood, and the North Beach tract of mostly single family homes with some apartment and condominium development. The residential uses are in an R2 Zone, which allows a mix of single family and low-density multi-family housing. Beach clubs fall within the Oceanfront (OF) District, which permits a range of commercial and recreational uses subject to a conditional or minor use permit.Parking lots are within the Parks and Open Space Zoning District.

> ***"Providing access and activity at or near the beach and Pier has been a priority for the City for almost 150 years."***

Near the northern end of this subarea is the Annenberg Community Beach House, formerly the Sand and Sea Club. This property, once owned by actress Marion Davies, is owned by the State and operated by the City. The facility, which opened in 2009, includes a new recreational event building and the remaining structures of the original Davies estate: the City-designated Landmark North House and the swimming pool, both designed by Julia Morgan, which were rehabilitated when the Beach House was built. The Annenberg Community Beach House is a public facility offering activities and programming, such as swimming, volleyball, a children's playground, lectures, art exhibits, classes, docent tours and performances. Since its opening, demand has been high for the

spaces available for event rentals. The Annenberg Community Beach House requires no membership and is easily accessed by a quick ride down the beach bike trail or from PCH. A 277-space surface parking lot is provided.

North and south of the Annenberg are private homes and several private beach clubs. Due to sand accretion, these clubs border a large expanse of sandy beach leading to the Pacific edge. The two smaller beach clubs are located entirely on private land. Both the Jonathan Club at 850 Palisades Beach Road and the Beach Club at 201 Palisades Beach Road operate under settlement agreements with the City and State that permit the clubs to lease parcels of sandy beach for use as beach recreation. Lease revenues go into the City's Beach Fund that supports operational and capital expenses on the beach.

Just north of the Pier, a stretch of residential uses lines PCH to the east of Ocean Front Walk and the bike trail, along with a beach concession (Perry's) with rentals and food service within the public beach area. The residential buildings, zoned for either single family or low density residential uses, include a mix of multiple-family residential apartments, condominiums, and individual houses. Many of the single-family residences have been remodeled or replaced over the last two decades, in compliance with City zoning requirements for height maximums and step backs that preserve the public view of the beach from Palisades Park. Public access and views of the beach from PCH are maintained through several public parking lots, scattered between private developments, which are zoned as Parks and Open Space.

To improve accessibility to the beach for the elderly, those with disabilities, or visitors carrying heavy beach supplies, the City has installed wooden walkways that extend close to the water's edge at several points along this section of beach. A new universally accessible beach playground at Montana Avenue is scheduled for construction in 2017, after the success of the first universally accessible playground in the South Beach area, which will provide additional recreational activities for beachgoers in the north.

Section 1b – Mid Beach (South of the Pier to Pico Boulevard)

The most active recreation-oriented area of Santa Monica State Beach surrounds the Santa Monica Pier (Subarea 2), and extends southward to Pico Boulevard and eastward to Appian Way. While the centerpiece of activity is on the Santa Monica Pier, this sub-section at beach level is dominated by public and commercial recreation uses, such as cafés, restaurants hotels and bike rental shops. A project in the late 1990's renovated Ocean Front Walk, Chess Park and Muscle Beach, widened the beach bike trail, and installed new restrooms.

Visitors use the volleyball courts just south of the Pier that are lit for night play. The Original Muscle Beach has been expanded to offer a wide range of gymnastic equipment for children, teens, and adults, along with a new slackline park added in 2013. The walkway from the Pier has been extended toward the water to provide better beach access for those with disabilities or limited mobility.


Annenberg Community Beach House


Barnard Way Residential

On the east side of the Pier is a children's play area next to stairs and a ramp leading up to the Pier deck. Ocean Front Walk, a wide paved walkway used by pedestrians, roller skaters, and skateboarders, runs along the inland edge of the beach to Bay Street.

There is a small group of concession stands and beach-related shops fronting Ocean Front Walk, including Big Dean's and the City Landmark-designated beach commercial buildings at 1601-1613 Ocean Front Walk. Just east of the beachfront area, a mix of apartments and public parking lots is located between Seaside Terrace and Pico Boulevard. This subarea is also home to the County Lifeguard Headquarters immediately south of the Santa Monica Pier on the beach.

There is a significant hotel presence in the immediate vicinity of Mid Beach, along Ocean Avenue and Pico Boulevard. The Loews and Marriot Hotels are located just north of the Mid Beach area, while Shutters on the Beach is located at the southern edge of Mid Beach, just north of Pico Boulevard. Across from Shutters on the opposite side of Pico Boulevard is the Casa Del Mar, a hotel that was originally built in the 1920s as a private beach club and later converted into a hotel.

The highly accessible, multi-modal transit system to reach this subarea is described in Chapter 3.

Subarea 1c - The South Beach (South of Pico Boulevard)

The South Beach area stretches from Pico Boulevard to the southern city limit and extends from the beach, one block inland to Barnard Way. The South Beach provides wide, sandy beaches for recreation and open space. Through use of the Beach Fund and grants, the City has added recreational activities for the community and ensured access for persons with disabilities. Informal green spaces are accessed from Barnard Way, where three parks are provided: Ocean View Park, Beach Park #1, and Beach Green, a popular place for kite flying, informal team sports and picnics. Other facilities of note include a universally accessible beach playground at Ashland Avenue, several accessible walkways that help people using wheelchairs and other equipment get closer to the water, and the Beach Bike Campus, a miniature street experience to teach riding skills and road safety. At Bay Street, the beach bike trail continues to the southern limits of Santa Monica adjacent to a separated pedestrian path.

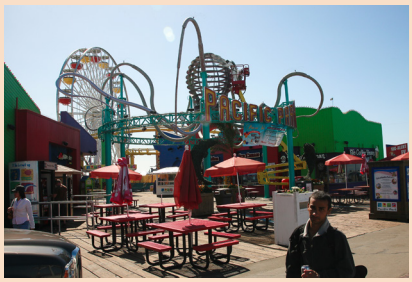
The City has concession leases in the South Beach, comprised of two Perry's Cafes that offer food and bike/equipment rentals. This section of the beach is also popular with surfers, along with an active volleyball community.

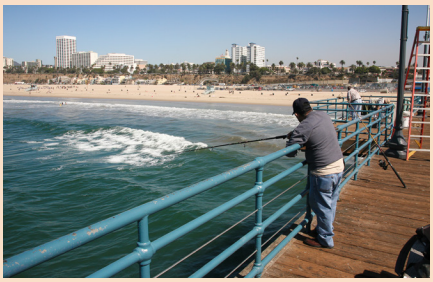
Lot 4 South at 2030 Ocean Avenue and Lot 5 South at 2600 Barnard Way offer more than 2300 short and long term parking spaces that serve the South Beach subarea. Barnard Way, which runs along the eastern side of these lots, is landscaped and designed to discourage fast driving and to provide more green space at Dorothy Green Park.

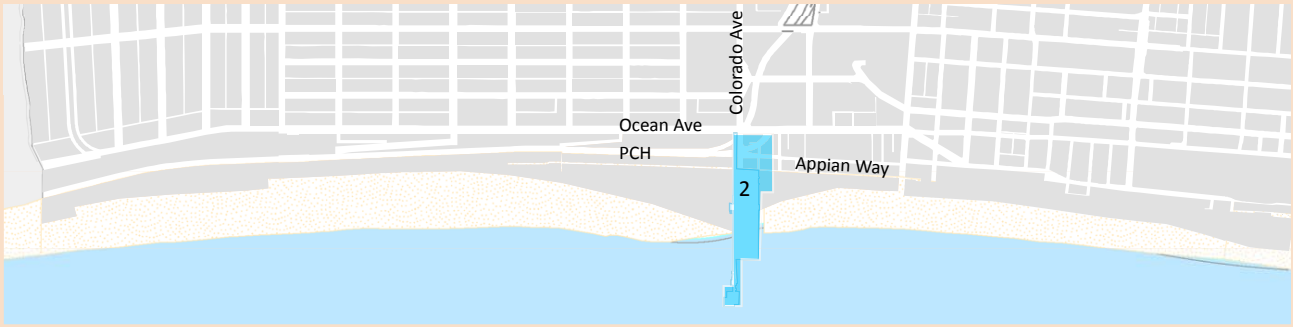
Muscle Beach


Casa Del Mar

Subarea 2 - Santa Monica Pier







The Santa Monica Pier is located on the beach at the terminus of the Colorado Esplanade, a street that was reconfigured in 2016 to provide an enhanced pedestrian and bicycle connection between the Pier and the Downtown Expo Light Rail station at 4th Street. It is the only remaining Southern California recreational Pier that provides an amusement park with free entrance, harkening back to the earliest days of fun and excitement at the Santa Monica State Beach. Owned and operated by the City with oversight by the Santa Monica Pier Corporation, the Pier draws approximately eight million visitors each year from the Los Angeles region and beyond. The Pier's current uses include a carousel, Pacific Park with amusement rides and games, a penny arcade, a variety of food establishments, a trapeze school, an aquarium, beach oriented retail shops, public restrooms, a Santa Monica Police Department sub-station, a parking lot and a Harbor Office. To the east lies Carousel Park, which the City constructed in 1986, with a children's play area, steps and ramp to the Pier, metal frame pavillions, and seating areas. Carousel Park was recently designated as a City Landmark. The seaward end of the Pier is a popular location for fishing. The 1916 Looff Hippodrome (Carousel) Building is a National Historic Landmark listed on the National Register of Historical Places and has been designated, along with the Pier and Pier Sign as City landmarks. The Pier designation sets forth the level of review required for different types of alterations to the Pier deck and structures placed on it. Pier Design Guidelines have also been established to maintain the Pier's historic character.

Built in two stages as the Municipal Pier (1909) and the Looff Pleasure Pier (1916), the Santa Monica Pier symbolizes the City's origins and continuous functioning as a beach resort community, in which real estate growth, amusement and tourism have always gone hand-in-hand. At the Pier's lowest moment, the City Council ordered its demolition, but was stopped by protest by the local community, which passed a "Save Our Pier Forever" initiative in 1973 to make destruction of the Pier

a misdemeanor. The Pier and Looff Hippodrome (carousel building) were designated as City Landmarks in August 1976. From that moment, the Pier began its climb to become a City attraction once again and recapture its role in revitalizing the City's social and economic vitality. In 1982, the City Council and the State Coastal Conservancy sponsored a series of community workshops to envision the future growth and recovery of the Pier.

One year later, in 1983, just as implementation of this restoration program was underway with the refurbishment of the Looff Hippodrome, a series of unusually severe winter storms destroyed the outer 100,000 sq. ft. of the Pier, dramatically increasing the scope of the restoration effort. As a result, the City Council established a non-profit, public benefit entity, the Santa Monica Pier Restoration Corporation, to oversee restoration, events and programming, and development of the Pier. In 2015, the agency was formally renamed as the Santa Monica Pier Corporation, signifying that "restoration" had been largely completed, and shifting focus toward the Pier's future as an even more vibrant coastal centerpiece for the local community and visitors alike. Today, the Corporation oversees many popular free- and low-cost activities that are offered to the public, such as movie screenings, a summer concert series, special events and festivals, and opportunities for local entertainers that contribute to the daily Pier experience.

Until the 1983 storms, the Pier accommodated 471 parking spaces on the Pier deck. Today, the Pier contains 277 spaces, and the adjacent surface lots north of the Pier accommodate over 1,600 cars. Parking rates vary seasonally and revenue from these lots supports maintenance and activities on the beach and Pier.

In addition to the designated landmarks on the Pier, Subarea 2 includes one additional landmark property, the Vernacular Commercial Buildings at 1601 - 1613 Ocean Front Walk.

Subarea 2 is also within the Beach Overlay District established by Proposition S in 1990. However, Prop S excludes the Pier Platform and up to 140,000 sq. ft. of new development on it (see Appendix 3).

In 2015, the City and the Pier Corporation prepared a Pier Access and Use Study to provide a conceptual framework for future planning and decision-making related to reconfiguring and establishing additional activities on the Pier (see Chapter Three). The study's major recommendations were to reduce Pier parking to allow for more public programming, improve access for all users, and diversify activities and uses on the Pier, including strategic placement of new buildings and attractions. The study also laid out a vision for future redevelopment of the Pier structure.

Subarea 3 - Ocean Avenue and Palisades Park







Subarea 3 consists of Palisades Park, located at the top of the Palisades bluffs, and those parcels along Ocean Avenue across from the park (excluding the stretch within the Downtown boundaries). Ocean Avenue is one of the City's most scenic boulevards largely due to the presence of Palisades Park along its entire length on the west side of the street. From early cityhood, Palisades Park has preserved sweeping public views of the shoreline, Santa Monica Bay and the Santa Monica Mountains. Subarea 3 continues south to include Ocean Avenue past Subarea 2 (the Pier). In this section, it includes Ocean Avenue and those parcels fronting on its west side, as far south as Pico Boulevard. From there, the area takes in a section of Pico Boulevard north of the centerline and those parcels along the north side of Pico Boulevard between Ocean Avenue and Appian Way. Pico Boulevard is also the southern boundary of the Civic Center area (Subarea 6), and serves as a transition to Ocean Park, the largest neighborhood in Santa Monica's Coastal Zone.

Sub-area 3 is divided into three subsections:

- Section 3a: Palisades Park and Bluffs;
- Section 3b: Ocean Avenue and the parcels along its eastern side north of Downtown (Sub-Area 5) at California Avenue; and
- Section 3c: Ocean Avenue and properties along the west side of the street adjacent to, and south of, the Pier Sign ending at Pico Boulevard.

Section 3a - Palisades Park

Palisades Park provides spectacular views of the coastline, Santa Monica Bay, and the Santa Monica Mountains and offers space for passive forms of recreation. The park sits atop the Palisades Bluffs, which run from the Santa Monica Canyon in the north to the Pier Bridge at its southern end. Established by the City in 1892 as a public open space on land donated by one of its founders, and designated as a City Landmark in 2007, Palisades Park is a 1.5 mile-long linear park that contains meandering pathways at the bluff edge and through its interior. The park is about 26.41 acres with 66 feet of elevation change (high point at the north end rises up to 146 feet, low point at the south ends at 80 feet) and includes over 30 species of trees, shrubs, cacti, and succulents. Rows of trees define the length of the Park, including mature Canary Island date palms from Colorado Avenue to the California Incline, and mature Mexican fan palms from the California Incline to Adelaide Drive, which were planted during the 1900s. Rows of the old eucalyptus trees that grew in the Park during the 1890s still exist in the southern portion of the Park. Recreational amenities throughout its grassy areas include picnic tables, benches, a petanque court, the community center and Camera Obscura building, and pavilions. Also within its boundaries are many monuments and historic points of interest (see Chapter 3).

Based on a 1991 master plan, a major $1.5 million renovation of Palisades Park was undertaken and completed in July 1994. This was followed by a $3.1 million Phase II, which was designed with sensitivity to the park's historic character and enhanced its value as a public open space with new park furniture, amenities, access improvements, plantings including drought tolerant varieties and updated restrooms.

Additionally, in 2010, the bluffs were reinforced through a stabilization project completed at a cost of just over $1,000,000 to address erosion resulting from the park's precarious location atop the vertical bluff lining Pacific Coast Highway. In 2015, the area was further stabilized when the City reinforced, widened and seismically strengthened the California Incline. It was completed in mid-2016. The Incline project realigned the roadway and added a separated cycle track and pedestrian walkway, constituting a significant access improvement from the Palisades to the coast for pedestrians and cyclists.

"...Palisades Park has preserved sweeping public views of the shoreline, Santa Monica Bay and the Santa Monica Mountains..."

Palisades Park is the western terminus of a street grid that provides access to all parts of the park. Bike lanes or sharrows exist on many of these streets and a bike lane runs parallel to the park along Ocean Avenue. The Expo Light Rail line, several Santa Monica Big Blue Bus routes, and several Metro regional bus lines provide transit service to the park. The park and beach are connected through several pedestrian bridges that cross Pacific Coast Highway, terminating in stairways that descend to the beach on the western side of the highway. The bridges are located at Montana Avenue, the

California Incline, Arizona Avenue, between Santa Monica Boulevard and Broadway, and the Pier Bridge at the end of Colorado Avenue. The older designs of these bridges are not consistent with current ADA standards and thus are challenging for persons with physical disabilities.

Section 3b - Ocean Avenue North of California Avenue

Section 3b includes the Ocean Avenue right-of-way and parcels on the east side of the street from California Avenue at the northern edge of Downtown to Adelaide Drive. The mix of multi-family residential buildings along this stretch of Ocean Avenue ranges from two story to high-rise multi-story buildings.

Ocean Avenue north of Montana Avenue is zoned R4 and is primarily occupied by high density residential apartment and condominium developments. South of Montana Avenue to California Avenue is zoned R3, with buildings reaching four stories or less. However, there are six high-rise apartment and condominium towers ranging from six to sixteen stories, all of which were constructed prior to the 1992 LUP.

Section 3c - Ocean Avenue South of the Pier

The stretch of Ocean Avenue south of the Santa Monica Pier begins with the Lobster restaurant, followed by a number of residential, low-scale commercial and mixed-use structures. Commercial uses serve locals and visitors, with restaurants and businesses related to visitor activities such as surfing and Segways. At Pacific Terrace, the street becomes defined by hotels, including the Hotel California, Loews, Le Merigot and a parking lot associated with Casa Del Mar. Due to their highly desirable location, these hotels have high occupancy rates and generally command high rates.

Ocean Avenue directly south of the Pier is still elevated above the seaboard floor, but at a much lower grade than Palisades Park. The shallow grade allows for the development of residential and commercial uses between Ocean Avenue and Appian Way, where the topography slopes downward toward the beach through a small residential neighborhood built along charming walk streets. Some of the hotels include levels descending to Appian Way, with more direct access for their guests to the beach. Across the street, south of Tongva Park, is the Civic Center Village, with multi-story condominium buildings above ground-level retail at the corner of Olympic Avenue.

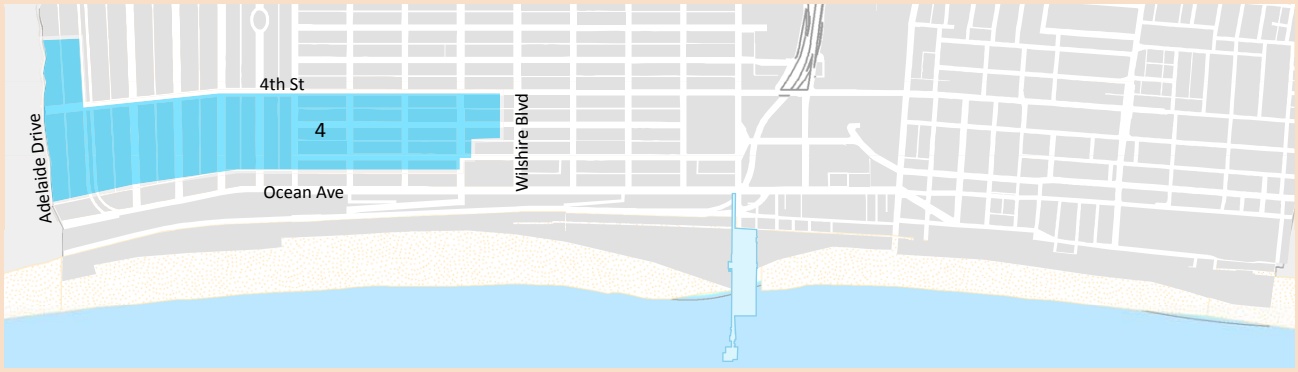
Property setbacks along this stretch of Ocean Avenue establish a corridor of open space and landscaping south from Palisades Park, to Pico Boulevard creating an extension of the park's visual amenities. New street improvements provide a green median and improved bicycle lanes, which create a visual extension of the parks.


The Village

Subarea 4 - North Side Residential





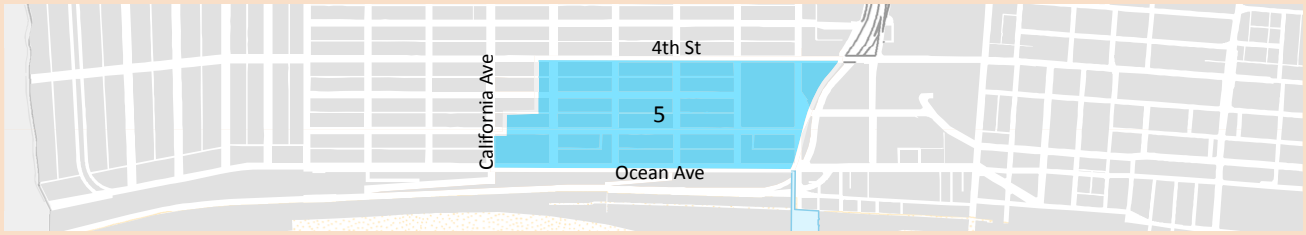
The North Side Residential area runs north from Wilshire Boulevard (with the exception of the westernmost parcels that are within the Downtown boundaries) to the northern edge of the City, and lies immediately east of the parcels located along Ocean Avenue and west of 4th Street. North of San Vicente, the subarea further expands east to 7th Street. The area is developed with both high density multi-family and low density single-family residential uses. Over time, there has been some recycling of older, smaller structures to multi-unit buildings in this area. Most of the area north of Montana Avenue and inland of Ocean Avenue is zoned R1 for single-family residential uses, with multi-family residential zoning (R2) along San Vicente Boulevard.

San Vicente Boulevard contains a number of older courtyard and other multi-family buildings. A grouping of properties in this westernmost stretch of San Vicente Boulevard was designated in 2015 as the City's third historic district, the San Vicente Courtyard Apartment Historic District, which contains both contributing and non-contributing structures within its boundaries. Most of this historic district, with the exception of the south side of San Vicente Boulevard east of 4th Street, is located within the Coastal Zone.

Subarea 5 - Downtown







Santa Monica's Downtown generally extends from the north side of Wilshire Boulevard to the Santa Monica Freeway and from the east side of Ocean Avenue to Lincoln Boulevard, which is beyond the Coastal Zone's Fourth Street boundary. Downtown also includes properties north of Wilshire between Ocean Avenue and Third Street that contain hotel and other commercial uses. The Downtown area has been historically and continues to be the City's most important crossroads of community, culture and commerce with a concentration of commercial, residential and visitor serving activities. While all of Downtown is a mixed-use district, residential uses are more heavily concentrated toward its eastern subareas (outside of the Coastal Zone), while visitor serving and commercial uses prevail in the westernmost portions, linked by public open spaces and pathways. The lively pedestrian activity experienced on a daily basis in Downtown is a sign of its success as a local, regional, and international destination. In 2017, the California Chapter of the American Planning Association recognized Downtown Santa Monica as one of its "Great Places in California."

The City engaged in a multi-year planning process for the Downtown Community Plan (DCP) to nurture Downtown as a "complete neighborhood" with a strengthened social, entertainment, and economic base. The DCP was adopted in 2017 and offers a vision for the future that builds on the district's historic character with specific requirements and programs, including density and height limitationss. The DCP envisions Downtown's continuing progress to better serve the community and visitors with new public spaces, additional arts and entertainment options and a mobility infrastructure that promotes safety for pedestrians and cyclists. Its goal is to offer this environment in conjunction with increased transportation choices and convenient public and shared parking for visitors.

The DCP also identifies two "Established Large Sites" within the Coastal Zone, at 1133 Ocean Avenue and 101 Santa Monica Boulevard. Projects on these two sites that promote the DCP's priorities may exceed underlying height and FAR standards through approval of a development agreement.

Ocean Avenue south of California Avenue was incorporated into the Downtown Core land use designation in the 2010 Land Use & Circulation Element (LUCE), and is therefore included within the DCP boundaries. This stretch of Ocean Avenue has long been zoned for general and visitor serving commercial uses and has been developed with hotels and restaurants that thrive in the coastal environment. The heights of the buildings on this stretch are mixed. Until the mid-1970s, there were no height limits in the Municipal Code for the Downtown area, including Ocean Avenue, resulting in the development of several high-rise buildings, such as 1221 and 1299 Ocean Avenue.

Land uses in the LUP Downtown subarea include a mixture of office, retail, residential, recreation and entertainment uses, and other uses and services associated with a traditional downtown. Two key features of the area, forming a strong retail and entertainment core, are Santa Monica Place and the Third Street Promenade. Santa Monica Place is located between Second and Fourth Streets, Colorado Avenue, and Broadway. The three-level, open-air shopping center, which underwent major renovations in 2010, contains two department stores, three levels of high-end retail specialty shops, an Arclight theater (added in 2015), an upper-level, outdoor dining deck, a food court, several restaurants, view platforms facing west and north toward the Third Street Promenade, and two public parking structures.

Santa Monica Place's northern pedestrian walkway leads directly into the Third Street Promenade, an open air pedestrian mall constructed in 1965 and redesigned in 1989. The Third Street Promenade extends three blocks, from Broadway to Wilshire Boulevard, and is lined primarily with one and two story buildings that contain ground-floor retail, restaurants, and cafes, two movie theaters, and upper-floor office or residential development. The Promenade is a popular local and visitor destination, with street performances on most days, attractive street furniture and fountains, and a casual atmosphere that is carefully nurtured by the City and its partner, Downtown Santa Monica, Inc. to maintain a balance of uses and a constant stream of activities, including special events such as holiday and seasonal festivals.

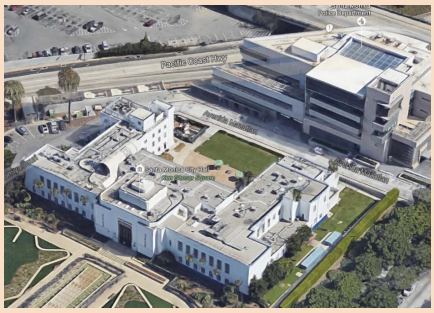
Just southeast of Santa Monica Place, at Colorado Avenue, is the Exposition Line terminus station, connecting directly to the Pier and beach via the Colorado Esplanade. The station and the adjacent City-owned property are not within the Coastal Zone. The City-owned site is currently used for drop-off and transit connections, and is being planned through community processes as a transit-oriented development (TOD) project. Recognizing the need for a comprehensive evaluation of the unique circulation challenges and freeway capping opportunities presented by freeway-adjacent sites to better link Downtown and the Civic Center, a portion of Colorado Avenue west of 4th Street (within the Coastal Zone) will be included in the Gateway Master Plan, a future focused planning effort.

Downtown-Civic Center Connection

In 2016, as part of the Colorado Esplanade project, 2nd Street was realigned at Colorado Avenue with the Main Street Bridge in order to eliminate an intersection and improve the traffic flow between Downtown and the Civic Center. Previously, Main Street ended at a T-intersection at Colorado Avenue and continued half a block to the west as 2nd Street. The reconfiguration strengthens the connection between Downtown, the Civic Center, the Expo Light Rail station, and the Colorado Esplanade.

Subarea 6 - Civic Center





Subarea 6 is comprised of the Civic Center, which includes a grouping of public buildings, open spaces, multi-family housing, and the RAND Corporation. This subarea extends from the Santa Monica Freeway south to Pico Boulevard, and from the property boundaries of Subarea 3 on the east side of Ocean Avenue to Fourth Street (west frontage only). It is bisected by Main Street and Olympic Drive.

The Civic Center area totals about 21 acres and is owned primarily by the City or County, with the exception of RAND. The Civic Center Specific Plan, originally adopted in 1993, and amended several times over the ensuing 22 years, has guided a series of significant projects that have transformed this area into a vibrant civic asset. These projects have included:

- A land swap between the City and RAND that resulted in a new elliptically-shaped RAND building across from the Civic Auditorium and the City's construction of Tongva Park south of the Santa Monica Freeway.
- The extension of Olympic Drive from 4th Street to Ocean Avenue.
- The construction of a public parking structure at 4th Street and Olympic Drive.

- The rehabilitation of the historic City Hall building along with a new Public Safety Facility at the corner of 4th Street and Olympic Drive.
- The development of the Civic Center Village, south of Olympic Drive, is comprised of 20,000 sq. ft. of ground floor retail, restaurants, artist workspace, 158 market-rate condominiums, and 160 deed-restricted affordable housing units (the Ocean Avenue-facing properties of the Village are now included within Subarea 3).

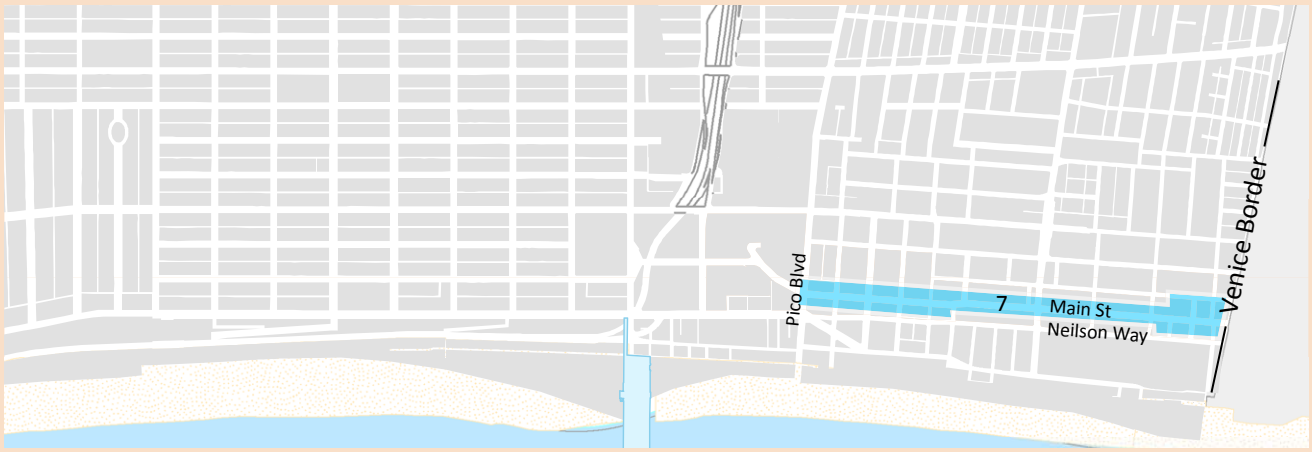
The 6-acre Tongva Park has introduced a major coastal recreational amenity, attracting children and their parents on a daily basis to its accessible children's playground, along with the local workforce, visitors, and nearby residents. The park's features emerged from an extensive series of outreach events, through which the community emphasized the desire for viewpoints, pathways, preservatio and relocation of mature Moreton Bay Fig and ficus trees on the property, water features, picnic facilities, and a playground. The flat property was sculpted to create a hilltop overlooking the ocean with framed view platforms and a restrooms cleverly tucked underneath. The park was designed by James Corner Field Operations and Frederick Fisher & Partners Architects, and has won multiple local, state, and national awards along with immediate and sustained popularity.

Along with the park, the Olympic Drive extension and the realignment of Main Street to Second Street in Downtown, have successfully integrated the Civic Center into the coastal area. With public buildings closed on weekends, the Civic Center parking facility now provides a freeway-convenient parking option, with a comfortable walk to the Pier and beach. The connection with Main Street in Ocean Park is also stronger and more bike and pedestrian friendly.

Other continuing uses in the Civic Center include the Los Angeles County Courthouse, the Santa Monica Civic Auditorium, City Hall (with the re-landscaped Ken Genser Square in front), and the large surface parking lot that surrounds the Civic Auditorium. The Civic Auditorium was partially closed in 2015, and a community planning process to shape its physical and programmatic development, based on the CCSP vision, is underway. An Early Childhood Laboratory School, a joint project of the City and Santa Monica College, is currently under construction in a portion of the Civic Center's large surface parking lot. The facility will provide childcare and SMC student training in child development programs. Construction began in 2017 on a rear addition to City Hall, adding offices and a combined customer service counter, with anticipated completion in 2020. The building extension is being designed to meet the Living Building Challenge requirements for certification by the International Living Future Institute.

The City is also implementing the CCSP with a project scheduled for completion in 2021 to replace a portion of the Civic Center parking lot with a regulation-sized Multipurpose Sports Field. The field will provide active recreation opportunities for the community. Adjacent to Santa Monica High School, this new public amenity will meet a long-standing need and community desire for additional youth and adult sports fields.

Subarea 7 - Main Street South of Pico Boulevard



Main Street has been the commercial center of Ocean Park since the turn of the 20th century. Main Street is defined by its mix of mostly low-scale, multi-story builcings, several of which are designated Landmarks. Businesses along Main Street have evolved over time and for the last quarter century, Main Street has been riding a wave of popularity as a specialty shopping and visitor serving area, with a marked increase in the number of restaurants, art galleries, antique, and specialty-retail establishments. Historically, most of this activity was concentrated south of Ocean Park Boulevard, but activity north of Ocean Park Boulevard has expanded significantly in the last 25 years, anchored by the Frank Gehry-designed Edgemar (opened in 1989) and a mixed-use development on the west side of Main Street between Bay St. and Bicknell Avenue. Along this stretch of Main Street, many other businesses have located within existing low-scale buildings all along the street and new, low-scale in-fill structures have been constructed. The California Heritage Museum, the Victorian, and the Ocean Park Branch of the Library are located at the intersection of Main Street and Ocean Park Boulevard. The human-scaled, pedestrian atmosphere of the Main Street corridor has been nurtured over the years through unique development standards.

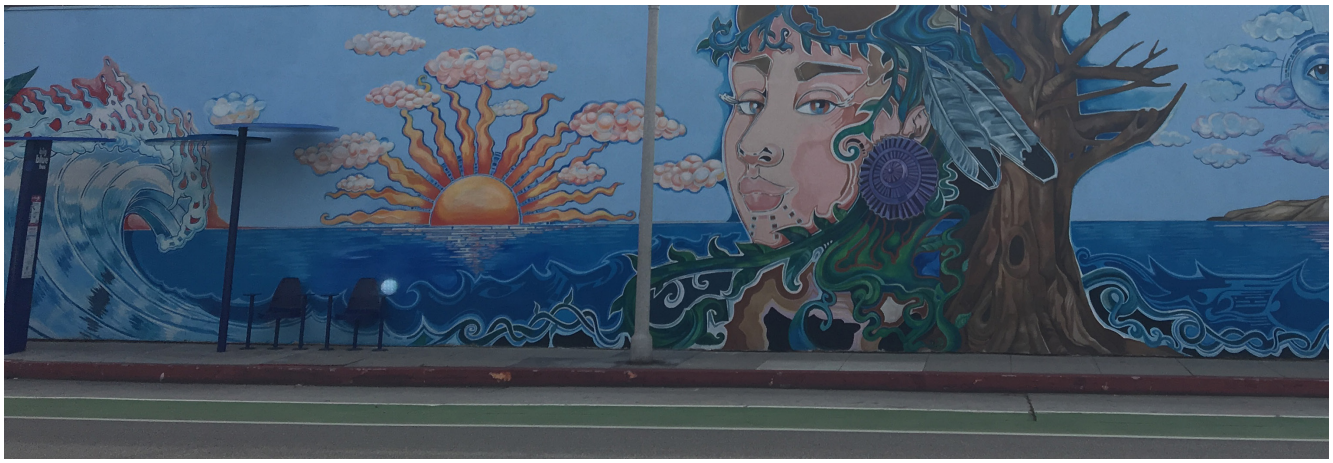
The central portion of the Main Street Subarea is zoned Neighborhood Commercial (NC), maintaining its low scale. Properties at the Venice border and just south of Pico Boulevard allow more intensive development as Mixed Use Boulevard Low (MUBL). Mixed-use complexes, with ground-floor retail and apartments above, have been constructed in both of these MUBL districts.

Main Street's historic past is recognized through the designation of 11 City landmarks within this subarea, with many more on the City's Historic Resources Inventory. One of these at the center of Main Street is the only library located in the Coastal Zone, the Ocean Park Branch Library at the corner of Main Street and Ocean Park Boulevard, constructed in 1917. The two City-owned Heritage Square structures are historic homes that were moved to the site from their original locations on Ocean Avenue. Other City landmarks range from the elegant National Register-listed Parkhurst Building, the Art Deco style Merle Norman building to the 1923 Biedler-Heuer building at the corner of Hill and Main, a building that typifies the vernacular Main Street architectural style.

Other community-serving amenities on Main Street include Pacific Street Park, with a large off-leash fenced dog park, and the Santa Monica Community Garden at the corner of Hollister Avenue, with well-maintained individual garden plots leased by the City.

Ocean Park's first commercial district was centered on Pier Avenue near the coastal amusements and piers. Main Street was developed to provide Ocean Park with a wide automobile-accessible commercial street in the early in the 20th Century with more businesses to serve the neighborhood. Main Street's travel lanes were widened at the expense of sidewalk width in the 1970s, coinciding with a time when the street's retail fortune was at a low point. A different approach was taken more recently, with a re-striping of the street to one travel lane and street parking in each direction, allowing the addition of high-visibility green bike lanes to make Main Street more hospitable for pedestrians and cyclists. Several Breeze Bike Share stations are located at intervals along Main Street.

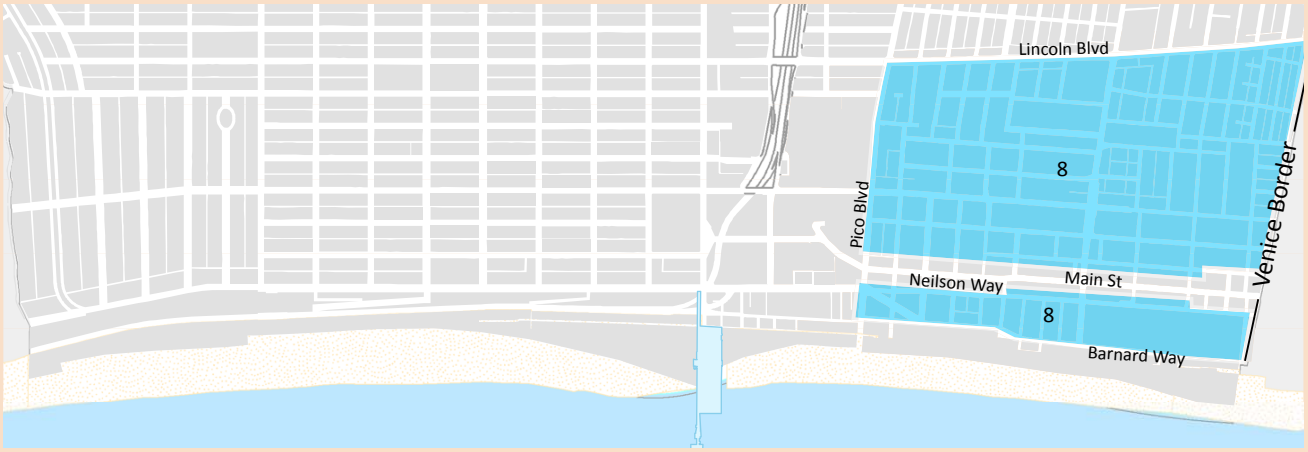
Older buildings along Main Street provide little or no off-street parking, and the City has met demand by providing a series of linear metered lots of several block lengths between Main Street and Neilson Way, with additional metered spaces in the alleyway. These lots include a small lot at Strand Street, a larger lot south of Hollister Avenue, and a major lot between Kinney and Hill Streets. More recently constructed buildings provide off-street parking in surface and subterranean garages. Although Main Street's parking needs are generally met through both off-street and on-street parking, increased evening activity generates high demand, of great concern to neighbors. The impacts of spillover into the adjacent Ocean Park neighborhood has resulted in the establishment of a number of permit parking zones.



Subarea 8 - Ocean Park





Ocean Park was Santa Monica's southernmost neighborhood when the city incorporated in 1886, and from early days, it had a distinct character and identity, defined by a libertarian-leaning, anti-authoritarian spirit. Ocean Park catered to a different tourist class than the upscale community developing across the arroyo (now the I-10 Freeway) and was known for its informal and eclectic beach amusements. At the turn of the twentieth century, Ocean Park was caught between Abbot Kinney's grand plans to develop the Venice canals south of Santa Monica's borders (at one time also confusingly known as Ocean Park) and the aspirations of early Santa Monica leaders to expand and become a charter city. In its early years, Ocean Park residents sought to secede from the City, but ultimately Ocean Park remained in Santa Monica, holding on to its unique character. The OP neighborhood is bounded by Pico Boulevard to the north, the southern city limit to the south, Lincoln Boulevard to the east, and Ocean Avenue/Barnard Way to the west. For LCP purposes, the Main Street commercial area is excluded from this subarea.

Residential densities in the neighborhood are relatively high near the ocean and decrease somewhat in the area between Main Street and Lincoln Boulevard, where a blend of housing types not found in other city neighborhoods co-exists, along with some small neighborhood markets. Ocean Park

includes two of the city's three historic districts, the Third Street Neighborhood Historic District and the Bay Street Craftsman Cluster, both reflective of the period in which Ocean Park developed independently from the Santa Monica neighborhoods to the north.

In addition to Main Street and some short commercial blocks between Pier Avenue and Marine Street, the Ocean Park neighborhood is served by commercial development along Lincoln Boulevard and a small grouping of businesses on Pico Boulevard.

Ocean Park West of Main Street

In the portion of this subarea west of Main Street, the zoning ranges from OP4, high-density residential, in the area that was redeveloped in the 1960s and 1970s to R2 in the "South Beach" neighborhood that largely retains the character of the early 20th century beach community.

The Ocean Park Redevelopment project resulted in this area's most significant change over the last half century. Responding to a determination that the area was "blighted," the project began in 1957 with the establishment of the Ocean Park Redevelopment District. Its implementation began with the demolition in 1964 of all buildings in the area south of Ocean Park Boulevard and west of the Main Street alley. The originally proposed redevelopment plan included roughly a dozen additional high-rise apartment buildings. The first complex, The Shores, was built in 1966, with 523 apartment units in two 17-story towers.

In 1973, another application submitted under the redevelopment plan proposed 1,400 apartment units and 58 condominium units. However, public and official reaction to this plan was not favorable, and an extensive public process to revise the plans ensued, including negotiations between the developer, the Redevelopment Agency, the Coastal Commission, adjacent landowners and community members. The resulting program included a minimum of 100 units of senior citizen housing, no more than 400 units of market-rate housing, the development of off-site affordable housing units, six acres of public open space, and a pedestrian/bike path with public access for pedestrians and bicyclists to travel easily between the beach and Main Street.

Access Through the Sea Colony

With approval of this plan, the Sea Colony was built in three phases in the area between Barnard Way and Neilson Way, south of The Shores, reaching completion in 1987. The entire complex includes 250 rental and 340 condominium units. A large park (Ocean View Park), with lighted basketball and tennis courts as well as a sloping grassy area, sits adjacent to the project and supplements the green open space and beach on the ocean side of Barnard Way. 161 units of affordable senior citizens' housing (which remain dedicated based on deed and loan restrictions), were built in two buildings at the corner of Neilson Way and Barnard Way.

Additional plans to redevelop the area north of Ocean Park Boulevard were eventually put aside, and the R2 zoning was instituted to preserve the remaining neighborhood's scale and character.

Ocean Park East of Main Street

East of Main Street lies Ocean Park's primary residential area, covering approximately 100 blocks or 473 acres. The neighborhood, containing a mix of single-family, duplex and multi-family properties, including several courtyard complexes, is zoned as OPD, OP1, and OP2, special zoning districts that reflect Ocean Park's unique development patterns. Special design guidelines were adopted in the Ocean Park Neighborhood Development Guide in 1990. As an older neighborhood, largely built prior to the establishment of current off-street parking requirements, Ocean Park's residents face

parking challenges, although newer residential developments provide sufficient off-street parking for their occupants.

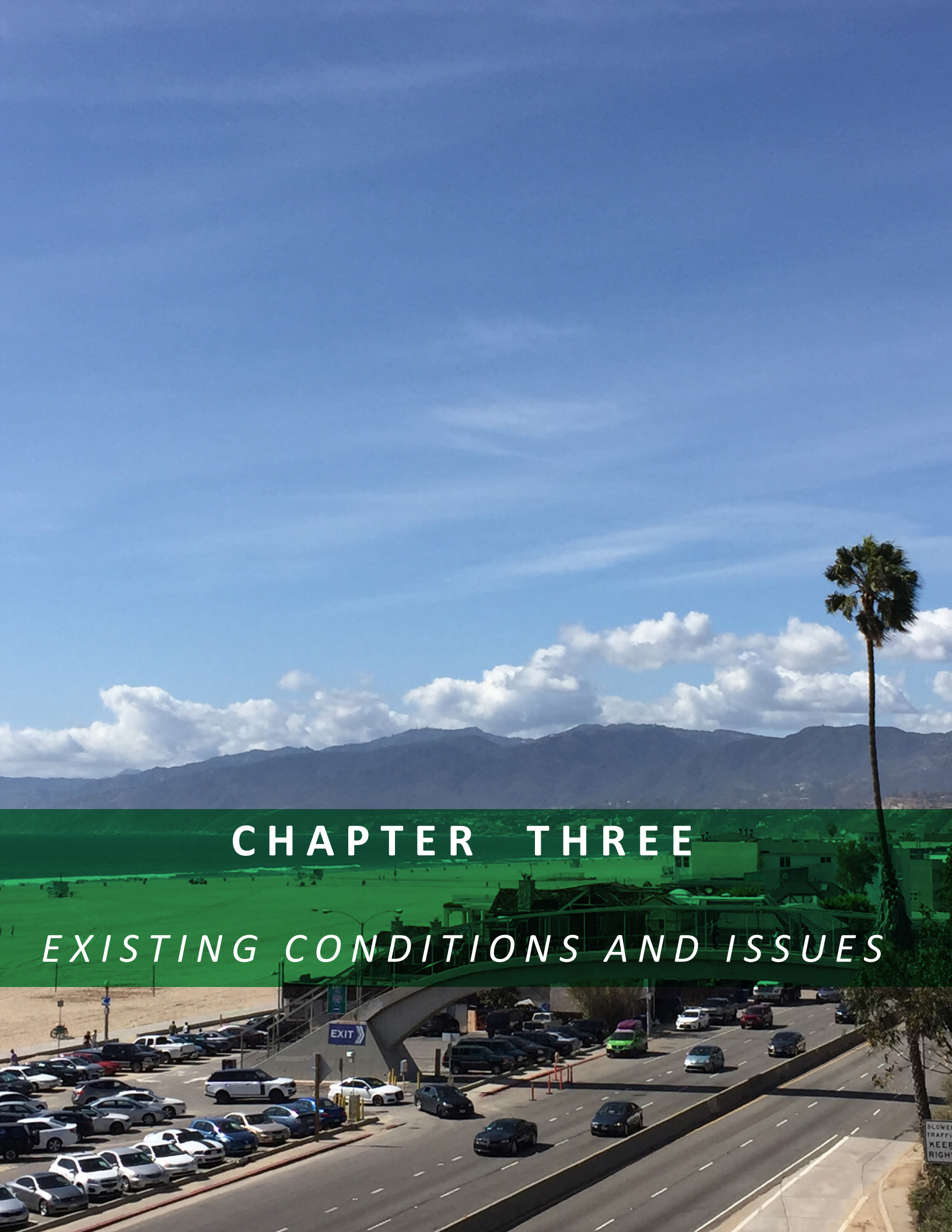
The eastern section of the Ocean Park subarea contains a number of local parks that provide recreational facilities for neighborhood residents. Hotchkiss Park at Strand Street, between 3rd and 4th Streets, offers grass and shade as well as a public art piece ("Oneness" by Eino Romppanen) and is primarily used for passive recreation. Los Amigos Park, just north of Ocean Park between 5th and 6th Streets, leased to the City for park purposes by the Santa Monica/Malibu Unified School District, includes a youth soccer field, basketball and tennis courts, handball courts and a children's playground. It is adjacent to and jointly used by the co-located John Muir Elementary School and Santa Monica Alternative School House (SMASH). Joslyn Park, at Strand Street and Beverley Avenue, provides picnic and play areas, a community center, a children's playground and the Herb Katz Dog Park. The southernmost neighborhood of Ocean Park is served by a pocket park, known as Ozone Park, with a playground and grassy area.

Ocean Park's Commercial Streets

The Ocean Park subarea also includes the west side of Lincoln Boulevard (State Route 1), a major lanes in each direction, curbside parking, a left-turn median, and no bicycle infrastructure. After many years of negotiations, CalTrans relinquished Lincoln Boulevard to the City in 2013, at which time the street was resurfaced. More significant street improvements were approved as part of the Lincoln Neighborhood Corridor Plan (LiNC), which was developed with extensive community input. The LiNC aims to improve pedestrian safety, beautify the commercial corridor, and support local businesses. These goals will be accomplished through the installation of steet medians, additional crosswalks, pedestrian lighting, a peak hour dedicated bus lane, and the exploration of a business improvement district.

Both neighborhood and regional-serving businesses line Lincoln Boulevard in this subarea. While most provide adequate parking, some do not, thus adding to the parking burden in adjacent residential areas. Although far from the coastline, Lincoln Boulevard's most significant role in the Coastal Zone is its regional function related to the flow of traffic between Marina del Rey and the Santa Monica Freeway.

Subarea 8 also includes the south side of Pico Boulevard, where the properties are generally in commercial use and are designated Mixed Use Boulevard Low.



CHAPTER THREE

EXISTING CONDITIONS AND ISSUES

Existing Conditions and Issues

Introduction

This chapter discusses the conditions and issues related to the key areas for coastal protection contained in the California Coastal Act. The Chapter is organized as follows:

1. **Access to the Coastal Zone**: with an emphasis on promoting sustainability by reducing dependence on the automobile and serving a diverse public with different mobility levels by offering choices that enable all people to access the beach and bluffs;
2. **Recreation and Visitor Serving Facilities**: with discussion of low-cost activities and accommodations available to serve the community in Santa Monica's Coastal Zone;
3. **Environmental Quality**: with an emphasis on protection of marine habitat, biological resources, and water quality;
4. **Scenic and Visual Resources**: with particular concern for protecting and improving the public views of the ocean;
5. **Sea level Rise and Coastal Hazards**: informed by site-specific technical analysis and best available scientific data regarding future sea level rise conditions as a basis for long-term protection and adaptation measures;
6. **Cultural Resources and Historic Preservation:** with discussion of the City's landmarks and historic resources, including historic landscapes, found within the Coastal Zone boundaries and protection of potential archaeological and paleontological resources that may be identified when new development or redevelopment is undertaken;
7. **New Development**: with specific standards for scale, bulk, and design considerations in order to maintain the unique scale and character of the City's Coastal Zone.

Throughout its history, the Santa Monica community has by and large been supportive of initiatives and programs aimed at protecting and preserving the beaches for public use. Santa Monica residents voted heavily in favor of the 1972 Coastal Initiative and have consistently supported initiatives, such as Measure V, to clean up the ocean and the beach, protect the coastline for public use, and preserve the scale and character of Santa Monica's visitor serving Coastal Zone. Because a wide segment of the entire shoreline is in public ownership and use, Santa Monica's coastal issues focus largely on maintaining an appropriate balance between the needs of visitors, local residents and workers, and protecting the beach ecology. The City has been forward-thinking in its actions to promote environmentally and economically sustainable practices and uses in order to reduce greenhouse gas (GHG) emissions and protect the ocean's water quality by controlling urban runoff that comes into Santa Monica Bay from all over the Los Angeles region.

Access to the Coastal Zone

In 2016, the coastal access paradigm shifted with the opening of the Expo Line, which terminates at 4th Street and Colorado Avenue. For the first time in more than 50 years, rail lines began to carry beachgoers from all over the Los Angeles region to enjoy the coastline without the burden of traffic and parking. Visitors can also get to Santa Monica's beach by Big Blue Bus and bus lines operated by the Metropolitan Transportation Authority (Metro) and the Los Angeles County Department of Public Works. For those driving to the beach, the primary access arteries are the Santa Monica Freeway (I-10) and PCH. The Expo Line completes a system that offers regional visitors many choices to access and enjoy Santa Monica's wide, sandy beaches.

Transit or vehicular trips to Santa Monica's coast generally include first-last mile travel either on foot or by bicycle, and people coming from closer in, like local residents or visitors staying overnight in Santa

Monica or nearby parts of Los Angeles, often reach the beach by biking or walking. This includes people who use wheelchairs or other support mechanisms requiring ADA-compliant pathways. "Lateral" public access, along the beach, is available along the entire shoreline of Santa Monica via the Marvin Braude Beach Bike Path and Ocean Front Walk, including specially surfaced pathways to the water line that accommodate wheels.

Diverse travel mode options expand access to Santa Monica's beaches, but for people who have special needs, such as those with a disability or seniors, some of these options may not be feasible. It is important to consider all individuals when decisions are made and coastal projects are designed. That way all people can enjoy the natural beauty of the coastal area. Santa Monica's senior population will likely experience a significant increase over the current and coming decade. In the 2010 Census, Santa Monica's senior population was holding steady at approximately 15%, but the "older adult" age group – those moving into the senior category – showed significant growth, increasing 8% over the previous 20 years. Supporting a paratransit program, changing bus routes or schedules, providing dedicated parking spaces and designing accessible entrances are some examples of decisions that can significantly affect coastal access for these members of the Santa Monica and regional community.

Dual Goals: A Sustainable Beachfront and Access for All

The policies in this LUP are intended to provide for increasing transportation alternatives to the automobile. With projected regional population growth and an expected increase in summertime beach visitors, it is simply not sustainable to develop infrastructure that encourages and accommodates growth in beach visitation by automobile. For this reason, the policies in this LUP promote infrastructure and regulations to encourage transit, cycling and walking as the dominant modes of accessing the beach and other Coastal Zone destinations. Notwithstanding, the desire to drive to the beach will continue and for some, alternative modes may not be available.

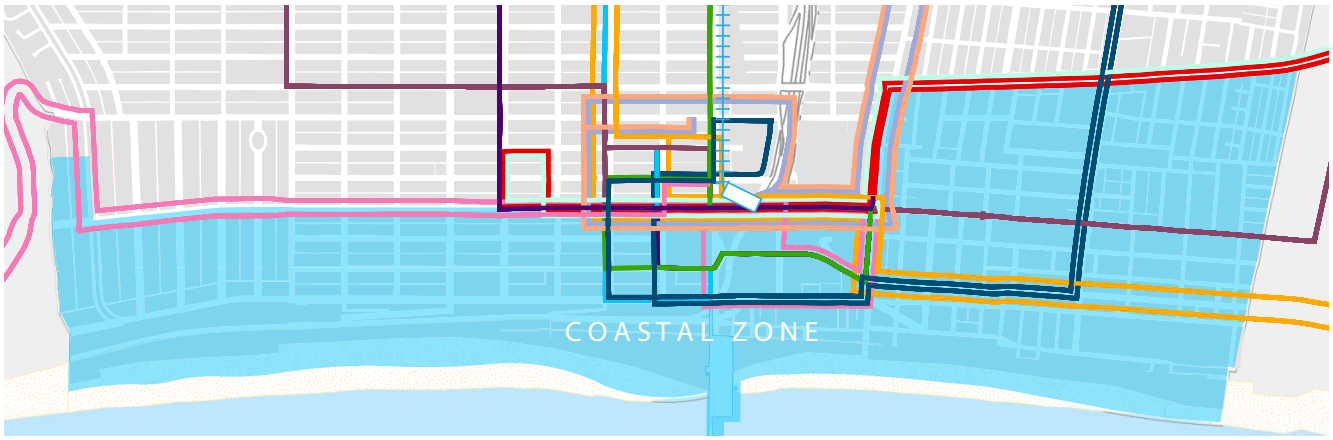
The following section discusses Santa Monica's existing multi-modal infrastructure.

Transit Access

Light Rail System

The Expo Line terminus in Santa Monica's Downtown (see Map 5) has already redefined commuting and coastal access in Santa Monica. The Expo Line is part of the expansion of Metro's growing regional light rail and subway system that serves visitors from all over the Los Angeles region.

Beach visitors using the Expo Line can walk or bike down the Colorado Esplanade, a street with wide sidewalks, a separated cycle track, and controlled one-way vehicular travel, making the trip comfortable and convenient. Breeze Bike Share is available to expand the accessibility from Expo



Map 5 *Coastal Zone Bus Lines and Expo Terminus*

to all parts of the coast and not just the beaches adjacent to the Pier. The Big Blue Bus has adjusted route and service levels to coordinate with the Expo Line to provide visitors and residents better access and diminish the need to drive to Expo stations. Improved access to the Expo Line makes traveling within and to the Coastal Zone easier, faster, and more affordable.

Buses

While bus transportation to the beach has been an option for more than 70 years, it has gone through many iterations over the years. The Big Blue Bus' recent route and schedule changes included some discontinuations and the re-routing of most lines to connect to the Expo Line, while some routes were added to replace these changes, such as the 17 Line that now connects UCLA to the three Expo Stations in Santa Monica (see Map 5 on page 43).

The Big Blue Bus currently has fifteen routes and three "Rapid" lines that serve the City of Santa Monica. The Rapid lines run along the same routes as local buses, with fewer stops for faster service to major commuter destinations like LAX, Downtown Los Angeles, UCLA, and Expo Line stations. The Santa Monica Coastal Zone is serviced by 12 of the 15 lines, with stops in the Downtown area along 4th Street, Ocean Avenue, Main Street and major east-west corridors. All three rapid lines, the R3, R7, and R10, service the Coastal Zone.

Local Ocean Park residents can take either bus lines 1, 3, or 18 to reach Downtown Santa Monica for quick access to the coast. From there, travelers can transfer to the 9 to reach the North Beach area, or take the 1 down Main Street to reach the South Beach.

Metro has six bus routes within Santa Monica, with one that runs on PCH. These bus lines provide commuter and visitor access to Malibu, Downtown Los Angeles, and Hollywood. In addition to local and rapid bus routes, Metro provides express bus routes, which makes stops even less frequently than rapid lines, shortening the journey for long distance commuters. The Coastal Zone is serviced by three Metro Rapid lines and one Express, providing quick beach access from Malibu, Hollywood, and Downtown Los Angeles. Additionally, the LA County Department of Public Works provides a year-round Beach Bus connecting the Downtown Santa Monica Expo station with Topanga Beach, and supplements this service with additional bus routes during the summertime.

"... it is simply not sustainable to develop infrastructure that encourages and accommodates growth in beach visitation by automobile..."

The 534 Bus runs on PCH in Santa Monica but does not make any local stops along the beaches of Santa Monica. The Big Blue Bus operates bus route 9 that transports passengers from the Civic Center, through Downtown, and to the Pacific Palisades. The bus makes one stop on PCH, at Entrada, just north of Santa Monica, where passengers may exit and access the beach through an underground pedestrian passageway.

Automobile Access & Parking

For those coming from parts of the Los Angeles region that lack efficient transit options to the beach, the private vehicle is sometimes the most reasonable way to access Santa Monica's coast. Automobile access to Santa Monica's Coastal Zone from other parts of the Los Angeles region is provided primarily by the Santa Monica Freeway and PCH, which continues northward at the western terminus of the Santa Monica Freeway. Although choosing to drive to the beach may provide visitors with the most direct route from their point of origin, congestion and parking add to the total cost and length of the journey.

Santa Monica Freeway (I- 10)

The I-10 Freeway is one of the most heavily traveled freeways in the region. Consistently, over the last several decades, the total volume of traffic exiting the freeway at Lincoln Boulevard, 4th Street, and 5th Street, particularly in high season, impedes vehicular access to the beach and at times severely congests streets throughout Downtown Santa Monica.

Depending on the desired beach destination, drivers may choose different routes for accessing the coast. For those choosing to visit the South Beach area, directional signs have been placed at the 4th Street exit, prior to the McClure tunnel, directing drivers to enter parking lots near the Pier or lots further south. The Pier can be accessed from Ocean Avenue or the Colorado Esplanade, which is one-way westbound.

Those opting to visit the North Beach area would proceed west on the Santa Monica Freeway through the McClure Tunnel to PCH. There is also local vehicular access to the beach from Downtown Santa Monica via the newly-upgraded California Incline, which also includes separated bicycle and pedestrian access as well.

Pacific Coast Highway (PCH)

Pacific Coast Highway (also called Palisades Beach Road within City limits) in Santa Monica is a six-lane arterial with north- and south-bound traffic separated in some places by a left-turn lane. There is no on-street parking and stopping is not permitted due to the heavy flow of traffic. The Palisades Bluffs rise abruptly on the inland side and the development on the shore side is built very close to the highway. As such, there are no plans to widen the road further and capacity increases are possible only through programmatic improvements.

Beach access for northbound motorists is inconvenient and difficult because of the relatively high speed and volume of traffic traveling south on PCH, through which northbound motorists must turn left to enter the public parking lots. While this situation has been somewhat improved by the signalized left turn at the Annenberg Community Beach House, on busy days there is often a line of cars in the center of PCH waiting to turn left into the beach parking lots. The heavy volume of north-bound, beach-parking traffic must maneuver carefully and make quick left turns.

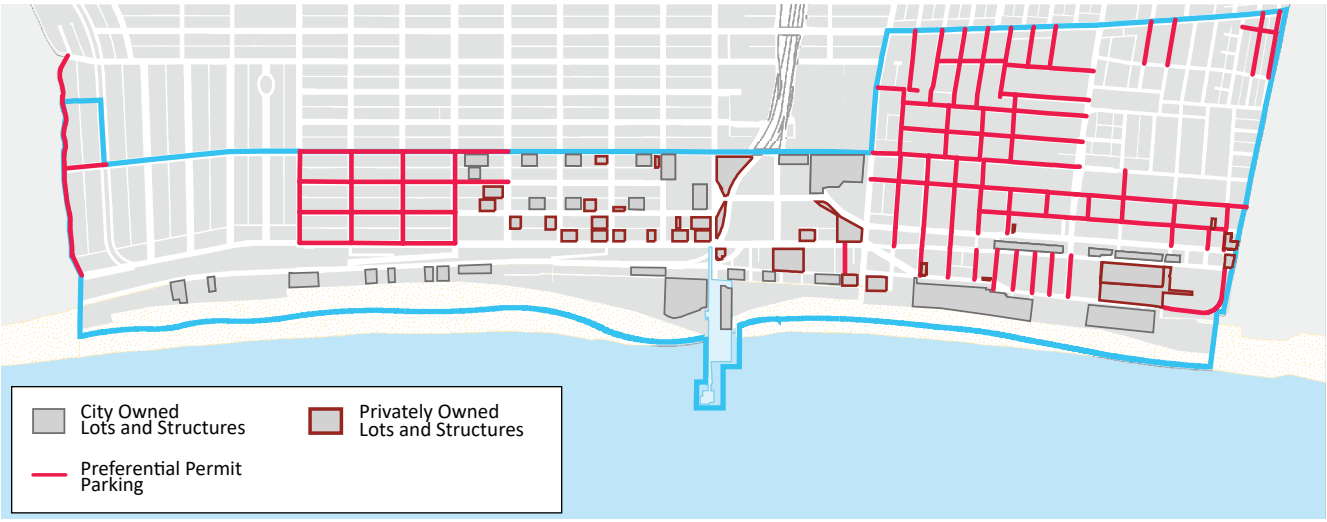
Motorists travelling to the beach from the north have right-turn access to beach parking lots. These turns can be difficult, too, due to highway speed and limited maneuvering space. The City has experimented with the use of cones to delineate and provide a way for people to exit the lots onto the busy highway.

Any further improvement to the traffic flow along PCH will require cooperation with other governmental agencies. PCH is a State highway under the jurisdiction of the California Department of Transportation (Caltrans). The City must work with this agency in implementing any measures or programs to increase traffic safety and to promote and improve beach access to the City's north beaches.

Options for Automobile Parking

Santa Monica's highly walkable Coastal Zone environment fosters the ability to walk from many areas in which an abundance of parking is supplied. Santa Monica's public parking facilities in the Coastal Zone have more than 14,000 spaces in lots and structures, with hundreds more spaces available on-street and in private garages that are open for public parking, particularly on weekends (Map 6, Figure 1). Of these, just over 5,500 spaces are located adjacent to Santa Monica State Beach. Following the beach, the second greatest concentration of parking is in Downtown Santa Monica, providing visitors access to the commercial activity on and around the Third Street Promenade as well as to the beach.

Santa Monica's extensive public parking network was developed to serve a variety of uses in and near the Coastal Zone. With the opening of the Expo Line terminus station, it is essential that this parking be maintained through pricing, time restrictions, and other means to ensure that it is kept available for the use of those visiting the surrounding uses and does not become overwhelmed by park-and-ride use for Expo commuters from Santa Monica to eastbound destinations.



Map 6 *Coastal Zone Parking Facilities and Preferential Parking Districts*

Parking by Subarea	Lots	Spaces
North Beach*	10	2,537
South Beach*	9	2,853
Pier Area*	1	277
Ocean Park	2	208
Ocean Avenue	7	105
Civic Center/The Village**	3	2,319
Main Street	7	146
Downtown	27	6,308
North Side Residential	0	0
Total	*66*	*14,753*

Figure 1 *Coastal Zone Parking Inventory*

**Beach parking lots, as shown on Map 7.*

***Reflects current inventory; to be reduced by approximately 900 spaces with implementation of the Civic Center Multipurpose Sports Field and ECLS projects.*

Beach-Adjacent Parking Options

While lots further inland are within easy walking distance to serve beachgoers, beach parking lots are provided for the specific purpose of supporting public beach access for those who choose to drive.

North Beach has 10 parking lots, totaling more than 2,500 spaces that are interspersed with private residential and beach club development along the west side of PCH. The 276 public parking spaces at the Annenberg Community Beach House are highly utilized in peak seasons and during events. The Annenberg is served by a signalized left turn for northbound PCH drivers. For a full inventory of beach adjacent parking, see Map 7.

Signs on the Freeway, including dynamic parking wayfinding signage installed in 2015, direct motorists to lots in the south. This LUP reflects City policies to provide a more comprehensive wayfinding program designed to ease street congestion by increasing efficiency. The wayfinding signage points visitors and residents to over 2,800 parking spaces in the South Beach lots.

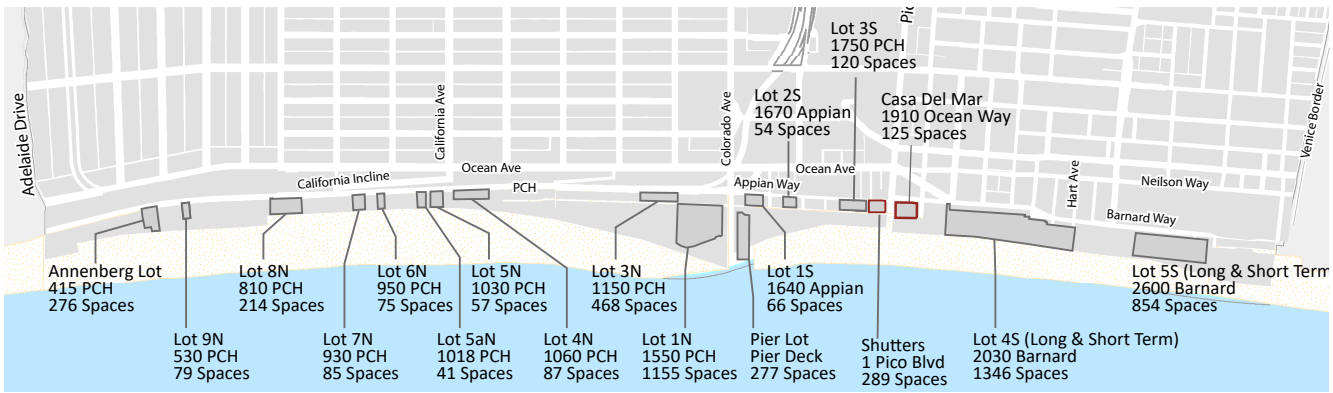
Parking in the Santa Monica Pier area is available directly on the Pier or in the 1200+ spaces contained in Lots 1 North and 1 South adjacent to the Pier. The Pier parking area, which can hold up to 277 vehicles, is also used at times as an event space for programs such as movie screenings, yoga classes, and live music performances. During these programs, parking on the Pier is limited or unavailable. The Pier parking lot is accessed from the Pier Bridge at the intersection of Ocean Avenue and Colorado Avenue. The Pier Bridge has received federal grant dollars for earthquake retrofit and a replacement project is currently in development.

Easy access to the Pier from Downtown parking resources has diminished the need for parking directly on the Pier, and the Pier Corporation Board is recommending studying the reduction of parking on the Pier, to allow for more visitor serving activities to improve the Pier experience.

To facilitate this goal, 100 surface parking spaces will soon be added on the Deauville site, adjacent to Lot 1N, through the Clean Beaches project, currently in construction. The additional parking would be provided above a subterranean stormwater retention facility. The Clean Beaches project is explained in more detail in the Water Quality section.

Downtown Parking

Visitors may also walk to the beach area from the parking lots in Downtown Santa Monica. There are a total of 40 public and private Downtown parking lots and structures that provide over 10,000 publicly accessible parking spaces, many of which are within a quarter mile walking distance from coastal access points. From Downtown parking structures, visitors can easily walk over the Pier Bridge or access the beach using one of the four pedestrian bridges that cross over PCH and



Map 7 *Beach Adjacent Parking Inventory*

provide direct beach access that avoids the chaotic maneuvering on PCH (Map 8). Some Downtown parking has been required to be available for beach visitors as well as other users. For example, the Coastal Commission approved Santa Monica Place and an office building at 201 Santa Monica Boulevard with a condition that the developments make their parking available for beach visitors.

Civic Center Parking

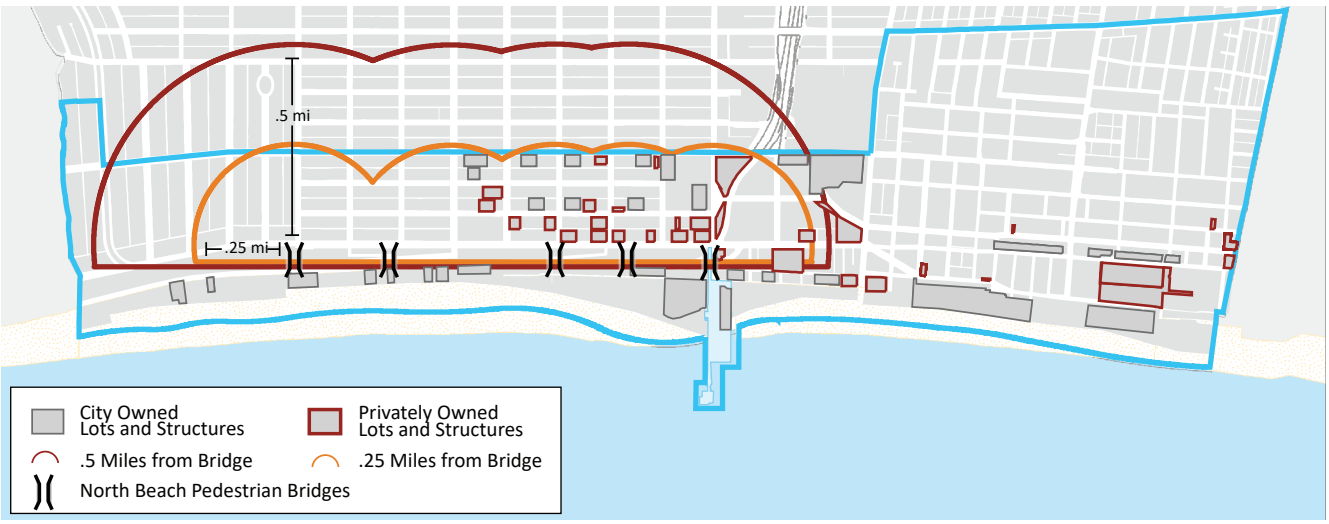
The Civic Center's parking capacity increased substantially with the construction of the 735-space Civic Center Parking Structure, which also provides a separate facility for public safety vehicle parking. Ease of access for beach use has also improved via new streets and pathways that connect to Ocean Avenue and the beach beyond. With construction of the approved childcare center project in the Civic Center, the Civic Center Parking Structure and surface lot provide a combined 1,650 public parking spaces. This number will decrease with buildout of the Civic Center Specific Plan.

The Civic Center Specific Plan has envisioned that the surface parking lot would be transformed with community-serving uses, including active recreation provided by a Multipurpose Sports Field. This vision is being implemented by a project that will shortly be submitted for Coastal Commission review and approval, with construction complete by Spring 2021. As each new component of the CCSP is implemented, the City will ensure a sufficient supply of parking to serve all Civic Center uses, utilizing a combination of multi-modal strategies and TDM measures. Some public parking is also available in the mixed-use Civic Center Village adjacent to Tongva Park. Visitors can access the coast in 10 minutes by walking through the Village pathway, Olympic Drive, or the meandering paths through Tongva Park. Further south, there is also a street and sidewalk next to the RAND building between Main Street and Ocean Avenue and a walk street south of Olympic Drive.

The distance and topography from the beach make the Civic Center a less attractive source of auto parking for coastal acccess. However, since the overwhelming daytime uses in the Civic Center are public offices and facilities, there is ample weekend capacity available even after the completion of the City Services Building, the Early Childhood Lab School, and the Multipurpose Sports Field projects.

Street Parking within the Coastal Zone

Although street parking may be less convenient than the parking facilities described above, beachgoers may choose to find parking on nearby public streets. Parking spaces are provided along most streets in the coastal zone with some exceptions for traffic flow or other reasons. Street parking is generally metered (pay) during the daytime or longer in commercial areas and not metered in residential zones.



Map 8 *Parking within Walking Distance to the Beach*

Along Main Street, the principal commercial area south of the I-10, the City has installed parking meters that limit parking time to assist in providing parking for Main Street visitors. Inland of 4th Street, the parking is less impacted by visitors to the beach or Main Street. Street parking in the Downtown (Subarea 5) is also metered.

Preferential parking districts have also been established on some of the multi-family residential streets in Subareas 4, 7 and 8, where residents have experienced parking challenges as a result of non-residential activities.

Parking for New Developments

The City's Zoning Ordinance includes off-street parking requirements for new development, based on the type of development and location. This LUP requires that new development continue to provide adequate parking either on-site or through payments that support shared parking facilities to mitigate their impacts on the surrounding area. Standards are based on analysis of a use's needs. For example, deed-restricted affordable housing has fewer parking requirements.

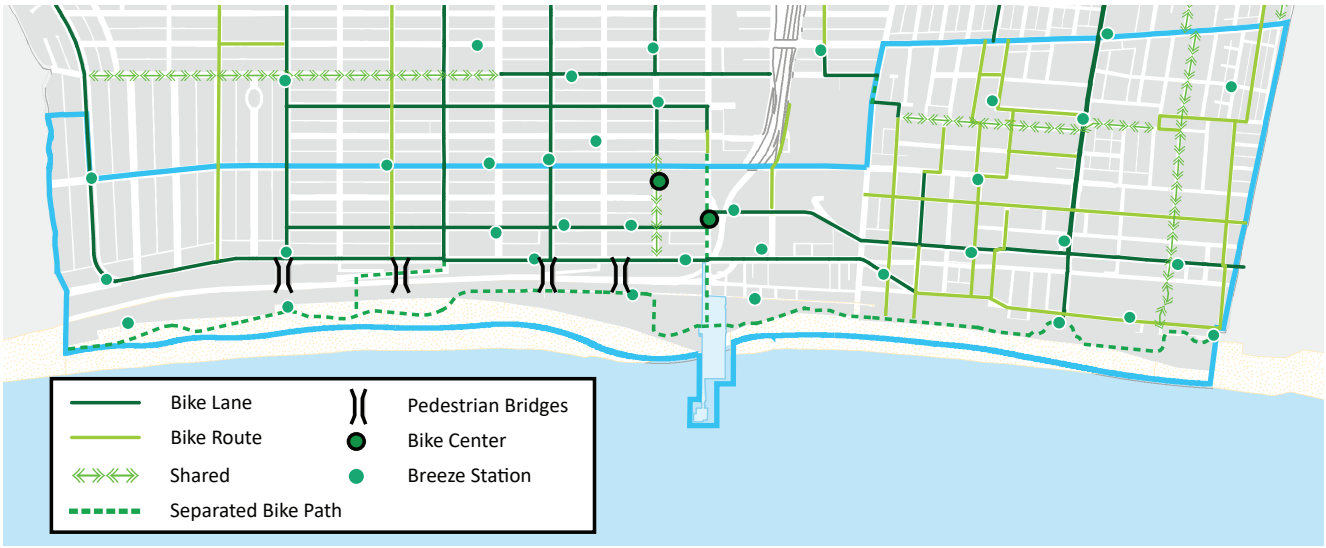
In the Downtown area, the City has replaced parking minimum requirements with allowable maximums, so that projects may provide some parking but are not obligated to build more than needed. This policy is based on the City's study of its existing, underutilized downtown parking supply (including 5,600 public spaces and a larger reservoir of more than 11,000 privately-owned spaces that may be shared). Additionally, approved projects under construction will add 1,500 more parking spaces over the next couple of years. This new, more efficient approach provides sufficient parking while focusing on encouraging use of other modes to reduce westbound traffic and improve coastal access.

The City's policy of parking management is incorporated into the Downtown Community Plan, which "seeks to manage the overall Downtown parking supply by providing the right amount of parking at the right price to serve the needs of people living, working and visiting Downtown," DCP page 152. Those visitors may also visit the beach, as the City seeks to encourage a "park once" policy that encourages people to leave their cars and make multiple trips on foot or by bicycle, in this case both in the Downtown area and to the beach.

Bicycle Access

Much of Santa Monica is relatively flat, and the climate is ideal to encourage bicycle riding for both transportation and recreational purposes. There are multiple points of access to the beach from inland areas along the length of the coastal zone, including the new California Incline bike path that connects to a bridge across PCH.

Since adopting the 2011 Bike Action Plan, the City has installed priority projects, including many bike



Map 9 *Bicycle Infrastructure*

lanes, cycle tracks, and sharrows citywide (Map 9 on page 49). Many of the most important projects that have provided higher level facilities for the comfort and safety of bike riders are in the Coastal Zone, including the California Incline bike path, the green lanes on Main Street, 2nd Street, and Ocean Park Boulevard, and the cycle track along the Colorado Esplanade.

The Bike Action Plan also includes additional bike lanes that will provide access directly to the beach. This LUP includes policies that are consistent with the Bike Action Plan and calls for improved flow for bicycles throughout the Coastal Zone.

One of the most popular bike paths in the City is the Marvin Braude Bike Trail, the regional beach bike path that extends the entire length of Santa Monica's coast and connects with County Beaches to the north and the South Bay to the south. The City has made some upgrades to the Trail and plans to further enhance this vital connection in the coming years in order to provide separate pathways for cyclists and pedestrians.

Four types of bikeways are located in the Coastal Zone:

1. **Bike Path**, which is a bikeway that provides a separated right-of-way for the exclusive use of bicycles, with few intersections for automobile crossings.
2. **Bike Lane**, which is a bikeway that provides a clearly marked right-of-way along the street either adjacent to the curb or to the parking lane that identifies it for bicycle use only but which automobiles may cross at corners or driveways.
3. **Bike Route**, which is a bikeway that is identified by individual street signs or street markings as being appropriate for bicycle travel. Since the bicyclist shares the right-of-way with the motorist, bike routes are generally identified only on streets with less traffic where the street can be safely shared by bicycles and automobiles. Bike routes are often designated with a "sharrow".
4. **Cycle Track**, which is a bikeway that is located parallel to the roadway but physically separated from motor vehicle traffic. The bikeway is typically separated from travel lanes by a marked buffer, raised median, or traffic separator and a parking lane.

Breeze Bike Share

The City of Santa Monica launched Breeze Bike Share in November 2015 and the system was an instant hit. When the Expo Line opened in May 2016, Breeze use soared, with weekly rides reaching its highest first-year point in July 2016 at 9,242 rides. By the end of its first year, 45,650 people had signed up to use Breeze's 500 bright green public use bikes, provided at 86 stations. By June 2017, Breeze riders had collectively traveled more than 1,000,000 miles, necessitating the purchase of additional bicycles and siting of new hubs to meet growing demand. The system's "smart bike" technology allows the bikes to also be returned at regular bike racks throughout the system area which includes Santa Monica as well as parts of Venice, Mar Vista, and West Los Angeles up to the San Diego Freeway.

The City considers Breeze Bike Share to be an active transit system, which connects with trains and buses to help people make easy first and last-mile connections. Breeze is intended to help commuters and visitors rely less on automobiles to reach their destinations in Santa Monica. Breeze has also already shown itself to be a popular means for locals and visitors to access the beach as an alternative to driving.

With a membership, bike share users can consult an app to instantly see where available bikes are located, pick up that bike, bike to their destination, and drop off the bike at either a designated Breeze station or a standard bike rack. In 2018, Santa Monica and other Westside bike share providers (Beverly Hills, West Hollywood, UCLA) launched a regional bike share system (bikeshareconnect.com) with a service area that includes large parts of West Los Angeles within its boundaries. Westside regional bike share provides even greater access to Santa Monica's coast from inland locations.

Bike Center

To further incentivize commuters to ride bicycles, the Santa Monica Bike Center opened in 2011 at the corner of 2nd Street and the Colorado Esplanade in Downtown Santa Monica, providing services to commuters and visitors seeking to explore the beach and downtown areas on bikes. The Center offers 350 secure bike parking spaces, changing facilities, restrooms, showers, and lockers to encourage bike commuting. It also offers bike rentals, repairs, and two hours of free valet bike parking for visitors, enabling more cycling in the Coastal Zone. To get more people onto bikes and encourage safe riding, the Center offers classes, events, and long-term rental of bicycles for small businesses and their employees. The Center is open 7 days a week and costs as little as $15 a month.

Pedestrian Access

In February 2016, the Council approved the Pedestrian Action Plan, which acknowledged that while Santa Monica is already considered one of the most walkable places in Southern California, there is still a need "to lay out a roadmap for the next 15 years by suggesting practices, programs, and projects that will lead to a safer and more attractive city for visitors and residents." One of the key themes in the document is that "Walking is part of the sustainable Santa Monica lifestyle and enhances wellbeing."

Santa Monica's coastal zone is by far its most popular pedestrian destination so, like the Bike Action Plan, the Pedestrian Action Plan's programs and projects are important elements of the City's approach to a multi-modal coastal area. In particular, safety improvements at intersections in Downtown and along Main Street are among the highest priority (five-year) projects, and some have already been implemented.

The Pedestrian Action Plan recognizes that while some may walk out their front doors to their destinations, many walking trips connect people to another mode, such as driving, transit, or biking. Most walking trips of this sort are up to 15 minutes and people will walk longer if the walk is comfortable and feels safe. At some point during their visit, nearly all coastal visitors are pedestrians either on the City's streets, or on the beach and pathways. The term "pedestrian" also refers to those using wheelchairs or other assistance devices, and addressing their needs is implicit in the following discussion on "walking" in the coastal zone.

Walking to the Beach

In order to ensure that Santa Monica's beaches are not overburdened by traffic on PCH and drivers looking for parking, the policies in this LUP encourage people to approach the beach on foot. There are a number of ways to do this:

- **Arrival by transit to Downtown, Ocean Avenue, Main Street, or Neilson Way.** North area beaches can be accessed via the four pedestrian bridges from Palisades Park that extend down the bluff and across PCH. These overpasses are located at Montana Avenue, the recently improved California Incline, Arizona Avenue, and near Broadway. Central and south beach areas are a short walk over the Pier Bridge, or via streets and pathways in the Ocean Park area.
- **Arrival by personal bicycle or bike share**, requiring available bike racks (or a Breeze station or drop zone) in order to leave the bike and walk to the beach or other destination.

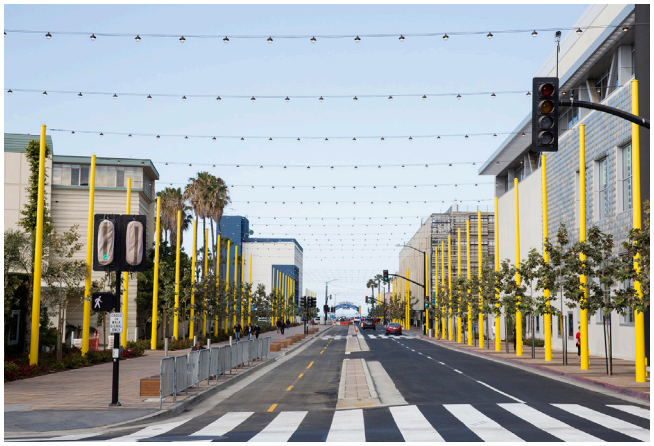
Map 10 *ADA Beach Access*

- **Drive to and park in the thousands of spaces in public parking facilities at** the beach**,** Downtown, and, on weekends, in the Civic Center that are a comfortable walk of less than ¼ mile to the beach. Street parking is also utilized by beach visitors. Some street parking is regulated by meters, with short and long-term opportunities, and there are restrictions in some areas at certain hours to meet the needs of local residents.

For some with disabilities or for those pushing strollers or carrying large amounts of beach equipment, the stairs and steep configuration of the bridges across PCH or the ¼ mile distance may pose challenges. To accommodate these needs, beach parking will always be an option, but the policies of this LUP are designed to encourage other options so that the existing level of beach parking, or perhaps a reduced level in the event of eventual flooding or higher tide lines, continues to serve the public and impacts on valuable sandy beach resources are mitigated.

Pedestrian access along the beach has made steady improvements, but due to the topography of Palisades Bluffs, access is still stronger in the South Beach area than it is in the North Beach area. Pedestrian access along the beach is provided by Ocean Front Walk, which extends adjacent to the beach from the southern City limit northward past the Pier and past the northern Perry's Bike & Skate rental, where it merges into a shared walking/biking path that bends westward through the beach. The next location at which higher quality, separate pedestrian facilities are provided is around the Annenberg Community Beach House.

Six walkways have been installed across the sand to the water to make the beach and ocean more accessible to all. Additional improvements are planned for the north beach. The City also provides manual and electric wheelchairs for public use at the beach. These are available at no charge at the Perry's Café locations and the Annenberg Community Beach House as shown in Map 10.



Pier Access

Pedestrian access to the Pier is possible from the Colorado Esplanade, Ocean Front Walk, and the beach. The Pier Bridge, framed with an iconic "Yacht Harbor" sign, extends from the intersection of Colorado and Ocean Avenues over PCH, and represents the principal access to the Pier. Previously existing narrow, high sidewalks were removed in 2013, and the access for pedestrians was greatly improved with a 9-foot wide pedestrian zone along the north side of the bridge separated from two lanes of vehicular traffic by a concrete barrier. During special events and peak visitor use, the Pier is sometimes closed to vehicles and pedestrians have the benefit of the full width of the bridge for access. The current arrangement reduces, but does not eliminate, vehicle-pedestrian conflicts.

Along the Pier itself, the wooden plank deck surface provides a nautical authenticity, but it is also acknowledged that maneuvering along this deck can be difficult for those with physical disabilities. The City has been exploring solutions to ensure universal access to all the opportunities that the Pier has to offer.

The City of Santa Monica has received a Caltrans transportation grant to replace the bridge connecting the Pier to Colorado Avenue. The funds will be used to improve access to the Pier and the beach for vehicles, pedestrians and cyclists, and also provide needed earthquake upgrades. The project is expected to be completed by 2021. Pedestrian access to the Pier is also available on the north and south sides of the Pier by three sets of stairs from the beach as well as ramps and stairs on the east side from Ocean Front Walk. The elevator from beach level to the Pier at Bubba Gump's Restaurant is required, and posts signage, to allow public use to provide ADA-compliant access to persons with disabilities.

Colorado Esplanade

The Colorado Esplanade was completed in 2016. Prior to construction, Colorado Avenue was a two-way street with narrow sidewalks, terminating at the Pier with an intersection that did not meet the demands of the high pedestrian volume. Now, the Esplanade, which starts near the Expo Line terminus at 5th Street, provides wide sidewalks, a cycle track for bikes, and westbound automobile access only. The improved intersection allows pedestrians coming from all directions to cross together, significantly improving these conditions. The Esplanade project also realigned the Main Street Bridge to 2nd Street north of the I-10, reducing potential conflict points and easing circulation between Downtown and the Civic Center.

With the completion of the Esplanade, the visitor experience of arrival to Santa Monica's coastal area is now more commensurate with its international reputation as a premier beach city.

Sidewalk Conditions

Sidewalks along City streets provide adequate pedestrian access directly to the south beaches. Pedestrian access is also provided by a pedestrian walkway that meanders through the Ocean Park Redevelopment Project, connecting Main Street and the beach at Ashland Avenue. Sidewalks also provide adequate pedestrian access to Ocean Avenue and Palisades Park on the north end of the Coastal Zone. The best pedestrian access to the north beach from Ocean Avenue and Palisades Park is on the California Incline path.

The Pedestrian Action Plan identifies known sidewalk deficiencies, including in the Coastal Zone, and the City budgets for regular maintenance and repair of sidewalks.

Pedestrian Bridges and Staircases

The City's four pedestrian bridges provide safe pedestrian access over PCH but, because of the stairways, the overpasses are challenging for bicyclists or those with physical disabilities.

The City maintains public accessways along Adelaide Drive located within the City of Santa Monica which connect to stairs and walks through Santa Monica Canyon in Pacific Palisades. These walks provide access to the north end of Santa Monica State Beach through other accessways maintained by adjacent jurisdictions.

Recreation and Visitor Serving Facilities

Recreation and visitor serving facilities are varied in the Coastal Zone and range from the simple enjoyment of the beach and ocean to amusements on the Santa Monica Pier to the beach clubs, including the newest public facility at the Annenberg Community Beach House, to the cluster of hotels, restaurants, and shops located on Ocean Avenue and in Downtown Santa Monica.

Santa Monica State Beach

Chief among the impressive array of coastal recreational and visitor serving facilities is the nearly three miles of public beach. Santa Monica State Beach is the most heavily used beach in Los Angeles County and quite possibly one of the most intensely used in the State. Beach use is heaviest during summer weekends, but the stream of visitors continues year round. Beach visitors bike, swim, surf, paddle-board, picnic, and enjoy views from the bluff while strolling along Palisades Park. The beach is equipped with restrooms, volleyball courts, playgrounds, gymnastic equipment, chess tables, rental facilities, concession stalls, and the Annenberg Community Beach House (Map 11). Existing barbecue facilities, particularly numerous in the south beach area, are heavily used. Ocean Front Walk, a pedestrian path, and the Marvin Braude Trail are highly utilized year-round. Food concessions operate at numerous locations along the beach. Additional food and bike rental facilities are located on the Pier.

Map 11 *Beach Facilities*

The beach is operated by the City of Santa Monica under an agreement with the State of California and in accordance with the State Beach Master Plan. The City will continue to cooperate in efforts to improve visitor facilities that maintain the beach as a public amenity, consistent with Coastal Act goals and this LUP, and to protect natural resources and views.

Santa Monica Pier

The Santa Monica Pier, a City-designated Landmark, is owned by the City of Santa Monica. The City Council established the Santa Monica Pier Corporation (formerly the Pier Restoration Corporation) to steward the Pier's activity and work toward a vision of a vibrant and economically healthy Pier environment. The Pier Corporation is responsible for programming and marketing, while the City manages leasing and day-to-day operations. In 2015, the Pier Corporation prepared a Use and Access Study as a framework to guide long-term development of the Pier. The Board, with input from the community, has emphasized access, connectivity, and diversity in use and users as the main issues to be addressed.

As discussed in Chapter II, Santa Monica Pier is one of the last remaining Southern California pleasure piers offering significant amounts of low-cost public recreation opportunities to the public, and is always open for public access. The Pier's commercial tenants are primarily small-scale, beach-oriented retail, restaurant, and amusement facilities, as well as Pacific Park, an admission-free amusement park with rides and carnival games (with charges). There are eight different restaurants offering a variety of meal options, from casual fare to finer dining. The historic Looff Hippodrome (the carousel building), listed on the National Register of Historic Places, is owned and maintained by the City, which ensures that it remains a low-cost amusement ride. The western end of the Pier and other parts of the edge of the Pier are used for fishing, with cleaning stations

Pier Access and Use Study

The Pier Board, along with the City, conducted community workshops in 2015 to develop a framework to guide the future of the Pier. The City invited regional participation in the workshops, from which the Board was able to assess the Pier's major issues: access, connectivity, and diversity of uses and users.

The Pier is primarily accessed via a steep bridge that connects to Colorado Avenue to PCH. The bridge ends west of the Carousel, which somewhat diminishes its prominence on the Pier. The study found that pedestrians and bicyclists must navigate a crowded crosswalk where cars turn into the Pier parking lot and that the configuration of the Pier creates a "front" and "back," which diminishes the activity along the Pier's southern edge. The study concluded that future development should aim to create a Pier that is accessible and inviting from both the north and south sides.

The study encourages leveraging the Caltrans bridge improvement funds to improve access to the Pier for bicyclists and pedestrians, while also reconfiguring the flow along the Pier so that the carousel is more visible and central to the activity of the Pier. New access using escalators and elevators is being explored through this process, which will require further planning and CEQA review prior to the City taking any decisions on a final plan.

Since its revival, the Pier's popularity has been growing, along with demand to add and diversify uses on the Pier. Any enhancements must be done within the restrictions of Proposition S, which allows 140,000 sq. ft. of new development on the Pier to be exempt from its provisions. There is still sufficient remaining capacity within this amount to provide visitor serving restaurants and other activities.

Annenberg Community Beach House

provided and plenty of space to cast a line. As Pier fishing does not require a fishing license, it is an important source of low-cost recreation for beach visitors.

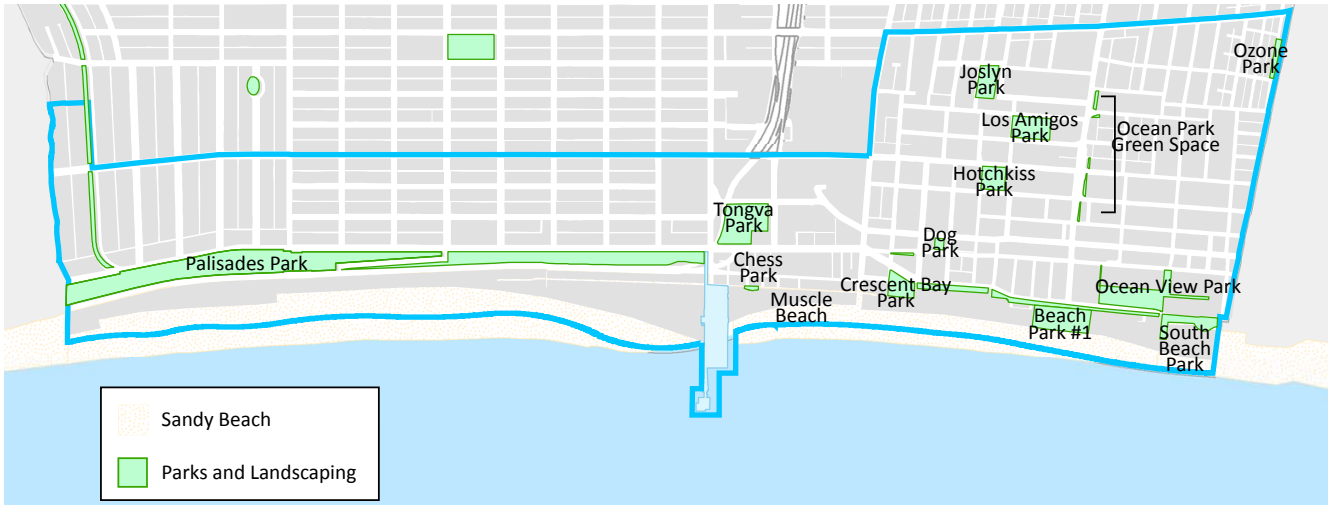
The Pier is also home to the Santa Monica Aquarium, located under the Pier off of Ocean Front Walk. The aquarium, operated by Heal the Bay, has a low entrance fee and is free to Heal the Bay members, offering visitors educational attractions and hands-on learning. Throughout the year, school groups visit the aquarium on field trips to learn more about the marine environment and the impacts of urban activities on the health of Santa Monica Bay.

The southern edge of the Pier contains a 277-space parking lot that is sometimes used for public programming, such as movie screenings, festivals and outdoor concerts.

Santa Monica Pier operations and maintenance are supported by revenue from the Pier businesses and from Pier Deck parking. The many free events offered on the Pier to the general public are also dependent on sponsorships procured by the Pier Corporation.

Annenberg Community Beach House

As discussed previously, the City owns and operates the Annenberg Community Beach House, a public beach facility that provides visitors with programming, swimming, and beautiful views of the ocean. The Annenberg Community Beach House, located along PCH near the northern end of Santa Monica's Coastal Zone, is constructed on the site of the previous estate of actress Marion Davies. The site includes her original guest house and swimming pool, and the property is designated as a City landmark. Opened in 2009, the Annenberg Community Beach House offers beach access and year-round recreational, cultural, and other public programming including events and classes such



Map 12 *Coastal Zone Parks*

as yoga, youth swim class, and volleyball. The facility is easily accessed either by bike, including a Breeze Bike station that connects the site with the citywide system, or by automobile, taxi, or ride share services. Bus service is available by the #9 Big Blue Bus, but the connection requires access through an underground passage north of the City border that has not become a popular way to visit.

The Annenberg Community Beach House turned a traditionally private development into a community asset that provides recreational opportunities for all.

Coastal Zone Parks

In addition to the expansive State Beach, outdoor recreational opportunities are provided for the public in the many parks that the City has developed and maintains with great effort and care (Map 12). The oldest and most popular of these is Palisades Park (see Subarea 3a in Chapter II, above), which boasts protected bluff-top view sheds to both the ocean and the Santa Monica Mountains.

A more recent addition to the coastal park inventory is Tongva Park, a 6-acre park developed on the old RAND site bordering Ocean Avenue and Olympic Drive. Tongva Park is filled with native plants and water features to reflect the natural flora of Southern California, and has a diverse topography that allows visitors to explore and take in ocean views. The Park acts as a connector between the Civic Center and Palisades Park to the west, and improves the circulation between the Civic Center, the Pier, and Ocean Avenue.

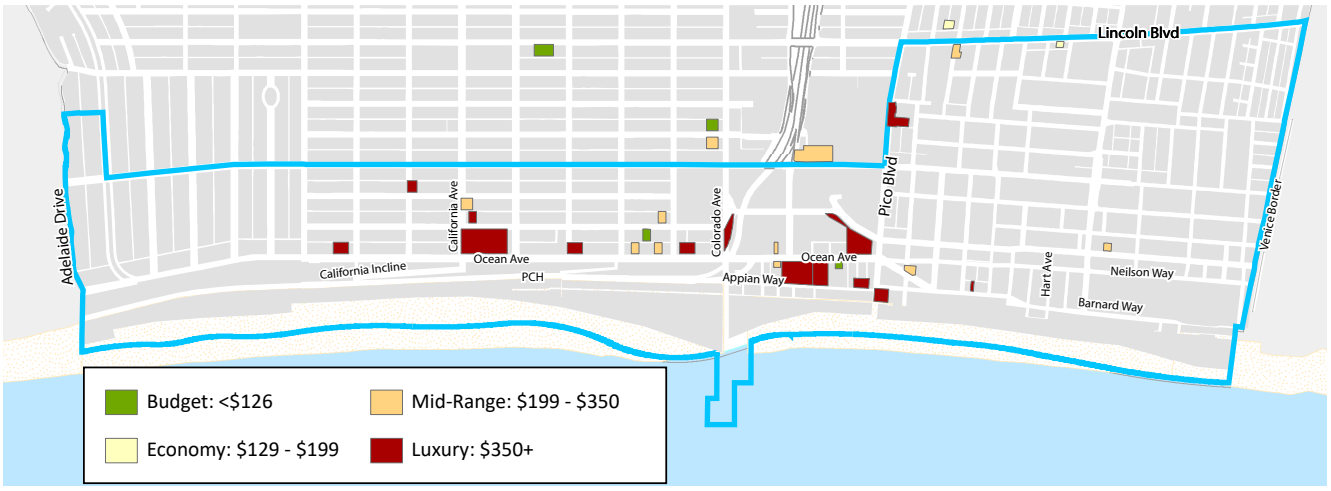
The park reflects the open space of Palisades Park and connects the natural character of the bluff to the urban, mixed-use character of the new Village Housing Development in the Civic Center. Tongva Park is the centerpiece of the Civic Center Specific Plan's goal of connecting through green open space.

Further south, Ocean View Park and Beach Park #1 provide grassy picnic areas as an alternative to the sandy beaches and are used by a wide spectrum of the community for both active and passive recreation.

Overnight Accommodations

Real estate in Santa Monica, like other urban areas along the coast, has experienced considerable upward pressure, impacting affordability for residents and businesses alike. Santa Monica's desirability as a tourist destination has increased over time, creating strong incentives for hotel properties to renovate and cater to a higher market tier. Visitor accommodation within walking distance of the coast generally commands high room rates, with the notable exception of the Hostelling International (HI) youth hostel on Second Street.

Many of the city's Coastal Zone hotels are located along or near Ocean Avenue, offering visitors easy access to the beach and coastal activities (Map 13). Although Santa Monica does have some moderately priced hotels and motels outside of the Coastal Zone, some of the most affordable



Map 13 *Hotels and Motels*

Hotel	Address	Price Range**	Rooms	Coastal
Ambrose Hotel	1255 20th St	$350+	77	Non-Coastal
American Hotel	1243 Lincoln Blvd	$200-$350	9	Non-Coastal
Bayside Hotel*	2001 Ocean Ave	$200-$350	45	Coastal
Best Western Plus	1920 Santa Monica Blvd	$200-$350	123	Non-Coastal
Cal Mar Hotel	220 California Ave	$200-$350	36	Coastal
Comfort Inn	2815 Santa Monica Blvd	$126-$199	108	Non-Coastal
Courtyard by Marriot	1554 5th St	$200-$350	136	Non-Coastal
Days Inn	3007 Santa Monica Blvd	$126-$199	67	Non-Coastal
Doubletree Hotel	1707 4th St	$200-$350	253	Coastal
Fairmont Miramar	101 Wilshire Blvd	$350+	302	Coastal
Hampton Inn and Suites	501 Colorado Ave	$350+	143	Non-Coastal
Holiday Motel	1102 Pico Blvd	<$126	11	Non-Coastal
Hostelling International	1434 2nd St	$126-$199	260	Coastal
Hotel California	1670 Ocean Ave	$200-$350	35	Coastal
Hotel Carmel	201 Broadway	$200-$350	97	Coastal
Hotel Casa Del Mar*	1910 Ocean Ave	$350+	129	Coastal
Hotel Shangri-La	1301 Ocean Ave	$350+	71	Coastal
Huntley Santa Monica Hotel	1111 2nd St	$350+	204	Coastal
JW Marriot*	1730 Ocean Ave	$350+	175	Coastal
Le Meridien Delfina	530 Pico Blvd	$350+	310	Non-Coastal
Lowes Hotel*	1700 Ocean Ave	$350+	342	Coastal
Ocean Lodge Hotel	1667 Ocean Ave	$200-$350	20	Coastal
Ocean Park Hotel	2680 32nd St	<$126	46	Non-Coastal
Ocean Park Inn	2452 Lincoln Blvd	$126-$199	29	Non-Coastal
Ocean View Hotel	1447 Ocean Ave	$200-$350	70	Coastal
Oceana Beach Club Hotel	849 Ocean Ave	$350+	70	Coastal
Palihouse Hotel	1001 3rd St	$350+	28	Coastal
Palm Motel	2020 14th St	<$126	26	Non-Coastal
Pavillions Hotel	2338 Ocean Park Blvd	<$126	15	Non-Coastal
Rest Haven Motel	815 Grant St	<$126	14	Non-Coastal
Santa Monica Motel	2102 Lincoln Blvd	$200-$350	34	Non-Coastal
Sea Shore Motel	2637 Main St	$126-$199	20	Coastal
Seaview Hotel*	1760 Ocean Ave	<$126	17	Coastal
Shore Hotel	1515 Ocean Ave	$350+	164	Coastal
Shutters Hotel*	1 Pico Blvd	$350+	198	Coastal
The Cottage Hotel	2219 Ocean Ave	$350+	4	Coastal
The Georgian Hotel	1415 Ocean Ave	$200-$350	84	Coastal
Travelodge	3102 Pico Blvd	$126-$199	83	Non-Coastal
Viceroy Hotel	1819 Ocean Ave	$350+	162	Coastal
Wyndham Hotel	120 Colorado Ave	$350+	132	Coastal

Figure 2 *Hotels and Motels in Santa Monica*

**Located in the Beach Overlay District (906 rooms total).*
***Room rates based on an average of peak and non-peak travel dates, as of July 3, 2017.*

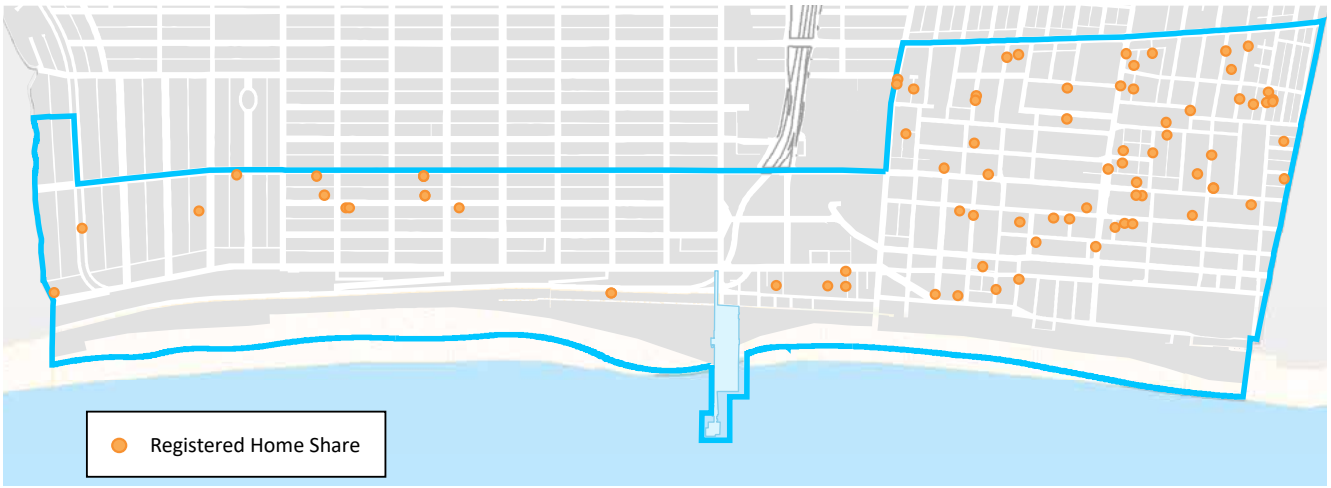
Sea Shore Motel on Main Street

lodgings within the Coastal Zone are located on Lincoln Boulevard south of Pico Boulevard.

More affordable budget motels and hotels in Santa Monica are located outside of the Coastal Zone (see Figure 2). Only three of 12 accommodations offering an average room rate under $200 are located in the Coastal Zone. At the same time, 13 of 16 luxury hotels, those offering rooms for $350 or more, are within the Coastal Zone, mostly along or near Ocean Avenue. Beyond the borders of the Coastal Zone are the remaining nine of 12 low- and moderate-cost hotels, offering 399 rooms. Several of the non-coastal low-cost options are located just a block from the Coastal Zone, while the remaining are located on or near Wilshire Boulevard, Santa Monica Boulevard, Pico Boulevard, and Ocean Park Boulevard. Although not within the LCP's jurisdiction, these hotels and motels still serve the needs of the public to access the Coastal Zone, because of Santa Monica's extensive transit system. Bus lines, bike share, and the Expo Line allow visitors to choose lower cost options without sacrificing quick coastal access.

Just outside the Coastal Zone boundaries are two new mid- and luxury priced hotels, the Courtyard by Marriot and Hampton Inn & Suites, offering a combined 279 additional rooms just across from the Downtown Santa Monica Expo Light Rail station. The developer of these hotels provided fees that supported the funding of improved streetscape to interface with the station and other community benefits. Additionally, a City Landmark building on 7th Street and Wilshire Boulevard has been approved for conversion to a 271-room hotel. In the future, new lodgings, including lower and mid-price hotels, may also be established in Santa Monica neighborhoods further east, easily accessible to the beach via the Expo Line. For a full list of existing hotels and motels, see Figure 2.

In 2015, the Council adopted a home sharing ordinance that allows residents to obtain a business license to host visitors in their homes for periods of 30 consecutive days or less, while at least one of the primary residents lives on-site throughout the visitor's stay. While short-term rental of entire units continues to be prohibited citywide, home sharing provides an alternative overnight option to hotel accommodations. At least 81 home sharing licenses have been issued to residents in the coastal zone (see Map 14).



Map 14 *Registered Home Shares*

New restaurants over 2,000 sq. ft. and hotels/motels are prohibited in the Beach Overlay District, established by Proposition S in 1990 (Map 15). With the exception of a one block area just south of the Pier, and an exemption allowing some new development on the Pier, the beach area is thus restricted in terms of these particular uses. Nevertheless, there are six existing hotels in the Beach Overlay District offering a total of 906 rooms.

Low-Cost Visitor Accommodations

In seeking to assure options for coastal enjoyment that are affordable to all members of the public, the Coastal Commission has encouraged the development and retention of accommodations in the Coastal Zone with rates that moderate or low-income families are willing to pay. One of the challenges in planning for lower cost accommodation has been determining an appropriate maximum rate to define this level of affordability. Coastal Commission staff presented an extensive report to the Commission on October 26, 2016, with a recommended formula, called the simplified "Robinson" methodology, for establishing and updating an affordability level to be used for this purpose. This methodology is adopted by reference into this LUP update.

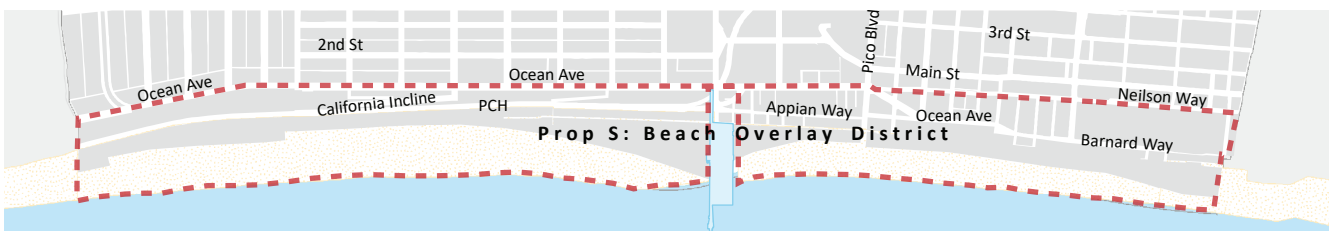
The Coastal Commission has determined that replacement of affordable accommodations with lodgings that are in a higher cost category impacts public access to affordable visitor accommodations, which the Coastal Act seeks to protect, and thus requires mitigation. Ordinance 1516, adopted in February 1990, requires hotels to either replace demolished low-cost lodging with new low-cost lodging, or pay a mitigation fee to offset the loss of rooms, to be used by the City towards the development of affordable visitor accommodation in the Coastal Zone. The Ordinance established a formula for this fee based on $8,000 per room, adjusted for inflation. The last project that utilized the funds established by these developer mitigation fees was the HI youth hostel on 2nd Street in Downtown Santa Monica.

The mitigation fee formula is now outdated and requires a significant adjustment in order to yield funding at a level that supports alternative affordable lodging projects that would mitigate the loss for the wider public. The City is studying this issue and plans to bring forward proposals for a revised fee ordinance.

Third Street Promenade and Santa Monica Place

The Third Street Promenade is an outdoor, pedestrian commercial corridor that stretches three blocks from Broadway to Wilshire Boulevard. Third Street was closed to vehicular traffic in 1965, and struggled to maintain its envisioned vitality through the next 15 years. When Santa Monica Place, a classically styled indoor mall at the southern end of the Promenade, opened in 1980, the Promenade actually lost some of its vitality, and a new plan was put into place. The re-opening of the Promenade in 1989 succeeded to attract more shoppers and visitors, and Downtown began to experience a resurgence.

Now, several decades later, the Third Street Promenade and surrounding blocks are a booming retail destination and have over 200 restaurants and retail shops, four newly-renovated movie theaters, and the redesigned Santa Monica Place, now an open-air shopping center with mid-level and high-end retailers, restaurants and a state-of-the-art movie theater. The Downtown District attracts over 7 million visitors each year, with increasing numbers of tourists and locals alike visiting Downtown for daily shopping, the bi-



Map 15 *Proposition S Beach Overlay District*

weekly Farmers' Market, or to attend special events. The growing success of the Third Street Promenade can be seen in the large number of pedestrians in Downtown Santa Monica and healthy economic output.

To ensure optimal economic growth in Downtown Santa Monica, Downtown Santa Monica, Inc. (DTSM, Inc.), a business improvement district (BID), was created to provide marketing, programming, and services for the businesses in Downtown. The BID's expanded Property Based Assessment District (PBAD) provides maintenance resources, in addition to municipal services, and the successful "Ambassador Program" that provides staff to assist visitors during their stay and to maintain constant eyes on the street throughout the District.

Main Street

Main Street from Pico Boulevard to the southern City limit, particularly south of Ocean Park Boulevard, is a neighborhood gathering place and a popular visitor destination. This area, located only a short walk from the beach, offers a variety of restaurants, art galleries, and retail specialty stores (antiques, art objects, fashion boutiques, and several bicycle and fitness establishments). It also boasts unique eateries, including the long-standing Chinois on Main, a Wolfgang Puck favorite with a regional reputation. Main Street's visitor appeal lies in its historic, architectural, and pedestrian-scaled character, which is derived from its historic structures, described above in Chapter 2, and from the cluster of eclectic and unique businesses.

Main Street also boasts two more visitor attractions of note. The first is Edgemar, a retail/theater complex designed by Frank Gehry located north of Ocean Park Boulevard. The Santa Monica Travel & Tourism Visitor Information Center recently moved into this location, and it also houses the Edgemar Center for the Arts, a collaborative rehearsal performance space open to artists of all disciplines and experience levels. The Center's 65- and 99-seat theaters provide venues for professional and classical theater productions and dance performances. The second attraction of note is the California Heritage Museum in Heritage Square at the corner of Ocean Park Boulevard. In addition to the highly-rated local museum, every Sunday, the Heritage Square Farmers' Market attracts hundreds of locals and visitors to enjoy organic produce, a diversity of prepared foods, and an atmosphere that blends carnival and community picnic in a convivial setting.

Just east of Main Street on the corner of Norman Place and 2nd Street, the Santa Monica Conservancy has established a visitor center in a relocated "shotgun house." Visitors can learn about the City's social, physical and architectural history through the center's displays, collection of local history books and artifacts, and original and restored building features.

Civic Center

With the completion of most of the major components of the Civic Center Specific Plan, including the Public Safety Building, the Civic Center Parking Structure, the award-winning Tongva Park and the Village, the Santa Monica Civic Center now constitutes a destination in its own right within the Coastal Zone. The opening of Olympic Drive and the park encourages visitors to use the Civic Center Parking Facility on weekends. With the completion of current projects underway (the Early Childhood Lab School and Multipurpose Sports Field), the Civic Center surface lot will be reduced, and most of the 800+ spaces for weekend parking will be provided in the parking structure.

These resources are conveniently accessed from the 4th St. freeway exit, and allow visitors to explore the coastal area on foot. The park is surrounded by retail activity on Olympic Drive and Ocean Avenue. The Civic Center features three City landmarks: the 1938 City Hall building, the 1958 Civic Auditorium, and Paul Conrad's "Chain Reaction" sculpture. Although the Civic Auditorium is currently closed, the City is planning for its revival in future years, and this will also enhance the Civic Center as a visitor attraction.

Sea Level Rise

Santa Monica State Beach is a treasured public resource for coastal access and recreation, and predicted sea level rise (SLR) scenarios indicate that it may be at risk of significant landward retreat with perceptible loss of some of this public beach area expected by 2050.

The City of Santa Monica faces numerous planning challenges due to these expected SLR scenario predictions and associated coastal hazards. SLR acts mainly to continuously and inevitably exacerbate episodic coastal erosion, flooding, and damages. These problems would occur most frequently when large storm-driven waves coincide with peak high ("King") tides and elevated sea levels related to oceanographic effects like unusually warm coastal waters or El Niño events.

In an effort to prepare for the anticipated impacts of SLR and associated coastal hazards, the City of Santa Monica, with assistance from the USC Sea Grant, the Ocean Protection Council, the California Coastal Commission (CCC), and the State Coastal Conservancy, commissioned research that produced technical reports that provide City-specific information regarding shoreline change projections, coastal hazard modeling, and vulnerability assessments. In addition, the USGS has developed the Coastal Storm Modeling System (CoSMoS), which also provides data that can be used at the local level to project future impacts of sea level rise. The results of these two reports have been used as the technical baseline for the development of this chapter, in conjunction with the CCC's 2015 Sea Level Rise Policy Guidance document. The technical data and SLR projections for the City of Santa Monica conclude that, owing to the relatively wide and stable existing beaches, troublesome levels of beach retreat in the City are unlikely to occur before 2050 in Santa Monica, even when the high 1.67 meter rise by 2100 (NRC 2012, CCC 2015) trajectory is combined with maximum plausible levels of temporary storm erosion. However, by late this century, and assuming the high SLR scenario of 1.67 m, provided by NRC 2012, beach retreat will be obvious everywhere. Without strategic planning, this may lead to economic losses due to reduced recreational visitors, and also to occasional flooding of public coastal facilities and related damages. Private shoreline residential and commercial properties are also anticipated to become vulnerable to the impacts of SLR and the associated coastal hazards.

The technical reports prepared for the City of Santa Monica also identify an 'extreme' range of SLR projections primarily based on a report by Cayan et al. that was published in 2016. Cayan et al. (2016), working in support of the 2018 Fourth Climate Change Assessment, cite DeConto and Pollard (2016) who suggest ice sheet melting in Antarctica will be greater than previously anticipated. The shoreline change projections report (Terra Costa, 2016) based the extreme SLR scenario of 2.88 meters (113 inches) by 2100 on these new projections, taking into account larger volumes of anticipated glacial melt. This 'extreme' scenario is anticipated to be incorporated into California State sea level rise guidance. In an effort to plan for all reasonable and scientifically vetted projected SLR scenarios, this LUP update also includes this 'extreme' range in the development of Coastal Hazards policies and adaptation strategies.

In order to ensure appropriate policies that match conditions on the ground, this chapter describes

SLR Scenario (Expected Time Period)	Southern California SLR Range (Inches)	City of Santa Monica SLR Range (Inches)
Near-Term (Current - 2030)	2" - 12"	5.3" - 12"
Mid-Term (Around 2030-2050)	5" - 24"	11.6" - 23.8"
Long-Term (Around 2050 - 2100)	17" - 66"	36.6" - 66"
Long-Term Extreme (By 2100)	113"	113"

Figure 3 *Sea Level Rise Projections (Adapt LA Memo, May 2016)*

how the Local Coastal Program will phase in policies addressing mid, high and extreme SLR projections. When sea levels reach certain identified thresholds (see Figure 3), associated policies and adaptation strategies that are appropriate for that phase of SLR will begin to be implemented as part of the coastal development permitting process. This phased approach, in conjunction with other Coastal Hazards policies, provides the most balanced and comprehensive protection of the City's coastal resources.

Coastal Hazards

The following primary coastal hazards associated with rising sea levels are discussed in more detail below:

- Beach Erosion
- Bluff Stability
- Coastal inundation
- Saltwater intrusion, groundwater inundation and increased liquefaction potential during seismic events
- Storm Flooding
- Flooding from extreme coastal events and tsunamis

Beach Erosion

In its natural condition, the shoreline of Santa Monica would be quite narrow due to the lack of significant sand sources, high rates of longshore or littoral sand transport, and the natural loss of sand into Dume and Redondo submarine canyons. However, for the past 65 years, the beaches in the central and southern portion of Santa Monica Bay have been artificially nourished with sand to provide wide, stable beaches for residents and visitors and also to create a natural buffer from wave attack. As such, Santa Monica's beaches today are typically 150 to 500 feet wider than what the beach width would be under naturally occurring conditions. Shoreline engineering structures have also been built along various sections of the Santa Monica Bay shoreline in an attempt to retain sand on the beaches, especially where the beaches were artificially nourished.

Flooded parking lot from a rain storm, December 2016

These structures combined with historic large scale sand nourishment projects have resulted in the popular wide and stable sandy beaches along the shoreline.

It is now anticipated that Santa Monica State Beach will begin to perceptively narrow as a result of SLR by 2050. The technical data and SLR projections indicate that Santa Monica, like other jurisdictions along the California coast, will face new threats from SLR and coastal hazards that could damage or destroy coastal infrastructure such as road and utility lines, public amenities, and private developments within the next 35 years. As changes to shoreline conditions occur, new policy phases would be activated, as discussed above.

Bluff Stability

The Coastal Act requires that development be sited to avoid geologic hazards. Potential hazards in the Santa Monica Coastal Zone are created by a fault zone that crosses the Coastal Zone roughly from Montana Avenue north, by erosion and instability in the Palisades bluffs, and by the possibility of liquefaction in the sandy beach area. All buildings in the City are required to meet applicable seismic standards of the Uniform Building Code.

The entire bluff top north of Colorado Avenue is in public ownership and is in park use. No further development except small park-related projects will be permitted closer to the bluff edge than the inland side of Ocean Avenue. The inland side of Ocean Avenue is about 200 feet to 300 feet from

the bluff edge, and new private development on Ocean Avenue will be set back sufficiently from the bluffs in accordance with zoning regulations and coastal development permit conditions.

The Palisades Bluffs are too steep to sustain much vegetation and, as the major natural, extant landform in Santa Monica's Coastal Zone, are protected by the Coastal Act from significant alteration. However, the bluffs' natural erosion and periodic sliding pose a potential public safety problem. There have been proposals to shore up the bluffs by developing against them from below. These proposals have been rejected as economically and structurally infeasible, and as contrary to coastal protection policies that require minimizing alteration of natural landforms and avoiding the degradation of visual and scenic resources. To help stabilize the bluffs, the City has looked at options to redesign and replace the Palisades Park irrigation system, so that water is directed from the bluff face to Ocean Avenue and the storm drain system. Additionally, as part of the recently constructed California Incline bridge between PCH and Ocean Avenue, improvements to shore up the geologic integrity of the upper bluffs were completed including installation of stabilizing soil nails.

Coastal Inundation

As the level of the Pacific Ocean continues to rise, areas that would have formerly only been temporarily flooded or submerged, such as during very high 'King' tides or El Niño conditions, will gradually begin to be submerged or inundated permanently. Over the mid-term (i.e., SLR of 6 inches to 24 inches), the Santa Monica sandy beach area towards PCH is expected to see moderate inundation levels. Some areas have been flooded in the past during severe storms or El Niño events, and research indicates that this will become an occurrence of increasing frequency. Over the long-term (i.e., SLR of 16 inches to 66 inches, with a possibility of a 113 inch extreme scenario), the coastal inundation hazard area is expected to expand further inland, and the mean high tide line would move closer to its location at the turn of the 20th century.

Saltwater intrusion, Groundwater Inundation, and Liquefaction Potential

In areas already exposed to some form of saltwater intrusion, sea level rise is likely to exacerbate existing problems and pose new management challenges. Notably, under the 2014 Sustainable Groundwater Management Act (SGMA), management agencies are explicitly required to regulate groundwater pumping in order to avoid future saltwater intrusion and associated water quality degradation in freshwater aquifers. As sea levels rises, the minimum freshwater elevation required to resist saltwater intrusion will also increase, which could require agencies to impose new limitations on pumping and may impose other constraints in the Coastal Zone. Saltwater intrusion also has the potential to act as a corrosive force on underground utility lines or other coastal utility infrastructure.

Groundwater or subsurface inundation is an emerging area of concern in coastal hazard assessments. In many coastal areas, freshwater occurs in a lens which floats on the denser saltwater within the aquifer. Rising sea levels will cause the saltwater-freshwater contact to rise, pushing the fresh water table upwards. This phenomenon could cause increased inundation in some low-lying coastal regions. Given Santa Monica's proximity to the coast, saltwater intrusion is an ongoing concern. If the City were to over-pump from wells, it's possible to reverse the natural water flow and actually pull seawater from the ocean into the local groundwater supply. Such seawater intrusion can occur for other reasons such as climate change or drilling new wells too close to salt water sources. Experts have concluded that Lincoln Boulevard is the boundary for any potential salt water intrusion and therefore the western edge of the city's underground water supply. As the level of the Pacific Ocean rises, the City will need to evaluate whether this results in additional saltwater intrusion and take appropriate action accordingly.

Liquefaction risks are accounted for in building codes throughout California, but SLR and a corresponding increase in shallow groundwater elevations could cause substantial changes to

current liquefaction risk maps. Additional studies would be required to determine the specific implications of SLR for identified liquefaction areas in Santa Monica or potential newly identified areas. Existing groundwater modeling techniques can be used to predict the saturation state of the soil above the water table, which can be used as one parameter in estimating liquefaction risk. Similar methods can be used to quantify the amount of storage remaining for infiltration of stormwater, which can also play a part in liquefaction potential of the City's coast.

Storm Flooding

Statewide, coastal flooding is already becoming a significant problem and this will increase with sea level rise. A rise in sea level of 55 in (1.4 m) with no change in development patterns or growth along the coast could put 418,000 to 480,000 people at risk from a 100-year flood (Cooley et al. 2012). An additional fraction of the California population that relies on critical infrastructure located in potentially hazardous areas is also vulnerable and increases in storm intensity or in the density of development in flood-prone areas will increase the number of people at risk from flooding.

The frequency and intensity of high wave events depends upon the storm conditions that generate the waves. While climate change models have variations in results due to differences in methodology, there is a general consensus that storm-induced flooding will be exacerbated. If SLR, by the end of the twenty-first century, reaches the high projections of about 55 in (1.4 m), "coastal managers can anticipate that coastal flooding events of much greater magnitude than those during the 1982-83 El Niño will occur annually." (Bromirski et al. 2012, p. 36)

Flooding from Extreme Coastal Events and Tsunamis

Extreme events, by their very nature, are those beyond normal levels that, combined with SLR, may result in exacerbated coastal flooding. Examples of extreme events that might occur along the coast include:

- An individual storm with an intensity at or above the 100-year event;
- A series of large, long-duration storms during high tides;
- A local storm that coincides with the arrival of distant swell and high tides;
- An ARkStorm (Atmospheric River 1000 Storm), a hypothetical but scientifically realistic "megastorm" scenario developed and published by the United States Geological Survey, Multi Hazards Demonstration Project (MHDP);
- Global sea level rise greater than that projected to occur by 2100, when combined with a large storm during normal tides.

In general, future extremes are likely to be comparable to the extremes of today, but with the added influence of sea level rise.

Tsunamis are large, long-period waves that can be generated by submarine landslides, subaerial landslides (slope failures from land into a water body), large submarine earthquakes, meteors, or volcanic eruptions. They are rare events, but can be extremely destructive when they occur. In Santa Monica, there are several Tsunami evacuation routes, with posted signage on Pico Boulevard, in Ocean Park, and on Colorado Avenue. (With the development of the Colorado Esplanade, which is now one-way westward, revision of the map may be considered.)

The extent of tsunami damage will increase as rising water levels allow tsunami waves to extend farther inland. Thus the tsunami inundation zone will expand inland with rising sea level. There has been no research that suggests that climate change will increase the intensity or frequency

of seismically-generated tsunamis. However, the number and size of coastal subaerial landslides may increase because of increased coastal erosion due to sea level rise, which in turn may increase the potential for tsunamigenic landslides along the California coast (Highland 2004; Walder et al. 2003). For tsunamis, it is recommended that, for most situations, the appropriate projection of sea level rise be added to the currently projected inundation level from tsunamis. This will provide a close approximation for future inundation from extreme tsunamis.

Environmental Quality

Santa Monica is located on the eastern shore of Santa Monica Bay (see Map 11: Santa Monica Bay). Santa Monica Bay qualifies as an estuary because it is fed by what were historically sources of fresh water; mainly Ballona Creek and the Los Angeles River. It was designated an estuary to qualify for clean-up and purification funds from the Environmental Protection Agency. Most of the coast of Santa Monica Bay, which is a submerged extension of the Los Angeles Basin, is made up of sandy beaches. Vastly different from 100 years ago, the beaches have widened over the last 40 years in part from engineering efforts such as the addition of Piers, groins, other man-made structures, and beach nourishment.

The following section addresses the three environmental quality issues identified in Santa Monica's Coastal Zone: biological resources, marine habitat, and water quality.

Biological Resources

According to the U.S. Fish and Wildlife Service, there are 6 threatened or endangered plant and animal species that may occur in Santa Monica's LCP coastal area. These species may exist within sensitive habitats, known as Environmentally Sensitive Habitat Areas, or ESHAs. ESHAs are not specifically dilineated in this document, but instead a general geography is drawn to highlight potential biological resources. ESHAs are determined on a case-by-case basis, based on site specific evidence and consultation with the City.

Of the 6 species listed by FWS as potential resources, only the western snowy plover has a critical habitat that falls within Santa Monica's Coastal Zone boundaries. The other listed species, such as the coastal California gnatcatcher and the least tern, may occur within the boundaries of the Santa Monica Coastal Zone or have habitats that may be affected by activities within the Coastsal Zone, but do not have critical habitats that lie within the Coastal Zone. For a full list of threatened or endangered species that may occur in the Coastal Zone, see Appendix 4.

Seabird and shorebird fauna in Santa Monica are likely to include such common birds as the long-billed curlews, marbled godwit, willet, sanderling, western sandpiper, and least sandpiper. Some threatened or endangered species that have been observed in and around Santa Monica's Coastal Zone are the California least tern, the tidewater goby, coastal dunes milk-vetch, Belding's savannah sparrow, and the California gray whale.

Although the western snowy plover is the only ESHA species in the Santa Monica Coastal Zone, there are other species, such as the grunion, California gray whale and California sea lion that contribute to the biological uniqueness and richness of Santa Monica's Coastal Zone. It is possible that, in the future, the biological resources of the Coastal Zone will change as the sea level rises and coastline shifts. The policies of the LCP are written to accommodate both existing resources, as well as future resources that may arise as habitats evolve.

Western Snowy Plover

The wide, sandy beaches of Santa Monica are listed by the United States Federal Fish & Wildlife Service (FWS) as critical habitat for the western snowy plover (snowy plover), a bird on the federal list of threatened species (Map 16) that migrates between sandy beaches along the Pacific. Snowy plovers have a strong fidelity for nesting and overwintering sites, and return yearly to the same beaches.

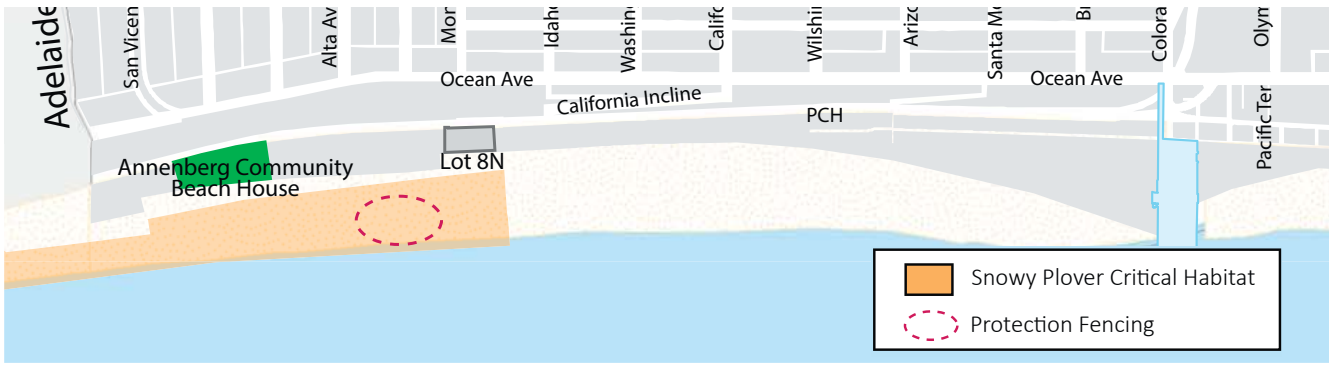
In Santa Monica, the snowy plover prefers to overwinter in the North Beach, just south of the Annenberg Community Beach House. There have been no records of snowy plovers breeding in Santa Monica, and it appears that the specific birds that come to this area breed further north near Santa Barbara. Santa Monica snowy plover populations used to arrive fairly regularly in September and stay a few months. More recently, however, snowy plovers have been arriving on Santa Monica State Beach as early as July and departing as late as April of the following year.

The snowy plover population roosting on Santa Monica State Beach, one of the most utilized beaches in California, has encountered conflicts with human activity. Left unprotected, the birds can be disturbed by beach grooming, vehicular traffic, recreational activity, domestic animals, and litter. While overwintering in Santa Monica, snowy plovers must build fat reserves for the upcoming breeding season, so it is vital that they are not disturbed within their habitat.

Since 2003, in order to protect the snowy plovers from disturbances that lead to population decline,

Snowy Plover Protection Area


Western Snowy Plover



Map 16 *Snowy Plover Protection Area*

Environmentally Sensitive Habitat Areas

The LCP addresses the conservation of biological resources through the designation of ESHAs. Although not all flora and fauna are considered ESHAs, they still contribute to the richness of the Coastal Zone, both visually and biologically.

ESHAs are determined on a case-by-case basis that take into account the following factors:

- **Rarity** - Limited occurrence of a habitat in a region, either from natural limitations or diminishment of what was once an extensive habitat due to development or other disturbances;
- Function - The importance of a habitat to the ecosystem. Function can be influenced by the integrity, or biological value, of the habitat. A degraded habitat will not be considered ESHA;
- Sensitivity - A habitat's tolerance to disturbance and its ability to recover or regenerate;
- Endangered, threatened, or rare;
- State Protection - Species or habitats included in the following lists:
  - California Fully Protected Species;
  - California Species of Special Concern;
  - California Native Plant Society (flora designated 1A or B, or 2A or B);
  - FWS Rare Plant Communities (flora designated G1, S1, G2, S2, G3, or S3).

Although Santa Monica is highly urbanized, there may be, currently or in the future, ESHAs located in the Coastal Zone boundary. The habitat types potentially found in Santa Monica that may meet the definition of ESHA include:

- Riparian areas;
- Coatsal bluff scrub;
- Coastal sage scrub or chapparal;
- Sand dune habitat;
- Western slowy plover or Least tern habitats;
- Milk-vetch;
- Raptor nesting trees.

the City of Santa Monica's Beach Maintenance staff has erected fencing around a 100 by 300 foot area, with explanatory signage. Since 2010, some funding support has been provided for the fencing by the Audubon Society. The exact fencing placement varies annually, but is generally located in the North Beach, northwest of Lot 8N. Yearly site visits and observations have pointed to the success of the three-sided fence, open toward the ocean, in providing protection to the threatened species.

The City has taken steps to protect the snowy plovers from disturbance by other activity, such as dogs running through their habitat area or incursions by surf camps. Although dogs are not allowed on the beach, this more isolated stretch of beach is subject to violations of that regulation. Surf camps have been moved further from the fenced area. The City is still working on ensuring protection from the vehicular traffic of life guards and beach groomers.

Snowy plovers will soon face additional challenges from sea level rise and coastal hazards. Currently, snowy plovers are already impacted by King Tides in the winter. An additional rise in sea level leading to coastal erosion may create problems for this critical habitat in future years. The City and interested organizations should continue to monitor the condition of the habitat.

To further protect the snowy plover populations in Santa Monica, The Santa Monica Audubon Society started an informal nature walk to educate the public on the sensitivity of the habitat. The program did not support permanent staff to observe the snowy plover population, but rather provided a few educational tours per year to schools and interested community members. Future educational programs are highly encouraged. Some additional recommended protective measures include the implementation of a reduced speed limit for beach facility vehicles, a delineation of special boundaries for surf camps, added enforcement of off-leash dogs, a ban on beach grooming in sensitive habitat areas, and an encouragement of dune restoration near snowy plovers to protect them from high winds. Dune introduction should be carefully planned and mindful that, although beneficial in some ways, heavily planted dunes can also hide the snowy plover's predators.

California Grunion

The grunion, a saltwater fish that spawns along the beaches of Southern California, is a common sight at Santa Monica and nearby beaches, particularly in spring and summer. Grunion are not listed as a threatened or endangered species in Santa Monica.

The California Grunion populates the coast from Point Conception, California down to Point Abreojos, Baja California. Grunions tend to stay near the shore, inhabiting waters that range from the shoreline to a depth of 60 feet.

During the mating months, grunions leave the shallow waters at night to spawn on the sandy beaches, just beyond the water's edge. This is commonly referred to as a "Grunion Run." Spawning begins on nights of the new and full moon, just after high tide. Grunion runs, which last for about four hours per night following a high tide, are a spectacle that attracts many beach goers. Grunion runs are less common in Santa Monica than in other beaches in the Los Angeles region, but Santa Monica is located in the middle of the grunion habitat area so it is possible to see grunion come ashore at Santa Monica State Beach.

Sea Lion at the end of the Santa Monica Pier

In the spring, from April to May, it is illegal to catch grunions as they swim ashore to spawn; however, licensed fisherman are permitted to catch the spawning grunion during certain months of the year.

Because grunions rely on the sandy beaches for reproduction, beach erosion has become the greatest threat to the grunion population. With impending sea level rise and coastal storms, the City should monitor the threat level to the grunion population and assess the proper way to address situations that arise in order to avoid disruption of grunion breeding.

California Gray Whales and Sea Lions

California gray whales traverse the ocean off the Southern California coastline each year during their migration from Alaska to Baja California. The majority of whales follow an offshore path, but heavy concentrations have been sighted at Point Dume and Point Vicente, north and south, respectively, of Santa Monica Bay. Individual whales occasionally enter Santa Monica Bay, but they usually go directly from headland to headland. Gray whales apparently avoid coastal embankments and coastal areas of high turbidity, especially after periods of run-off.

A positive sign of the Bay's health and water quality is the presence of sea lions in the area, which in recent years are more commonly seen on or near Santa Monica's coastline. Sea lions are often spotted off the Santa Monica Pier to the delight of visitors and environmentalists. Sea lions are not listed on the Endangered Species list, but are being affected by ocean warming. More

frequently, marine rescue organizations are being called upon to rescue undernourished sea lion pups when their mothers stray further out to sea for longer periods to find fish for their young.

Marine Habitat

The Coastal Zone in Santa Monica is largely urbanized, with little undisturbed natural habitat remaining. Although the city is mostly urban, two natural resource areas remain that provide value to the biological inventory of Santa Monica. These two areas are the Palisades Bluff that lines the eastern edge of PCH north of the Santa Monica Pier, and the wide, sandy beach that stretches the entire length of the City. Additionally, there are pockets of estuarine habitat associated with the storm drain outlets near the ocean.

Palisades Bluff

The vegetation of Palisades Bluff is composed of a variety of native coastal bluff scrub species. The habitat is mostly dominated by native plant species including laurel sumac, California brittlebush, arroyo willow, and saltbrush. Non-native species can also be found in Palisades Park, such as the Canary Island palm, blue gum, tumbleweed, Mexican fan palm, pampas grass, and the extensive presence of bougainvillea and eucalyptus that were planted on the bluffs in 1934.

Of the plant species known to be native to Palisades Park and Bluff, only the coastal dunes milk-vetch is listed as endangered by the FWS. Coastal dunes milk-vetch is known to occur in both coastal bluff scrub habitat and coastal dune habitat, near flat coastal terraces no further than 30 meters from sandy beach. Although the bluffs are a potential habitat for the endangered species, milk-vetch is not listed by the FWS as having a critical habitat in Santa Monica.

Sandy Beaches

Santa Monica's wide beaches are the result of accretion and nourishment from a combination of projects including breakwaters, relocated sand from the dredging of Marina del Rey, the Santa Monica Pier, and other County maintenance efforts around Santa Monica Bay. Currently, Santa Monica's beaches are groomed regularly. Frequent beach grooming keeps the sand litter-free and maintains even topography for beach visitors; however, it also diminishes habitat diversity. Thus, this "natural" resource exists in a relatively unnatural condition.

Map 17 *Location of Historic Dunes, Source: California T-Sheets*

To improve the biodiversity and resiliency of Santa Monica's beaches, and to address potential impacts of sea level rise, the City is looking at adaptation measures that would introduce a more natural beach environment. One such measure is dune creation. In 2016, the City implemented a pilot project in the North Beach area, suspending beach grooming, erecting a low fence, and seeding foliage to encourage dune growth. Evaluation of the effects of this pilot project will guide future efforts. Small "dunelets" might also benefit the Western Snowy Plover, discussed above, by mimicking natural beach landscapes and providing protection from the wind.

T-Sheet Maps, historic coastal topography maps from the late 19th century, for Santa Monica show the historic delineation of sand dunes along the shoreline in the South Beach area (Map 17). From the southern city limit north to around Strand Street, the coast was previously lined with sand dunes. The dunes did not touch the shoreline, but were just east of the shoreline. These dunes have since been eliminated.

Estuarine Wetland Habitats

Santa Monica's coastal waters are made of estuarine, marine, and marine deepwater wetland habitats, as designated by the FWS (Map 18). These wetland habitats are typical of recreational beaches in the Los Angeles region: sandy, flat

beaches that meet tidal shorelines (marine), with deep, open ocean beyond (marine deepwater). The estuarine classification applies to the three storm drains that line Santa Monica State Beach from Pico Boulevard to Montana Avenue.

Water Quality

Pacific Ocean water quality in Santa Monica Bay has been seriously impacted over time by human activity. The main water quality issue that the City has been addressing is water pollution from dry and wet weather runoff entering the ocean from the storm drains along Santa Monica State Beach.

At the time of the 1992 LUP, there was substantial concern about runoff to Santa Monica Bay, which introduces many harmful substances into the ocean. The City's first programs were underway, demonstrating a growing commitment to implementing a strategic approach to cleaning the Bay. A quarter century later, the City of Santa Monica, the County, other cities within Los Angeles County, and regional agencies have taken multiple measures to address water pollution in Santa Monica Bay, and continue to do so with additional projects on the way.

Monitoring Water Quality

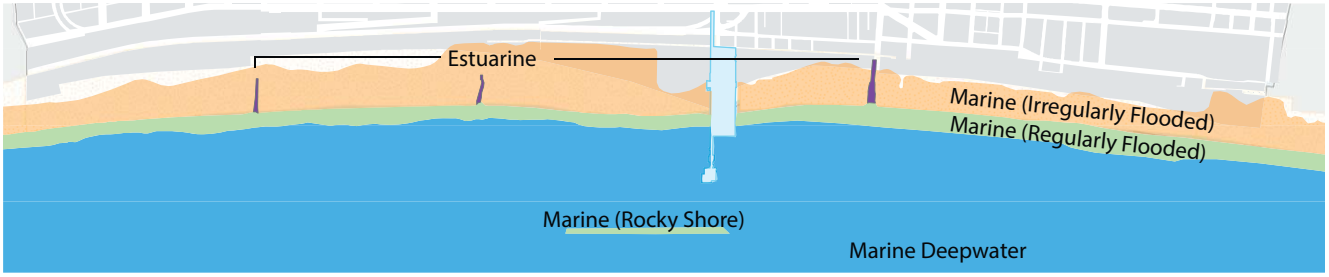
Since 1998, Heal the Bay has been collecting data and issuing an annual Beach Report Card, a comprehensive analysis of coastline water quality in California. The Beach Report Card monitors more than 350 beaches weekly from Oregon to the Mexico border. Beaches are assigned an A to F grade based on the health risks of swimming or surfing at that location. Heal the Bay's website (www.healthebay.org) provides the public with historical and current data in regard to beach water quality, as well as details of beach closures.

Report Year	Water Quality Description
2001	*"Of the 81 water quality monitoring locations, 67 locations (81%) received very good-to-excellent water quality marks (58 "A"s and nine "B"s)."*
2006	*"Overall, Santa Monica Bay beaches fared much better than last summer, with 62 (93%) of 67 monitoring locations receiving A or B grades (last year this number was 75%)."*
2009	*"Overall, Santa Monica Bay beaches fared better than last summer, with 60 (91%) of 66 monitoring locations receiving A or B grades compared to 86% last year."*
2013	*"Los Angeles County water quality grades improved 3% this summer with 80 of 89 locations (90%) earning A or B grades (up 5% since 2011)."*

Figure 4 *Water Quality Report Summaries*

Since its first Summer in Review Report in 1999, Heal the Bay's reports have kept a light shined on the issue of water quality. Within a couple of years of the first report, the Santa Monica Urban Runoff Recycling Facility (SMURRF) was completed, and the 2001 report from Heal the Bay noted immediately that dry-weather runoff diversions by Santa Monica and others were successfully improving water quality at several beaches, including the Santa Monica Pier and the Pico-Kenter storm drain.

The water quality at Los Angeles County beaches monitored by Heal the Bay has varied over time.



Map 18 *Estuarine Wetland Habitats, Source: US Fish & Wildlife Service*

However, as seen in the 2013 report, the overall direction for the Bay has been positive. Figure 4 provides sample points in time for the overall grades of LA County's beaches.

City Efforts to Improve Water Quality

To improve the water quality of Santa Monica Bay, and to maximize local water resources to achieve 100% water self-sufficiency citywide, the City has employed a comprehensive strategy to collect rainwater and stormwater, utilizing both large-scale public works projects and small-scale projects on individual properties. The following sections provide an overview of these efforts, which have already made a significant difference in the amount of polluted runoff that reaches Santa Monica State Beach.

SMURRF

At the end of the 1990's, many cities across the country were looking for creative ways to treat their dry weather runoff. In the Los Angeles region, solutions required regional cooperation, and the Cities of Los Angeles and Santa Monica worked with state, county, and federal funding entities to build a $12 million project to divert annual dry weather runoff. The result was the Santa Monica Urban Runoff Recycling Facility, otherwise known as "SMURRF", the first facility of its kind, which came online in 2001. With a capacity of 500,000 gallons of water per day, SMURRF is particularly effective during dry weather, as it cannot handle the high runoff volumes produced in a storm. Nevertheless, it has kept millions of gallons of polluted urban runoff out of the Bay, improving water quality.

Reducing Dry Weather Runoff Volume and Pollution

The SMURRF has been a significant step forward, but it is only part (i.e. dry weather runoff only) of a comprehensive solution to achieve clean ocean waters. An important companion effort is being made to reduce the amount of wasted rainwater directed toward the storm drain system in the first place. The City has addressed this issue through a number of regulations, incentives, and public education campaigns. Prohibiting sprinkler runoff, dumping of toxic substances into storm drains, over-watering of landscaping, and hosing of hardscapes have proven effective.

Rainwater Harvesting and Urban Runoff Management

The City has been aggressively promoting onsite and offsite rainwater harvesting, low impact development (LID) design strategies, and green infrastructure (GI) solutions. The City is committed to implementing decentralized rainwater harvesting systems both on private and public lands through the Urban Runoff Pollution Mitigation ordinance, the local Watershed Management Plan, the regional Enhanced Watershed Management Plan and Integrated Water Resources Management Plan, and the federal National Pollutant Discharge Elimination System permit. These rainwater harvesting systems, called Best Management Practices, or BMPs, collect rain to be used as a water resource for non-potable purposes, such as infiltration for groundwater recharge or storage and treatment for irrigation and indoor flushing. These systems replace limited potable water use, increasing local sustainability and resiliency. They also keep this water from running onto beaches and into storm drains.

The City implements these BMPs through Municipal Code Chapter 7.10, which requires BMPs for all new developments or additions over 50%. The on-site system must be designed to capture 100% of water during a 24-hour storm event with up to .75" of rainfall. This differs slightly from the standard used in the Los Angeles Water Board's National Pollutant Discharge Elimination System (NPDES) stormwater permit, also known as the MS4 Permit. However, since the MS4 applies only to certain priority land uses, and Santa Monica's ordinance applies to all land uses, including single-family homes, the City's program results overall in greater rainwater capture citywide. The Water Board approved the City's request for local Low Impact Development (LID) Ordinance equivalency under the MS4 Permit in 2015, validating the City's program and use of the .75" standard.

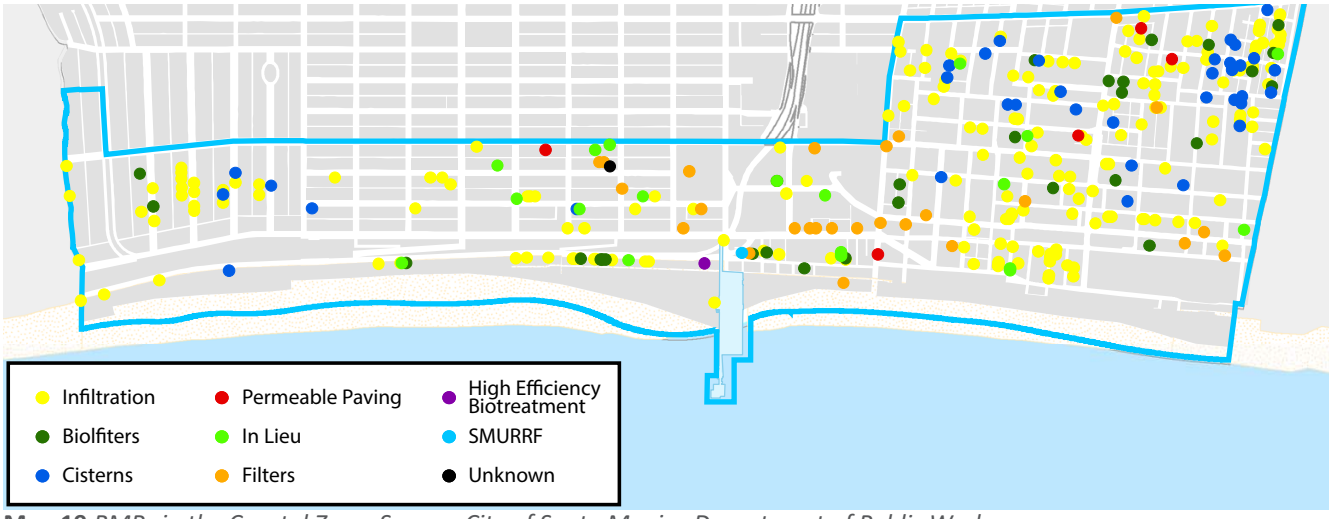
Since 1996, over 2,000 parcel-based systems have been installed (Map 19), with nearly 100 added per year from new construction, major remodeling, and City capital improvement projects. Most systems collect rain for passive infiltration. There has been a recent uptick in installation of storage tanks that collect rain for both treatment and direct onsite (active) use, which is one of the more sustainable BMP options. The City also has built and continues to install offsite systems in the public right-of-way, like in alleys, streets, parking lots, and parks. The 2015 Pico Library project in Virginia Avenue Park is the first project in the city to collect rainwater for indoor flushing.

Through these projects, millions of gallons of rainwater and stormwater are harvested, annually, for onsite cleaning and use. BMPs, through LID design and GI structures, help preserve water quality and protect water supply. The City will continue to explore opportunities to implement BMPs in private homes, commercial developments, and auto related businesses in particular to further reduce the level of pollution in Santa Monica Bay.

Clean Beaches Project

In 2015, the City was awarded a Clean Beaches Initiative (CBI) grant to build a 1.6 million gallon tank near the Santa Monica Pier. This $5.8M project is to be located north of the Pier beneath a new 100 space parking lot on the Deauville site. In addition, an 80,000 gallon semi-buried, prefabricated stormwater storage tank will be placed at the Pico-Kenter Outfall pump station located just south of the Pier. The CBI will be used to harvest stormwater from the Pier and Pico-Kenter drainage basins. The harvested runoff will be treated at SMURRF and distributed for non-potable uses such as irrigation and indoor flushing. Overflows from the tanks will be discharged into the sanitary sewer system.

The added tank capacities will dramatically boost the City's ability to divert polluted runoff from the Pier and Pico-Kenter drainage basins away from Santa Monica Bay, with significant benefits for ocean water quality. A secondary benefit will be the production of more non-potable water contributing toward the City's water self-sufficiency goal. The project is anticipated to be completed in 2018.



Map 19 *BMPs in the Coastal Zone, Source: City of Santa Monica Department of Public Works*

Water Quality at the Santa Monica Pier

Despite tremendous advancement, an ongoing challenge has been chronic exceedance of bacterial levels at the Santa Monica Pier, though no runoff reaches the Bay during dry weather periods. In 2006, the City conducted a study to help determine the source of chronic elevated bacterial levels experienced on the south side of the Pier. The results were supplemented by a 2008 Bacterial Source Identification Study conducted by Heal the Bay. Two major bacterial sources were identified: (1) birds, and (2) ponding in front of the Pier storm drain outlet structure.

The City embarked on a $2 million project to replace the storm drain under the Pier, including a new diversion structure to divert low flows to the sanitary sewer, and an improved outlet structure designed to trap debris and address the ponding identified by the 2008 study. The City completed the storm drain project before Memorial Day 2009, the official beginning of the summer beach season. Additionally, the City tested sonic bird deterrents, bird spikes, and bird contraceptives around the Pier. Eventually, bird netting was installed under the Pier and was deemed primarily responsible for greatly improved water monitoring test results in the summers of 2010, 2011, and 2012. A maintenance firm was engaged to periodically inspect and repair the bird netting to preclude birds from roosting under the Pier by way of tears and rips in the netting.

Nevertheless, problems persist, and in 2011, the City reached out to the University of California at Los Angeles to conduct another bacterial source study in and around the Pier to identify any other sources of bacteria. The study was conducted in partnership with Heal the Bay and concluded that moisture and lack of sunlight under the Pier promoted bacterial persistence, and bird-specific bacteria was detected, suggesting natural causes for high bacterial concentrations. Because bacterial concentration levels remain high at times, swimmers and bathers are prohibited from entering waters around the Pier.

The completion of the Clean Beaches project described above will put the City in a position wherein it has implemented water quality improvement strategies to the maximum extent practicable, with SMURRF capturing and treating 100% of dry weather runoff and the CBI project capturing wet weather runoff from the 85th percentile design storm. Beyond the strategies implemented to date, the City will diligently continue to address the remaining natural causes of bacteria, where appropriate and effective, that continue to plague the beach and ocean around the Pier. In the meantime, the Santa Monica Pier remains on Heal the Bay's 10 most polluted beaches in the State.

Scenic and Visual Resources

Santa Monica's Coastal Zone is endowed with a beautiful open oceanfront, and the proximity of a hilly terrain to the coastline creates sweeping vistas of the Santa Monica Mountains, the Pacific Ocean, the crescent of Santa Monica Bay, the beach, and the landmarked Santa Monica Pier.

It is beneficial to identify and preserve the most significant public viewsheds of these coastal resources as valuable community assets. Policies in this LUP are directed toward preserving and enhancing these public views, as well as improving the visual quality of the inland urbanized area of the Coastal Zone.

Both the City and the Coastal Commission have required at times that new development incorporate corridors that retain scenic views from public areas (see Map 20). Past examples include Santa Monica Place and Paseo del Mar at the corner of Colorado and Ocean Avenues, across the street from the Pier entrance. Public views of the beach have been preserved by Zoning Code design standards that limit residential heights along Palisades Beach Road and require stepbacks of the upper floors. New construction on the Pier, consistent with the Pier Design Guidelines (Appendix 5), requires special attention to the 360° view of the Pier from the beaches and roads north and south, as well as views from the Pier of the bluffs, beach, and horizon.

Scenic View Corridors and Vantage Points

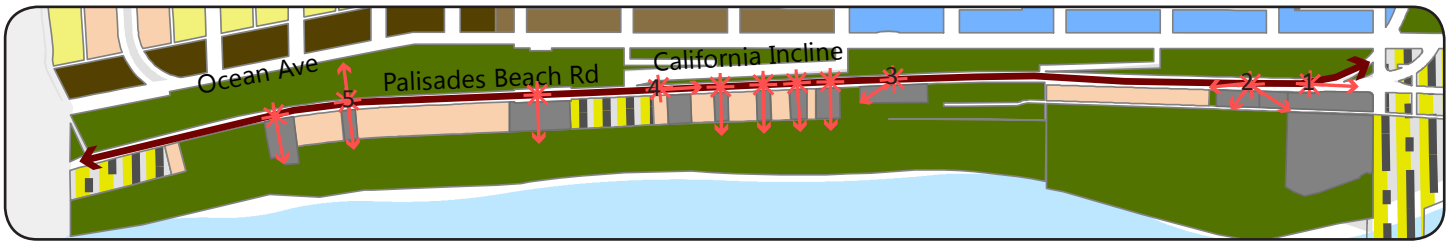
While there have been many changes over the past 25 years, development in Santa Monica has by and large retained the most significant public views of the coastal area. For this LUP Update, viewsheds were revisited and analyzed to identify and designate View Corridors and Vantage Points to be protected as community assets. The analysis indicates the particular qualities of each view that merit protection and specifies the nature of that protection to assist policymakers when considering proposals on properties located within those viewsheds. Altogether, seven view corridors and five vantage points, as described in the Scenic Corridor Study (page 76), are designated and subject to the Scenic View policies.

(Scenic and Visual Resources continued on page 89)

Map 20 *Scenic Corridors and Vantage Points*

Scenic Corridor: Palisades Beach Road

From the McClure Tunnel to the Northern City Boundary



See red arrows for photo location. Photos provide examples of views along the corridor.

Public Parking | R2 | Oceanfront District | Open Space

View Description

- Designated a scenic corridor in the 1992 LUP;
- View of the beach, ocean, and Pier as drivers exit the McClure Tunnel;
- Scattered views of the beach and ocean for drivers and pedestrians through public parking lots and other view corridors.

What to Preserve

- Preserve the beach views that are visible through the public parking lots.

Zoning in Viewshed Area

- Oceanfront District: 47’;
- Open Space (west of Ocean Ave): 20’;
- R2: 30’.

Analysis

There has been little change in development along Palisades Beach Road since its establishment as a view corridor in 1992.

About half of the length of Palisades Beach Road is lined with residential and beach club development, while the other is open to the beach through public parking lots. Preserving these lots as vantage points will maintain scenic views along this corridor.

Scenic Corridor: Adelaide Drive

From Ocean Avenue to the Coastal Zone Boundary

See red arrows for photo location. Photos provide examples of views along the corridor.

View Description

- Designated a scenic corridor in the 1992 LUP;
- View of the Santa Monica Mountains and Canyon to the north, and the beach and ocean to the west;
- Unique public vantage point overlooking the Pacific Palisades neighborhood in the City of Los Angeles.

What to Preserve

- Existing views of the beach, Santa Monica Canyon, and mountains from publicly accessible locations.

Zoning in Viewshed Area

- City of Los Angeles.

Analysis

Adelaide Drive provides dramatic views of the Santa Monica Canyon and the beach below. Preservation of this view depends on actions by the City of Los Angeles because Adelaide Drive is the northern boundary of the City of Santa Monica.

The parcels directly north and north west of Adelaide Drive are zoned for R1-1, low-density residential. The elevation of Adelaide Drive above the Santa Monica Canyon make it unlikely that future development will obstruct views.

Scenic Corridor: California Incline

From Palisades Beach Road to Ocean Avenue

See red arrows for photo location. Photos provide examples of views along the corridor.

R2 | Oceanfront District | Open Space

View Description

- This scenic corridor is located between Ocean Avenue and Palisades Beach Road, both of which were designated scenic corridors in the 1992 LUP.
- View of the mountains, ocean, beach, Catalina Island, and Pier;
- Renovations completed in 2016 provide expanded pedestrian and bicycle access to views from the California Incline.

What to Preserve

- Sweeping views of the Santa Monica Bay.

Zoning in Viewshed Area

- Oceanfront District: 47';
- Open Space (west of Ocean Ave): 20';
- R2: 30'.

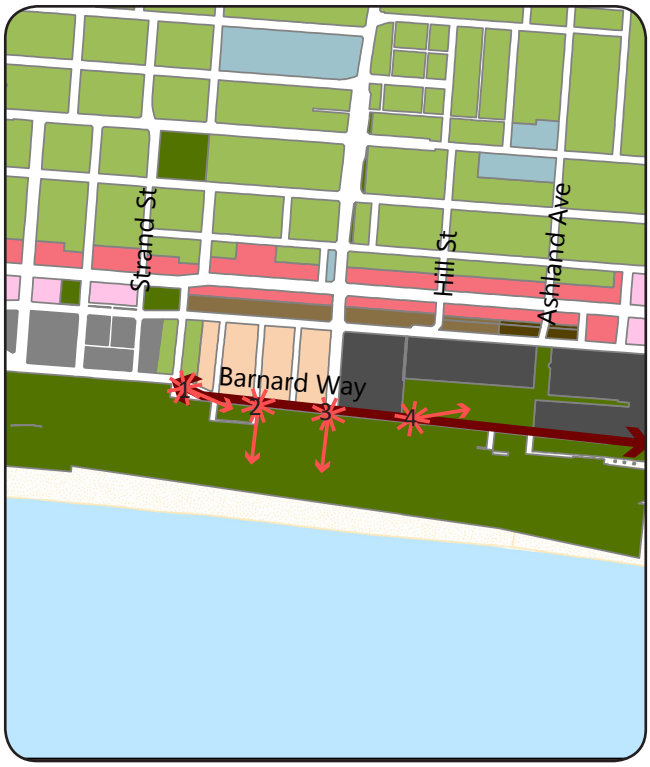
Analysis

The 2016 improvements to the California Incline make it easier and safer for the public to travel between Palisades Park and the beach. Prior to the renovation, pedestrians were ushered onto a narrow sidewalk. Now, pedestrians and bicyclists can travel up and down the Incline and enjoy the panoramic views of Santa Monica Bay.

The parcels westward of the California Incline are zoned R2 low density, with a maximum height of 30'. New developments at this height would not affect views from the California Incline.

Scenic Corridor: Barnard Way

From Ocean Avenue to the Southern City Boundary



See red arrows for photo location. Photos provide examples of views along the corridor.

Open Space

View Description

- Designated a scenic corridor in the 1992 LUP;
- Barnard Way is a north-south street with open views to the beach along its west side;
- Intersecting east-west streets provide glimpses of the ocean and beach;
- Turns into Ocean Avenue in the north.

What to Preserve

- Views of the ocean through the parks and parking lots that line the western side of Barnard Way;
- Views down the east-west streets that intersect Barnard Way.

Zoning in Viewshed Area

- Open Space (west of Barnard Way): 20'.

Analysis

This corridor connects Venice Beach to the south and turns into Ocean Avenue to the north, providing views of the beach and ocean for its entire length. The western edge of the road is zoned for Open Space and is used mostly for beach parking and public parks. Barnard Way is a unique view corridor in that it provides drivers and pedestrians with a long stretch of uninterrupted views of the beach and ocean.

Scenic Corridor: Ocean Avenue

From Barnard Way to the Northern City Boundary

See red arrows for photo location. Photos provide examples of views along the corridor.

R2 | Oceanfront District | Open Space

View Description

- Designated a scenic corridor in the 1992 LUP;
- Ocean Avenue runs parallel to the beach and Palisades Park and Bluff;
- Views of the mountains to the north and the ocean to the west are visible through Palisades Park;
- Direct ocean views for vehicles and pedestrians intersecting Ocean Avenue from the east-west streets;
- Development north of the Pier along Palisades Beach Road do not interrupt ocean views due to the elevation differential.

What to Preserve

- Existing beach and ocean views along Ocean Avenue through Palisades Park;
- Ocean views from public rights of way intersecting Ocean Avenue;
- View of the Pier and Harbor Sign at Colorado and Ocean Avenue.

Zoning in Viewshed Area

- Oceanfront District: 47';
- Open Space (west of Ocean Ave and Barnard Way): 20';
- R2: 30'.

Analysis

The view of the ocean and beach is flanked on the east by existing hotel, residential, and commercial/office developments. The view of the ocean and beach are uninterrupted on the west side of Ocean Avenue, through Palisades Park. Palisades Park is a City Landmark and is designated as open space. Current restrictions ensure that views through the park will remain.

Due to the elevation, Ocean Avenue provides views of the ocean and beach above the developments along Palisades Beach Road. Palisades Beach Road properties that are not preserved as open space are zoned as either R2 or Oceanfront, with maximum heights as shown above. Properties built to this maximum height will not disrupt views to the beach or ocean from Ocean Avenue. Special design requirements also apply to those structures.

Scenic Corridor: Ocean Front Walk

From Pico Boulevard to the 1550 Parking Lot

See red arrows for photo location. Photos provide examples of views along the corridor.

Non-contributing view

Oceanfront District

Open Space

View Description

- This scenic corridor is a black & white striped pedestrian walkway paralleling the coastline that extends from a point west of Pico Boulevard to the 1550 PCH parking lot entrance.
- The view to the coast from Ocean Front Walk is generally open, except for a portion south of the Pier where the Life Guard Headquarters and the Pier deck block views to the ocean and mountains.
- View of recreational activities, such as the Original Muscle Beach, the beach bike path, volleyball courts, play equipment, and beach, Pier and partially visible Santa Monica Mountains.

What to Preserve

- Views toward public resources: the coastline, Pier, Santa Monica Mountains to the north.

Zoning in Viewshed Area

- Oceanfront District: 47';
- Open Space (west of Ocean Ave): 20'.

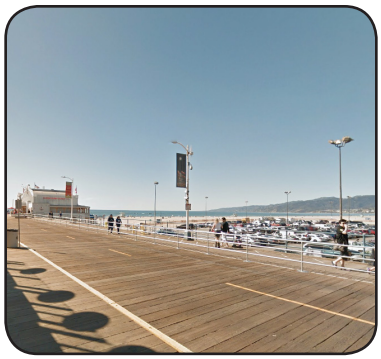
Analysis

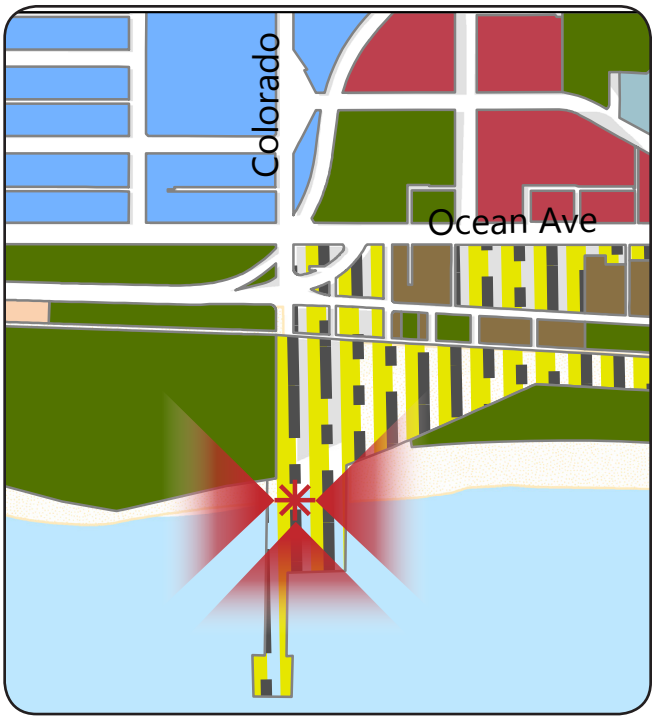
The scenic view from Ocean Front Walk provides a unique, pedestrian-focused view of beach activity. At points, views are blocked by the Pier Bridge and existing structures, but the walkway maintains a continuous sense of connection to surrounding scenery. Activity on the Pier is part of the view, and new Pier activity would not negatively affect views from this corridor.

Parcels to the west of the walkway are located on the State beach, where LCP policies and the Coastal Act prioritize recreational uses and protect the sandy beach.

Scenic Corridor: Santa Monica Pier

From the Santa Monica Pier Deck, West of Ocean Front Walk





See red arrows for photo location. Photos provide examples of views along the corridor.

Open Space

View Description

- Designated a scenic corridor in the 1992 LUP;
- Unique 270 degree view from above the ocean of the beaches and mountains to the north, and the beach and Ocean Park to the south;
  - Palisades Park and Bluff to the north east, and the Palos Verdes Penninsula and Catalina Island to the south west;
- View of the Carousel Building and other Pier attractions.

What to Preserve

- Beach and ocean views from the perimeter walkways on all sides of the Pier,
- View of the bluffs and mountains to the north;
- View of the Palos Verdes Penninsula and Catalina Island to the south-west;
- View of the Historic Carousel Building and amusements on the Pier deck.

Zoning in Viewshed Area

- Open Space (west of Ocean Ave): 20'.

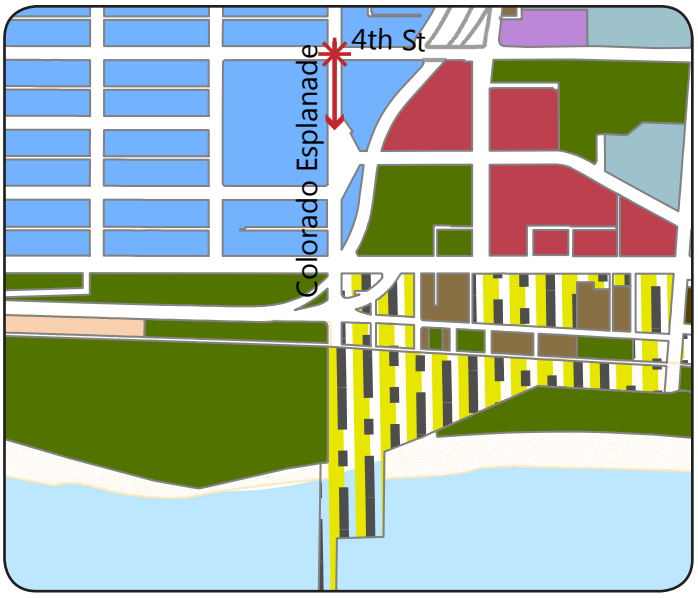
Analysis

This is the only point in the City in which visitors can walk over the Pacific Ocean for a perspective back to the shore and to look for ocean wildlife, such as dolphins and sea lions. As an artificial construct, the Pier requires significant regular maintenance, which the City is committed to continuing. The Pier is generally open to the public unless public safety reasons require its closure.

Pier development is limited to 2 stories and 30'. Although buildings may block views across the Pier deck, the perimeter walkway allows for panoramic views of Santa Monica Bay to the north and south.

Vantage Point: Colorado Esplanade

Colorado Avenue and 4th Street, Looking West



Non-contributing view

Oceanfront District

View Description

- View of historic Yacht Harbor Sign;
- Visual connector between the Expo Terminus and the beach;
- View of the ocean;
- One-way street towards Ocean Avenue;
- Wide pedestrian sidewalks;
- String-lights to illuminate path;
- Pedestrian scramble at Colorado and 4th Street.

What to Preserve

- Visual connection between the Expo Terminus and the Pier;
- View of the Yacht Harbor Sign and ocean;
- View of the Pier entrance ramp.

Zoning in Viewshed Area

- Oceanfront District: 47'.

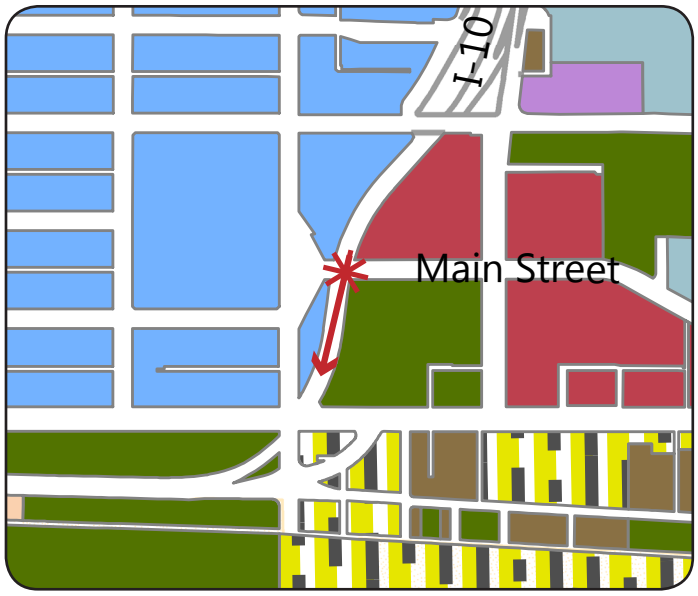
Analysis

Due to the low elevation of the Pier Deck, below the view line from the Colorado Esplanade, it is unlikely that future development on the Pier, under current zoning standards, will disrupt the view to the Pier entrance ramp, ocean, or the Yacht Harbor Sign.

The newly opened Colorado Esplanade was built as a gateway to physically and visually connect pedestrians and bicyclists from the Expo Station to the ocean, Pier, Downtown, and the Civic Center.

Vantage Point: Main Street Bridge

Main Street Bridge Crossing Over the I-10 Freeway, Looking West



Non-contributing view

Oceanfront District

View Description

- View of the historic Yacht Harbor Sign;
- View of the ocean;
- View from Main Street Bridge, a connector between Downtown and the Civic Center;
- View dominated by the I-10 Freeway and Wyndham Hotel.

What to Preserve

- View of the Yacht Harbor Sign and ocean.

Zoning in Viewshed Area

- Oceanfront District: 47'.

Analysis

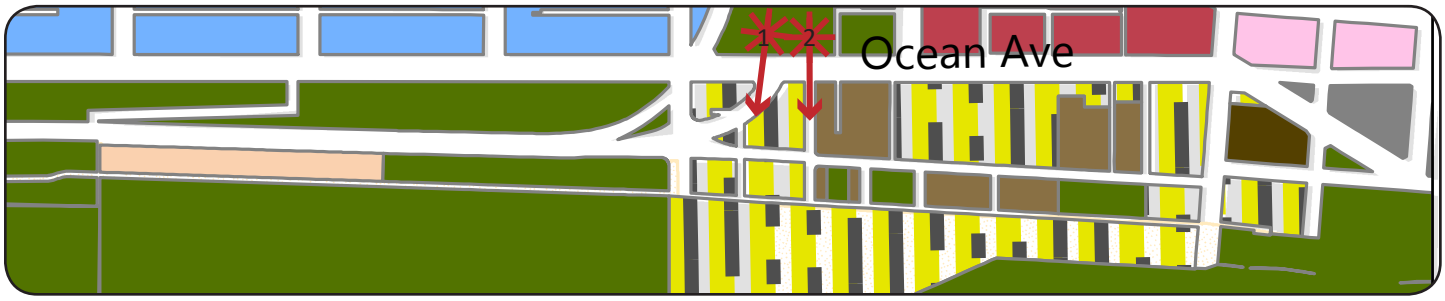
The view from the Main Street Bridge is mostly of the I-10 Freeway and the backside of the Wyndham Hotel. Also visible from the bridge are the Pier Yacht Harbor Sign and a glimpse of the ocean, providing pedestrians, bicyclists, and drivers a brief scenic view as they pass over the historic Main Street Bridge.

While the view over the highway is open today, should the City undertake a project to cap the I-10 Freeway, the design would require sensitivity to preserve the view of the Yacht Harbor Sign and ocean from the Main Street Bridge.

Vantage Point: Tongva Park Overlooks

Viewpoints from Tongva Park, Looking West

Non-contributing view



Oceanfront District

Open Space

R3

View Description

- Views to the ocean, with partial view of the Carousel Building.;
- View down Seaside Terrace and Moomat Ahiko.

What to preserve

- View through overlook frames of the beach and ocean;
- Partial view of the Pier and Carousel framed with palm trees;
- View of activity by the shoreline.

Zoning in Viewshed Area

- Open Space (west of Ocean Ave): 20';
- Oceanfront District: 47';
- R3: 40'.

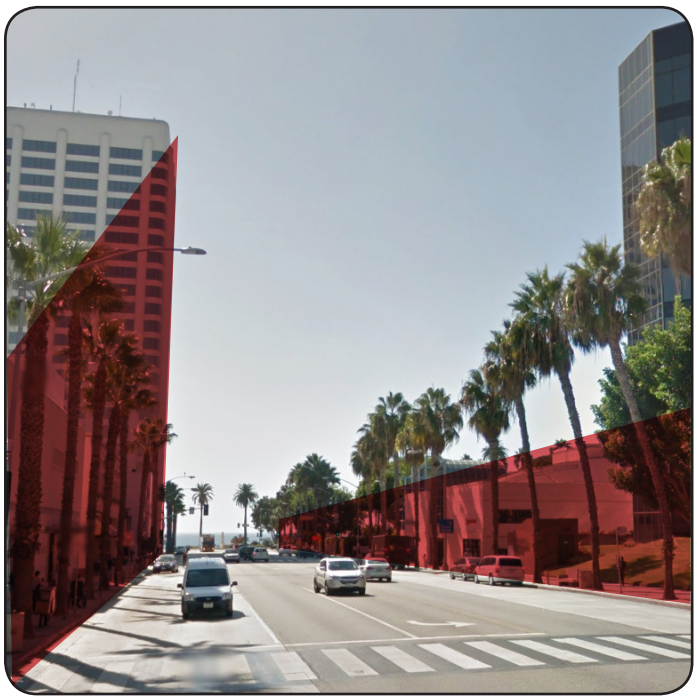
Analysis

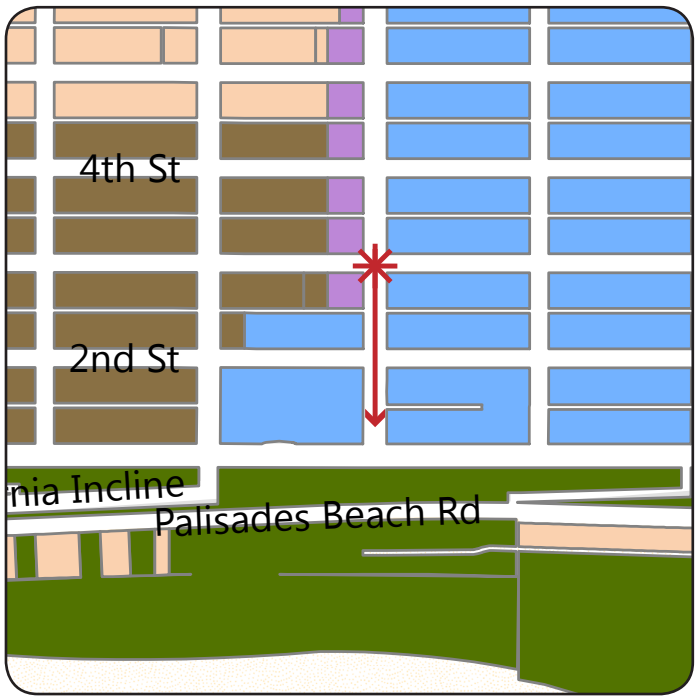
These two vantage points, on top of the hill on the western edge of Tongva Park, were created in response to public requests for additional public, coastal viewing points. Based on the concepts of "postcards from the coast," the vantage points direct the viewer's gaze down Moomat Ahiko and Seaside Terrace.

At the end of Seaside Terrace is the LA County Lifeguard station, a one story building on the beach. The view over Moomat Ahiko is of the beach and ocean. The R3 parcels are on a downward slope, limiting their visual interference of the beach and ocean.

Vantage Point: Wilshire Boulevard and 3rd Street Promenade

Wilshire Boulevard and 3rd Street, Looking West





Non-contributing view

Open Space

View Description

- Designated a vantage point in the 1992 LUP;
- Wide view of the ocean as vehicles and pedestrians approach Ocean Avenue;
- Palm tree lined Wilshire Boulevard frames the ocean view;
- View from the end of the Third Street Promenade.

What to Preserve

- View of the ocean and the statue of Saint Monica as one approaches Ocean Avenue from 3rd and Wilshire.

Zoning in Viewshed Area

- Open Space (west of Ocean Ave): 20'.

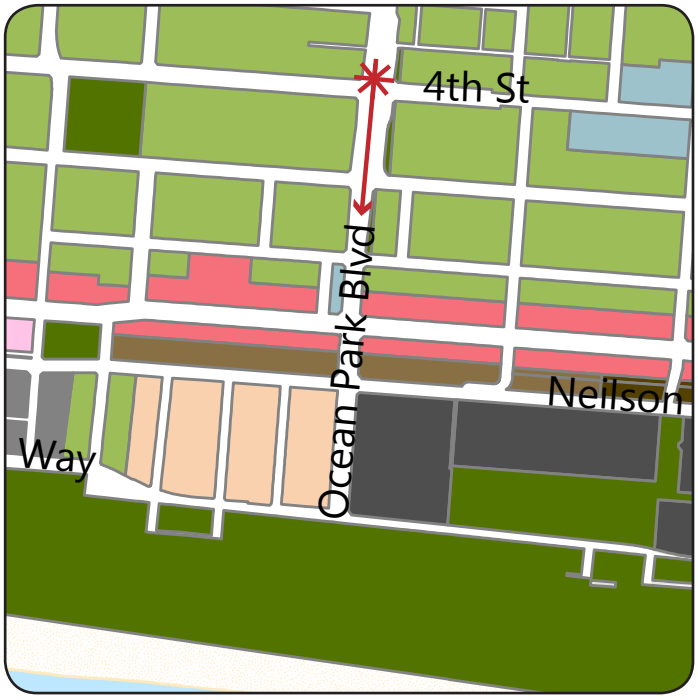
Analysis

The view of the ocean and beach is visible at the western end of Wilshire Boulevard. This view is flanked on either side by rows of palm trees in front of office and commercial developments.

Since Wilshire Boulevard leads to Palisades Park, a designated City Landmark, and is high above Palisades Beach Road, future development is not likely to block views of the ocean.

Vantage Point: Ocean Park Boulevard and 4th Street

4th Street Bridge over Ocean Park Boulevard, Looking West



R2 R3 OP2 OP4 NC Open Space

View Description

- View down Ocean Park Boulevard to the ocean and beach;
- Views of the ocean are blocked to the southwest by high-rise residential buildings;
- The bridge was created when Ocean Park Boulevard was dug through the hillside underneath 4th Street;
- Views of the murals and "green street".

What to Preserve

- View of the ocean, murals, and green street.

Zoning in Viewshed Area

- R2: 30'.
- R3: 40';
- OP2: 30';
- OP4: 35';
- NC: 32';
- Open Space (west of Barnard Way): 20';
- Open Space (east of Barnard Way): 28'.

Analysis

Parcels directly west and northwest of the bridge are zoned for Open Space, R2, NC, and OP2, which have maximum heights that would not disrupt ocean views, due to the height of the 4th Street Bridge. The R3 parcels, with a maximum height of 40', have the potential to impact coastal views.

Parcels to the southwest are zoned for Open Space, NC, OP2, OP4. Similar to the northwest views, the maximum heights of these zones would not further disrupt ocean views. The OP4 parcels are currently developed with older, high-rise residential developments that already block views to the ocean.

Hidden Rooftops with Coastal Views:

Ineligible, but Noteworthy, Coastal Views

The City of Santa Monica has built a number of multi-story parking structures that, as a by-product, offer coastal views that are worth noting. These "hidden rooftops" are not designated Vantage Points as they are not from a public right of way or park.

Views from the Rooftop Decks

Two examples of parking structure rooftop views are at the Civic Center and Downtown Parking Structure #6. These locations provide a view of the ocean, Pier, ferris wheel, and mountains to the north. Although these views offer an enjoyable, coastal viewing experience, they are not taken from a public right of way. The views from these public parking structures were not specifically designed for the purpose of public viewing.

Structure #6

Structure #6

Civic Center Structure

Civic Center Structure

Public Art

Installation of public art also can contribute to the Coastal Zone's visual quality. The City has procured several art pieces in public locations or required public art in association with private development. There are a number of specially commissioned art pieces in Palisades Park. The Downtown Community Plan aspires to increase arts and culture Downtown with both performance and visual art. A high percentage of Santa Monica residents work in the arts and creative industries, so increasing arts and culture in the upcoming years is a natural extension of the community's resources. An example of a recurring event that has taken place on Santa Monica State Beach is "GLOW," a festival that features light-filled art installations on the sand and around the Pier lasting late into the night. The spectacle has attracted hundreds of thousands of people to enjoy a unique coastal perspective through artistic media.

Scenic Open Space

The City's Zoning Ordinance requires new development to provide adequate open space, with differing requirements for commercial, public and residential uses. The 1980's Ocean Park Redevelopment Project included a pedestrian pathway linking Main Street and the beach. Similar permeability was required more recently for the new RAND building and the Civic Center Village. Earlier City efforts provided landscaping in the south beach parking lot and several lawn areas to enhance open space by the beach, providing trees and additional picnic facilities in place of large expanses of asphalt. The landscaped Barnard Way is an early example of the City's efforts to calm traffic and improve aesthetics through curving the street and installing a landscaped median. More recently, the development of Tongva Park, beach greening projects, the Bike Learning Campus, and the streetscapes on Ocean Avenue, Ocean Park Boulevard, and the Colorado Esplanade have continued the City's tradition of providing the public with pleasant, enjoyable open space in the Coastal Zone.

Role of Design Review

To preserve the scenic resources of Santa Monica, the City's Architectural Review Board (ARB) is responsible for reviewing and approving the design of commercial and multi-family projects, with special attention paid to building design, materials, colors, and integrated pedestrian-oriented design and appropriate landscaping for projects to ensure a balance between development and visual aesthetics. The ARB reviews and approves the design of new development and remodeling in all areas, although most single-family residences are exempt from its jurisdiction. Thus, it will review most future Coastal Zone development, including scenic view impacts where applicable. The ARB must make findings in its design review of development including compatibility with surroundings and design that is expressive of good taste, good design, and in general contributes to the image of Santa Monica as a place of beauty, creativity and individuality.

Any project that alters or adds a structure on a property that is designated as a City Landmark is subject to review through a Certificate of Appropriateness by the City's Landmarks Commission rather than ARB. This includes important coastal visual resources: Santa Monica Pier and the Santa Monica Pier sign; Palisades Park, including the cultural landscape and significant structures in the park; the Ocean Front Walk properties facing the Pier; and the Marion Davies property (Annenberg Community Beach House). The Landmarks Commission's mission is to ensure that any changes made on a historic property are consistent with its historic nature. In the coastal area, this protection is consistent with preservation of scenic views and character-defining visual resources.

Cultural Resources and Historic Preservation

To protect historic resources in Santa Monica in the midst of surging growth in Southern California during the 1970s, City Council adopted a Landmarks and Historic District Ordinance in 1976. This ordinance allows the City to designate historic resources that contribute to the community's character for protection from inappropriate alteration or demolition. In 2002, the City adopted a General Plan Historic Preservation Element, leading to an increasingly robust preservation program for the city.

The City of Santa Monica is a Certified Local Government, and adheres to best practices and the Secretary of Interior's Standards in the administration of a comprehensive program to preserve important landmarks and historic districts throughout the city. The City has maintained a Historic Resources Inventory (HRI) since 1983, which has been regularly updated. The last comprehensive update was finalized and released in 2011, incorporating potential resources constructed as late as 1968. Map 21 shows the Coastal Zone properties included on the HRI.

Historic resources can take the form of a physical structure, a district, or a landscape or unique landscape feature with architectural merit or associated with an important era or person representative of Santa Monica's history. Map 22 shows the properties that are designated as City landmarks and the boundaries of designated historic districts.

Historic Landmarks

The City of Santa Monica currently has 122 individually designated City Landmarks, a list that expands continuously as more historic resources are evaluated and considered for designation. Of these, 87, including many of the earliest and most significant properties, are located in the Co astal Zone, reflecting the early development of Ocean Park, Downtown Santa Monica, the beach and Pier, neighborhoods to the north above the bluffs, and the Civic Center. Most of Santa Monica's designated landmarks in the Coastal Zone were constructed in the early to mid-20th century, although some remain from the late 19th century and the oldest, the Rapp Saloon on 2nd Street, was built in 1875. Coastal Zone landmarks cover the full range of building types and styles: from Craftsman bungalows and revival-style single-family homes to public buildings, high-rise commercial, residential and hotel buildings, and community resources like the Santa Monica Pier and Palisades Park. The Coastal Zone boasts the City's oldest designated tree – the Miramar Morton Bay Fig, planted in the late 19th century by one of the City's founding families.

Map 21 *Coastal Zone Properties on the City's Historic Resources Inventory*

Historic Districts

The Landmarks Ordinance includes a process for designating historic districts and although there are many potential districts on the City's HRI, only three, all in the Coastal Zone, have been designated to date:

- The Bay Street Craftsman Cluster;
- The Third Street Neighborhood Historic District;
- The San Vicente Courtyard Historic District.

The Bay Street Craftsman Cluster is the smallest, comprising only 4 residential properties at the corners of Bay Street and Neilson Way. The other two districts have boundaries that include properties that reflect the historic district character (contributors) and those that do not (non-contributors). Each Historic District has its own implementation ordinance that establishes criteria and processes for alteration or removal of structures, with differing requirements for contributors versus non-contributors. The designation of these districts has supported the City's preservation goals and has retained unique features of the coastal zone that support the Coastal Act's mandate to preserve the unique nature of California's coastal communities.

Historic Landscapes

In addition to buildings, the Secretary of the Interior's Standards recognize Historic Landscapes and provide recommended and non-recommended practices for maintaining their integrity. This section discusses some specific situations in which recommended best practices for historic preservation conflict with invasive species policies enacted for environmental protection.

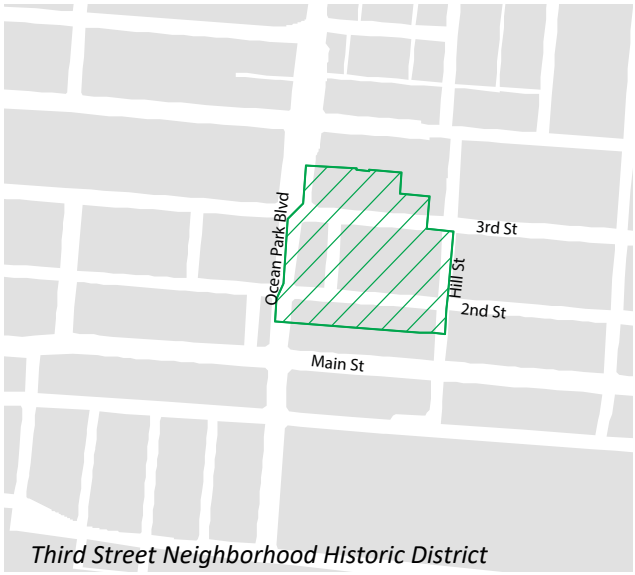
For at least a decade, the Coastal Commission has included special landscaping conditions to address concerns about "invasive species" and mitigate their impacts on native species to the extent possible.

A typical CDP condition states:

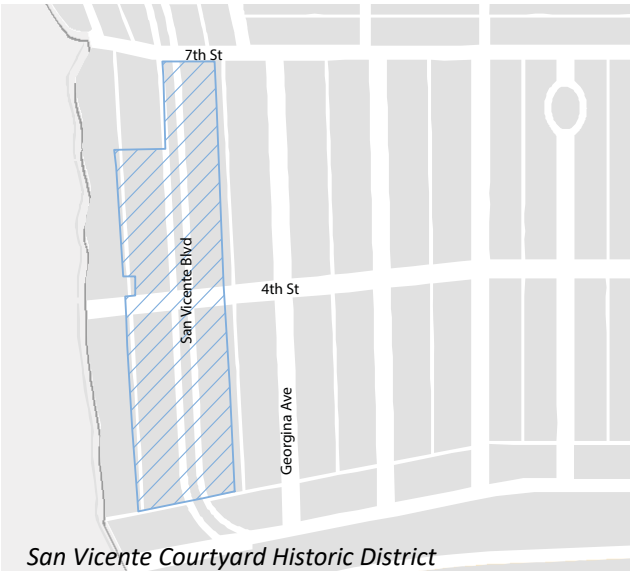
> *Vegetated landscaped areas shall only consist of native plants or non-native drought tolerant plants, which are non-invasive. No plant species listed as problematic and/or invasive by the California Native Plant Society (http://www.CNPS.org/), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (http://www.cal-ipc.org/), or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as a "noxious weed" by the State of California or the U.S. Federal Government shall be utilized within the property.*

Map 22 *Coastal Zone Landmarks and Historic Districts*

Bay Street Craftsman Cluster



Third Street Neighborhood Historic District



San Vicente Courtyard Historic District

The City of Santa Monica's Community Beach House Permit (CCC Application 5-06-226), was approved with a variation that did not call for removal of existing plants but stated that, "No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council (formerly known as the California Exotic Pest Plant Council), or as may be identified from time to time by the State of California shall be utilized on the property."

The Washingtonia Robusta, or Mexican Fan Palm, is listed on the California Invasive Plant Council's Invasive Species List with an evaluation of "Moderate." These tall, skinny palm trees that wave in the wind are common throughout Santa Monica and strongly associated with the experience of visiting the Santa Monica coast and bluffs. Likewise, another other palm species prevalent in the Santa Monica skyline on this list is the Phoenix canariensis (Canary Island Palm), which has been evaluated at the lesser impact level of "Limited."

Santa Monica's beach and palm trees are iconic to the visual experience for visitors, and have been featured on postcards for more than 100 years. Over time, as replacement is prohibited, these trees may become less ubiquitous as they are removed due to damage, disease, or as a CDP requirement. While their removal/replacement is intended to support the Commission's mission to protect native coastal plants, their disappearance will change the familiar scenic visual character of the coastal area.

Conflicts with Historic Resource Preservation

In certain cases, both of these palm species are specifically identified as contributing features to designated historic resources. The primary example is Palisades Park, a City Landmark designated in 2007, which has both Mexican Fan Palms and Canary Island Palms. A 1998 historic resource evaluation report noted that the "colonnades of [Canary Island] Date Palms" were planted early in the park's history, and identified them as one of the character defining features of the park dating from the period of significance (1892-1944) . The 2007

City Landmark Assessment Report also noted that "Character-defining features include the tall Mexican Fan Palms that grace the length of the park as well as the views along the length of the Park."

Palisades Park is the only designated City Landmark that is actually a cultural landscape. Cultural landscapes are recognized in the Secretary of the Interior's (SOI) Standards for the Treatment of Historic Properties as resources that need special consideration for their proper maintenance to retain their character-defining features and overall integrity. The Guidelines for the Treatment of Cultural Landscapes address the situation of Federal, State and local legislation that is adopted to protect the environment and that may adversely impact the character of a historic resource, stating: "Work predicated on such legislation must be carefully planned and undertaken so that it does not result in the loss of a landscape's character-defining features."

Historic Landscape Sensitivity in The Coastal Zone

The SOI Standards recommend replacing in-kind landscape features that are too deteriorated to repair and specifically do NOT recommend "removing a feature of the building or landscape that is unrepairable and not replacing it; or replacing it with a new feature that does not convey the same visual appearance." Because the instances are limited, and the general built environment of Santa Monica is such that the natural landscapes and native plants are already disturbed, this LUP contains policies that allow the continuity of these two palm species within specific designated historic landmark properties, including replacement in-kind where existing palms require removal due to damage or disease.

New Development

During the last 25 years, the City has increased its supply of commercial, residential, and visitor serving accommodations. During this time, City residential population has remained fairly stable, remaining at just below 90,000 until the 2010 census, and most recently estimated at just below 93,000.

Since the early 1980s, the City has several times reduced the residential densities permitted under each of the residential zoning designations and reduced the permitted height and bulk of buildings permitted in commercial zones. Responding to community concerns over the pace and intensity of development, the City Council adopted a new zoning ordinance in 1988 that substantially reduced commercial densities. The Zoning Ordinance was revised in 2015, following the 2010 adoption of the Land Use and Circulation Element (LUCE). The LUCE made few changes to existing policies in the Coastal Area, maintaining the historic character of the oceanfront district. The new Zoning Ordinance did not appreciably change residential densities.

Based on the LUCE, the City's planning strategy can be described as managed, balanced growth that focuses on providing community benefits and retaining the character of the community while permitting new residential and commercial opportunities to accommodate anticipated regional and local needs in the most transit-rich areas. In the Coastal Zone, the location that most closely fits into this strategy is the area near the Expo Light Rail Downtown terminus station, which the Downtown Community Plan designates as its most appropriate subarea in which to allow increased height and density.

Enhancing Public Access through Development

Consistent with the mandate of the Coastal Act, the City has planned and implemented a number of public projects to enhance public access to the beach. The most significant activity that has boosted public recreational options and connectivity to the beach area over the last three decades has been the planning and implementation of the Civic Center Specific Plan. Prior to this plan, the Civic Center lacked diverse land uses and had a minimal pedestrian environment, with few throughways to connect with Ocean Avenue and the beach beyond.

The Civic Center Specific Plan has been guiding the area toward a blend of new mixed-use structures, public buildings, open spaces, including active recreation, and streets that have significantly changed the area's dynamics. The relocation of RAND headquarters to a property south of its original location opened up a large property for public use. This provided the opportunity to create the award-winning Tongva Park, a 6.2 acre park across Main Street from City Hall, along with development of The Village, a 350 unit apartment complex that provides both market rate and low-income rentals, and also ground floor retail to activate street activity.

All of these uses connect internally within the Civic Center through Main Street as the primary corridor. The realignment of Main Street has also improved links between the Civic Center and Downtown Santa Monica.

CHAPTER FOUR

POLICIES

Policies

Introduction

The City of Santa Monica has adopted the policies contained in this Chapter, which will guide future development in and preservation of the Coastal Zone.

The policies are drawn from the State Coastal Act (PRC, Section 30000 et seq.) and from plans adopted by the City that reflect local conditions and address local issues. Policies are to be considered and interpreted as the standard of review for development within the City's coastal zone, except for development proposed or undertaken on any tidelands, submerged lands, or on public trust lands, whether filled or unfilled, lying within the coastal zone. In those areas, the Coastal Commission retains original jurisdiction and will review applications for development using Chapter 3 of the Coastal Act (PRC, Section 30200 – 30265.5) as the standard of review.

In addition, actions the City takes on coastal development permit applications or exemption determinations are appealable to the Coastal Commission, per PRC Section 30603, for:

(i) Developments approved between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach;

(ii) Developments approved on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, or stream, or within 300 feet of the top of the seaward face of any coastal bluff;

(iii) Developments approved in a sensitive coastal resource area;

(iv) Any development which constitutes a major public works project or major energy facility.

Nothing in this plan removes or reduces requirements contained in the City Charter, General Plan and related specific plans, or Zoning Ordinance. However, should conflicts arise between the LUP and other City documents, the policies of the LUP shall take precedence within the Coastal Zone. For clarity, the policies of the LUP are grouped under coastal resource topics as follows:

1. Access (including traffic circulation);
2. Recreation and Visitor-Serving Facilities;
3. Environmental Quality;
4. Scenic and Visual Resources;
5. Sea Level Rise and Coastal Hazards;
6. Cultural Resources and Historic Preservation; and
7. New Development.

Map 23 designates the land use districts in each of the Coastal Zone subareas. The New Development section lists the types of land uses, maximum development intensities and heights that are permitted in all districts.

Goals

Section 30001.5 of the Coastal Act includes the following basic goals of the State for the Coastal Zone: Goals do not provide the standard of review for development within the City of Santa Monica's coastal zone. Rather, the policies adopted in Santa Monica's Local Coastal LUP provide the legal standard of review, and are intended to support and accomplish the following goals:

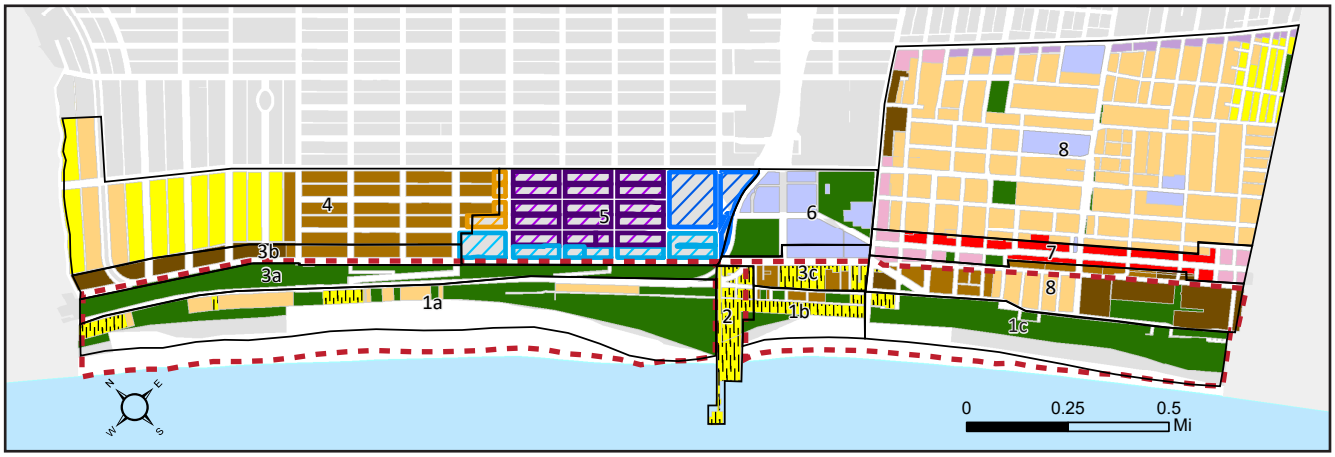
1. Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.
2. Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the State.

3. Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.
4. Assure priority for coastal-dependent and coastal-related development over other development on the coast.
5. Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The essential task of this LUP is to provide clear guidelines for achieving these goals.

General Policies

1. The policies of the Coastal Act (Sections 30210 through 30265.5), as applicable to the City of Santa Monica are the guiding principles of this LUP.
2. Where there are conflicts between the policies set forth in this Coastal Land Use Plan and those set forth in any element of the City's General Plan, zoning, or any other ordinance, the policies of the Coastal Land Use Plan shall take precedence.



Map 23 *Land Use Designations*

Access Policies

3. The Coastal Act policies set forth below are herein adopted as policies of the Land Use Plan:

Section 30210
In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211
Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212

a. Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

b. For purposes of this section, "new development" does not include:

   (i) Replacement of any structure pursuant to the provisions of subdivision (g) of Section 30610.

   (ii) The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure.

   (iii) Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure.

   (iv) The reconstruction or repair of any seawall; provided, however, that the reconstructed or repaired seawall is not a seaward of the location of the former structure.

   (v) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the commission determines that the activity will have an adverse impact on lateral public access along the beach. As used in this subdivision "bulk" means total interior cubic volume as measured from the exterior surface of the structure.

c. Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

Section 30212.5
Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30213
Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Section 30214
a. The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:
   (i) Topographic and geologic site characteristics.
   (ii) The capacity of the site to sustain use and at what level of intensity.
   (iii) (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.
   (iv) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.
b. It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.
c. (c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

Section 30252
The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

General Policies

4. New development design and construction shall be implemented in a manner that protects habitat areas and does not adversely impact public access to the shoreline and along the coast. Gates, fencing, guardhouses, landscaping, or any other barriers or obstructions which restrict lawful public access to the shoreline and along the coast shall not be permitted.

5. Accessways dedicated as part of the coastal development permit process shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway, unless such accessways are created by the recordation of a deed restriction, wherein the fee title owner of the property shall be responsible for the maintenance and liability of the accessway. Existing accessways being offered for dedication or easement shall not be closed prior to the acceptance of said dedication or easement.

6. Consistent with the policies listed herein, any new public accessways to the beach, including to the shoreline itself, or to the Pier, and modifications to any existing public accessways shall be designed with sensitivity to the needs of all, including those with disabilities wherever feasible, to support a high quality beach or Pier visit experience.

7. New development projects on or connecting to the Pier shall include improved access for persons with disabilities.

8. City streets shall reflect the City's "complete street" approach to the design or redesign of existing or new streets that apportions available space in the public right of way to provide safe access for the benefit of people travelling in all modes, including driving, cycling, walking, bus transportation and vehicles for hire.

Transit

9. Transportation alternatives to the automobile shall be provided to and within the Coastal Zone including Metro's Expo Light Rail Line and bus system, the City of Santa Monica's Big Blue Bus (BBB) service, and the City's bike share program.

10. The City will continue to ensure that the Downtown Expo Light Rail station is integrated into the transit, pedestrian and bicycle networks with connections and amenities that make the coastal area more accessible to all.

11. The City will support Metro transit planning efforts for a future Westside Subway extension, also known as "Subway to the Sea," to Downtown Santa Monica. Future subway station locations should consider walking distance to key employment centers and convenient connections to the Expo Line.

12. The City will continue to develop station access strategies that maximize ridership through convenient alternatives to driving and parking at the station, particularly during peak travel hours.

13. The City will prioritize land uses and patterns associated with high transit ridership at locations near major transit stops that are in or near the coastal zone.

14. The City will work with partner transportation agencies to maintain and enhance bus access that carries passengers to stops within reasonable walking distance of the beach.

Automobile Access and Parking

15. Traffic flow from the Freeway and other major access routes to the beach parking lots and the Pier area shall continue to be improved through a comprehensive sign program. The program shall provide information on alternative parking within reasonable walking distance of the beach and other transit modes, including real-time parking availability.

16. The City shall strive toward carbon neutrality by providing programs and infrastructure that encourage reduced Vehicle Miles Traveled (VMT).

17. Parking facilities in new commercial, office, and mixed-use developments, and for conversions of existing structures shall be encouraged to be available for public use during hours when the public beach parking lots are open and when the business is not in operation, which may include weekends, major holidays and evenings. Developments providing public parking shall be required to conspicuously advertise its availability with appropriate signage. A fee may be charged for parking.

18. The City shall explore opportunities for converting the existing Pier parking to visitor-serving uses in conjunction with ensuring that the Pier shall continue to be served by automobile parking within a 0.25 mile radius of the Pier. This may include any combination of parking on the beach lots, including the Deauville site above the planned underground Sustainable Water Infrastructure Project (SWIP) facility. Multi-modal access points and services shall be provided to adequately meet the demand for public access to the Pier.

19. Parking for the beach area, as shown on Map 24 below, is provided in several parking lots and on-street in locations along or near the first public road inland from the beach. From time-to-time, the City may adjust parking pricing in order to manage occupancy distribution to maintain access to coastal recreation and encourage alternative modes of transportation. A CDP shall be required for parking pricing changes in the beach area. Notwithstanding, if the Director of Planning & Community Development determines that a pricing adjustment in any other location in the coastal zone may affect coastal access, a CDP shall be required. As a general rule, the cost of daily parking should be equivalent to or less than the daily parking rates charged in nearby County beach parking lots. The City may allow temporary closure of portions of public beach lots for events outside of peak use times through a coastal development permit unless exempt consistent with Policy 43.

Map 24 *Public Parking Lots West of the First Public Road*

20. Additional automobile parking shall be required for new development or when an existing structure is enlarged or converted to a use that has a greater parking requirement, unless the project:

    a. is located in the Downtown Community Plan area where new development projects may provide on-site parking up to a maximum amount to be specified in the IP. Notwithstanding, more parking may be permitted pursuant to a development agreement; or

    b. is for an addition of less than 50% to an existing single-family home; or

    c. is located on a site with a City-Designated Historic Resource, in which case the required number of parking and loading spaces to be provided and maintained shall be the same as the number of required spaces that existed on the site on July 6, 2010; or

    d. qualifies for an exemption in the City of Santa Monica's Local Coastal Program; or

    e. is located on the Pier, which shall be defined as development above or below the Pier deck level, and provides a TDM program, approved by the City's Mobility Division, that requires the project applicant and successors to implement programs and policies to reduce customer and employee driving in favor of other modes of transportation. The required level shall be proportionate to off-setting the number of parking spaces that the project would have required on the basis of a parking ratio of 1/300 sq. ft.

21. In order to ensure that the City's Downtown mobility strategy does not adversely affect coastal access, the City shall regularly evaluate coastal access in conjunction with Downtown mobility monitoring reports. Such monitoring shall be conducted every five years and shall be submitted to the Coastal Commission. If reports indicate that the mobility balance is such that the ability to access the coast by any of the modes being monitored (transit, driving, active transportation or other) is insufficient, the City shall take steps to ensure a balance so that all modes of travel are accommodated and coastal access is ensured.

22. If providing required on-site parking for new development or an intensification of site use(s) at the required parking ratio is determined to be infeasible given the site conditions and/or site use(s), the applicant may instead request a modification to substitute access alternatives in lieu of providing some or all of the required parking spaces, subject to a finding that the parking modification will not result in any significant adverse public access impacts and is the minimum necessary for project feasibility. The applicant shall provide at a minimum as many of the items from the following list as deemed appropriate and feasible by the Planning & Community Development Director:

    a. Commercial and Mixed Use Developments

        (i) Provision of additional physical amenities beyond code requirements that encourage the utilization of access alternatives such as: bicycle parking and support facilities to accommodate the uses of the subject site and/or enhance the nearby area, transportation information centers, transit pass distribution areas, and/or shower and locker facilities.

        (ii) Establishment of onsite programs to minimize the amount of employee, customer, and visitor parking needed through transportation demand management (TDM) measures such as ridesharing, car-sharing, transit, biking, walking, skateboarding, flexible work hours, telecommuting, parking management, shared-use mobility, and/or a flexible transportation allowance.

(iii) Provision of required parking spaces at an off-site parking facility approved by the City.

(iv) Establishment of an onsite shared parking program if there are two or more different uses on the site that require parking for their operation. The shared parking arrangement should discourage reserved parking by requiring shared parking be open to all motorists, regardless of whether they are customers, employees or tenants of a building, with the same parking prices, restrictions, and privileges as building occupants.

b. Residential Developments in Commercial Districts

(i) Provision of additional physical amenities beyond code requirements that encourage the utilization of access alternatives such as: bicycle parking and support facilities to accommodate the uses of the subject site and/or enhance the nearby area, transportation information centers, transit pass distribution areas.

(ii) Establishment of onsite programs to minimize the amount of resident and visitor parking needed through transportation demand management (TDM) measures such as ridesharing, car-sharing, transit, biking, walking, skateboarding, flexible work hours, telecommuting, parking management, shared-use mobility, and/or a flexible transportation allowance.

(iii) Unbundling parking from the purchase or lease of space.

23. Subject to approval of a variance, reduced parking may be permitted for developments in residential districts if the findings are made that providing the amount of parking required is infeasible due to physical conditions, traffic safety, or conflict with other Municipal Code provisions, and that there are no adverse impacts on coastal access. A CDP may be issued for a development for which the City has granted a variance, modification, waiver or other entitlement that allows reduced parking provided that the reduction of parking permitted is the minimum necessary for project feasibility.

24. The City shall employ strategies for coastal zone parking resources that result in availability of parking for visitors, residents and employees to access coastal resources and that avoid use of these resources as park-and-ride for Expo Line trips initiating at the Downtown Santa Monica station.

Bicycle Access

25. Additional bikeways shall be developed on City streets to provide an alternative means to access the coastal zone.

26. New development and additions as appropriate shall provide reasonable and secure space for short-term and long-term bicycle parking, storage, and other bicycle support facilities, consistent with the certified LCP.

27. The City shall seek to provide bicycle racks at all public facilities, along major public streets, and near the Pier.

28. The City shall strive to provide the public with easily accessible information on safe bicycling and bicycle route selection wherever feasible.

29. The City's bike share program and/or other shared mobility device programs authorized by the City, shall continue to be implemented as an important source of active transit that helps more people access the coastal area.

30. Opportunities for bicycle rental in the coastal area shall be provided to encourage bicycle riding as a way to visit and get around the beach area.

Pedestrian Access

31. Portions of the public accessways located on Adelaide Drive within the City of Santa Monica that provide access to Santa Monica Canyon shall be maintained. Any public accessway that is closed shall be re-opened for public use.

32. The local segment of the California Coastal Trail (CCT) through the City of Santa Monica shall be identified, signed, maintained and enhanced to connect new and existing pedestrian or bicycle paths or routes with the goal of creating a continuous trail through the City's Coastal Zone, within as close a proximity to the shoreline as is feasible.

    a. The CCT shall be designed and implemented to achieve the following objectives:

        (i) Postings and signage from the Coastal Commission CCT signage program;

        (i) Provide a continuous walking and hiking trail as close to the ocean as possible;

        (ii) Provide maximum access for a variety of non-motorized uses by utilizing alternative trail segments where feasible;

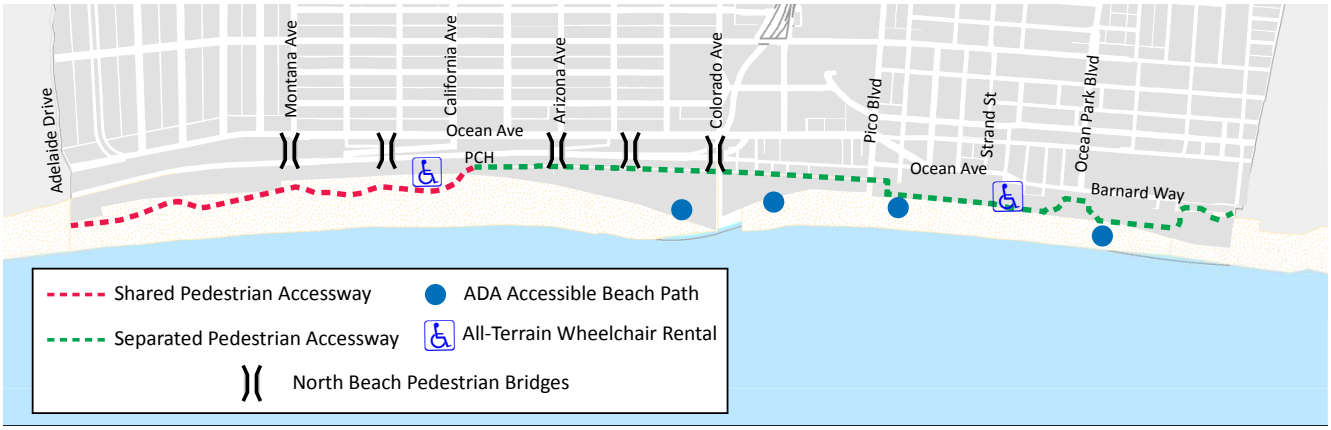
        (iii) Maximize connections to existing and proposed local trail systems;

        (iv) Ensure that all segments of the trail have vertical access connections to the shore or beach at reasonable intervals;

        (v) Maximize ocean views, scenic coastal vistas, and views of the Palisades Bluffs. Development in close proximity to the CCT should avoid visual clutter that may be created by utilitarian objects or rooftop structures above height limits through thoughtful placement and compatible design;

        (vi) Provide an educational experience where feasible through interpretive signage;

        (vii) Minimize impacts to environmentally sensitive habitat areas to the maximum extent feasible. Where appropriate, trail access should be limited to pass and repass.



Map 25 *Beach Accessibility*

b. The CCT shall be sited and designed according to the following guidelines:

(i) Where it is not feasible to locate the trail along the shoreline due to natural landforms or legally authorized development that prevents passage at all times, inland bypass trail segments shall be located as close to the shoreline as possible. Alternative inland routes to shoreline trail segments that may not be passable at all times shall be provided to the extent feasible.

(ii) Where gaps are identified in the trail, interim or permanent segments shall be identified to ensure a continuous coastal trail. Interim segments should be noted as such, with provisions that as opportunities arise, the trail shall be realigned for ideal siting. Interim or permanent trail segments shall meet as many of the CCT objectives and standards as possible.

(iii) The CCT shall be located to incorporate existing oceanfront trails and paths and support facilities of public shoreline parks and beaches to the maximum extent feasible.

(iv) To provide a continuously identifiable trail along the base and shoreline of the Santa Monica Mountains, the trail shall be integrated with the CCT in other jurisdictions which border the City to the extent feasible.

(v) The CCT shall be designed to avoid being located on roads with motorized vehicle traffic where feasible. In locations where it is not possible to avoid siting the trail along a roadway, the City shall make efforts to separate the trail from traffic for maximum safety within the public right-of-way. In locations where the trail must cross a roadway, appropriate directional and traffic warning signing shall be provided.

c. CCT Acquisition and Management:

(i) Where appropriate, trail easements shall be obtained by encouraging private donations of land, by public purchase, or by dedication of trail easements. Trail easement dedications shall be required as a condition of approval of a Coastal Development Permit for development on property located on the CCT route, when the dedication will mitigate a project's adverse impacts on public access and/or recreation.

(ii) Any CCT plan shall identify the appropriate management agency(s) to take responsibility for trail maintenance.

d. CCT Mapping:

(i) The final CCT map shall identify all planned or secured segments, including existing segments, all access linkages and planned staging areas, public and private lands, existing easements, deed restricted sections and sections subject to an Offer-to-dedicate (OTD). The map shall be updated on a regular basis.

(ii) The CCT shall be identified on all applicable City Trail Maps contained in the LCP Access Component.

(iii) The LCP shall be amended to incorporate all plans and designs for locating and implementing the CCT within the City including the final mapped alignment.

33. Continuous pedestrian access to and along the shoreline shall be provided at all times, except in cases of emergency.

34. Continuous pedestrian access around the perimeter of the Pier deck shall be provided at all times, except in cases of emergency.

35. Priority shall be given to the implementation of pedestrian safety improvements around community facilities and popular locations.

36. Where feasible, the use of impact fees or development fees shall be used to fund pedestrian access improvements.

Vertical and Lateral Beach Accessways

37. Lateral Beach Access. Lateral access along the beach is a public right; no attempts to prohibit or interfere with the public's lawful use of the beach area shall be allowed. Accessways shall be maintained for public use at all times unless temporary closure is required for maintenance, repair or public safety.

38. The City shall continue to prohibit camping and use of motor vehicles on the City/State beach (except when motor vehicle use is authorized by a coastal development permit). The City shall take necessary action to protect the public's right to lawfully access the beach if that right is ever threatened.

39. Public Vertical Access. Public vertical access to the beach shall be provided at intervals sufficient to provide maximum public access. The need for vertical access shall be evaluated as part of any new development on Palisades Beach Road.

40. Beach Hours –Curfew Policy (CP) Public access to the shoreline shall be available at all times.

Recreation and Visitor Serving Policies

41. The Coastal Act policies set forth below are herein adopted as policies of the Land Use Plan:

Section 30210
In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30220
Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221
Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30222
The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30223
Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30224

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

General Policies

42. Temporary events shall minimize impacts to public access, recreation and coastal resources.

43. Temporary events shall not require a coastal development permit except if the proposed event meets all of the following criteria:

    a. It is to be held between Memorial Day weekend and Labor Day

    b. It will occupy all or a portion of a sandy beach area for 24 hours or more; and,

    c. It will involve a charge for general public admission or seating where no fee is currently charged for use of the same area (not including booth or entry fees).

    Notwithstanding the above, a coastal development permit shall be required for temporary events that do not meet all of these criteria but, due to unique or changing circumstances, will still potentially result in significant adverse impacts to public access, recreation and/or coastal resources. For areas in the City's permitting jurisdiction, the Planning Director shall make this determination based on the Coastal Commission's 1993 Exclusion of Temporary Events Guidelines. For areas in the Coastal Commission's jurisdiction, the Commission's Executive Director shall make this determination pursuant to Public Resources Code Section 30610(i) and the 1993 Exclusion of Temporary Events Guidelines. Any e CDP shall include conditions as appropriate to ensure that public access and coastal resource impacts are minimized or avoided.

44. Temporary events taking place on the sandy beach area but not directly involving use of the ocean shall be a minimum of 50 feet inland of the Mean High Tide Line for the protection of marine resources to allow public use of the beach, seaward of the event area. Temporary events taking place in the water shall protect marine resources to the maximum extent feasible. In all cases, lateral public access across the beach shall be maintained at all times.

45. Temporary events will be allowed on the Pier deck, subject to the following restrictions:

    a. Between Memorial Day and Labor Day weekends, temporary events on any part of the Pier deck (both west deck and parking deck) with more than 2,000 attendees are limited to: 10 events per season, not more than once per week, on weekdays only (no weekends). In addition, up to 10 events may be allowed with fewer than 2,000 attendees. No events will be allowed on Memorial Day, July 4 or Labor Day weekends.

    b. Temporary events, including all set-up and take-down days, shall be authorized within a limited duration timeframe only. Set-up and take-down time shall be minimized whenever feasible.

    c. The cumulative effects of an event, in conjunction with other past, concurrent, or future planned temporary events on the Pier deck, will not result in unmitigated impacts on coastal access during the peak beach use season.

    d. During all temporary events, at a minimum, unrestricted public access to points around the perimeter of the Pier will be maintained for viewing and recreational uses, such as fishing.

46. In support of developing tourism based on environmental education, the City shall work with the National Park Service and/or other agencies, and organizations to integrate public environmental education efforts with programs of the Santa Monica Mountains National Recreation Area, or other appropriate programs supporting the protection of terrestrial or marine environments within the local region.

47. Lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided. The feasibility of retaining lower cost overnight visitor accommodations shall be considered when new development is proposed. The defining factors of what qualifies as lower cost, moderate cost, and high cost accommodations shall be contained in the IP.

    This policy shall not be interpreted to apply to the demolition of any residential unit in which lawfully established home-sharing or similar uses existed, or to the termination of any home-sharing or similar uses.

    a. Where new development proposes to replace existing lower-cost overnight visitor accommodations with moderate or high cost overnight visitor accommodations or to otherwise eliminate lower-cost overnight visitor accommodations, replacing the lower-cost overnight visitor accommodations at a one-to-one ratio or payment of an equivalent Low Cost Lodging fee shall be required.

    b. Where new development proposes to eliminate existing moderate cost or market rate overnight visitor accommodations and replace with new overnight visitor accommodations, payment of the Low Cost Lodging fee shall be required in an amount to be determined in the Implementation Plan, based on a feasibility analysis.

    c. As an alternative, the new development may provide low-cost overnight visitor accommodations within or in conjunction with the new development in an amount to be determined in the Implementation Plan, based upon a feasibility analysis. If on-site low-cost accommodations are provided, the Low Cost Lodging fee shall be waived. The manner of compliance with this requirement shall be made a condition of the coastal development permit.

    Any fee payment shall be deposited into a fund established by the City which shall be in an interest bearing account and shall only be used for the provision of new lower-cost overnight visitor accommodations. Funds may be used for activities including land acquisition, construction, and/or renovation that will result in new or expanded lower-cost overnight visitor accommodations. The accommodations funded by the Low Cost Lodging fee program shall be offered to the general public at lower-cost rates and shall be protected by the City as lower cost overnight visitor accommodations for a period to be determined in the Implementation Plan.

48. Consistent with existing law, the City authorizes home-sharing in all Coastal Zone sub-areas that permit residential use as a form of visitor-serving accommodation. The City is committed to implementing its existing policies to preserve residential housing stock and meet State Coastal Act intent to protect, encourage and, where feasible, provide lower cost visitor accommodations.

49. New public beach facilities shall be limited to those structures which provide or enhance public recreation activities. No development shall be permitted on sandy public beach areas, unless necessary for public health or safety or enhanced beach-related public recreation, such as:

lifeguard stations, small visitor-serving concessions, beach-related playgrounds and recreational facilities, trash and recycling receptacles, bike and pedestrian pathways. Such development shall be located as far landward as feasible and occupy the least amount of sandy beach feasible, and be sited and designed to minimize adverse impacts to public access, visual resources, environmentally sensitive habitat areas, and marine resources. Construction associated with temporary uses may be allowed as described above.

50. All new or redeveloped public accessways and/or public recreational amenities shall include design and siting measures addressing specific access needs of mobility-impaired users to the maximum extent feasible.

51. The following requirements shall be implemented within the City's Beach Overlay District:

    a. Any building or use within the Beach Overlay District currently in use as a recreational building or recreational area, as of the date of LCP certification, shall not be removed or demolished except to replace said building or use with a visitor-serving recreational use or uses.

    b. Expansions or additions to any building or area within the Beach Overlay District currently in use as a visitor-serving building or visitor-serving area are permitted uses, as long as the addition or expansion is found consistent with all other applicable LUP policies.

Sea Level Rise and Coastal Hazards Policies

The policies herein in response to anticipated sea level rise along the Santa Monica coast apply in three phases as relevant and appropriate to the physical conditions along the coastline over time. Policies 54 through 80 apply immediately upon adoption and will continue to apply through all phases; policies 81 through 82 will apply when the "Mid-Term" scenario defined below has occurred (12.1 inches of SLR); and policies 83 through 86 will apply at such time that the "Long-Term" scenario occurs (24.1 inches of SLR).

52. The Coastal Act Policies set forth below are herein adopted as policies of the Land Use Plan:

Section 30235

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

Section 30236

Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (l) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

Section 30253
New development shall do all of the following:

a. Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

b. Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

c. Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.

d. Minimize energy consumption and vehicle miles traveled.

e. Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

Section 30232
Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

53. Sea Level Rise Projections. Table 1 identifies the range of Sea Level Rise (SLR) projections that the City's coastal zone will be potentially subject to through approximately Year 2100, based on the best available scientific data and in accordance with the California Coastal Commission Sea Level Rise Policy Guidance, adopted August 12, 2015 and is used as the basis for the sea level rise policies of this chapter.

Table 1 *Sea Level Rise Policy Thresholds*

Sea Level Rise Scenario	Estimated Time Range	Sea Level Rise Policy Thresholds[a]
NEAR-TERM	Current - 2030	5.3" - 12"
MID-TERM	Around 2030 - 2050	12.1" - 24"
LONG-TERM	Around 2050 - 2100	24.1" - 66"
LONG-TERM EXTREME	BY 2100	113"

[a] *These Santa Monica-specific Sea Level Rise Policy Thresholds were developed based on the NRC medium and high scenarios for Los Angeles region, the ESA Los Angeles County Coastal Hazard Modeling and Vulnerability Assessment (2016), the Terra Costa Group Los Angeles Region Shoreline Change Projections modeling (2016) and the Cayan et al 2016 Extreme scenario (RCP 8.5 and the 99.9% probability that the SLR will be at or below this level). These thresholds are relative to mean sea levels baseline in 2000 as used in the 2012 NRC report and Cayan et al. 2016.*

54. Sea Level Rise Data Collection and Monitoring. Mid- and Long-Term Scenario Policies identified in this policy section will be triggered when sea level rise or associated impacts have reached specific measured thresholds. The City, or other entity authorized by the City, shall conduct monitoring using all of the data collection methods identified in (a)-(d) below and shall keep a record of all monitoring data and reports.

    a. Tidal Gage Data. Sea levels vary based on predictable tides and seasonal cycles and unpredictability based on El Niño and storm events. The mean sea level measurements shall come from the Santa Monica tide gauge (NOAA Station 9410840) maintained by the National Ocean Service. The City's periodic evaluation of the tidal gage data and tidal datum shall occur at least once every 5 years. Given the variability in sea levels, the evaluation shall consider the average sea level based on an entire year of tide data compared with the National Ocean Service mean sea level elevation for the most recent tidal epoch (1983-2001).

    b. Pier scour analysis To support the long-term monitoring and maintenance of the Santa Monica Pier infrastructure, a technical scour analysis and existing conditions report shall be prepared each time the 100-year wave run up elevation (to be extracted from FEMA, technical reports, or CoSMoS) comes within 5 feet of the deck boards or if there is any wave damage to the Pier that requires repair (but no more than once per year).

    c. Beach width. The seasonal (winter and summer) beach widths, measured from the back of the sand to the Mean High Water shoreline, shall be monitored annually to compile information about the changes in beach width at the same specified locations each year, with one transect per section of Subarea 1. This equates to six measurements per year taken in two annual measurements: one winter measurement and one summer measurement, for each of the three sections in Subarea 1. The City will use this baseline beach width monitoring data to inform prioritization of adaptation strategies for vulnerable public infrastructure and important public recreational coastal resources along the City's shoreline.

    d. Storm Flooding and Damage. Quantitative storm flooding measurements shall be kept after major storm events that impact assets including but not limited to the Marvin Braude Walkway, the Pier restaurant with a lower level on the sand (currently Bubba Gump), the City-owned beach lease spaces (currently Perry's on the Beach), the Annenberg Community Beach House and other public assets. Flooding and property damage due to storm drain backup shall also be recorded and quantitatively measured after major storm events.

55. Mid-Term and Long-Term Sea Level Rise Scenarios. Once the tidal gage data collected per Policy 54 indicates that sea level rise has reached the lower threshold (measured in inches) for the next sea level rise scenario (Table 1 on page 110), then the policies of that sea level rise scenario shall be triggered and applicable for the City's coastal zone. Policies 54 - 80 are applicable upon certification of the LCP and will continue to be applicable after Mid-Term and Long-Term sea level rise thresholds are triggered.

56. Potential Coastal Hazards and Maps. The City of Santa Monica's Coastal Zone contains areas subject to existing and future natural hazards that present risks to life and property. Activity on all discrete parcels located wholly or partially within the long-term scenarios (66" of sea level rise), defined in Maps A-E (pages 108 to 110) as listed below, require additional development controls to minimize risks (for mid-term scenario coastal hazard maps, see Appendix 6).

    a. The LUP Coastal Hazard Maps are as follows:

        - Map A (Coastal Erosion Hazard Zones): Coastal bluff and beach erosion and geologic hazard areas;
        - Map B (Coastal Storm Flood Hazard Zones): Flood prone areas most likely to flood during major storms and wave flooding (the entire shoreline is subject to direct wave attack and damage from wave run-up).
        - Map C (Monthly Tidal Flood Hazard Zones): Tidal inundation, areas where routine and predictable inundation of tides may occur in the future.
        - Map D (Coastal Seismic and Liquefaction Hazard Zones): Seismic ground shaking, or shaking induced by seismic waves traveling through an area as a result of an earthquake on a regional geologic fault; Liquefaction, or areas where water-saturated artificial fill or sediment can potentially lose strength and fail during strong ground shaking.
        - Map E (Tsunami Hazard Zones): Low-lying shoreline areas subject to inundation by a sea wave generated by local or distant earthquake, submarine landslide, subsidence, or volcanic eruption.

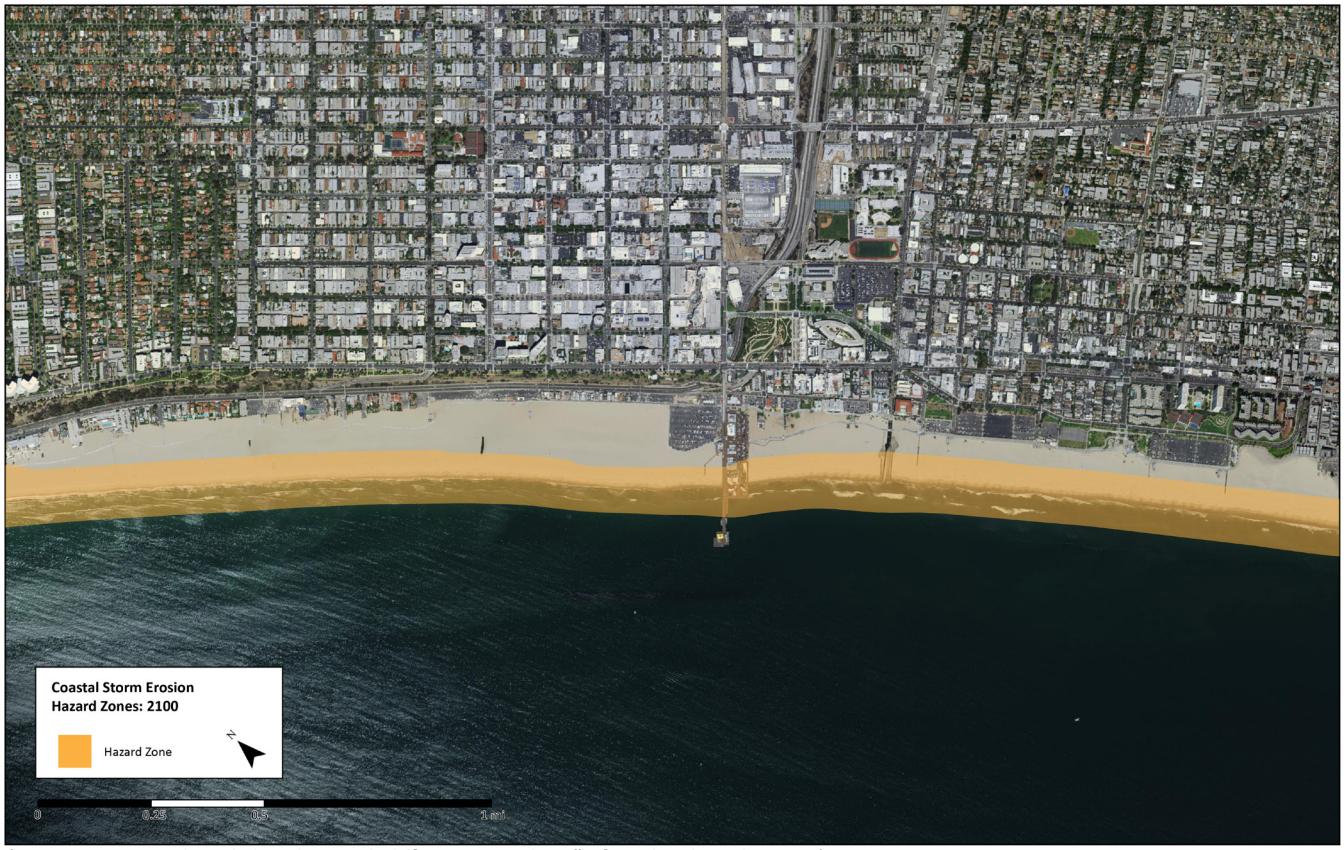
    The LUP maps do not include groundwater inundation, or flooding that is due to the uprising of groundwater due to pressure from coastal saltwater inundation, because no data is yet available to map this hazard (See Map C notation).

    b. Maps A-E shall be used as a resource for identification of hazard areas; however, areas not depicted on Maps A-E may still be subject to coastal hazards. As such, where deemed appropriate and necessary by the City, and based on site-specific technical evidence that demonstrates the presence or absence of a known potential for coastal hazards, the City may apply the policies of this chapter to the site at which the evidence was found regardless of whether the site is included within a map's hazard zone.

    c. Maps A-E shall be updated periodically as new science and modeling results and/or state guidance become available. This update shall occur every 10 years at minimum, or more frequently as necessary. Sea level rise policies shall also be updated as needed as a result of developing science, modeling, and/or state guidance.

57. Development in Hazardous Locations. Development located partially or wholly in a site within any hazardous area designated by Maps A-E shall comply with all applicable LCP policies related to the relevant hazard.

Map A: *Coastal Erosion Hazard Zones*



(Source: ESA, Combined Shoreline and Cliff Erosion with 66" of sea level rise by 2100).

Map B: *Coastal Storm Flood Hazard Zones*

(Source: ESA, Coastal storm flooding from a 100-year storm with 66" of sea level rise by 2100. CoSMoS, Coastal storm flooding from a 100-year storm with 69" if sea level rise by 2100).

Map C: *Monthly Tidal Flood Hazard Zones*

(Source: ESA, Highest monthly tide with 66" of sea level rise by 2100. CoSMoS, Average monthly tidal conditions with 69" of sea level rise by 2100).

Map D: *Coastal Seismic and Liquefaction Hazard Zones*

(Source: California Department of Conservation, areas prone to seismic liquefaction).

Map E: *Tsunami Hazard Zones*

(Source: USGS, areas prone to tsunami related flooding).

58. Anticipated Lifespan of Development. The anticipated lifespan of development in the coastal zone is determined for the purpose of identifying the appropriate sea level rise scenarios to evaluate, and is generally defined by the following timeframes, unless a site or project specific analysis proves otherwise. The anticipated lifespan of development is not an entitlement to retain the structure, nor does it guarantee safety over that period:

    a. Temporary structures, or moveable or expendable construction (e.g., California coastal trail, bike racks, paved areas, shoreline playgrounds): up to 5 years

    b. Ancillary development or amenity structures (e.g. parking structures, shoreline restrooms): 25 years

    c. Residential or commercial structures: 75-100 years

    d. Critical infrastructure:

        - Asphalt roadways – 25-50 years
        - Concrete pavement – 50-75 years
        - Bridges – 75 years
        - Water mains – 100 years
        - Storm drains - 100 years
        - Electrical and gas – 100 years

59. Real Estate Disclosure. The City will establish a process requiring the disclosure during any real estate transaction within the City's Coastal Zone of a property's location in a hazard zone identified in the LUP and of the results of any site-specific hazard analyses related to the hazards mapped in the LUP.

60. California Department of Transportation Agency Consultation. The City shall consult with the California Department of Transportation to protect access to the coast and to minimize impacts of sea level rise on Highway One with the intent of implementing planning solutions before sea level rise accelerated coastal hazards and impacts start to occur. Such consultation shall advance the overall goal of maintaining a minimum beach width that supports public access, recreation, beach ecology, and the function of the beach as a buffer for coastal hazards, by preventing the squeeze of the beach between rising sea levels and the highway. When requested by CalTrans, the City shall identify areas at risk of regular or periodic inundation from storm waves and sea level rise, or shoreline or bluff erosion as influenced by coastal processes and sea level rise. For future highway development, as necessary, the City will analyze and evaluate a combination of structural and non-structural measures as part of a CDP or other processes (e.g. public works plan) with a preference towards non-structural solutions, including beach nourishment, dune restoration and relocating the highway, unless the structural solutions are less environmentally damaging.

61. California State Lands Commission Jurisdiction. All proposed development on a beach or along the shoreline, including a shoreline protection structure, located within the jurisdiction of the California State Lands Commission will be processed for coastal development permitting purposes by the Coastal Commission. All such proposed development:

    a. must be reviewed and evaluated in writing by the California State Lands Commission;

    b. may not be permitted if the California State Lands Commission determines that the proposed development is located on public tidelands or would adversely impact public tidelands unless the State Lands Commission, after fully considering its obligation to protect public trust lands, authorizes the development on, and use of, trust lands in writing; and

    c. must be in compliance with the City's agreements with the State Lands Commission and State Department of Parks & Recreation, currently in effect until 2051.

62. Coastal Development Permit (CDP) Technical Hazards Analysis Requirements. For projects within the coastal hazard overlay areas (Maps A-E), CDP applicants for all development except for temporary structures shall submit sufficient technical data/reports in support of the CDP application to demonstrate that:

    a. the area of proposed construction is stable for development for the expected anticipated lifespan of the proposed development or future adaptation options call for removal or relocation of the development when it is threatened;

    b. the development will not create a hazard or diminish the stability of the area; and

    c. except for projects where shoreline protective devices are permitted by Policy 75 the project will not require the construction of a shoreline protective device.

    The following specific technical data shall be submitted to support the CDP application:

        (i) A technical hazards analysis that shall evaluate the potential effect of any geologic and/or storm flooding, tidal inundation, seismic/liquefaction, erosion, and tsunami hazards to which the property is subject over the anticipated lifespan of the development. For shoreline areas, the technical hazards analysis shall specifically evaluate the site stability and structural integrity for the anticipated lifespan of the development without reliance on the presence of any existing or future/new shoreline protective devices. The technical hazards analyses shall also evaluate the potential adverse effect of the

project over time on coastal resources (i.e., effects on public access, beaches and other recreational resources, public trust resources, shoreline dynamics, natural landforms, and public views). The analysis shall consider project impacts and vulnerabilities over time, including sea level rise vulnerability. At a minimum, this shall consider the highest level of sea level rise expected over the lifetime of the development using the current best available science, and the effects of related development, such as required ingress/egress to structures and the provision of utilities and services (e.g., water, wastewater, etc.); The analysis shall also include a full evaluation of all potential feasible siting and design alternatives to avoid or minimize these impacts and the need for any form of shoreline protection at any time during the expected anticipated life of the project, and, unless the project is entitled to a shoreline protective device per Policy 75 the analysis shall not rely on any existing or proposed protective devices to reach a conclusion that the development shall be safe from hazards.

(ii) A monitoring plan, as appropriate, to assess how the development will likely be affected by coastal hazards over its anticipated lifespan.

(iii) The City may require additional submittal materials to analyze the proposed project's consistency with the other Coastal Hazards policies, as applicable.

63. Expiration Date for Temporary Structures. Temporary structures shall be permitted with a specific expiration date by which they must be removed.

64. Conditions of Approval for CDPs. For development in hazardous areas, including as identified in Maps A-E or as demonstrated by a site-specific hazard study, the City shall not approve new development unless it finds that such development has been sited and designed to avoid, or reduce to the maximum extent feasible, coastal hazards and coastal resource impacts and to take into account adaptive management strategies for sea level rise. In all cases, new development shall ensure stability and structural integrity for the anticipated lifespan of the development, or shall include conditions to remove or relocated the development when it becomes unstable or loses structural integrity, or when the development becomes threatened by sea level rise as triggered by the Sea Level Rise Policy Thresholds identified in Table 1. The City shall require any conditions necessary in order to find that a development project complies with this policy. For any areas located within the Coastal Hazard zones identified on Maps A-E or in hazardous areas as demonstrated by a site-specific hazard study, the City shall include the following conditions of approval:

a. Implementation of mitigation measures for any unavoidable coastal resource impacts as identified in the site-specific hazard study, including any necessary monitoring requirements.

b. The applicant shall exempt the City from liability for any personal or property damage caused by geologic or other hazards on such properties and shall record a deed restriction acknowledging on behalf of themselves and successors and assigns, the risks to the property associated with sea level rise, including: risks demonstrated in a site specific analysis; unless a protective device is allowed per Policy 75, a waiver of any rights that may exist under applicable law to construct a bluff or shoreline protective device(s) at any point in the future to protect the development approved pursuant to the applicable CDP; and that public funds may not be available or allowed to be allocated to remedy damage to public roadways, infrastructure, and other facilities resulting from natural events such as sea level rise.

c. A condition by which the applicant agrees, with a deed restriction, to remove the authorized development and restore the area to its natural condition if any of the following occur:

(i) Any government agency has ordered that the development is not to be occupied due to imminent threat to occupants' health and safety; and/or

(ii) The City has determined that services to the site can no longer be maintained (e.g., utilities, roads); and/or

(iii) The development is no longer located on private property due to the migration of the public trust boundary.

65. Coastal Flood Hazard Zone Development. Development in hazardous flood areas as depicted on Maps B and C, or on the effective FEMA FIRM maps shall not result in an obstruction to flood control or adversely affect migrating tidelands, coastal wetlands, estuaries, or other sensitive habitat areas within the floodplain and shall adhere to the following specific building and siting criteria:

a. Within flood hazard areas as mapped by the Federal Emergency Management Agency (FEMA), development shall meet the minimum elevation requirements of the Base Flood Elevation (BFE) assigned to a specific flood zone on a Flood Insurance Rate Map (FIRM) or the projected sea level rise amount expected for the anticipated lifespan of the development, whichever is greater.

b. Within areas that are not within FEMA mapped flood zones but are identified as within Maps B or C, development shall be constructed such that the lowest finished floor exceeds the highest natural elevation of the ground surface next to the proposed walls of the structure prior to construction (i.e. highest adjacent grade) by an amount equal or greater than the projected sea level rise expected for the anticipated lifespan of the structure,

66. Shoreline Development. Shoreline development (including development wholly or partially on Maps A-E on vacant/undeveloped lots and additions to existing structures) shall be set back a sufficient distance from the shoreline and/or designed to reduce the size of the structure or structure footprint to avoid hazards and coastal resource impacts to the maximum feasible extent and ensure stability and structural integrity for the anticipated lifespan of the development without the need for shoreline protective devices (unless protective devices are allowed per Policy 75). If there is inadequate space to meet such siting and design requirements in a feasible manner, development shall be elevated to meet these stability requirements if doing so is otherwise consistent with all LCP policies, or else shall be denied. Any CDP approval for shoreline development shall be accompanied by the following, except that projects where shoreline protection is permitted per Policy 75 need only comply with (c), below:

a. Conditions necessary to achieve compliance with this policy, e.g., appropriate provisions to ensure that all permitted development is relocated and/or removed before shoreline protection (other than elevation where development is allowed, and where such elevation would protect public trust resources), is needed.

b. Findings, based on a technical hazards analysis that provide evidence that the development will retain its stability and structural integrity for its anticipated lifespan without relying on the presence of any existing or new shoreline protective devices.

c. Mitigation measures that take into account the adverse effect that the development would have over time on coastal resources, including public access and recreation, sandy beach

area, migrating tidelands, shoreline dynamics and sand supply, public views, water quality, marine habitats and biological resources.

A site-specific hazard study may fulfill the requirements of both Policy 62 and this one.

67. Seismic and Liquefaction Area Hazard Standards. Development in areas as depicted on Map D, Seismic/Liquefaction Coastal Hazard Zone, is required to meet the seismic safety standards of the Alquist-Priolo Act (Calif. Public Resources Code Section 2621, et seq.).

68. Non-Conforming Structures in Hazardous Locations. Existing, lawfully established structures, including accessory structures, that are located partially or wholly on a site subject to known (existing or future within the life of the structure) coastal hazards or within any area included in Maps A-E built prior to the adopted date of the LUP that do not conform to the provisions of the LCP shall be considered legal, nonconforming structures. Such structures may be maintained and repaired, as long as the improvements do not increase the size or degree of non-conformity. Additions and improvements to such structures may be permitted provided that such additions or improvements themselves comply with all current policies and standards of the LCP. Existing legal non-conforming structures that are damaged or destroyed by a non-voluntary fire or explosion, earthquake, or other natural disaster may also be rebuilt/restored/ replaced as long as the replacement does not increase the size or degree of non-conformity. This includes the density (including square footage and number of rooms), parking, building footprint and building envelope that existed prior to the damage/destruction, subject to compliance with Mid or Long-term Sea Level Rise policies per Policies 81 to 86. Additionally, the following shall apply to any improvements or repairs to non-conforming structures:

    a. Improvements to existing non-conforming structures in the 100-year floodplain hazard area, as identified by FEMA, or within the Coastal Storm Flood Hazard Zone depicted on Map B or the Monthly Tidal Flood Hazard Zone depicted on Map C, shall be limited to structures or structural additions capable of withstanding periodic flooding without requiring the construction of on or off-site flood protective works, channelization, or shoreline protective devices. Proposed development shall be required to incorporate the best mitigation measures feasible.

    b. Existing legally non-conforming structures, including roofs, foundations, and interior areas, that have been damaged by any of the hazards described in Maps A-E by more than 30% must comply with policies and standards of the LCP and any relevant State and Federal regulations and guidelines and an elevated base floor elevation of FEMA BFE plus 3 feet without requiring the construction of on or off-site flood protective works, channelization, or shoreline protective devices. Proposed development shall be required to incorporate the best mitigation measures feasible.

69. Minimum Use for Compromised Properties. Where adherence to LCP policies on shoreline and geologic setbacks and other development standards would preclude any economic use on a legal property, and where removal or relocation of the development are not possible, the City may permit the minimum development necessary to ensure conformance with existing laws.

70. Bluff Face Development. Structures on bluff faces are prohibited, except for public access structures where no feasible alternative means of public access exists, and for shoreline protective devices otherwise allowed by the LCP. Such structures shall be designed and constructed to be visually compatible with the surrounding area to the maximum extent feasible; to minimize effects on erosion of the bluff face; and with adaptive capacity to be relocated or removed if necessary without substantial impacts to the bluff face.

71. Land Divisions. Land divisions, including lot line adjustments, are prohibited in areas subject to coastal, geologic, seismic, flooding, and other hazards unless the sub-divider demonstrates that any new or adjusted lot will have sufficient buildable land area that is situated outside of the hazardous portions of the lot, as defined by Maps A-E, in compliance with all applicable setbacks. Notwithstanding, lot mergers are permissible in order to ensure that the new lot has sufficient buildable land area that is situated outside of the hazardous portions of the lot.

72. Shoreline and Bluff Public Access Facilities. Shoreline and bluff public access facilities and improvements to existing facilities, including public walkways and bike trails, public overlooks, public restrooms, public stairways and/or public ramps, may be allowed within the hazardous areas identified on Coastal Hazard Maps A-E provided that the proposed project meets all of the following criteria:

    a. Consistent with all other applicable LCP policies.

    b. Sited and designed to be easily relocatable and/or removable without significant damage to shoreline and/or bluff areas and conditioned to requrie such relocation/removal prior to the development becoming structural, unstable, or otherwise unsafe for its intended use.

    c. Will not cause, expand, or accelerate instability of shoreline or bluff erosion.

73. Damage to existing development. When the structural components of existing, lawfully-constructed structures, including roofs, foundations, and/or interior areas, are damaged by more than 30%, due to coastal hazards, or continuously exposed to storm flooding for a tide cycle (6 hours) more than 1 time a year for a 3-year consecutive period, or meets the FEMA definition for repetitive loss, then that existing development becomes legally non-conforming and subject to applicable restrictions.

74. Coastal Recreational and Bike Trail. The City acknowledges the unique need to maintain and improve the coastal-dependent Marvin Braude Walkway (a segment of the California Coastal Trail) (the trail) considering its location in a shoreline area vulnerable to the effects of sea level rise and associated coastal hazards. In the event of damages to the trail, adaptation measures should prioritize landward relocation of the trail's alignment and avoid the installation of any types of hard shoreline protection structure such as revetments or seawalls. However, the landward relocation of the trail shall not be located farther inland than the first public road paralleling the sea, and wherever feasible, seaward of the first line of private residential or commercial development.

75. Shoreline Protective Devices. Shoreline protective devices in the coastal zone are discouraged due to their coastal resource impacts including, but not limited to visual impacts, obstruction of public access, interference with natural shoreline processes and water circulation, and effects on marine habitats, beach widths, and water quality.

    a. The construction, reconstruction, expansion, and/or replacement of a shoreline protective device, including revetments, breakwaters, groins, seawalls, bluff retention devices, deep piers/caissons, or other artificial structures for coastal erosion control and hazards protection may only be allowed if an applicant demonstrates that each of the following criteria is met:

        (i) The shoreline protective device is required to serve a coastal-dependent use, protect a public beach in danger from erosion, or to protect an existing development that is a principal structure, residence, or second residential unit. Permits for shoreline protective devices shall not be issued to protect an accessory development.

(ii) No other non-structural alternative, such as sand replenishment, beach nourishment, or managed retreat is feasible, and the device is the least environmentally damaging feasible alternative.

(iii) The condition causing the problem is site-specific and not attributable to a general erosion trend, or the project reduces the need for a number of individual projects and addresses a regional erosion problem.

(iv) Substantial evidence demonstrates that a shoreline protective device will successfully avoid or mitigate its effects on local shoreline sand supply, public access and recreation, and other coastal resource impacts and that the device will not adversely affect adjacent or other sections of the shoreline.

(v) The shoreline protective device will not be located in significant resources or habitat areas, and will not cause significant adverse impacts to fish or wildlife.

(vi) Any impacts to public access, use, views, or enjoyment of the natural shoreline environment will be fully mitigated, and the structure will not impede public trust uses or migrating public trust boundaries. Where in-kind mitigation of coastal resource impacts is not feasible, proportional in-lieu fees that consider the full value of the beach - including with respect to impacts on shoreline sand supply, sandy beaches, public recreational access, public views, natural landforms, and water quality - may be used as a vehicle for impact mitigation provided that such in-lieu fees are deposited in an interest bearing account managed by the City and used only for acquisition of coastal public access areas and coastal public access and recreational improvements.

(vii) The shoreline protective device will not restrict navigation, mariculture, or other coastal use and will not create a hazard in the area in which it is built.

(viii) The shoreline protective device will be conditioned to be removed if/when the existing development entitled to and requiring the armoring is removed or redeveloped, or if/when it is otherwise no longer needed to protect the development entitled to protection, unless it remains needed at that time to protect adjacent development that is entitled to protection.

b. For existing shoreline protective devices proposed to be repaired, expanded, and/or replaced, the CDP application shall include a re-assessment of the need for the device, the need for any repair or maintenance of the device, and the potential for removal based on changed conditions and alternative solutions to address hazards. The coastal permit application shall include at a minimum evaluations of the following: the age and condition of the existing principal structure being protected; changed geologic site conditions including but not limited to changes relative to sea level rise; and impacts to coastal resources, including but not limited to public access and recreation. Approvable projects will not encroach further seaward of the original structure's footprint.

c. Any permitted shoreline protective device and its associated conditions of approval shall be regularly monitored by an engineer or engineering geologist familiar and experienced with coastal structures and processes. The property owner shall submit monitoring reports to the City and the Coastal Commission every five years from the date of CDP issuance until its expiration, evaluating whether or not the shoreline protective device is still required to protect the structure(s) it was designed to protect. If monitoring demonstrates that the

shoreline protective device has fallen into disrepair, is failing, or presents a nuisance or safety hazard, the City may require repair or modification to correct the problem, subject to a CDP. If the structure it was designed to protect has been demolished or removed, the City may require the owner to remove the structure, subject to issuance of a CDP for removal.

76. Shoreline Protective Device Impact Fees. Require mitigation for unavoidable public resource impacts over the life of a new shoreline protective structure, or the expansion of an existing shoreline protection structure as a condition of approval for any Coastal Development Permit authorizing such development. For impacts to sand supply or public recreation due to armoring and the loss of sandy beach from erosion in front of shoreline protection devices, conditions of approval shall require commensurate in-kind mitigations, a sand mitigation fee, and other necessary mitigation fees (for example, public access and recreation or ecological mitigation). Because the longer term effects can be difficult to quantify, especially given uncertainty about the exact rate of future sea level rise, conditions of approval shall require periodic re-evaluation of the project authorization and mitigation for longer term impacts in 20-year increments or more frequently as warranted.

77. Leases for Private Structures Encroaching on Public Trust Lands. All structures located on public trust lands shall be consistent with allowed public trust uses. Unless removal is required because the structure is not for an allowed public trust use, the City will collect lease fees for any structure or shoreline protective device with a footprint that encroaches on the public beach below mean high tide line.

Adaptive Management Programs

78. Shoreline Management for High Priority Areas. The City shall pursue development of a shoreline management plan for specific high priority beach subareas, including but not limited to the Pier, storm drain outlets, the sandy beach, public infrastructure, and public facilities that are most vulnerable to sea level rise hazards, and incorporate the plan into the LCP. The shoreline management plan shall include adaptation strategies to address sea level rise and coastal hazards and adapt to changes in wave, flooding, and erosion hazards in the short and long term for the specified area; appropriate management actions and policies to achieve the Plan's goals, which will include protecting and maximizing public access and recreation; funding for resources, and a realistic timeline; and a monitoring plan. The Shoreline Management Plan will prioritize "soft" adaptation strategies such as managed retreat, beach nourishment, living shorelines, and dune restoration over "hard" adaptation strategies such as seawalls or groins. The Plan timeline should reference points at which data monitoring indicates either or both of the following conditions:

    a. The Fall beach width at any area of the shoreline has narrowed by 30% or more as compared to the recorded baseline beach width in 2017.

    b. Any of the vulnerable assets identified for monitoring are damaged by more than 30% or continuously exposed to storm flooding for a tide cycle (6 hours) more than 1 time a year for a 3-year consecutive period.

79. Beach Nourishment. Subject to issuance of a CDP, the beneficial reuse and placement of sediments removed from dredging projects, upland development, erosion control or flood control facilities at appropriate points along the shoreline may be permitted for the purpose of beach nourishment. Any beach nourishment program for sediment deposition shall:

a. Be designed to minimize adverse impacts to beaches, marine resources, on- and offshore ecological resources, restoration sites, water quality, as well as coastal access and recreational activities;

b. Be designed to match existing beach sediment size and aesthetics as closely as feasible;

c. Incorporate appropriate mitigation measures for any unavoidable coastal resource impacts;

d. Consider the method, location, and timing of placement. Opportunistic sediment removed from catchment basins may be disposed of in the littoral system if it is tested and found to be safe and of suitable grain size and type. The program shall identify and designate appropriate beaches or offshore feeder sites in the littoral system for placement of suitable materials from catchment basins.

e. Facilitate soft shoreline protective measures such as dune creation or restoration whenever feasible.

80. Potential Mechanisms for Shoreline Protection and Management. The City shall explore the feasibility of adaptation measures in areas vulnerable to sea level rise and consider potential restoration of those areas to a natural state for open space, environmental habitat areas, or recreation. Potential mechanisms and incentives for implementation may include, but are not limited to:

a. The formation of a Coastal Geological Hazard Abatement District (GHAD) to finance the prevention, mitigation, abatement or control of coastal hazards on existing development. Projects initiated by GHADs, as specified in a Plan of Control, would be required to partially or wholly include soft shoreline protective measures, such as dune restoration programs. The City may require the establishment of GHADs as a condition of approval for new development proposed in areas of known shoreline erosion or geologic hazard, such as areas identified in Map A. The establishment of a GHAD would not allow development that is otherwise restricted due to hazard risk, bluff erosion or geologic instability or in conflict with any policies of the LCP.

b. The development and implementation of a tax incentive program, grant program, or direct cost share assistance program for private landowners along the shoreline to incentivize the creation of new dune habitat areas that function to slow coastal erosion, as an alternative to hard shoreline protective devices such as seawalls and revetments.

c. A Transfer of Development Rights (TDR) Program. Any program adopted by the City shall identify possible receiver sites.

d. A program to amortize structures in coastal hazard areas.

e. A Rolling Easements Program that would accomplish the following:

(i) Require the removal of existing structures once the land they are located upon is flooded on a regular basis at high tide and comes to encroach on public lands due to erosion;

(ii) Require the removal of existing shoreline protective devices when they are proven to interfere with public access or the biological productivity of marine or shoreline areas, as demonstrated by beach width monitoring data;

Mid-Term Sea Level Rise

In addition to all of the policies identified above, the following policies will become applicable when the City begins to experience mid sea level rise projection levels based on tide gage monitoring (12.1 inches; see Table 1 on page 110).

81. Shoreline Development. New development on properties that have experienced damage to more than 30% of the existing structures/developments or have been partially or wholly exposed to continuous storm flooding for a tide cycle (6 hours) more than 1 time a year for a 3-year period shall be limited to small, easily-movable structures (excluding shoreline protective devices) built at low densities. Permits for such structures shall include a condition that the permitted structures shall be removed at the City's request if the City determines that they are interfering with coastal resources or critical public infrastructure, or if they are no longer located on private property due to the movement of the public trust boundary.

82. Development Impact Fee Program. For properties located within a coastal hazard area, as identified on Maps A-E, the City shall consider establishing a Development Impact Fee Program when sea level reaches the Mid-Term sea level rise scenario as defined in Table 1 on page 110. Payment of the impact fee would be required as a condition of approval of any CDP in a coastal hazard area. The fund created through implementation of this fee would be used to finance appropriate activities and programs that address conditions arising from sea level rise along the Santa Monica coast.

Long-Term Sea Level Rise

In addition to all of the above policies, the following policies will become applicable only when the City begins to experience High sea level rise prediction levels (see Table 1 on page 110):

83. Blufftop Public Access Facilities. Blufftop public access facilities, including walkways, overlooks, stairways and/or ramps that provide public access, may be allowed within the blufftop established setback area provided that the proposed facility meets all of the following criteria:

    a. Consistent with all other applicable LCP policies.

    b. Sited and designed to be easily relocatable and/or removable without significant damage to bluff areas.

    c. Will not cause, expand, or accelerate instability of a bluff erosion.

84. Visitor-Serving Facilities. To maximize public coastal access, the City shall develop a program to relocate City-owned or maintained visitor-serving facilities further inland, or increase the setback or elevation of facilities that are lost or threatened due to changing coastal conditions where feasible and appropriate, except for surface parking, which the City may replace or eliminate at its discretion. Whenever beach parking lots are removed, sandy beach area for public use shall be restored.

85. New Public Infrastructure in Shoreline Areas. In Coastal Zone subarea sections that have experienced damage to more than 30% of the existing structures/developments or have been partially or wholly exposed to continuous storm flooding for a tide cycle (6 hours) more than 1 time a year for a 3-year period, new public infrastructure (e.g. roads, pipes, storm drains, pump stations, equipment boxes) shall not be permitted except as necessary to support continued economic viability of water-dependent uses and/or coastal access for the public.

86. Coastal Property Purchase Program. The City shall explore developing and implementing a program that would:

    a. Facilitate the purchase, by the City or an alternate appropriate entity, of private properties that have experienced structural damage of more than 30%, or have been continuously exposed to storm flooding for a tide cycle (6 hours) more than 1 time a year for a 3-year period and have been classified as not habitable by a government agency.

    b. Facilitate the purchase, by the City or an alternate appropriate entity, of properties that are vulnerable to coastal hazards and not appropriate for development. Properties purchased would be restricted to public uses.

Environmental Quality Policies

The Coastal Act protects and limits development in especially rare or valuable habitats, including environmentally sensitive habitat areas (ESHAs), creeks, and wetlands. In addition, the Coastal Act provides that new development must protect the biological productivity and quality of coastal waters (offshore ocean and marine intertidal areas), streams, wetlands, estuaries, and lakes. The following policies achieve the goals of the Coastal Act by addressing issues related to biological resources, water quality, and marine habitats in the Coastal Zone.

87. The Coastal Act policies set forth below are herein adopted as policies of the Land Use Plan:

Section 30230
Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231
The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30232
Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

Section 30233
a. The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(i) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(ii) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(iii) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

(iv) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(v) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(vi) Restoration purposes.

(vii) Nature study, aquaculture, or similar resource dependent activities.

b. Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.

c. In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the l9 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

d. Erosion control and flood control facilities constructed on water courses can impede the movement of sediment and nutrients which would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for such purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

Section 30236

Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (l) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

Section 30240

a. Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

b. Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Biological Resources

88. To the extent its jurisdiction allows, the City shall protect and where feasible restore the biological productivity and quality of Santa Monica Bay and surrounding Coastal Zone areas from any significant disruption of habitat areas, and uses which will cause significant disruption to environmentally sensitive habitat areas shall not be permitted. Although the Least Tern foraging area has not been utilized since 1983, should the species return to forage at the previously mapped location, or any new location on the public beach, it shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within this area. As appropriate, identified threatened species that establish themselves within Santa Monica's coastal zone shall be protected and accommodated and their presence considered when new development is requested.

89. Beach Grooming and Disturbance:

    a. Grooming and other disturbance activities on the beach shall be implemented in a manner to avoid the removal or disturbance of wrack to the maximum extent feasible. All mechanized beach grooming should be restricted to dry sand area only and should not occur any closer to the ocean than ten feet landward of the predominant wrack line or the ordinary high tide line, whichever is further landward. Wrack should not be removed seaward of the predominant wrack line or the ordinary high tide line during grooming activities unless debris is entangled in the wrack which poses a threat to public safety or if the wrack is found to otherwise pose an immediate threat to public health and safety;

    b. Grooming and other disturbance activities on the beach shall be designed to avoid impacts to any snowy plovers, grunion, least terns, or other sensitive species present through timing of implementation, biological surveys, and/or avoidance measures recommended by a qualified biologist; and

    c. Access to beach areas by motorized vehicles, including off-road vehicles, shall be prohibited, except for permitted beach grooming, emergency services, lifeguard services, or for construction, maintenance, or flood control activities approved through a coastal development permit that is conditioned to require avoidance of sensitive biological resource areas. Emergency services shall not include routine patrolling by private security forces.

    d. Access to ESHA. Vehicle traffic through ESHA, wetland buffers, and creeks outside of existing permitted access routes, staging areas, or roads shall be prohibited, except for emergency services. Emergency services shall not include routine patrolling by private security forces. Where pedestrian or bicycle access through ESHA, wetland buffers, or creeks is permitted, well defined footpaths or other means of directing use and minimizing adverse impacts shall be used.

    e. Fencing, Walls, and Barriers. Fencing, walls, or other types of barriers shall be prohibited within wetlands and creek channels. Fencing, walls, or other types of barriers shall be prohibited within ESHA, and creek wetland and ESHA buffers, except where necessary for public safety, habitat protection, water quality improvement, or habitat restoration.

Fencing, walls, or other types of barriers shall be wildlife-safe and wildlife-permeable, except where temporary fencing is required to exclude wildlife from habitat restoration areas. Any permanent fencing, walls, or barriers shall provide the maximum feasible buffer from the habitat.

90. Ratios for Habitat Restoration Mitigation. When a development and/or use results in disturbance of a habitat, it shall compensate for the impact through habitat creation or enhancement. Compensation shall be based on the following ratios:

Habitat Creation Ratios	
Habitat	*Ratios (sq. ft.)*
Coastal Dunes and Sandy Beach	3:1
Wetlands	4:1
Coastal Sage Scrub Vegetation (including all Scrub communities and alliances)	3:1
Riparian Vegetation	3:1

Habitat Enhancement Ratios	
Habitat	*Ratios (sq. ft.)*
Coastal Dunes and Sandy Beach	6:1
Wetlands	8:1
Coastal Sage Scrub Vegetation (including all Scrub communities and alliances)	6:1
Riparian Vegetation	6:1

91. No development shall be permitted to endanger species identified as threatened or endangered, or habitat associated with their use.

92. The City shall consult with relevant Federal and State agencies when reviewing development proposals that would or could affect the marine environment and shall incorporate their recommendations in final action on the proposals, consistent with the LUP.

93. In the case that new ESHAs are identified in the Coastal Zone, per the guidelines described in Chapter 3, page 61, the City shall protect them in accordance with Coastal Act Section 30240.

94. Development shall not be sited or planned within a 50’ buffer of an identified ESHA, with the exception of projects related to health or safety purposes for which other alternatives are not feasible.

95. A site-specific biological survey shall be prepared by a qualified biologist as a filing requirement for Coastal Development Permit applications for development on sites where ESHA may potentially exist. The biological resources study shall include, but not be limited to, the following components:

    a. Analysis of available literature and biological databases to determine if any sensitive biological resources have been reported as historically occurring in the proposed development project vicinity. At a minimum, the California Department of Fish and Wildlife’s Natural Diversity Database (CNDDB) must be used to determine if the site of the proposed project is known to support or has the potential to support sensitive habitat, vegetation communities, plants, and/or animals.

    b. Assessment and mapping of vegetation communities present within the proposed development project vicinity.

    c. General assessment of potential federal and state jurisdictional areas, including wetlands and riparian habitats.

    d. A base map that delineates topographic lines, parcel boundaries, and adjacent roads.

e. A vegetation map.

f. A description of the vegetation, including an estimate of the ground cover of the major species and a species inventory.

g. A soils map that delineates hydric and non-hydric soils, if applicable.

h. An inventory of plant and animal species, including a nesting survey, if applicable, that indicates the potential existence of sensitive species.

i. A detailed map that shows the conclusions regarding the boundary, precise location and extent, or current status of ESHA based on substantial evidence provided in the biological study.

96. Western Snowy Plover species will be protected within the City's Coastal Zone and impacts to their nesting and roosting areas will be avoided, where feasible.

97. The areas designated for Western Snowy Plover protection (Special Protection Zone) will have the following restrictions for routine operation of vehicles and heavy machinery, as well as recreation:

a. All drivers of vehicles and machinery that are operated on sections of beach shall receive annual training per a U.S. Fish and Wildlife Service approved program to avoid western snowy plovers.

b. Vehicles shall avoid operating within Special Protection Zones, with the exception of activities such as essential safety patrols, trash pick-up and other activities agreed to by City and wildlife agencies as being essential. Vehicles simply transiting between points shall not be allowed within these areas.

c. Visible markers, possibly with signage, shall be placed within 100 feet of, and at the inland corners of, the Special Protection Zone to remind the public and vehicle operators of the presence of Western Snowy Plovers.

d. When essential activities must occur, vehicles shall remain below a maximum 10 miles per hour speed limit and if western snowy plovers are encountered, the driver shall back up at least 50 feet and/or alter their route to avoid flushing plovers.

e. Regular sand grooming shall be discontinued within the Special Protection Zone.

f. The Special Protection Zone shall be cleaned, when necessary, by hand crews that are trained in western snowy plover avoidance. If mechanical clean-up is necessary, it shall be done in the presence of a qualified western snowy plover monitor who will locate the roosting plovers and ensure that machinery does not flush or disturb them. Wrack is to be left in place during any cleaning activities.

g. Smaller "refuge areas" within the Special Protection Zone shall be established during periods of high beach use from Memorial day to Labor day of every year. Symbolic fencing or another barrier, including but not limited to post an cable or fencing that maintains visibility of the coastline, is temporary, and is easily moveable shall be established to identify the "refuge areas" within the special protection zone. Fencing or barriers shall be erected at least 500 feet from the center of the plover's most recently recorded roosting areas. Signage should be placed on the barrier to inform and educate the public of the Western Snowy Plover refuge area.

h. Large-scale recreational activities such as triathlons, surf camps, beach volleyball camps, etc. shall not be permitted within, or within 100 feet of, the Special Protection Zones.

98. The City shall explore the potential for an educational docent program to promote public awareness of Western Snowy Plover habitat in Santa Monica.

99. The City shall monitor the impacts of coastal hazards, such as sea level rise, beach erosion, and King Tides on Western Snowy Plover habitat and other identified ESHAs.

100. Development shall be designed to minimize light spillage and maximize light shielding to the maximum feasible extent per the following standards:

a. Nighttime lighting shall be minimized to levels necessary to provide pedestrian security.

b. Building lighting shall be shielded and directed downward.

c. Up-lighting and use of event "searchlights" or spotlights is prohibited.

d. Landscape lighting shall be limited to low-intensity and low-wattage lights.

e. Red lights shall be limited to only that necessary for security and safety warning purposes.

f. Artificial night light from interior lighting shall be minimized through the utilization of automated on/off systems and motion detectors.

101. Oceanfront development at locations adjacent to the public beach or beach walkway, including but not limited to, oceanfront glass railing systems, fences, screen walls, gates, and windows shall use materials designed to minimize bird-strikes. Such materials may consist, all or in part, of wood, wrought iron, frosted or partially-frosted glass, Plexiglas or other visually permeable barriers that are designed to prevent creation of a bird strike hazard. Clear glass or Plexiglas may be installed only if it contains UV-reflective glazing that is visible to birds or is used with appliqués (e.g. stickers/decals) designed to reduce bird-strikes by reducing reflectivity and transparency. Any appliqués used shall be installed to provide coverage consistent with manufacturer specifications (e.g. one appliqué for every 3 foot by 3 foot area). Use of opaque or partially opaque materials is preferred to clear glass or Plexiglas and appliqués. All materials and appliqués shall be maintained throughout the life of the development to ensure continued effectiveness at minimizing bird strikes and shall be maintained at a minimum in accordance with manufacturer specifications.

102. Dune restoration shall be allowed to occur within the City's beach areas, provided consideration is given to any impacts on the Western Snowy Plover Special Protection Zone (SPZ) and other SPZs that may be established in the future where dune restoration occurs. Dunes shall be designed consistent with the following requirements:

a. Dune restoration areas shall be fenced during the establishment period. After the establishment period, public beach access will be provided in a method most protective of dune restoration areas.

b. The design of the dune hummocks shall incorporate the height, diameter, and spatial pattern evidenced to be most biologically successful for dune habitats in the Santa Monica beach area, given the prevailing wind direction and site specific habitat considerations.

c. Interpretive signage shall be located adjacent to or nearby dune restoration areas to inform and educate the public about their purpose and importance.

d. Adaptive management strategies shall be implemented for dune restoration areas to ensure that they are maintained and protected over time.

e. Dune projects located near to or within a Special Protection Zone shall be planned with relevant State and Federal agencies to avoid disturbing local snowy plover populations.

103. Landscaping plans for all development shall provide that plantings shall be native, drought-tolerant plant species, or non-native but non-invasive low water-use species, except that the Canary Island Palm (Phoenix canariensis) and the Mexican Fan Palm (Washingtonia Robusta) may be replaced in-kind within designated Landmark properties where these trees form a cohesive landscape of significance in accordance with Cultural Resources and Historic Preservation Policies. Plantings shall blend with existing natural vegetation and natural habitats, if present, on the site.

Water Quality

104. The City shall protect and, where feasible, restore the quality of coastal waters to implement Coastal Act policies (in particular Sections 30230 and 30231). Coastal waters include the ocean, rivers, streams, wetlands, estuaries, lakes, and groundwater.

105. The City shall plan, site, and design development to minimize the transport of pollutants in runoff from the development into coastal waters.

106. The City shall plan, site, and design development to reduce runoff from all impermeable areas on the subject parcel by a minimum of 0.75" rain.

107. The City shall work with the Los Angeles County Flood Control District and the Los Angeles Regional Water Quality Control Board (RWQCB) to monitor storm drain water quality.

108. The City shall seek ways to eliminate the pooling of runoff on the beach and seek remedies to public health problems associated with the water including the use of Low Impact Development strategies and Green Infrastructure and other appropriate methods.

109. The City shall continue programs to encourage and maintain a clean beach in cooperation with Lifeguards, public safety officials, and interested citizens and organizations.

110. For purposes of Policies 106 - 115, development shall be defined as cumulative scope over any 36-month period that does any of the following:

a. creates a new structure;

b. adds or replaces fifty percent (50%) or more of the total square footage of the primary structure as measured by the outside of the exterior walls;

c. constitutes a demolition;

d. adds, or replaces at least five thousand (5,000) sq. ft. of existing impervious surfaces;

e. creates a separate new structure with an exterior footprint of five hundred (500) sq. ft. or more; or

f. is located in or directly adjacent to (within 200 ft.), or discharging directly to an Environmentally Sensitive Habitat Area.

111. If development adds or replaces more than 50% of the existing impervious surface, the entire site shall be defined as the development.

112. Development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to:

    a. Protect and, where feasible, restore natural drainage features such as stream corridors, drainage swales, topographical depressions, groundwater recharge areas, floodplains, and wetlands areas that provide important water quality benefits, areas necessary to maintain riparian and aquatic biota and/or that are susceptible to erosion and sediment loss.

    b. Plan, site, and design development to minimize increases of impervious surfaces especially impervious areas directly connected to the storm drain system, and, where feasible, increase the area of pervious surfaces in re-development, to reduce runoff.

    c. Minimize land disturbance activities such as clearing and grading, and cut-and-fill to reduce erosion and sediment loss.

    d. Plan, site, and design development to preserve or enhance non-invasive vegetation to achieve water quality benefits such as transpiration, interception of rainfall, pollutant uptake, shading of waterways to maintain water temperature, and erosion control.

    e. Collect and use rainwater and stormwater locally to replace potable water, to the maximum extent feasible.

113. Development and construction activities shall protect and, where feasible, restore the water quality of groundwater and coastal surface waters including the ocean, coastal streams, or wetlands. Urban runoff pollutants shall not be discharged or deposited such that they adversely impact groundwater, the ocean, coastal streams, or wetlands, as stated herein and consistent with the requirements of the Los Angeles RWQCB's municipal stormwater permit and the State Water Resources Control Board's California Ocean Plan.

114. All development must be designed to minimize, to the maximum extent feasible, the introduction of pollutants of concern that may result in significant impacts from site runoff from impervious areas. Development shall incorporate construction and post-construction Best Management Practices (BMPs) to reduce pollutant loading to the maximum extent feasible.

115. A water quality checklist shall be developed and used in the permit review process to assess potential water quality impacts.

116. Development shall be sited and designed to minimize impacts to water quality from nonpoint source pollution where feasible. All development shall use the standards set forth herein, and, at minimum, meet the requirements of the Los Angeles RWQCB.

117. In areas in or adjacent to an Environmentally Sensitive Habitat Area (ESHA), plan, site, and design development to protect the ESHA from any significant disruption of habitat values resulting from the discharge of stormwater or dry weather runoff flows.

118. The City shall promote onsite and offsite rain harvesting BMP solutions for non-potable water uses, such as infiltration for shallow flora uptake or groundwater recharge, or storage for irrigation and indoor flushing.

119. Construction of roads, culverts, and outfalls shall not cause or contribute to erosion or siltation and shall include BMPs to minimize impacts to water quality and shall be subject to site-specific construction phase erosion and sediment control and polluted runoff control plans, and soil stabilization practices prepared for each project. Where space is available, dispersal of sheet flow from roads into vegetated areas or other on-site infiltration practices shall be incorporated

into road designs. Where new outfalls cannot be avoided, plan, site, and design outfalls to minimize adverse impacts to coastal resources from outfall discharges, including consolidation of existing and new outfalls where appropriate.

120. Development shall include construction phase sediment and erosion control and runoff control plans. These plans shall specify BMPs that will be implemented to minimize erosion and sedimentation, provide adequate sanitary and waste disposal facilities and prevent contamination of runoff by construction chemicals and materials.

121. Development shall include post-development phase drainage and runoff control plans. These plans shall specify site design, runoff BMPs that will be implemented to minimize post-construction runoff, at a minimum reducing the runoff from the site by 0.75 inches, and shall include the maintenance plan for these BMPs, as appropriate, for the life of the development. Permits for new development and additions to existing development as appropriate shall be conditioned to require ongoing maintenance where maintenance is necessary for effective operation of required BMPs. Verification of maintenance shall include the permittee's signed statement accepting responsibility for all structural and treatment control BMP maintenance until such time as the property is transferred and another party takes responsibility.

122. Trash storage areas shall be designed using BMPs to prevent stormwater contamination by loose trash and debris, and discharge of such polluted stormwater.

123. The City, property owners, or homeowners' associations, as applicable, shall be required to maintain any post-construction BMP device to ensure it functions as designed and intended. All structural BMPs shall be annually inspected, cleaned, and repaired when necessary. Owners of these devices will be responsible for ensuring that they continue to function properly and additional inspections should occur after storms as needed throughout the rainy season. Repairs and modifications of existing BMPs, or installation of additional BMPs, as needed, shall be carried out prior to the next rainy season.

124. Public streets and parking lots shall be swept frequently, at least once per quarter, to remove debris and contaminant residue. For private streets and parking lots, the property owner shall be responsible for frequent sweeping to remove debris and contaminant residue.

125. Development that requires a grading permit shall include landscaping and re-vegetation of graded or disturbed areas. Any landscaping that is required to control sediment and prevent erosion shall use native or drought-tolerant non-invasive plants to minimize the need for fertilizer, pesticides, herbicides, and excessive irrigation. Where irrigation is necessary, City-approved irrigation practices shall be required.

126. Cut and fill slopes and other areas disturbed by construction activities shall be landscaped or re-vegetated pursuant to approved plans at the completion of grading.

127. Development shall protect the absorption, purifying, and retentive functions of natural systems that exist on the site. Where feasible, drainage plans shall be designed to complement and utilize existing drainage patterns and systems, conveying drainage from the developed area of the site in a non-erosive manner. Disturbed or degraded natural drainage systems shall be restored, where feasible, except where there are geologic or public safety concerns.

128. Developments of Water Quality Concern - Certain categories of development, as defined in the following subsections, have a greater potential for adverse impacts to water quality and hydrology due to the extent of impervious surface area, type of land use, and/or proximity to coastal waters. Additional BMPs shall be required for a Development of Water Quality Concern, such as the use of LID BMPs to retain the design storm runoff on-site; Treatment Control BMPs to remove pollutants; and Runoff Control BMPs to minimize adverse changes in the runoff flow regime.

    a. Residential. Residential development that creates and/or replaces three or more dwelling units.

    b. Hillside. Hillside development on a slope greater than 15 percent, on a site with erodible soil.

    c. 75% or more of site will be impervious surface area. Development where 75% or more of the site's surface area will be impervious surfaces.

    d. Create and/or replace 10,000 sq. ft. or more impervious surface area. Development that creates and/or replaces a cumulative site total of 10,000 sq. ft. or more of impervious surface area.

    e. Parking lot. Development of a parking lot that creates and/or replaces a cumulative site total of 5,000 sq. ft. or more of impervious surface area that may potentially contribute to stormwater runoff.

    f. Vehicle service facility. Development of a vehicle service facility, including a retail gasoline outlet, commercial car wash, or vehicle repair facility.

    g. Street, road, or highway facility. Development of a street, road, or highway facility that creates and/or replaces a cumulative site total of 5,000 sq. ft. or more of impervious surface area.

    h. Restaurant. Development of a restaurant that creates and/or replaces a cumulative site total of 5,000 sq. ft. or more of impervious surface area.

    i. Outdoor storage area. Development of a commercial or industrial outdoor storage area that creates and/or replaces a cumulative site total of 5,000 sq. ft. or more of impervious surface area, or as determined by the City/County based on the use of the storage area, where used for storage of materials that may potentially contribute pollutants to coastal waters or the storm drain system.

    j. Commercial or industrial development generating high pollutant load. Commercial or industrial development with a potential for generating a high pollutant load that may potentially enter coastal waters or the storm drain system.

    k. Contaminated soil. Any project developed on land where the soil has been contaminated by a previous land use, and where the contaminated soil has the potential to be eroded or to release the contaminants into runoff.

    l. Near or discharges directly to coastal waters. Developments that create and/or replace a cumulative site total of 2,500 sq. ft. or more of impervious surface area, if the development is located within 100 feet of coastal waters (including the ocean, estuaries, wetlands, rivers, streams, and lakes) or discharges directly to coastal waters (i.e., does not discharge to a public storm drain system).

m. Other. Any other development determined by the City/County to be a Development of Water Quality Concern.

129. All applications for a Coastal Development Permit for a Development of Water Quality Concern shall be required to comply with the following additional policies:

a. For properties with contaminated soil, conduct a polluted runoff and hydrologic site characterization by a qualified licensed professional, early in the development planning and design stage, and document the expected effectiveness of the proposed BMPs.

b. Use a Treatment Control BMP (or suite of BMPs) to remove pollutants of concern from any portion of the runoff produced by the .75" 24-hour design storm that will not be retained on-site, or if additional pollutant removal is necessary to protect coastal waters.

c. If a proposed development will add a net total of more than 15,000 square feet of impervious surface area, and any portion of the runoff produced by the .75" 24-hour design storm will not be retained on-site, use a structural Runoff Control BMP to minimize adverse post-development changes in the runoff flow regime.

d. Post-development phase drainage and runoff control plans for DWQC shall be prepared by a qualified licensed professional, and shall include a polluted runoff and hydrologic site characterization, a sizing standard for BMPs, use of an LID approach to retain runoff on-site, and documentation of the expected effectiveness of the proposed BMPs. Additional plan components that may be required include an alternatives analysis, and a description of the Treatment Control and/or Runoff Control BMPs the development will implement to minimize potential post-development water quality and hydrologic impacts.

Marine Habitat

130. Use of the marine environment shall only be allowed in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

131. The City shall continue to cooperate with the state and federal resource protection agencies and private organizations to protect marine resources.

132. Permitted land uses or developments shall have no significant adverse impacts on marine and beach habitats.

133. Development on beach or ocean bluff areas adjacent to marine and beach habitats shall be sited and designed to prevent impacts that could significantly degrade the marine habitat. All uses shall be compatible with the maintenance of the biological productivity of such areas.

134. Marine mammal habitats shall not be significantly altered or disturbed by development of recreational facilities or any other new land uses.

135. Efforts by the California Department of Fish and Wildlife and Regional Water Quality Control Board to increase monitoring to assess the conditions of near shore species, water quality and kelp beds, and to rehabilitate or enhance areas that have been degraded by human activities shall be encouraged and allowed.

136. Any near shore shallow fish habitats and shore fishing areas shall be preserved, and where appropriate and feasible, enhanced.

Scenic and Visual Resources Policies

The City of Santa Monica is endowed with scenic coastal resources. Most notably these include the beaches, Palisades bluffs, the Santa Monica Pier and the Pacific Ocean. While these resources are visible from many locations within the Coastal Zone, the City has identified certain public views that should be preserved, designating them as Scenic Corridors or Vantage Points. These designated public views are shown on Map 20 (see Chapter 3). In order to regulate development to preserve visual quality from these identified locations, and to assure the exclusion of incompatible uses and structures, a reference sheet is provided for each resource to be used to guide proposed development within the viewsheds of each location.

137. The Coastal Act policies set forth below are herein adopted as policies of the Land Use Plan:

Section 30251

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

General Policies

138. All new development in the Coastal Zone, including any conversion or rehabilitation of existing structures that involves replacement or relocation of the existing electrical service, shall provide underground utilities unless determined to be infeasible by the City's Building Official. The City shall work with utility companies to facilitate and coordinate undergrounding programs.

139. In all new development, public and private parking lots shall include landscaping.

140. Cut and fill slopes and other areas disturbed by construction activities shall be landscaped or revegetated at the completion of grading.

141. Blufftop development shall incorporate a setback from the edge of the bluff that avoids and minimizes visual impacts from the beach and ocean below. The blufftop setback necessary to protect visual resources may be in excess of the setback necessary to ensure that risk from geologic hazards is minimized for the life of the structure.

142. Public views to the ocean from the first public roadway adjacent to the ocean shall be preserved and enhanced, including visual access across private coastal properties at yards and setbacks.

Designated Scenic Corridors and Vantage Points

143. The City shall protect scenic resources and views from designated scenic corridors and vantage points in order to protect, preserve, and where feasible, enhance the visual quality of scenic resources and public scenic views within the City's Coastal Zone.

144. New development located within the viewshed area identified for view preservation in connection with a designated scenic corridor or vantage point (see Map 20, Chapter 3) shall be designed and sited to be visually compatible with the character of the surrounding area, to restore and enhance visual quality in visually degraded areas, and to protect public views to the coast and scenic coastal areas. Public works projects required for public health and

safety shall be accommodated with opportunities for public review to address issues related to scenic views. If available, a feasible project alternative that avoids all impact to the scenic view shall be selected. If no such feasible alternative is available, mitigation measures shall be required including, but not limited to: siting development in the least visible portion of the site, managing building orientation, breaking up the mass of new structures, designing structures to blend into the natural setting, restricting the building maximum size, reducing maximum height standards, clustering building sites and development, requiring a view corridor to be maintained in perpetuity, eliminating accessory structures not requisite to the primary use, minimizing grading, minimizing removal of native vegetation, incorporating landscape elements or screening, incorporating additional or increased setbacks, dedicating view easements or corridors, stepping the height of buildings so that the heights of building elements are lower closer to public viewing areas and increase with distance from the public viewing area.

Mitigation shall not substitute for implementation of the feasible project alternative that would avoid impacts to visual resources. Avoidance of impacts to visual resources through site selection and design alternatives is the preferred method over landscape screening. Landscape screening, as mitigation of visual impacts shall not substitute for project alternatives including re-siting, or reducing the height or bulk of structures. When landscaping is required to screen the development, it shall be maintained for the life of the development for that purpose.

145. Visual Assessments. A site specific visual assessment shall be required for all development that has the potential to impact a designated scenic corridor or vantage point to evaluate the magnitude and significance of impacts as a result of the proposed development. The visual assessment shall include an analysis of all feasible siting or design alternatives that would minimize impacts to visual resources. The alternatives analysis shall identify the least environmentally damaging alternative and shall demonstrate that the development has been designed to avoid or if avoidance is not feasible, to minimize and mitigate, adverse impacts to visual resources. The impacts to views from the proposed development and the alternatives must be adequately demonstrated through such means as visual simulations, three-dimensional massing models, perspective drawings, rendered streetscape elevations, and/or story poles and flagging.

Scenic Resource Protection

146. PCH View Protection: For parcels located along Pacific Coast Highway (PCH) between the Santa Monica Pier and the north City limits, any structure with 70 feet or more of frontage parallel to PCH shall provide an unobstructed view corridor between PCH and the Ocean. The view corridor shall be a minimum of 20 continuous feet in width measured from the parcel line abutting and parallel to PCH and shall remain unobstructed by any structure or portion thereof.

147. PCH Residential Development: For residential development on parcels located along Pacific Coast Highway (PCH) between the Santa Monica Pier and the north City limits, the following shall apply:

    a. No portion of the building may project beyond the site view envelope. The site view envelope is a theoretical plane beginning mid-point at the minimum required beach setback line and extending to a height of thirty feet, and then running parallel with the side parcel lines to a point located five feet in height above the top of the Palisades bluff immediately behind the pedestrian railing.

    b. No portion of the building above twenty-three feet for a flat roof, and thirty feet for a pitched roof may exceed thirty feet in width. Multiple projections above twenty-three feet

for a flat roof and thirty feet for a pitched roof shall be separated by a minimum twenty-foot wide unobstructed view corridor. No projections, connections, or mechanical equipment may be placed in the view corridor.

148. Natural landforms. Alteration of natural landforms shall be minimized to ensure that development is subordinate to surrounding natural features such as drainage courses, prominent slopes and hillsides, and bluffs. New development shall be sited and designed to:

    a. Minimize grading and the use of retaining walls.

    b. Step buildings to conform to site topography and blend graded slopes.

    c. Cluster building sites and structures.

149. Sea walls, Fences and Gunite on Bluffs. Where the placement of sea walls or other protection devices on bluffs is allowed, or fences/walls are allowed at or near the top of bluff, the improvements shall incorporate and blend in with the surrounding land form characteristics in order to preserve the natural and scenic quality of shoreline bluffs and protect public scenic views.

150. Telecommunications Facilities. Development of telecommunication Facilities shall:

    a. Maintain the aesthetic and historic nature the surrounding area when siting antennas and towers and shall not be located seaward of Coast Highway;

    b. Minimize visual impacts by providing for installations that are designed carefully, screened with landscaping or camouflaged to maintain the aesthetic quality of the surrounding area;

    c. Demonstrate through a good faith effort that no existing or planned support structure, including an antenna tower, is available to co-locate the proposed antenna.

    d. Ensure that appurtenant facilities are located underground where feasible.

151. Fencing. Where accessory walls or fencing has the potential to impact designated scenic view corridors or vantage points, such development shall be avoided to the maximum extent feasible. Where unavoidable, fencing shall be sited and designed to protect scenic views and visual resources by implementing mitigation measures that minimize visibility, including a reduction in the maximum allowed height, a visually permeable design, and landscaping that preserves public scenic views.

152. Landscape Plans Required. Applications for new development on sites within the viewsheds of designated scenic corridors and vantage points shall be required to have an approved landscape plan prepared by a licensed design professional that demonstrates that the landscaping associated with the new development is avoids impacts to visual and scenic resources. As a condition of the permit, the applicant shall be required to implement and fulfill all obligations of the landscape plan for the life of the development. The following standards shall apply:

    a. Plants shall be native and/or drought-tolerant species, and blend with the existing natural vegetation and natural habitats on the site. The use of any plant species listed as problematic, a noxious weed, or invasive by the California Native Plant Society, the California Exotic Pest Plant Council, the State of California, or the U.S. Federal Government shall be avoided unless necessary for habitat restoration of a sensitive species.

b. Landscaping shall be designed to avoid obstructing or limiting public views for the life of the development. Plant materials shall be chosen to avoid intrusion into the viewshed at their maximum growth potential. The property owner shall maintain or re-establish new plant materials where plant materials inadvertently intrude into the protected viewshed.

153. Plantings and Landscaping Blocking Views. Planting and landscaping plans shall be disapproved if any or all of the proposed plant materials have the potential to block a public scenic view or public views of an important scenic resource with normal growth.

154. Visually Degraded Areas. Development shall, where feasible, restore and/or enhance visual quality in visually degraded areas. Creative public and private efforts to restore the scenic beauty of visually degraded areas of the City's Coastal Zone shall be encouraged and assisted as appropriate.

Signs and Lighting

155. Wayfinding. A coordinated system of signage shall be provided along coastal trails and main accessways to ensure visually clear and attractive "wayfinding" for motorists, bicyclists and pedestrians to the ocean, beaches, and significant coastal resources.

156. Signage compatibility. Signs shall be designed and located to minimize impacts to visual resources. Signs approved as part of commercial development shall be incorporated into the design of the project and shall be subject to height and width limitations that ensure that signs are visually compatible with surrounding areas and protect designated public scenic viewing areas.

157. Signage in Sensitive Viewsheds. Placement of signs other than for traffic or public safety, utilities, or other accessory equipment that obstruct views to the ocean, beaches, parks, or other scenic areas from designated public scenic viewing areas and scenic corridors shall be prohibited.

158. Open Space Night Sky Preservation. Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall minimize all forms of light pollution, including light trespass, glare, and sky glow. Where new development is adjacent to beaches, open space, or located where it may impact scenic resources or public viewsheds, exterior lighting shall be restricted to low-intensity features that are shielded consistent with the following standards:

a. The minimum lighting necessary shall be used to light walkways used for entry and exit to the structures, including parking areas, on the site;

b. Security lighting shall be attached to structures and controlled by motion detectors;

c. The best available visor technology and shielding shall be used to minimize light spill and direct/focalize lighting downward, toward the targeted area(s) only;

d. The development shall use the best available technology and a lighting spectrum designed to minimize lighting impacts on wildlife and habitat as well as minimize glare and sky glow;

e. Lighting shall avoid or minimize light to trespass into native habitat or open space areas to minimize impacts on wildlife;

f. Lighting sources shall not be directly visible from public viewing areas;

g. Lighting is prohibited around the perimeter of the parcel or for aesthetic purposes.

159. Billboards and Pole Signs. Billboards and new pole signs are prohibited within the Coastal Zone.

Cultural Resources and Historic Preservation

160. The Coastal Act Policy set forth below is incorporated herein as a guiding Cultural Resources and Historical Preservation policy of the Land Use Plan:

Section 30244
Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

General Policies

161. Preserve, Protect and Enhance Cultural Resources. The City shall protect its heritage through preserving, protecting and enhancing the City's prehistoric and historic past, which includes but it is not limited to prehistoric and historic archeological artifacts, objects, and/or sites, and paleontological resources and sites.

162. Sharing Information. When development of coastal sites is proposed, the City shall provide information on any known or suspected sensitive archaeological or paleontological resources on the property. Such resources shall be identified during the environmental review process or as early as possible in the design process, so that they may be considered and protected. Any work to recover such resources shall be performed in accordance with the Secretary of Interior's Standards and all State requirements, policies and procedures.

163. Archaeological and Paleontological Resource Consideration and Protection. Potential damage to archaeological and paleontological resources shall be considered when making land-use decisions. Project alternatives and conditions offering the most archaeological or paleontological resource protection possible shall be implemented.

164. Avoiding Adverse Impacts to Archaeological and Paleontological Resources. Development shall be sited and designed to avoid adverse impacts to archaeological and paleontological resources to the maximum extent feasible. If there is no feasible alternative that eliminates all impacts to these resources, then the alternative that would result in the fewest or least significant impacts to resources shall be selected. Impacts to archaeological or paleontological resources that cannot be avoided through siting and design alternatives shall be fully mitigated, consistent with Policy 170.

165. Discovery of Archaeological or Paleontological Resources. If archaeological or paleontological resources are discovered in the course of construction, including earth moving activities and/or other ground disturbances, all activity which could damage or destroy these resources shall be immediately halted. A Registered Professional Paleontologist shall examine the site and provide an evaluation of the nature and significance of the resources. Mitigation measures shall be implemented to address the impacts of the development on the resources following the guidance of Policy 168 "In-situ Preservation and Avoidance Preferred" and Policy 170 "Mitigation Measures". The Planning Dept. shall determine whether the development or mitigation measures require additional environmental review and/or a new Coastal Development Permit. The City shall notify the Coastal Commission staff that paleontological resources were discovered during construction. Activities that may adversely impact these resources shall not resume without written authorization from the Planning Dept. that construction may proceed.

166. Evaluating Significant Archaeological or Paleontological Resources. Applications for coastal development permits shall include an evaluation of potentially significant archaeological or paleontological resources, if applicable to the site. The City's review of the coastal

development permit application shall address the nature of the resource and compatibility of project siting and design with the resource. Coastal development permits for new development within archaeologically or paleontologically sensitive areas shall be conditioned upon the implementation of appropriate mitigation measures informed by consultations with the appropriate Native American tribe(s).

167. Assessment Requirement. An application for development proposed in any area known or suspected to contain archaeological or paleontological resources, or identified as archaeologically sensitive shall include an evaluation identifying the potential for archaeological or paleontological resources at the site and the potential adverse impacts the proposed development may have on those resources if present at the site. This evaluation shall be conducted consistent with the Local Coastal Program based upon input from the City, Native American tribal groups approved by the Native American Heritage Commission for the area, and a City-Qualified Archaeologist (Registered Professional), as appropriate. The proposed development shall be evaluated to:

    a. Assess the potential for unrecorded archaeological resources to be located on the development site and including site research, records reviews and field surveys as appropriate;

    b. Evaluate the development's potential effects to all archaeological resources; and

    c. Implement complete avoidance of the archeological or paleontological resources or, per Policy 170, mitigation measures to avoid or minimize adverse impacts to archeological resources.

168. In-situ Preservation and Avoidance Preferred. In-situ preservation and avoidance is the preferred manner of preserving and protecting all archaeological and paleontological resources including measures such as capping, deeding into open space, or other avoidance and protection measures. Examples of methods to accomplish in-situ preservation and/or avoidance include, but are not limited to:

    a. Siting and designing structures to avoid archeological and paleontological resources;

    b. Planning construction to prevent contact with archaeological and paleontological deposits;

    c. Planning parks, green space, or other open space to preserve archaeological and paleontological sites;

    d. "Capping" or covering archaeological and paleontological sites with a layer of soil before building tennis courts, parking lots, or similar facilities. Capping may be used where:

        (i) The soils to be covered will not suffer serious compaction;

        (ii) The cover materials are not chemically active;

        (iii) The site is one in which the natural processes of deterioration have been or can be effectively arrested; and

        (iv) The site has been recorded;

    e. Deeding archaeological and paleontological sites into permanent conservation easements held for the benefit of the public.

169. Prohibited Activities. Unauthorized collecting of artifacts, or other activities that have the potential to destroy or disturb archaeological or paleontological resources shall be prohibited.

170. Mitigation Measures. Where, as a result of the assessment required by Policy 167, the City determines that the project may adversely affect archaeological resources and it is not feasible to avoid impacts or preserve resources in-situ as required by Policy 168, mitigation measures that are sensitive to the cultural beliefs of the affected population(s) and would result in the least significant impacts to resources shall be required and implemented as conditions of the Coastal Development Permit. An archaeological or paleontological mitigation plan for the treatment of impacted resources shall be prepared. The mitigation plan shall be prepared by a City-qualified Archaeologist (Registered Professional) and if data recovery through excavation is the only feasible mitigation measure, shall include a Data Recovery Plan that proposes how the excavation will be carried out and a Data Recovery Report summarizing the results of the archaeological excavation(s). Excavations shall be confined to the direct area of the project's potential effects, unless otherwise indicated in a Data Recovery Plan. The Data Recovery Plan shall include but not be limited to the following: (1) the nature and purpose of the Data Recovery Plan, dates of the fieldwork, names, titles, and qualifications of personnel involved, and the nature of any permits or permission obtained; (2) the level of excavation needed; (3) the analytical protocols for the data; (4) detailed notes, photographs, and drawings of all excavations and soil samples; and (5) the location of where archaeological resources will be curated. The Data Recovery Report shall be submitted with the permit application, shall be reviewed for adequacy by a City-qualified Archaeologist (Registered Professional) and shall be subject to approval as part of the permit application for the development. A follow-up Data Recovery Report shall be submitted to the Planning Department following the archaeological excavation detailing the implementation of the Data Recovery Plan and recovery measures that were performed, including the integrity of the site deposits and any other information, as necessary.

171. Monitoring. The following archaeological and paleontological monitoring shall occur during earth moving activities related to project construction that have the potential to uncover or otherwise disturb archaeological and paleontological resources:

a. Onsite monitoring by a City-Qualified Archaeologist and a Native American Monitor with ties to the land in question consistent with the Native American Heritage Commission contact list, of all grading, excavation, trenching, vegetation or paving removal, ground clearance, and site preparation that involves earthmoving operations.

b. All Contractors and construction personnel shall be alerted to the possibility of uncovering subsurface archaeological or paleontological features or artifacts associated with past human occupation of the parcel.

c. If archaeological or paleontological resources are encountered or suspected, work shall immediately be halted or redirected to an area with no known archaeological resources and the City shall be notified. The City shall evaluate the nature, extent and significance of any discoveries or suspected archaeological and paleontological resources based upon input Professional Archeologists, Native American tribal groups approved by the Native American Heritage Commission for the area, and/or professional Archeology groups as appropriate. Once identified or potential archaeological resources have been evaluated, the City shall coordinate with a Professional Archaeologist to prepare a mitigation plan (including but not limited to a Data Recovery Plan and a Data Recovery Report) and, if feasible, redirect grading and/or excavation activities to an area with no archaeological resources. The City shall determine whether the development or mitigation measures

require a new Coastal Development Permit. Activities that may adversely impact these resources shall not resume without written authorization from the City's Environmental Analyst that construction may proceed.

d. If a discovery consists of possible human remains, all work in the area shall be immediately halted and the County Coroner shall be contacted. A representative from each tribal entity on the most current List from the Native American Heritage Commission shall be retained to monitor all further subsurface disturbance in the area of the find. The City shall determine whether the development or mitigation measures require a new Coastal Development Permit. Activities that may adversely impact these resources shall not resume without written authorization from the City that construction may proceed.

172. Native American Consultation Requirement. Native American tribal groups approved by the Native American Heritage Commission for the area shall be consulted when development may adversely impact archeological and paleontological resources and in the preparation of any mitigation plan to address impacts to these resources.

Cultural Landscape Protection

173. Palisades Park. Palisades Park, a designated City Landmark with unique characteristics, shall be protected as a cultural landscape within the City's Coastal Zone, and historical features and landscaping shall be preserved and rehabilitated as appropriate and feasible. Palisades Park's landmark colonnades of Mexican Fan Palms (Washingtonia Robusta) and Canary Island Palms (Phoenix canariensis) are contributing features to the park's historic character and shall be maintained accordingly, despite any classification as an invasive species. When the condition of existing trees within the park necessitates removal, the City shall replace in kind to maintain the historic landscape. Should the City's Urban Forester determine that this is infeasible due to health reasons that would affect the replacement tree(s), a species that is not considered to be invasive and is as similar as possible to the original tree(s) shall be selected.

174. Santa Monica City Hall. The landscaping features that are described as contributing features in the designation of City Hall, 1685 Main Street, including Mexican Fan Palms (Washingtonia Robusta) and Canary Island Palms (Phoenix canariensis), shall be protected as part of a cultural landscape despite any classification as an invasive species. When the condition of a historic landscape feature referenced in the Landmark designation necessitates its removal, the City shall replace in kind to maintain the historic landscape. Should the City's Urban Forester determine that this is infeasible due to health reasons that would affect the replacement tree(s), a species that is not considered to be invasive and is as similar as possible to the original tree(s) shall be selected.

New Development Policies

175. The Coastal Act policies set forth below are herein adopted as New Development Policies of the Land Use Plan:

Section 30250

a. New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for

agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

b. Where feasible, new hazardous industrial development shall be located away from existing developed areas.

c. Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

Section 30222.5

Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.

Section 30234.5

The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.

Section 30254

New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

Section 30255

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

Section 30233 (in part)

Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients which would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for such purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

Section 30260

Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and

Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

Section 30261

Multicompany use of existing and new tanker facilities shall be encouraged to the maximum extent feasible and legally permissible, except where to do so would result in increased tanker operations and associated onshore development incompatible with the land use and environmental goals for the area. New tanker terminals outside of existing terminal areas shall be situated as to avoid risk to environmentally sensitive areas and shall use a monobuoy system, unless an alternative type of system can be shown to be environmentally preferable for a specific site. Tanker facilities shall be designed to (1) minimize the total volume of oil spilled, (2) minimize the risk of collision from movement of other vessels, (3) have ready access to the most effective feasible containment and recovery equipment for oil spills, and (4) have onshore deballasting facilities to receive any fouled ballast water from tankers where operationally or legally required.

Section 30262

Oil and gas development shall be permitted in accordance with Section 30260, if the following conditions are met:

a. The development is performed safely and consistent with the geologic conditions of the well site.

b. New or expanded facilities related to that development are consolidated, to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduce the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.

c. Environmentally safe and feasible subsea completions are used when drilling platforms or islands would substantially degrade coastal visual qualities unless use of those structures will result in substantially less environmental risks.

d. Platforms or islands will not be sited where a substantial hazard to vessel traffic might result from the facility or related operations, as determined in consultation with the United States Coast Guard and the Army Corps of Engineers.

e. The development will not cause or contribute to subsidence hazards unless it is determined that adequate measures will be undertaken to prevent damage from such subsidence.

f. With respect to new facilities, all oilfield brines are reinjected into oil-producing zones unless the Division of Oil and Gas, Geothermal Resources of the Department of Conservation determines to do so would adversely affect production of the reservoirs and unless injection into other subsurface zones will reduce environmental risks. Exceptions to reinjections will be granted consistent with the Ocean Waters Discharge Plan of the State Water Resources Control Board and where adequate provision is made for the elimination of petroleum odors and water quality problems.

g. (a) All oil produced offshore California shall be transported onshore by pipeline only. The pipelines used to transport this oil shall utilize the best achievable technology to ensure maximum protection of public health and safety and of the integrity and productivity of terrestrial and marine ecosystems.

(b) Once oil produced offshore California is onshore, it shall be transported to processing and refining facilities by pipeline.

(c) The following guidelines shall be used when applying subparagraphs (A) and (B):

(i) "Best achievable technology," means the technology that provides the greatest degree of protection taking into consideration both of the following:

- Processes that are being developed, or could feasibly be developed, anywhere in the world, given overall reasonable expenditures on research and development.
- Processes that are currently in use anywhere in the world. This clause is not intended to create any conflicting or duplicative regulation of pipelines, including those governing the transportation of oil produced from onshore reserves.

(ii) "Oil" refers to crude oil before it is refined into products, including gasoline, bunker fuel, lubricants, and asphalt. Crude oil that is upgraded in quality through residue reduction or other means shall be transported as provided in subparagraphs (A) and (B).

(iii) Subparagraphs (A) and (B) shall apply only to new or expanded oil extraction operations. "New extraction operations" means production of offshore oil from leases that did not exist or had never produced oil, as of January 1, 2003, or from platforms, drilling island, subsea completions, or onshore drilling sites, that did not exist as of January 1, 2003. "Expanded oil extraction" means an increase in the geographic extent of existing leases or units, including lease boundary adjustments, or an increase in the number of well heads, on or after January 1, 2003.

(iv) For new or expanded oil extraction operations subject to clause (iii), if the crude oil is so highly viscous that pipelining is determined to be an infeasible mode of transportation, or where there is no feasible access to a pipeline, shipment of crude oil may be permitted over land by other modes of transportation, including trains or trucks, which meet all applicable rules and regulations, excluding any waterborne mode of transport.

h. If a state of emergency is declared by the Governor for an emergency that disrupts the transportation of oil by pipeline, oil may be transported by a waterborne vessel, if authorized by permit, in the same manner as required by emergency permits that are issued pursuant to Section 30624.

i. In addition to all other measures that will maximize the protection of marine habitat and environmental quality, when an offshore well is abandoned, the best achievable technology shall be used. Where appropriate, monitoring programs to record land surface and near-shore ocean floor movements shall be initiated in locations of new large-scale fluid extraction on land or near shore before operations begin and shall continue until surface conditions have stabilized. Costs of monitoring and mitigation programs shall be borne by liquid and gas extraction operators. Nothing in this section shall affect the activities of any state agency that is responsible for regulating the extraction, production, or transport of oil and gas.

Subarea Land Use Designations and Land Use Map

Table 2 contains all of the land use categories found in Santa Monica's Coastal Zone and provides the general purpose and use types that the designations allow. More complete descriptions of all permitted uses will be included in the Implementation Plan. Allowable uses listed in the table are provided to demonstrate the districts' land use characteristics. Map 26 shows where these designations apply within the Coastal Zone subarea boundaries.

Table 2 *Land Use Designations and Purpose*

Land Use Designation	Purpose and Allowable Uses
Parks/Open Space	To preserve and enhance visually appealing public open space, with easy, broad access to promote health and well-being. Allowable uses: parks and supporting structures for parks, public uses, beach recreation-related uses, related small-scale commercial uses and public parking that supports commercial uses in adjacent districts but does not impede pedestrian access.
Beach and Oceanfront	To maintain and enhance the Oceanfront area as an important visitor-serving destination, while protecting the area's existing residential enclaves. Allowable uses: beach clubs, public facilities, recreation-uses, public uses, lodging, restaurants, shopping, commercial recreation, and residential uses.
Single Family Housing	To conserve the character of existing single-family neighborhoods, allowing new structures that are compatible with existing scale and character. Allowable uses: single-family homes, parks, family daycare centers, and childcare and early education facilities.
Low Density Housing	To allow a mix of single-family and low-density multi-family housing, conserving the neighborhood character by encouraging rehabilitation of existing structures and compatible development at similar scales. Allowable uses: a variety of residential uses, public and semi-public uses and small-scale general (neighborhood) markets.
Medium Density Housing	To allow a mix of multi-family housing, conserving the neighborhood character by encouraging rehabilitation of existing structures along with compatible development that maintains existing scales. Allowable uses: a variety of residential uses, public and semi-public uses and small-scale general markets.

Land Use Designation	Purpose and Allowable Uses
High Density Housing	To maintain and allow new higher-density multi-family housing, with new structures that maintain scale and transition in mass and scale to adjacent structures. Allowable uses: a variety of residential uses, public and semi-public uses and compatible commercial uses.
Neighborhood Commercial	To maintain small-scale commercial shopping districts within walking distance of residential neighborhoods that cater to local interests while also serving a sub-regional role. Allowable uses: small scale retail and offices, restaurants, personal services, general markets, lodging, theaters, banks and business services, public and semi-public uses, residential uses.
Mixed Use Boulevard Low	To transform the area into a vibrant, mid-scale, highly walkable area with pedestrian-friendly streetscape and building design. Allowable Uses: small and medium-scale retail, entertainment uses, restaurants, food and beverage sales, public and semi-public uses, personal services, office uses with certain restrictions, visitor accommodations and a variety of residential uses.
Mixed Use Boulevard	To transform underutilized, auto-oriented sections of boulevards into vibrant, pedestrian-friendly corridors comprising mixed-use buildings that also connect with and serve nearby residential neighborhoods. Allowable uses: small and medium-scale retail, entertainment uses, restaurants, food and beverage sales, public and semi-public uses, personal services, office uses with certain restrictions, visitor accommodations and a variety of residential uses.
General Commercial	To maintain an area for a broad range of commercial services that provide residents and visitors with necessary services, including those that are more auto-oriented. Affordable housing on upper floors along Lincoln Boulevard is also encouraged. Allowable uses: automobile/vehicle sales and services, convenience retail, restaurants, food and beverage sales, residential uses.

Land Use Designation	Purpose and Allowable Uses
Downtown Core	To maintain a thriving, culturally-rich, mixed-use environment that is the heart of the City and its economic engine. Allowable uses: pedestrian oriented, visitor-serving retail and services, commercial entertainment, cultural facilities, restaurants, lodging, offices, residential uses, social services public open spaces, shared parking.
Institutional/Public Lands	To provide a Civic Center and other land to accommodate a strong variety of government, educational, cultural and other facilities to meet the community's needs. Allowable uses: public and semi-public uses, park and recreation facilities, utilities, accessory food service uses. A broader range of uses is allowed in the Civic Center to create a complete neighborhood supporting a revitalized government center.
Undesignated State Lands	Santa Monica Beach, with public uses allowed such as pathways, beach playgrounds and other recreational equipment, per the City-State license agreement.
Beach Overlay District	This overlay district restricts land uses based on the requirements of Proposition S, approved by voters in 1990. Additional allowed uses: Open space, public beaches, parks, incidental park structures, gardens, playgrounds, recreational buildings, recreational uses, public parking. Uses specifically prohibited: new hotels, motels, restaurants and food service facilities of more than 2,000 sq. ft. and/or more than one story in height.

General Policies

176. Public Services. Development shall be located within, contiguous with, or in close proximity to existing developed areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

177. Subdivisions. Land divisions, including lot line adjustments, shall be designed to minimize impacts to coastal resources and public access. A land division shall only be approved if the created parcels are consistent with the maximum density or intensity designated by the Land Use Plan Map, are no smaller than the average size of surrounding parcels, and contain an identified building site that could be developed or redeveloped consistent with all of the policies and provisions of the LUP.

178. Coastal Development Permits. Development in the Coastal Zone that requires a Coastal Development Permit (CDP) is subject to written findings by the City's decision-making body for CDPs that the development is consistent with the policies and provisions of the LUP.

179. Non-Conforming Structures. Existing legally established structures built pursuant to and remaining in conformance with requirements in effect at the time of construction, but which do not conform to the provisions of the LCP are considered legal non-conforming and may be maintained and/or repaired unless determined by the Building Official to be a public nuisance due to health or safety conditions. Additions and improvements to such structures, including reconstruction, may be permitted provided that (1) the additions and improvements comply with current LCP policies and standards and do not increase any existing inconsistencies; and (2) any nonconformities of the existing legal structure with the LCP are rectified when an activity defined as "demolition" is undertaken.

    Notwithstanding the foregoing, existing legal non-conforming structures that are damaged or destroyed by a non-voluntary fire or explosion, earthquake, or other natural disaster may be rebuilt/restored/replaced as long as the replacement does not increase the size or degree of non-conformity. This includes the density (including square footage and number of rooms), parking, building footprint and building envelope that existed prior to the damage/destruction except as limited by Policy 68.

180. Non-Conforming Uses. The uses existing in a structure that has been restored pursuant to Policies 68 and 179 may be continued/reinstated in the reconstructed/replacement structure so long as such nonconforming uses are not expanded or intensified.

181. Development Site Drainage. Development shall provide adequate drainage and erosion control facilities that convey site drainage in a non-erosive manner in order to minimize hazards resulting from runoff, erosion, and other hydrologic impacts to streams and shoreline areas. Drainage shall be retained on site to the maximum extent feasible, and shall not be directed toward streams or the shoreline without treatment. Such drainage shall not impact adjacent properties or public areas and shall comply with all building code requirements.

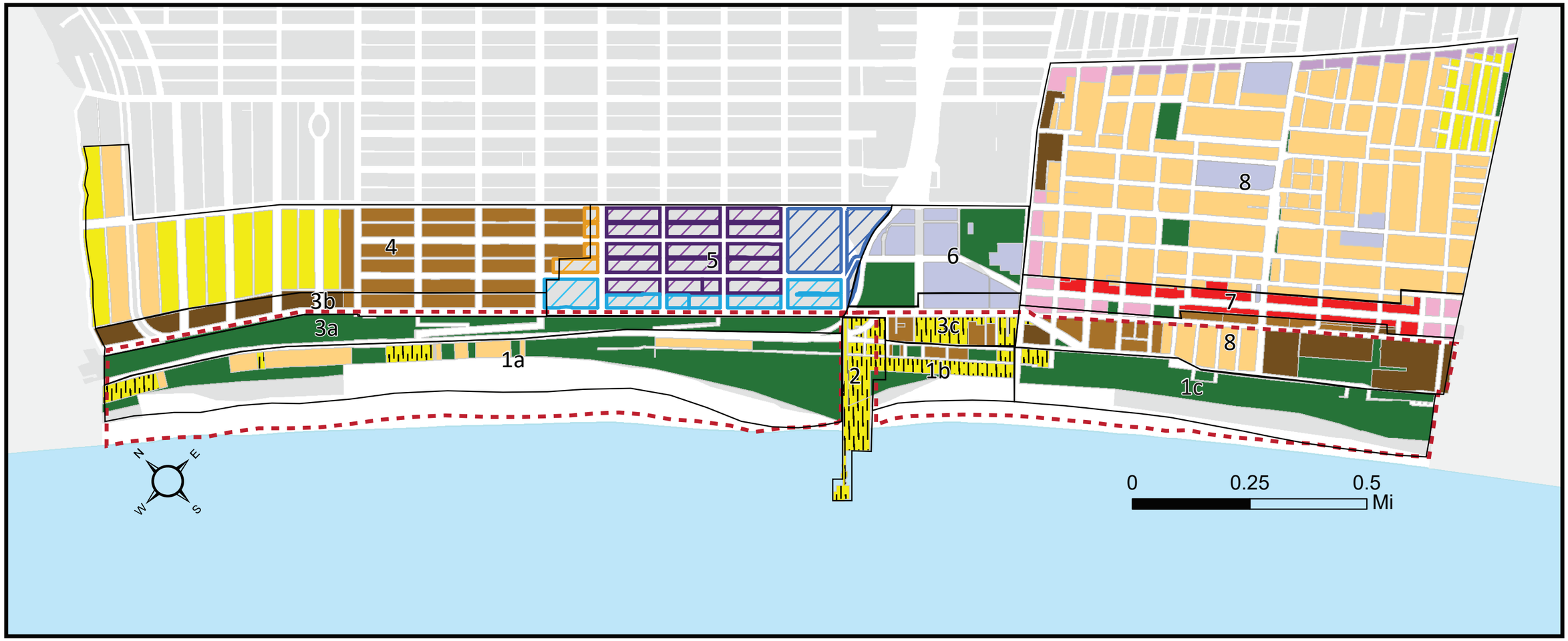
182. Public Access. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with alternative transportation, and (5) assuring that the recreational needs of new residents within the coastal zone will not overload nearby coastal recreation areas by requiring high density new development to provide onsite recreational facilities to serve residents.

183. New public and private development shall consider Universal Design Principles and incorporate appropriate features to the extent feasible in order to improve the beach and Pier visitor experience for all.

184. Downtown Parking Assessment District. Development in the Downtown Parking Assessment District (PAD) that has been permitted pursuant to payment of an in-lieu fee to the PAD may continue to rely on the public parking structures within the District instead of providing on-site parking. The District shall maintain a sufficient parking supply to accommodate the parking demand of all development that has paid fees to the district in lieu of on-site parking. The City shall verify continued availability of adequate parking as part of the CDP review process for proposed development on any property that is part of the Downtown PAD.

185. Consistent with State Law, the City shall encourage the development of Accessory Dwelling Units (ADU) on residential properties.

Map 26 *Land Use Designations, Large*



Land Use Designations

- Single Family (SF) Housing
- Low Density (LD) Housing
- Medium Density (MD) Housing
- Beach Overlay District
- High Density (HD) Housing
- Mixed Use Boulevard Low (MUBL)
- Beach and Oceanfront
- General Commercial (GC)
- Neighborhood Commercial (NC)
- Institutional and Public Lands
- Parks and Open Space (OS)
- Transit Adjacent (TA)
- Ocean Transition (OT)
- Bayside Conservation (BC)
- Wilshire Transition (WT)

Table 3 provides the maximum allowable heights and floor-area ratios (FARs) for new development in each Coastal Zone subarea. Development standards as provided in this table shall not be considered entitlements but shall be considered the maximum development heights and intensities that may be authorized in accordance with the entitlement procedures set forth in the Implementation Plan.

Table 3 *Subarea Development Standards*
Projections beyond the height limit for rooftop features may be allowed.

SUBAREA	ALLOWABLE HEIGHT LIMITS	ALLOWABLE FAR OR DENSITY LIMITS	APPLICABLE LAND USE DESIGNATIONS
SUBAREA 1a	Oceanfront: 47 ft LD Housing: 30 ft. (40 ft. in R2B) OS: 20 ft	Oceanfront: 2.25 FAR LD Housing: 1 unit/2000 sf	Oceanfront, Low Density Housing, Parks & Open Space
SUBAREA 1b	Oceanfront: 47 ft MD Housing: 40 ft OS: 20 ft	Oceanfront: 2.25 FAR MD Housing: 1 unit/1250 sf	Oceanfront, Medium Density Housing; Parks & Open Space
SUBAREA 1c	Oceanfront: 47 ft OS: 20 ft	Oceanfront: 2.25 FAR	Oceanfront, Parks & Open Space
SUBAREA 2 (PIER)	47 ft (height exceptions provided for amusement park rides of up to 115 ft)	Oceanfront: 2.25 FAR	Oceanfront
SUBAREA 3a	OS: 20 ft	N/A	Parks and Open Space
SUBAREA 3b	MD Housing: 40 ft HD Housing: 45 ft	MD Housing: 1 unit/1250 sf HD Housing: 1 unit/900sf	Medium Density Housing, High Density Housing
SUBAREA 3c	Oceanfront: 47 ft MD Housing: 40 ft	Oceanfront: 2.25 FAR MD Housing: 1 unit/1250 sf	Oceanfront, Medium Density Housing, Institutional and Public Lands
SUBAREA 4	SF Housing: 35 ft LD Housing: 30 ft MD Housing: 40 ft	SF Housing: 1 unit LD Housing: 1 unit/2000 sf MD Housing: 1 unit/1250 sf	Single Family Housing, Low Density Housing, Medium Density Housing
SUBAREA 5	BC (Promenade): 70 ft BC (2nd and 4th St): 70 ft TA: 84 ft WT: 60 ft OT: 60 ft ELS Overlay: 130’	BC (Promenade): 3.25 FAR BC (2nd and 4th St): 4.0 FAR TA: 4.0 FAR WT: 2.75 FAR OT: 3.25 FAR ELS Overlay: 4.0 FAR	Bayside Conservation, Transit Adjacent, Wilshire Transition, Ocean Transition
SUBAREA 6	CCSP: 25-85 ft. (CCSP includes specific height limitations for each envisioned Plan project) OS: 28 ft	N/A (CCSP includes specific development limitations for each envisioned Plan project)	Institutional and Public Lands, Parks and Open Space, (Subject to Civic Center Specific Plan)

SUBAREA	ALLOWABLE HEIGHT LIMITS	ALLOWABLE FAR OR DENSITY LIMITS	APPLICABLE LAND USE DESIGNATIONS
SUBAREA 7	NC: 32 ft. MUBL: 47 ft OS: 28 ft	NC: 1.75 MUBL: 2.0	Neighborhood Commercial, Mixed Use Boulevard Low
SUBAREA 8	SF Housing: 35 ft LD Housing: 30 ft MD Housing: 40 ft HD Housing: 45 ft GC: 40 ft MUBL: 47 ft OS: 28 ft PL: 32 ft	SF Housing: 1 unit LD Housing: 1 unit/2000 sf MD Housing: 1 unit/1250 sf HD Housing: 1 unit/900 sf GC: 2.0 MUBL: 2.0	Low Density Housing, Medium Density Housing, High Density Housing, General Commercial, Mixed Use Boulevard Low, Parks and Open Space, Institutional and Public Lands

Above heights and FAR limits apply only to certain projects as specified in the Zoning Code.

Subarea 1: Santa Monica State Beach Area

186. As applicable, development in Subarea 1 is subject to the use restrictions of the Beach Overlay District.

187. New development in Subarea 1 shall ensure that public beach access is not impaired or reduced in any way and, as feasible, is enhanced by a proposed project. Development shall not reduce recreational opportunities on the sandy beach area. There shall be no new encroachments allowed on the State beach, and existing encroachments shall not be renewed, consistent with current applicable agreements.

188. The City shall maintain the Annenberg Community Beach House as a cultural and recreational facility open to the public. All development at the site shall be consistent with the City's Landmarks Ordinance and the requirements of the Marion Davies Estate Landmark Designation.

189. New development on properties affected or determined to be potentially affected by hazards associated with sea level rise must comply with any applicable additional requirements (see Sea Level Rise and Coastal Hazard Policy Section).

Subarea 2: Santa Monica Pier

190. Uses on the Santa Monica Pier platform may include amusements, visitor-serving uses, fishing, public areas, facilities for administration of the Pier and adjacent water area, cultural or visitor information uses, public parking and bed and breakfast uses above the ground floor. No residential uses shall be permitted on the platform of the Pier.

191. The Pier platform and 140,000 sq. ft. of development on the Pier platform following the date that the voters approved Proposition S (November 1990) are exempt from the provisions of the Beach Overlay District. The City will maintain a cumulative record of Pier development and ensure that development beyond this amount is consistent with the requirements of the Beach Overlay District.

192. All development on the Santa Monica Pier shall be consistent with the City's Landmarks Ordinance, the requirements of the Pier's Landmark Designation and the Pier Design Guidelines.

193. Public access to a 20-foot wide walkway around the perimeter of the Pier shall be maintained at all times.

Subarea 3: Ocean Avenue and Palisades Park

194. Properties on Ocean Avenue that are currently developed with visitor accommodations and visitor-serving commercial uses shall be preserved or replaced with uses that are also visitor-serving.

195. CDPs for activities in Palisades Park shall be consistent with the City's Landmarks Ordinance and the requirements of the park's Landmark designation.

196. Subarea 3b: East Side of Ocean Avenue Residential: Residential development in this subarea will be required to provide adequate on-site parking to prevent adverse impacts on public access to Palisades Park. Compliance with Municipal Code mobility requirements shall be considered adequate.

197. Buildings in Subarea 3b shall be designed with particular attention to protecting and enhancing public views of the Coast from View Corridors and Vantage Points identified in the Scenic and visual Resources Map.

198. Usable terraces, balconies, viewing platforms and areas available for use by the general public shall be encouraged in new development.

Subarea 4: North Side Residential

199. The residential area north of Wilshire Boulevard to the north side of Montana Avenue shall be designated primarily for medium density residential use. The residential area east of Ocean Avenue between the north side of Montana and the northern city limits shall be designated primarily for single family residential, and the area along San Vicente up to the coastal zone boundary shall be designated primarily for low density residential.

200. Existing neighborhood park acreage shall be maintained or increased in the North Side Residential Neighborhood. The City shall continue to assure that an adequate level of neighborhood recreational facilities is provided to meet the recreational needs of residents.

Subarea 5: Downtown

201. Along the east side of Ocean Avenue, between Colorado Avenue and California Avenue, overnight visitor accommodations and related support facilities such as shops, restaurants and cultural uses that serve visitors and the local community alike shall be priority uses. Office and residential uses shall also be permitted above the ground floor or if located on the ground floor, shall not be allowed along the Ocean Avenue frontage, except for residential lobbies, which shall be allowed on the ground floor within the minimum space necessary to serve the building's residential use.

202. Existing parks and open spaces in Downtown shall be maintained and new park and open spaces provided in the form of parks, paseos, plazas, parklets, play lots and dog parks.

Subarea 6: Civic Center

203. The City shall continue to develop the Civic Center based on the Civic Center Specific Plan to serve the public for civic purposes, including government offices and facilities, open space, active recreational fields and facilities, social, cultural and social service facilities and shared parking to serve all uses.

Subarea 7: Main Street South of Pico Boulevard

204. Main Street shall provide neighborhood commercial uses along with visitor serving retail uses. New development which significantly impacts coastal access or other coastal resources in an adverse way shall not be allowed. Residential uses may be allowed in mixed-use development provided that no portion of the residential use is located on the ground floor fronting Main Street.

205. The pedestrian-oriented, neighborhood commercial character of Main Street shall be maintained. The design of buildings and landscaping shall use setbacks, patios, walkways, display areas, street furniture, lighting, planting, and other elements that encourage pedestrian involvement with the development and surrounding environment.

Subarea 8: Ocean Park

206. The Ocean Park residential neighborhood shall retain the existing mix of duplex, low-density, medium-density and high-density residential development, public parks and uses normally associated with residential neighborhoods, including general markets. New residential development shall be consistent with applicable Ocean Park standards and design guidelines.

207. Existing neighborhood park acreage shall be maintained or increased in the Ocean Park neighborhood. The City shall continue to assure that an adequate level of neighborhood recreational facilities is provided to meet the recreational needs of residents.

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DEFINITIONS

Definitions

Beach

The expanse of sand, gravel, cobble or other loose material that extends landward from the low water line to the place where there is distinguishable change in physiographic form, or to the line of permanent vegetation. The seaward limit of a beach (unless specified otherwise) is the mean low water line.

Beach Nourishment

A process by which sediment (usually sand) lost through longshore drift or erosion is replaced from sources outside of the eroding beach to combat erosion and increase beach width. Beach nourishment does not stop erosion, it simply gives the erosional forces (usually waves) something else to "chew on" for limited periods of time.

Bluff

A high bank or bold headland with a broad, precipitous, sometimes rounded cliff face overlooking a plain or body of water. A bluff may consist of a steep cliff face below and a more sloping upper bluff above.

Bluff, Coastal

A bluff overlooking a beach or shoreline or that is subject to marine erosion. Many coastal bluffs consist of a gently sloping upper bluff and a steeper lower bluff or sea cliff. The term "coastal bluff" refers to the entire slope between a marine terrace or upland area and the sea. The term "sea cliff" refers to the lower, near vertical portion of a coastal bluff. For purposes of establishing jurisdictional and permit boundaries coastal bluffs include, (1) those bluffs, the toe of which is now or was historically (generally within the last 200 years) subject to marine erosion; and (2) those bluffs, the toe of which is not now or was not historically subject to marine erosion, but the toe of which lies within an area otherwise identified as an Appealable Area.

Bluff Edge

The upper termination of a bluff. In cases where the top edge of the bluff is rounded away from the face of the bluff as a result of erosional processes related to the presence of the steep bluff face, the bluff edge is that point nearest the bluff beyond which the downward gradient of the land surface increases more or less continuously until it reaches the general gradient of the bluff. In a case where there is a step-like feature at the top of the bluff face, the landward edge of the topmost riser is the bluff edge. Where a coastal bluff curves landward to become a canyon bluff, the termini of the coastal bluff edge, shall be defined as a point reached by bisecting the angle formed by a line coinciding with the general trend of the coastal bluff line along the seaward face of the bluff, and a line coinciding with the general trend of the bluff line along the canyon facing portion of the bluff. Five hundred feet shall be the minimum length of bluff line or edge to be used in making these determinations.

Bluff Face

The portion of a bluff between the bluff edge and the toe of the bluff.

BMPs (Best Management Practices)

Schedules of activities, prohibitions of practices, operation and maintenance procedures, and other management practices to prevent or reduce the conveyance of pollution in stormwater and urban runoff, as well as, treatment requirements and structural treatment devices designed to do the same.

Buffer

A buffer is a development setback that provides essential open space between development and protected habitat. Buffers keep disturbance at a distance, accommodate errors in the estimation of habitat boundaries, and provide important auxiliary habitat that may be used, for example, for foraging, maintenance of pollinators, or refuge from high tides. Buffers should be measured from the delineated boundary of an ESHA or wetland or, for streams, from the top of bank or the landward edge of riparian vegetation, which ever provides the larger buffer.

CDFW

California Department of Fish and Wildlife (also known as DFW).

CNDDB

California Natural Diversity Database.

Catchment basin (also called debris or detention basins)

The entire geographical area drained by a river and its tributaries; an area characterized by all runoff being conveyed to the same outlet;

Cliff

A high, very steep to perpendicular or overhanging face of rock.

Coastal Access

The ability of the public to reach, use or view the shoreline of coastal waters or inland coastal recreation areas and trails.

Coastal Commission

The California Coastal Commission, the state agency established by state law responsible for carrying out the provisions of the Coastal Act and for review of coastal permits on appeal from local agencies.

Coastal-dependent Development or Use

Any development or use which requires a site on, or adjacent to, the sea to be able to function at all, as defined in the California Coastal Act, Section 30101.

Coastal Development Permit (CDP)

A permit for any development within the coastal zone that is required pursuant to subdivision (a) of Section 30600.

Coastal-related Development

Any use that is dependent on a coastal-dependent development or use.

Coastal Resources

Include, but are not limited to, public access opportunities, visitor and recreational facilities, water-oriented activities, marine resources, biological resources, environmentally sensitive habitat areas, agricultural lands, and archaeological or paleontological resources.

Coastal Zone

That land and water area of the State of California from the Oregon border to the border of the Republic of Mexico, specified on the maps identified and set forth in Section 17 of that chapter of the Statutes of the 1975-76 Regular Session enacting this division, extending seaward to the state's outer limit of jurisdiction, including all offshore islands, and extending inland generally 1,000 yards from the mean high tide line of the sea. In significant coastal estuarine, habitat, and recreational areas it extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less, and in developed urban areas the zone generally extends inland less than 1,000 yards. The coastal zone does not include the area of jurisdiction of the San Francisco Bay Conservation and Development Commission, established pursuant to Title 7.2 (commencing with Section 66600) of the Government Code, nor any area contiguous thereto, including any river, stream, tributary, creek, or flood control or drainage channel flowing into such area.

Cumulative Effect (Cumulative Impacts)

A full assessment of the incremental effects of an individual project in combination with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Demolition (from SMMC 9.25.030)

A. A demolition subject to the provisions of this Chapter and all other applicable City regulations occurs when any of the following takes place:

1. At any time over a 5-year period, more than 50 percent of the exterior wall elements are removed, or are no longer a necessary and integral structural component of the overall building.

a. Exterior wall elements include, but are not limited to, the subsurface or non-decorative cladding necessary for structural support, columns, studs, cripple walls, or similar vertical load-bearing elements and associated footings, windows, or doors.

b. Existing exterior walls supporting a roof that is being modified to accommodate a new floor level or roofline shall continue to be considered necessary and integral structural components, provided the existing wall elements remain in place and provide necessary structural support to the building upon completion of the roofline modifications.

c. The calculation for determining whether a structure has been demolished pursuant to this Section shall be based on a horizontal measurement of the perimeter exterior wall removed between the structure's footings and the ceiling of each story, as defined in Chapter 8.12 of the Municipal Code.

2. In commercial or industrial buildings not principally supported by exterior bearing walls, more than fifty percent of the principal support structure including columns, structural frames, and other similar primary structural elements is removed or is no longer a necessary and integral structural component of the overall building.

3. At any time over a 5-year period, for structures over 40 years of age and identified on the City's Historic Resources Inventory, the following occurs:

a. Removal of more than 25 percent of the wall(s) (including exterior cladding) facing a public street(s) (or a street facing elevation if the parcel is a through lot or landlocked) or 50 percent of all exterior walls; or

b. Enclosure or alteration (i.e., new window and/or window relocation) of more than 25 percent of the wall(s) (including exterior cladding) facing a public street (or a street facing elevation if the parcel is a through lot or is landlocked) or 50 percent of the exterior walls so that they no longer function as exterior walls;

All remaining exterior walls must be contiguous and must retain the existing exterior cladding. No new exterior wall covering shall be permitted over the existing exterior cladding.

B. For purposes of this Ordinance, the removal of a building for relocation to another parcel is considered a demolition. Structures may be relocated subject to the requirements of Section 9.25.050 of this Chapter.

C. Verification that work will not result in a demolition. Prior to issuance of a building permit for a project where the work will result in the removal of over 40 percent of the exterior walls [or for structures over 40 years of age and identified on the City's Historic Resources Inventory, 20 percent of the wall(s) facing a public street(s) or a street facing elevation if the parcel is a through lot or landlocked], the developer shall submit written verification from a registered structural engineer, certifying that the exterior walls shown to remain are structurally sound and will not be required to be removed for the project. Prior to issuance of a building permit, the property owner and contractor shall sign an affidavit to the City that they are aware of the City's definition of a demolition and the penalties associated with an unlawful demolition.

D. A nonconforming building that is a City-Designated Historic Resource or on the City's Historic Resources Inventory that is demolished may be replaced or rebuilt in-kind when undertaken pursuant to Section 9.27.030(F). (Added by Ord. No. 2486CCS §§ 1, 2, adopted June 23, 2015)

Development

On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, substantial repair, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, and kelp harvesting, as defined in the California Coastal Act, Section 30106.

Development, Existing

All development existing as of january 1, 1977.

DPR

California State Department of Parks and Recreation.

Dune

Ridges or mounds of loose, wind-blown material, usually sand. A dune structure often has a back and foredune area. Stable dunes are often colonized by vegetation.

DWR

California State Department of Water Resources.

Easement

A limited right to make use of a land owned by another, for example, a right of way across the property.

Erosion

The wearing away of land by natural forces. On a beach, the carrying away of beach material by wave action, currents or the wind.

ESHA (Environmentally Sensitive Habitat Area)

Any area in which plant or animal life or their habitat are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and development (PRC 30107.5).

Established Large Sites (ELS)

Sites within the Established Large Sites Overlay in the Downtown Community Plan, that, given the parcel size and development standards, could potentially provide significant community benefits that smaller sites could not provide in exchange for additional height and FAR.

Fault

A rock fracture accompanied by displacement.

Feasible

Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Federal Coastal Act

The Federal Coastal Zone Management Act of 1972 (16 U.S.C. 1451, et seq.), as amended.

FEMA

Federal Emergency Management Agency. An agency of the United States Department of Homeland Security, initially created by Presidential Reorganization Plan No. 3 of 1978 and implemented by two Executive Orders on April 1, 1979

FEMA BFE

The computed elevation to which floodwater is anticipated to rise during the base flood. Base Flood Elevations (BFEs) are shown on Flood Insurance Rate Maps (FIRMs) and on the flood profiles. The BFE is the regulatory requirement for the elevation or floodproofing of structures.

Fill

Earth or any other substance or material, including pilings placed for the purposes of erecting structures thereon, placed in a submerged area.

First Public Road Paralleling the Sea

The road nearest the sea, as defined in this Section, and which meets all of the following criteria:

1. The road is lawfully open and suitable for uninterrupted use by the public;
2. The road is maintained by a public agency;
3. The road contains an improved all-weather surface open to motor vehicle traffic in at least one direction;

4. The road is not subject to any restrictions on use by the public except during an emergency or for military purposes; and
5. Zhe road connects with other public roads providing a continuous access system and generally parallels and follows the shoreline of the sea so as to include all portions of the sea where the physical features such as bays, lagoons, estuaries and wetlands cause the waters of the sea to extend landward of the generally continuous coastline.

Fuel Modification

The area around a structure where the existing vegetation is altered (e.g., brush or vegetation removal, including thinning) to reduce fuel load for fire protection purposes.

Geohazard

A risk associated with geologic processes or events.

Groundwater

Subsurface water occupying the zone of saturation usually found in porous rock strata and soils.

Groundwater Inundation

Flooding due to the uprising of groundwater due to pressure from coastal saltwater inundation.

Habitat

The locality, including the physical and biological environment, in which a plant or animal lives.

Habitat Creation

The conversion of one habitat type to another, for example conversion of upland to wetland or conversion of predominantly exotic vegetation to native vegetation, or creating new habitat where none existed before. Creation often entails activities such as non-native removal, soil preparation and an extensive planting program.

Habitat Enhancement

Practices or methods that improve the habitat quality without Habitat Creation, such as conducting weed abatement during periods of passive restoration, adding habitat features, or seeding.

Habitat Restoration

Acts that undertake significant effort to renew and/or restore a degraded, damaged, or destroyed ecosystem or habitat by creating new habitat, recreating the destroyed habitat, or enhancing the existing degraded habitat through intentional activities that result in improved habitat health, biodiversity, integrity, sustainability or its ability to support other of species. Restoration usually follows a restoration plan or a habitat management plan which includes, at a minimum: a pre-restoration survey; a reference site; a plant palette and planting program; exhibit showing the location of the plantings and the limits of the restoration site; temporary impacts and permanent impacts of the restoration and mitigation, if needed; specifications for irrigation, soil treatment, non-native removal, uses of hand treatment, mechanical treatment, and herbicide or pesticides; success criteria; and a monitoring plan to include a schedule for submission of reports.

Impact Assessment/Environmental Assessment

A detailed statement that identifies the environmental effects and considerations pertaining to a project that may mean either a draft or final EIR, or a biological report that specifically identifies the ESHA resources on and surrounding the project site and the impacts the project will have on the resources.

Invasive Species

A nonnative organism growing and dispersing easily usually to the detriment of native species and ecosystem

Land Divisions

Subdivisions (through parcel map or tract map), lot line adjustments, redivisions, mergers and certificates of compliance which create new or reconfigured lots.

Landmark

Any improvement which has been designated as and determined to be appropriate for historical preservation by the Landmarks Commission, or by the City Council on appeal, pursuant to the provisions of SMMC Chapter 9.56.

Landmark Parcel

Any portion of real property, the location and boundaries as defined and described by the Landmarks Commission, upon which a Landmark is situated, which is determined by the Landmarks Commission as requiring control and regulation to preserve, maintain, protect or safeguard the Landmark.

Liquefaction

The process of becoming liquid, especially applied to sand that loses its bearing strength due to strong shaking.

Littoral

Of or pertaining to a shore, especially of the sea. Includes littoral cells, which are regions that encompass most features affecting sediment transport. The boundaries of the cell are usually delineated by river drainage areas, promontory headlands, or submarine canyons on the periphery, the continental shelf-continental slope boundary on the seaward side and by inland ridges and river inlets on the landward side. Sediment within these cells generally travel seaward by river drainage, southward (downcoast) by longshore currents, and are eventually lost to the continental slope area or submarine canyon.

Local Coastal Program

A local government's (a) land use plans, (b) zoning ordinances, (c) zoning district maps, and (d) within sensitive coastal resources areas, other implementing actions, which, when taken together, meet the requirements of, and implement the provisions and policies of, the State Coastal Act at the local level.

Local Government

Any chartered or general law city, chartered or general law county, or any city and county.

MS4 Permit

Los Angeles County Municipal Separate Storm Sewer System Permit .

Managed Retreat (Also known as Managed Realignment)

A term that is used to describe collectively the many mechanisms implemented to allow coastlines to evolve more flexibly. Managed retreat strategies create space to enhance the adaptive capacity of coastlines and allow the shoreline to advance inward unimpeded. Such strategies can involve the relocation of homes and infrastructure under threat from coastal flooding or tidal inundation from sea level rise. Managed retreat strategies can also involve setting back a line of actively maintained defenses to a new line inland of the original – or preferably to rising ground – and promoting the creation of intertidal habitat between the old and new defenses. Managed retreat also gives coastal habitats space to migrate inland as sea levels rise.

Mean High Water

An average of all high water heights observed over the National Tidal Datum Epoch (19 years).

Nonconforming Structure (from SMMC 9.52.020.1430)

A building or structure that was erected in compliance with the standards and requirements in effect when it was constructed but does not comply with all of the applicable provisions of this Ordinance including, but not limited to, density, floor area, height, setback, usable open space, and other development standards. See Chapter 9.27, Nonconforming Uses and Structures.

Non-conforming Use (from SMMC 9.52.020.1440)

An occupancy or activity that was established in compliance with the standards and requirements in effect at the time it commenced and has not been abandoned within the same structure or on the same parcel since that date but does not comply with all of the applicable provisions of this Ordinance including, but not limited to, permitted use, location, intensity, operational characteristics, performance standards or hours of operation. See Chapter 9.27, Nonconforming Uses and Structures.

Non-permanent structure (also, temporary structure)

A structure without any foundation or footings, which does not involve grading or landform alteration for installation and which is intended to be removed when the designated time period, activity, or use for which the temporary structure was erected has ceased. Some typical examples include bleachers, perimeter fencing, vendor tents/canopies, judging stands, trailers, portable toilets, sound/video equipment, stages, platforms, movie/film sets, etc.

Offer to Dedicate (OTD)

An OTD is a document, recorded against the title to a property, which is an offer of dedication to the people of the State of California of an easement over the property or a portion of the property. Generally, an OTD allows for specific uses in of the area of the property involved (for example, allowing the public to walk across the area). The offer conveys an easement in perpetuity only upon its acceptance on behalf of the people by a public agency or by a nonprofit private entity approved by the executive director of the Coastal Commission.

Offshore

Off or away from the shore. This area extends from beyond the breaker zone to the outer limit of the littoral zone and beyond.

Open Coastal Waters

The area composed of submerged lands at extreme low-water of spring tide extending seaward to the boundaries of the Exclusive Economic Zone (12-200 miles). This includes navigation channels, turning basins, vessel berthing, anchorage, and mooring areas of Newport Bay.

Overnight Visitor Accommodations

Any hotel, motel, hostel or other similar facility that provides overnight visitor accommodations.

Overnight Visitor Accommodations, Lower-cost

Overnight Visitor Accommodations charging rates less than or equal to the rate determined to be lower cost using the simplified "Robinson" methodology referenced in the Coastal Commission's document: Public Workshop: Lower cost Visitor Serving Accommodations, October 26, 2016.

Palisades Beach Road

The street name for the stretch of Pacific Coast Highway in Santa Monica.

Peak Beach Use Season

The days of the year beginning with the Friday of Memorial Day weekend and ending on Labor Day, inclusive.

Permit

Any license, certificate, approval, or other entitlement for development and for use of property as required by any public agency.

Person

Any individual, organization, partnership, limited liability company, or other business association or corporation, including any utility, and any federal, state, local government, or special district or an agency thereof.

Preferential Parking Zone (from SMMC 3.08.020)

"Preferential parking zone" shall mean a residential area with streets and boundaries designated by the City Council wherein vehicles displaying a permit issued pursuant to this Chapter shall be exempt from parking restrictions established pursuant to this Chapter.

Public Works Facilities:

1. All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission, except for energy facilities.
2. All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities. For purposes of this division, neither the Ports of Hueneme, Long Beach, Los Angeles, nor San Diego Unified Port District nor any of the developments within these ports shall be considered public works.
3. All publicly financed recreational facilities, all projects of the State Coastal Conservancy, and any development by a special district.
4. All community college facilities.

RWQCB

State of California Regional Water Quality Control Board.

Retaining Wall

A wall used to support or retain an earth embankment or area of fill.

Revetment

A sloped retaining wall; a facing of stone, concrete, blocks, rip-rap, etc. built to protect an embankment, bluff, or development against erosion by wave action and currents.

SLC

State Lands Commission

SLR

Sea Level Rise

SWRCB

State Water Resources Control Board.

Sandy Beach Area

includes publicly owned and privately owned sandy areas fronting on coastal waters, regardless of the existence of potential prescriptive rights or a public trust interest.

Scenic and Visual Resources

Unique or high quality public views of beach and ocean, coastline, bluffs, and other unique natural features.

Scenic Corridor

A stretch of area, such as a street or linear public space, identified in the LUP that contains significant public views of scenic and visual resources and which is protected through policies requiring special consideration in the coastal development permit review process.

(Scenic) Vantage Point

A location from which there are significant public views of scenic and visual resources and which is protected through policies requiring special consideration in the coastal development permit review process.

Scour

Scour is the removal by hydrodynamic forces of granular bed material in the vicinity of Coastal Structures. Scour is a specific form of the more general term “erosion”.

Sea Level

The height of the ocean relative to land; tides, wind, atmospheric pressure changes, heating, cooling, and other factors cause sea-level changes.

Seawall

A structure separating land and water areas, primarily designed to prevent erosion and other damage due to wave action. It is usually a vertical wood or concrete wall as opposed to a sloped revetment.

Secretary of Interior’s (SOI) Standards

The Secretary of the Interior Standards for Treatment of Historic Properties published by the U.S. Department of the Interior found at 36 C.F.R. Section 68.3 as it may be amended from time to time.

Sediment

Grains of soil, sand, or rock that have been transported from one location and deposited at another.

Seismic Ground Shaking

Shaking induced by seismic waves traveling through an area as a result of an earthquake on a regional geologic fault.

Shoreline

Intersection of the ocean or sea with land; the line delineating the shoreline on National Ocean Service nautical charts and surveys approximates the mean low water line from the time the chart was prepared.

Shoreline Protective Device

Artificial structures for coastal erosion control and hazards protection including but not limited to revetments, breakwaters, groins, seawalls, bluff retention devices, or deep piers/caissons.

Soft Shoreline Protective Measures or Devices

Types of shoreline protection that use natural or "green" infrastructure such as beaches, dune systems, wetlands, and other systems to buffer coastal areas; may include strategies such as beach nourishment, dune management, and living shorelines.

Special Protection Zone

An area clearly demarcated with a fence or other appropriate border to protect Western Snowy Plover habitat against disturbance by human activity that is established at a location determined through observing Western Snowy Plover behavior on Santa Monica State Beach.

Storm Surge

A rise above normal water level on the open coast due to the action of wind stress on the water surface. Storm surge resulting from a hurricane also includes the rise in level due to atmospheric pressure reduction as well as that due to wind stress.

Stream

A topographic feature that at least periodically conveys water through a bed or channel having banks. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation.

Structure

Anything constructed or erected, which requires a fixed location on the ground, or is attached to a building or other structure having a fixed location on the ground, Including, but not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

Temporary Event

An activity or use that constitutes development as defined in Section 30106 of the Coastal Act, incorporated into this LCP, but which is an activity or function which is or will be of limited duration and involves the placement of non-permanent structures; and/or involves the use of sandy beach, parkland, filled tidelands, water, streets, or parking areas which are otherwise open and available for general public use.

Temporary Structure

A structure without any foundation or footings and which is intended to be removed when the designated time period, activity, or use for which the temporary structure was erected has ceased.

Tidal Epoch

The plane that defines the intersection between the ocean and the land, and it is referenced to an average fixed height of the water level during the tidal cycle. The datum is determined from water level measurements obtained along the coast including estuaries and rivers influenced by the tide. The NOS, which is a branch of the NOAA, is responsible for establishing tidal datums and monitoring water levels in the United States. Tidal datum are local datums, and they vary from location to location along the coasts. All water level observations are referenced to a specific 19-year metonic cycle, or the National Tidal Datum Epoch. The epoch is used for tidal datum determinations, and the 19-year metonic cycle is used to obtain the arithmetic mean of tidal height observations so that all tidal datum determinations throughout the United States will have a common reference. The current National Tidal Datum Epoch is 1983-2001, which recently superceded the previous 1960-1978 epoch.

Tide

The periodic rising and falling of the water that results from gravitational attraction of the moon and sun, and other astronomical bodies, acting upon the rotating earth. The California coast has a mixed tidal occurrence, with two daily high tides of different elevations and two daily low tides, also of different elevations. Other tidal regimes are diurnal tides, with only one high and one low tide daily, and semidiurnal, with two high and two low tides daily, with comparatively little daily inequality between each high or each low tide level

Tidelands

Lands that are located between the lines of mean high tide and mean low tide (from California Code of Regulations, Section 13577; see Public Trust Lands).

Tier

As used in the context of allowable development, refers to the City of Santa Monica General Plan Land Use and Circulation Element system whereby a base height and density or FAR is established in each land use district, which may be exceeded to higher defined limits if the project provides additional community benefits. Districts with Tiers have either two or three tiers defined in the LUCE.

Tsunami

A long period wave, or seismic sea wave, caused by an underwater disturbance such as a volcanic eruption or earthquake.

Unbundled Parking

The practice of selling or leasing parking spaces separate from the purchase or lease of the commercial or residential use.

USACOE

U.S. Army Corps of Engineers.

USC

United States Code.

USFWS

United States Fish and Wildlife Service (also known as FWS).

Vacation Rental (from SMMC 6.20.010)

Home-Sharing

An activity whereby the residents host visitors in their homes, for compensation, for periods of thirty consecutive days or less, while at least one of the dwelling unit's primary residents lives on-site, in the dwelling unit, throughout the visitors' stay.

Vacation Rental

Rental of any dwelling unit, in whole or in part, within the City of Santa Monica, to any person(s) for exclusive transient use of thirty consecutive days or less, whereby the unit is only approved for permanent residential occupancy and not approved for transient occupancy or home-sharing as authorized by this Chapter. Rental of units located within City-approved hotels, motels and bed and breakfasts shall not be considered vacation rentals. (Added by Ord. No. 2484CCS § 1, adopted 5/12/15; amended by Ord. No. 2535CCS § 1, adopted 1/24/17)

Vehicle Miles Traveled (VMT)

An estimate of the City's daily vehicle miles traveled per capita.

Watershed

The geographical area drained by a river and its connecting tributaries into a common source. A watershed may, and often does, cover a very large geographical region.

Wave flooding

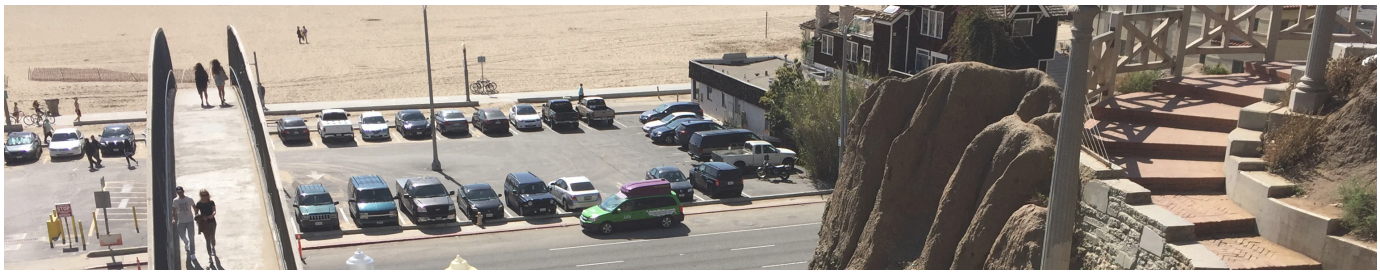
Occurs when the entire shoreline is subject to direct wave attack and damage from wave run-up.

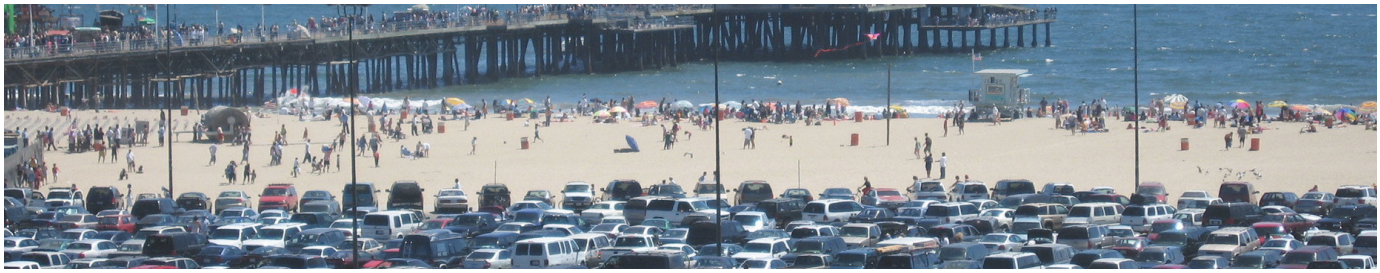
APPENDICES

Appendix 1

Getting to the Santa Monica Pier:
Summary and Analysis of a Travel Mode Survey Conducted in July 2016

Prepared for the Local Coastal Program Update





Planning and Community Development Department
City Planning Division
September 21, 2016

Getting to the Santa Monica Pier

September 21, 2016

Produced by the Local Coastal Program Update Team:

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This project was conducted in conjunction with GoSaMo, a citywide mobility project to move Santa Monica forward.

Summary

The Local Coastal Program Update team conducted a survey on the Santa Monica Pier to collect information on how visitors are parking, moving about, and accessing the Pier. The survey yielded a total of 631 responses, but accounted for 2,347 total visitors when considering party size. The results are representative of high season, mid-week visitors but not statistically conclusive as the study was conducted as an intercept survey and thus dependent on the willingness of Pier visitors to participate. The data appear to support the following:

- Visitors are arriving by a variety of modes, most commonly car, Expo Line, bus, and walking, confirming the City's planning approach to coastal area visitor access;
- Fewer than 1/3 of total survey participants parked at the beach/Pier lots;
- Visitors were more likely to drive and park at the lots closest to the Pier; more return visitors parked at the Civic Center lots and on the streets than infrequent visitors; improved signage and wayfinding, as well as educational outreach, could help redirect visitors to less used options;
- About one-quarter of survey participants only visited the Pier;
- Most of those surveyed who were visiting more than one coastal destination within Santa Monica walked between them; many first time visitors were unaware of nearby points of interest, such as the Third Street Promenade, within walking distance;
- The majority of those surveyed found it easy to access the Pier. Those that drove to the Pier reported experiencing access barriers at a rate of more than four times that of transit riders. The biggest barrier for drivers was heavy traffic coming into Santa Monica. A small number of drivers reported parking barriers;
- The survey picked up significant interest in using transit, particularly the Expo Line.

Purpose

The Coastal Act requires that the coastline be accessible for recreation for all, whether local, from the Los Angeles region, or beyond. The purpose of this survey was to get a better picture of coastal accessibility by understanding what travel modes Pier visitors are using to get to the Pier, where people are parking their cars, and whether Pier access choices reflect City policies and recent investments in transit, bike and pedestrian improvements.

This data will guide policy development for the Local Coastal Program Land Use Plan (LUP) Update project. Similar to the Land Use and Circulation Element (LUCE), Santa Monica's updated LUP will contain policies that promote sustainability objectives such as supportive infrastructure for multi-modal travel alternatives to reduce the community's carbon footprint. Future Coastal Zone access will build on the recent expansion of the Expo Line Light Rail, the opening of the Breeze Bike Share system, and the provision of more "complete streets" that add comfort for pedestrians and cyclists.

Methodology

The 12-question survey was conducted on July 19, 21, 26, and 28, 2016 between the hours of 10:30 am and 3:00 pm. Mid-week, daytime hours during the height of summer were chosen in order to include people during the high summer season but avoid the bias of the busiest weekend hours.

Examples of the survey questions include: "From your origin this morning, how did you get here (check all that apply)?" And, "How did you previously come to the Santa Monica Beach area before the Expo Line opened (please check all that apply)?" The Pier was selected as the focus and location of the survey because of its high visitor traffic volume. The Mobility Kiosk and free sunscreen were used to attract visitors to participate in the survey. There were four to five surveyors administering the surveys on tablets

through a web-based platform. Surveyors were stationary and intercepted people who then volunteered to participate in the survey, meaning that it is biased and not a random sampling. The statistics presented in this report are tabulations of the four survey days' responses. The results are not separated by day, but as totals of the survey period. The results generally refer to the number of respondents unless it is specifically noted that it refers to the total number of people in their parties.

The survey analysis is broken down into the following sections:

- Who is Visiting the Pier?
- Trends in Travel
    1. Primary Modes of Travel
    2. Serving the Los Angeles Region
    3. Serving Families
    4. Accommodating All Ages
    5. Welcoming First-time Visitors
- Where are Pier Visitors Parking?
- Traveling Within the Coastal Zone
- Barriers to Access

Analysis

Who is Visiting the Pier?

Of the 631 respondents, the largest group, 39%, consists of domestic tourists, coming from across the country (Figure 1). The second largest group, 36%, is Los Angeles regional visitors (within 30 miles of Santa Monica). Only 7% of respondents are from Santa Monica, with the remaining 18% coming from abroad. A majority, 57%, came to the Pier in groups of two to three people (Figure 2). Although the survey yielded 631 total responses, it reflects a total of 2,347 Pier visitors.

Figure 1

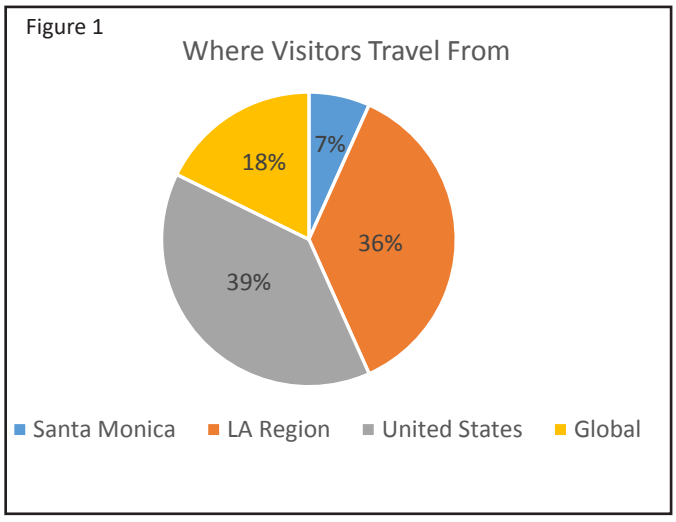


Figure 2

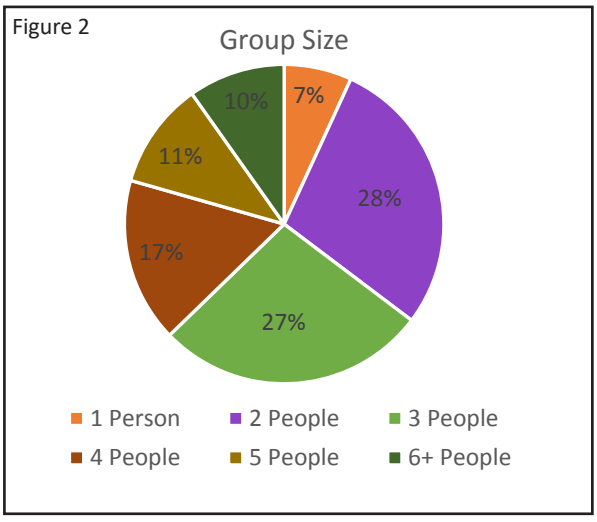
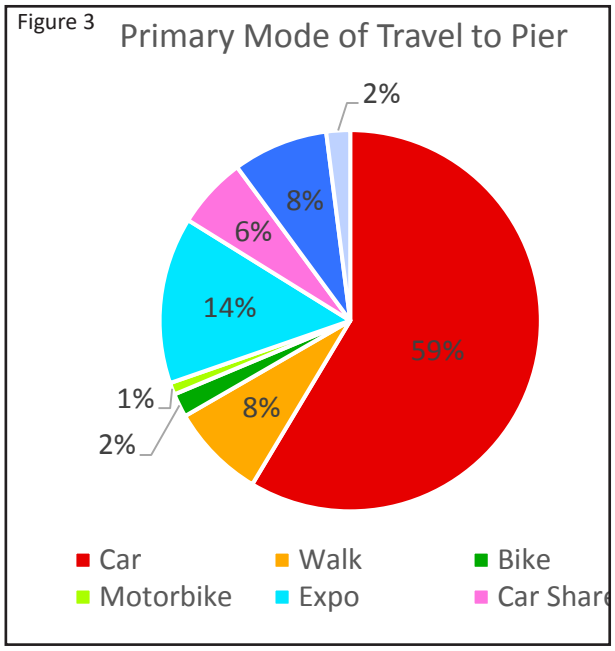


Figure 3



Trends in Travel

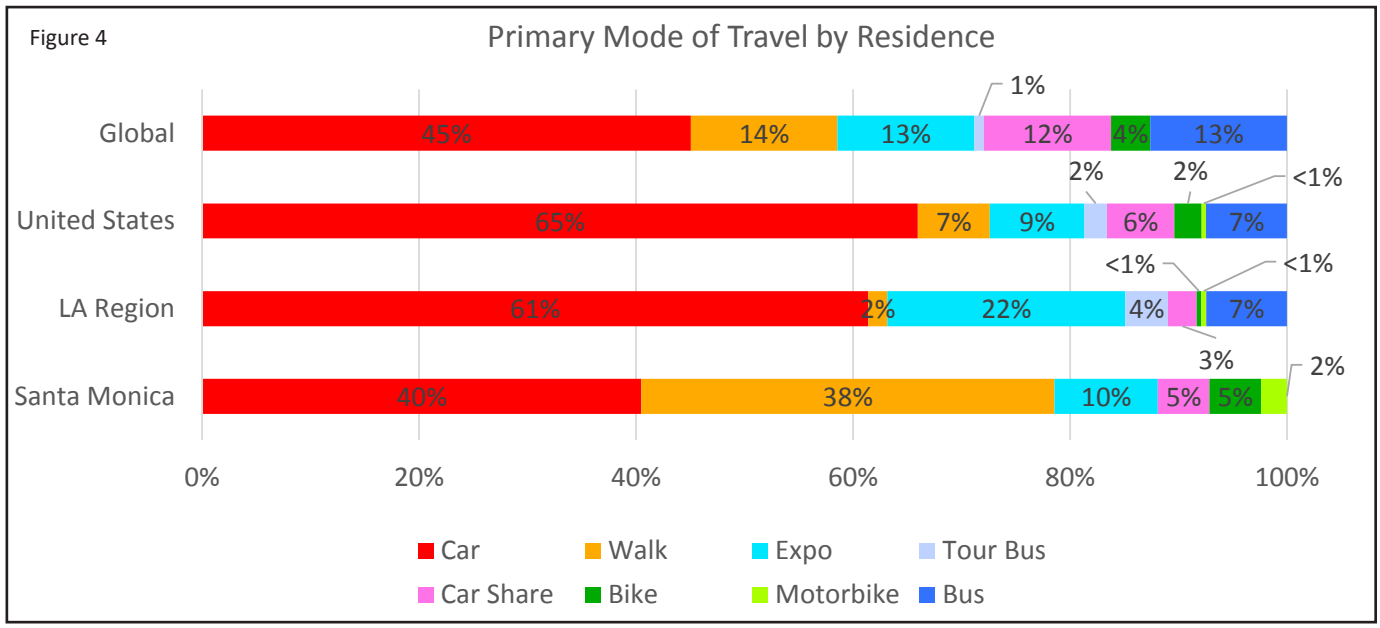
1. Primary Modes of Travel

A central purpose for this survey was to learn about how people are getting to the Pier (Figure 3). The survey found that the majority (58%) arrived by car, followed by the Expo Line at 14%, with walking and bus tied for third with 8% each. 6% used a car share or taxi service. It should be noted that the number of bike riders (Breeze Bikes, rental, or personal) observed during the survey is not consistent with these results. Bike riders are underrepresented as, in general, they rode past the surveyors too quickly and declined to participate.

Looking at the geographic areas where participants live, the data found some interesting differences in travel mode. The two groups in which the majority did not arrive by car were Santa Monica residents and global visitors (Figure 4). Most visitors from the LA region arrive by car (61%), but the 39% who arrived using other modes represent a significant share. In Santa Monica, the number is flipped with 40% arriving by car, and the rest by other modes, primarily walking (38%). Even though Expo had been open for less than two months at the time of the survey, already 22% of LA Regional visitors came to the Pier on the Expo Line.

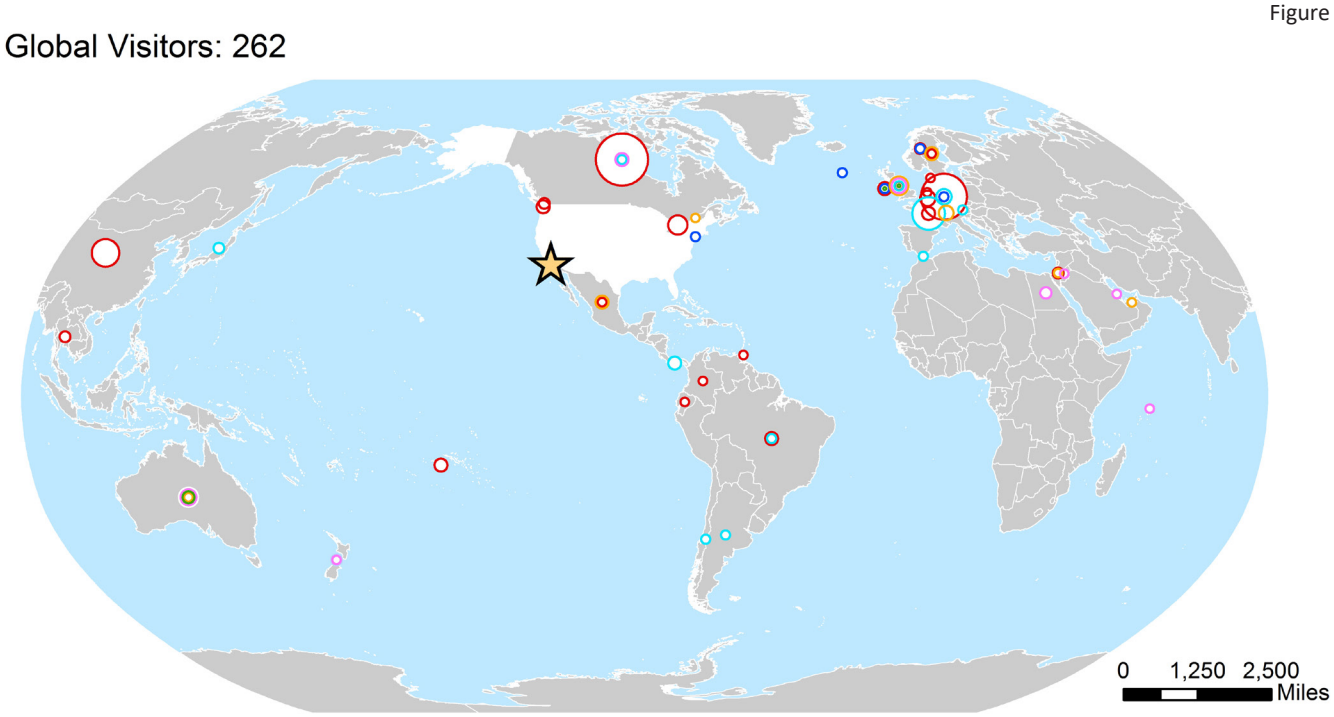
The 90 respondents who arrived by Expo Line were further asked how they came to the Pier prior to the light rail line's expansion to Santa Monica. More than half, or 58 respondents, stated that they used to come by car, representing 9% of the total survey group, indicating a significant shift from car to train in only two months. Over time, with heightened awareness of the option to visit the coast by light rail, it is likely that this percentage would rise. Indeed, some visitors were not informed of this option, like one who told the surveyor: "I am excited to use the Expo when it opens."

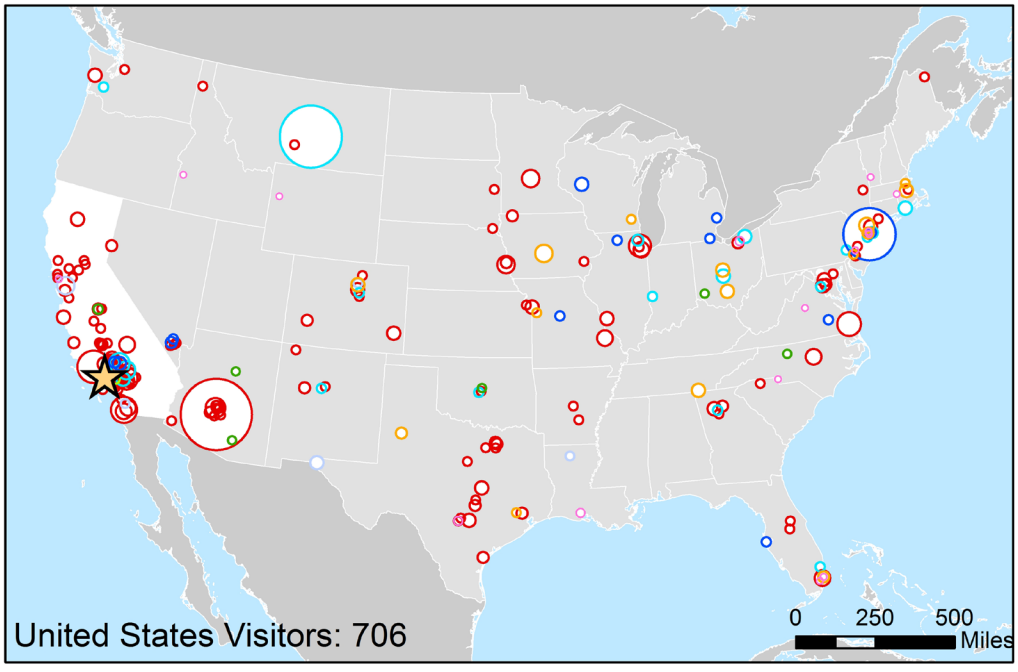
Figure 4

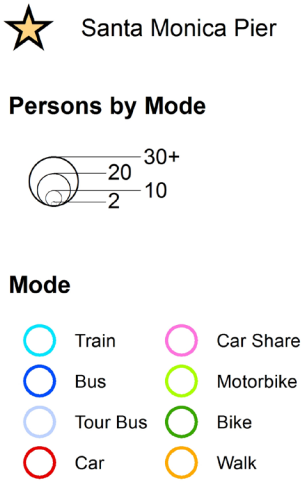


Looking deeper into differences within the geographical areas, the maps in Figure 5 show the center of each recorded zip code and the primary mode of travel used. The size of the circle indicates the number of persons using that mode, including all people in a party (all 2,347 people). The results show, for example, that British, French and US visitors coming from the northeast and Montana utilized public transit more than others in their geographic categories. By contrast, Arizona, Canadian and Chinese visitors represented large groups of those driving to the Pier.

Figure 5







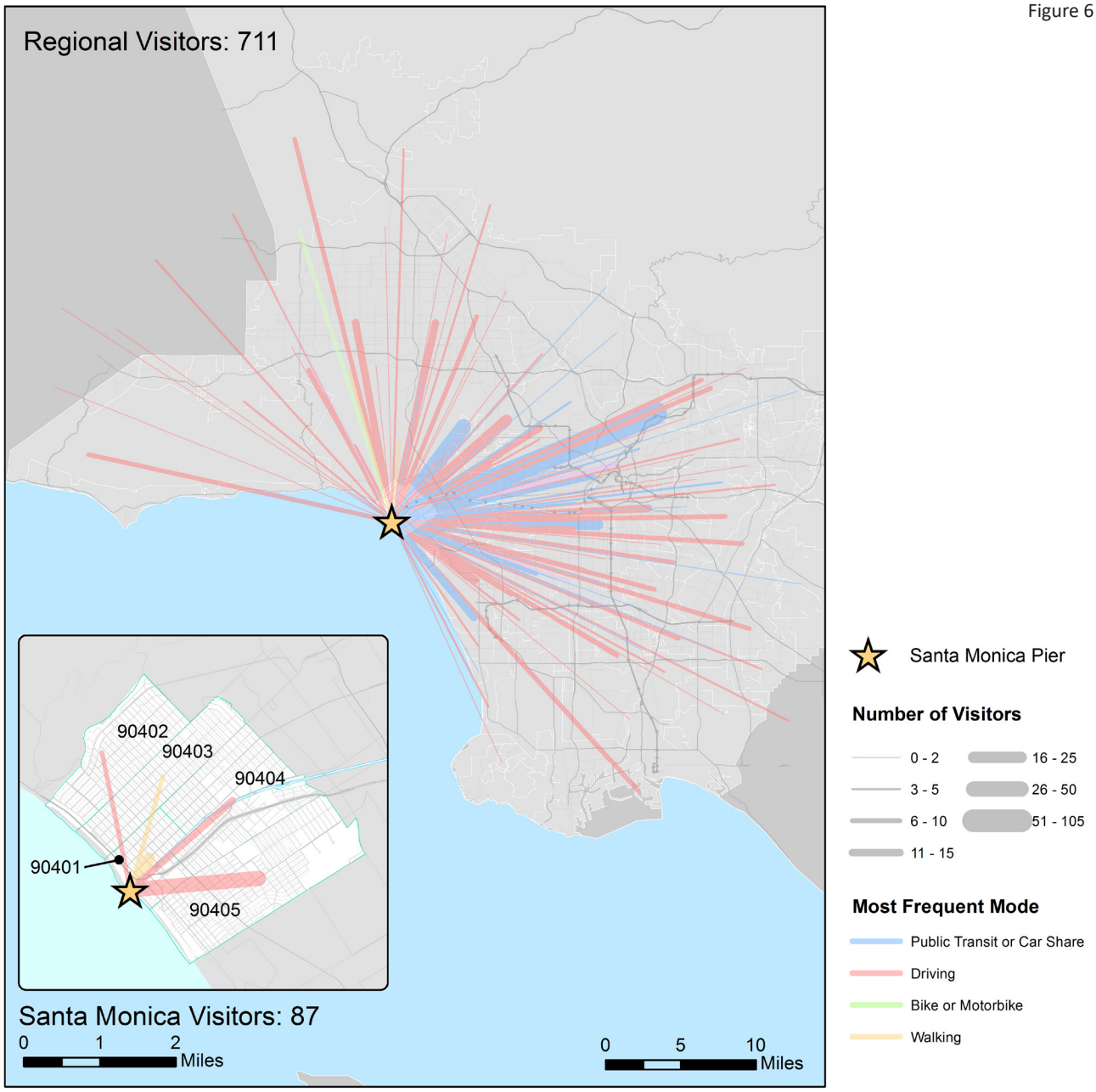
2. Serving the Los Angeles Region

Santa Monica's coastline plays a vital role for the Los Angeles region. The wide, sandy beaches and accessible coastline make Santa Monica a major beach destination for LA residents. Santa Monica's Local Coastal Program is challenged to ensure that the City maintains the region's coastal access, while also ensuring that the coastal environment is not degraded by being "loved too much." It is hoped that the Expo Line, along with recent Big Blue Bus route adjustments will play a significant role in meeting that challenge.

Not surprisingly, survey participants who used Expo mostly came from communities directly east of Santa Monica, with close proximity to Expo Line stations, as shown in Figures 6 and 7. Other high transit use (bus lines) by survey respondents with access to major bus routes like Lincoln, Pico and Wilshire Boulevards can also be seen on the map. In terms of serving the region, it is notable that 29 respondents (4.5%) said that before the Expo Line opened, they did not come to the Pier at all because it was not easily accessible.

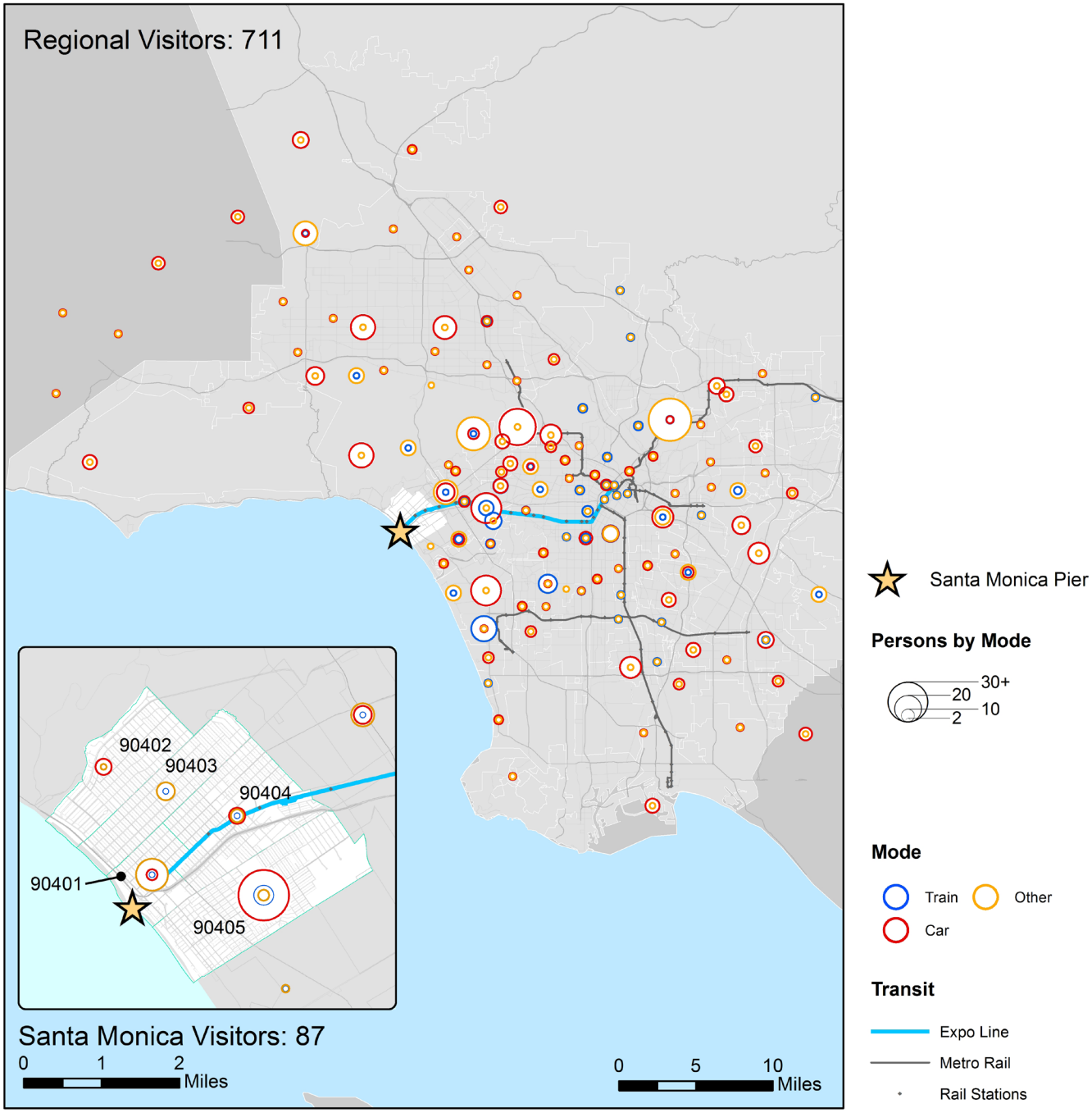
When examining access to the Pier from the 798 LA region residents (including Santa Monica), 159 of the 798 (or nearly 20%) regional visitors (within 30 miles, including Santa Monica) live in zip codes with centers

Figure 6



within one mile of an Expo Line Station. Of those, only 41 people (5.3%) came to the Pier on the Expo Line. 389 Regional Visitors live in a zip code with a center within one mile of any LA Metro Station (49%). 78 people from within this range (20%) arrived on the Expo Line. Clearly, the closer people are to rapid public transit, the more likely they are to take it.

Figure 7

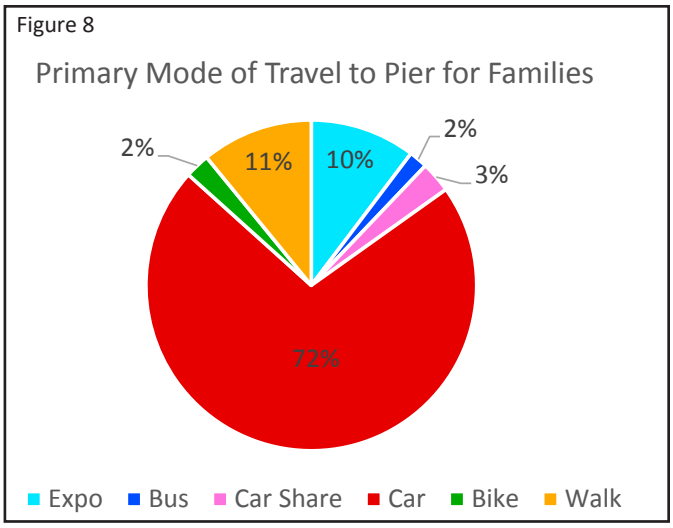


3. Serving Families

For the purposes of this analysis, "family" is defined as a group of at least two people, one adult and one child (less than eighteen years of age). A majority (72%) of families surveyed drove to the Pier (Figure 8), a much higher car use than the overall finding of 51%. In fact, families represented 32% of those accessing the Pier by car, although they make up only 26% or 165 of survey respondents. The average family size of 3.5 boosts the average vehicle ridership (AVR) of those driving to the beach.

The data indicates that providing ample nearby parking for families is important for this group's beach access, although 12% do come by train or bus. Encouraging other modes of travel to the coast is important to ensure that the nearby parking remains available for families, who generally carry with them a day's worth of beach supplies.

Figure 8



4. Accommodating All Ages

The survey also looked at the influence of age in determining travel mode. The largest age group surveyed was 18-35 years old. The majority of these respondents traveled to the Pier by car, followed by the Expo (Figure 9). Age groups above 35 years see a gradual decrease in car use and increase in walking and transit. The 18–35 and 36–49 age groups have the highest driving rates, reflecting the family factor.

Figure 9

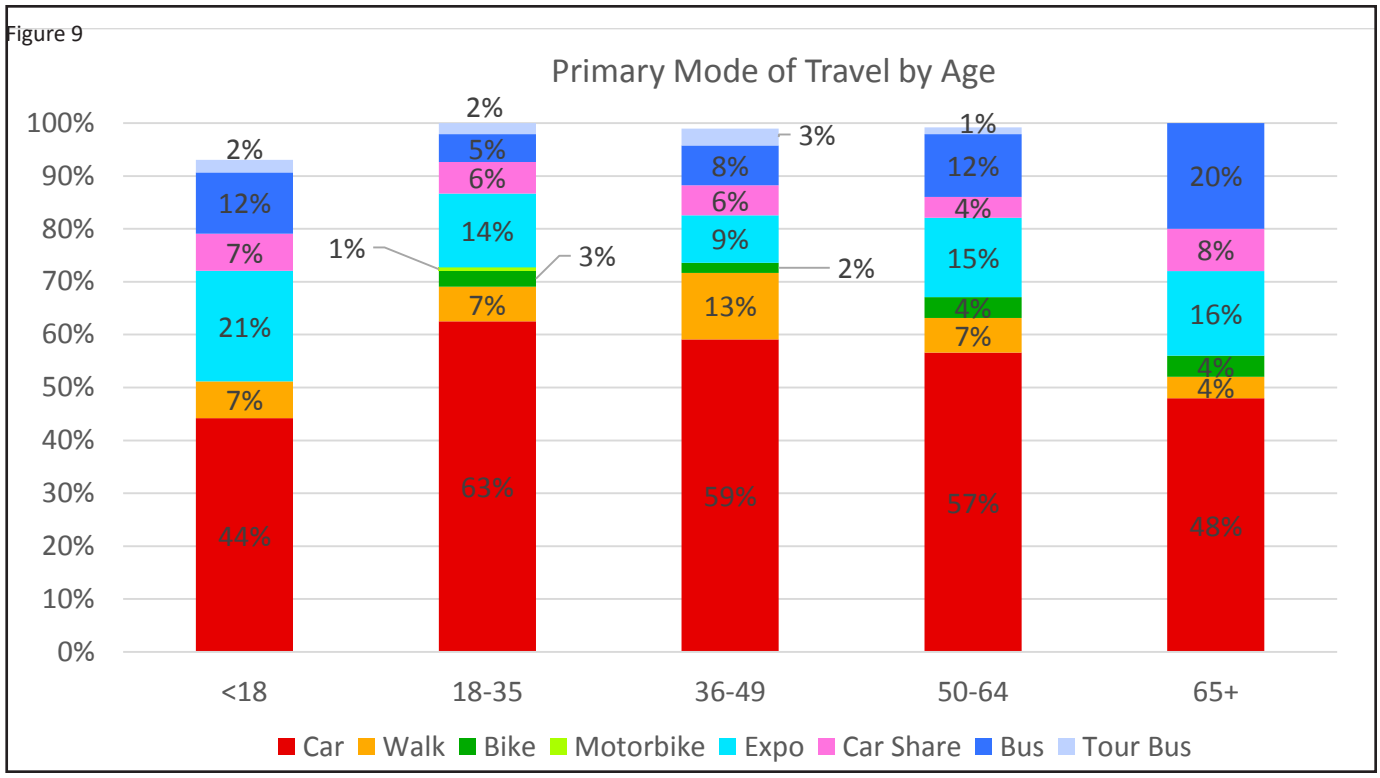
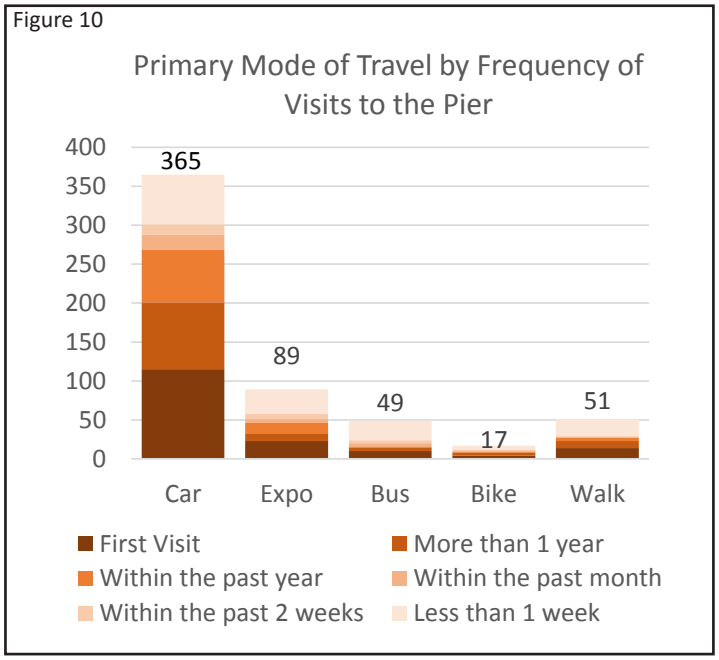


Figure 10



5. Welcoming First-time Visitors

There appeared to be a high correlation between the number of respondents driving to the Pier and their frequency of visits (Figure 10). 199 respondents (32%) stated they were visiting the Pier for the first time. Of these, 58% drove, with 12% taking Expo and 5% taking the bus. As respondents returned to the Pier, results show a decrease in car use. From "first visit" to the most frequent visitors, who last visited "less than 1 week ago," car usage decreased by 16%, Expo use increased by 8%, bus use increased by 11%, and those walking increased two-fold.

One explanation may be that returning visitors are more likely to be aware of alternative transportation modes. This points to the importance of improving transit connections and educating the general public about transit options, including campaigns aimed at tourists, to further reduce coastal visitors' reliance on cars and parking and meet the environmental goals of the City's Sustainable City Plan and the LCP. Aside from the data, in discussions with respondents, surveyors often observed that visitors did not know how to take the bus, where Breeze Bikes are located or how walkable or bike-able coastal destinations are to each other.

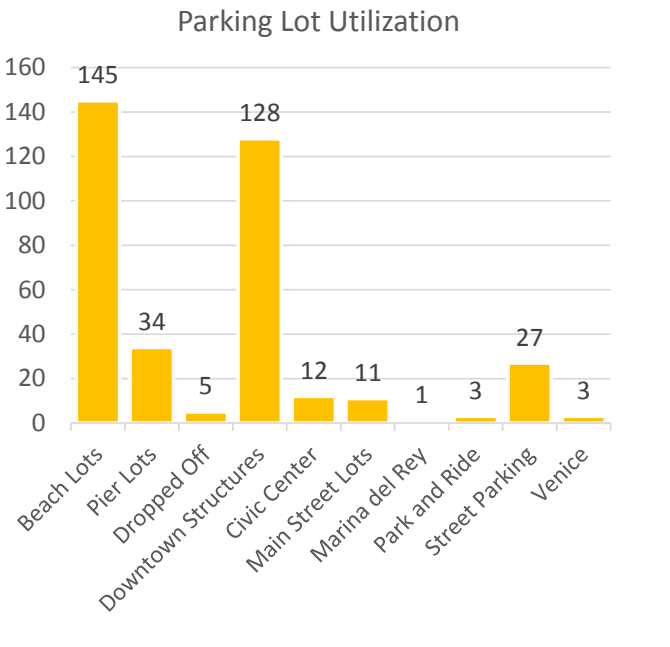
Where are Pier Visitors Parking?

In addition to understanding how many people drive to the Pier, the study also sought to learn where people park when they go to the Pier. It is easy in Santa Monica to "park once" and reach multiple destinations by walking or biking, and the Pier is only a short walk from Downtown and the Civic Center. The study was interested in knowing specifically how reliant visitors to the Pier are on the beach and Pier parking facilities.

The results showed that only 28% (179) of all 631 respondents used the Pier or beach lots to access the Pier, with the other 72% of visitors either parking elsewhere, or arriving by a mode other than car. Of the 368 respondents that arrived by car, nearly half (48%) parked at the beach or Pier lots (Figure 11).

The survey showed that both frequent and infrequent visitors who drove to the Pier mostly parked at the Beach and Pier lots and in the Downtown Structures, shown in Figures 12 and 13. 46% of first-time visitors, and just over half (52%)

Figure 11



of infrequent visitors, those that have not visited the Pier in over a year, parked either at the beach or Pier lots. At least 25% of all groups parked Downtown. Only 2% of first-time visitors and infrequent visitors, one or fewer visits per year, parked at the Civic Center. Conversely, visitors that are more familiar with the Pier, those who have visited within the last week, two weeks, or month, appear to use the Civic Center parking facility more, although they also parked mostly at the beach, Pier or downtown lots. The survey hours were not during the peak (weekend) times, and there is generally parking availability at the beach during the weekdays. On the weekends, awareness of the Civic Center parking capacity is more important, and the survey results indicate that wayfinding help is needed for efficient parking use in the Coastal Zone.

No Santa Monica residents parked at the Pier Lot or the Civic Center Lot and Structure. It is assumed that locals are aware of the congested conditions of the Pier ramp and Pier Lot. Civic Center parking was not used much by survey respondents, which may be because the survey was mid-week when that parking is used for municipal, courthouse and Santa Monica High School users. Mid-week is also the time when parking at the beach is generally available, although often more expensive.

Nevertheless, wayfinding to real-time parking options from the I-10 exit would help visitors to find parking more quickly, particularly during higher peak times. Additionally, it is assumed that mapping apps, such as Google Maps, which 50% of respondents stated they use or are aware of, direct visitors straight to the Pier and adjacent Beach Lots, whereas it would be helpful if these apps took into account that the car's destination is actually to a parking facility, not to the beach itself, and connected with real-time options for drivers.

If more people were aware that other parking options are only a short walk away, demand for the beach lots, which were most highly used by those surveyed, could be reduced. Google Maps offers opportunities for organizations to provide alternative points of interest on the map that could show nearby Pier parking options. Technological improvements may have positive impacts in this way.

Figure 12

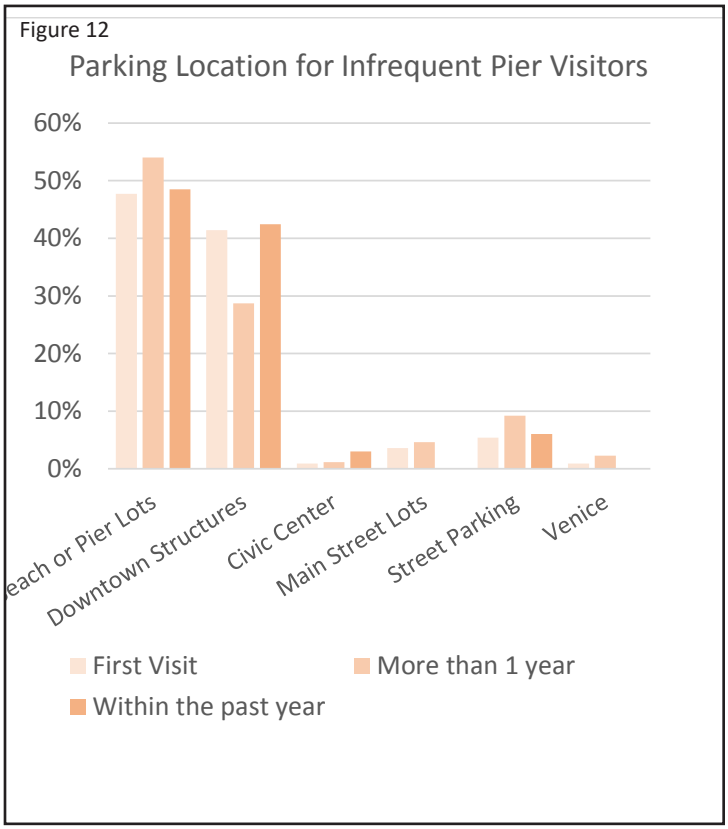


Figure 13

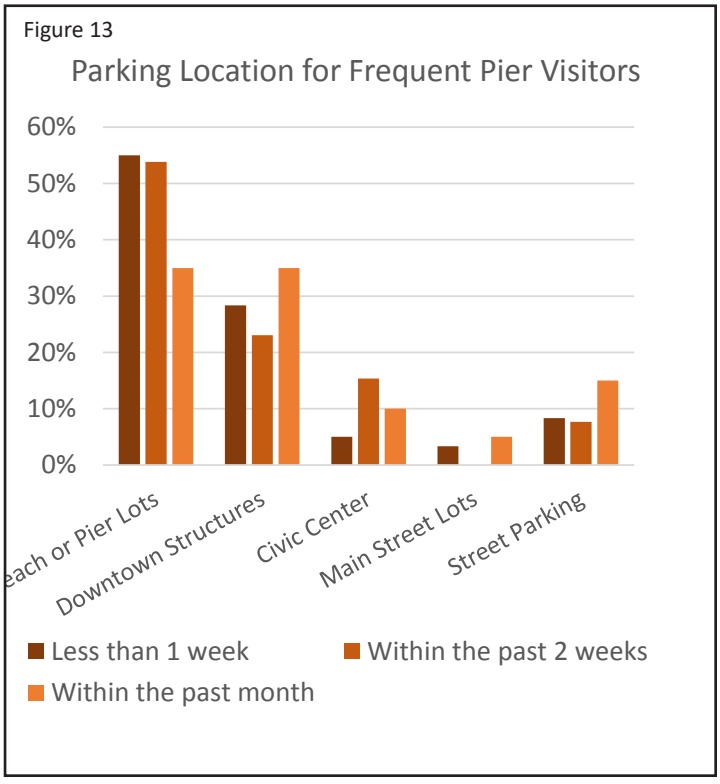
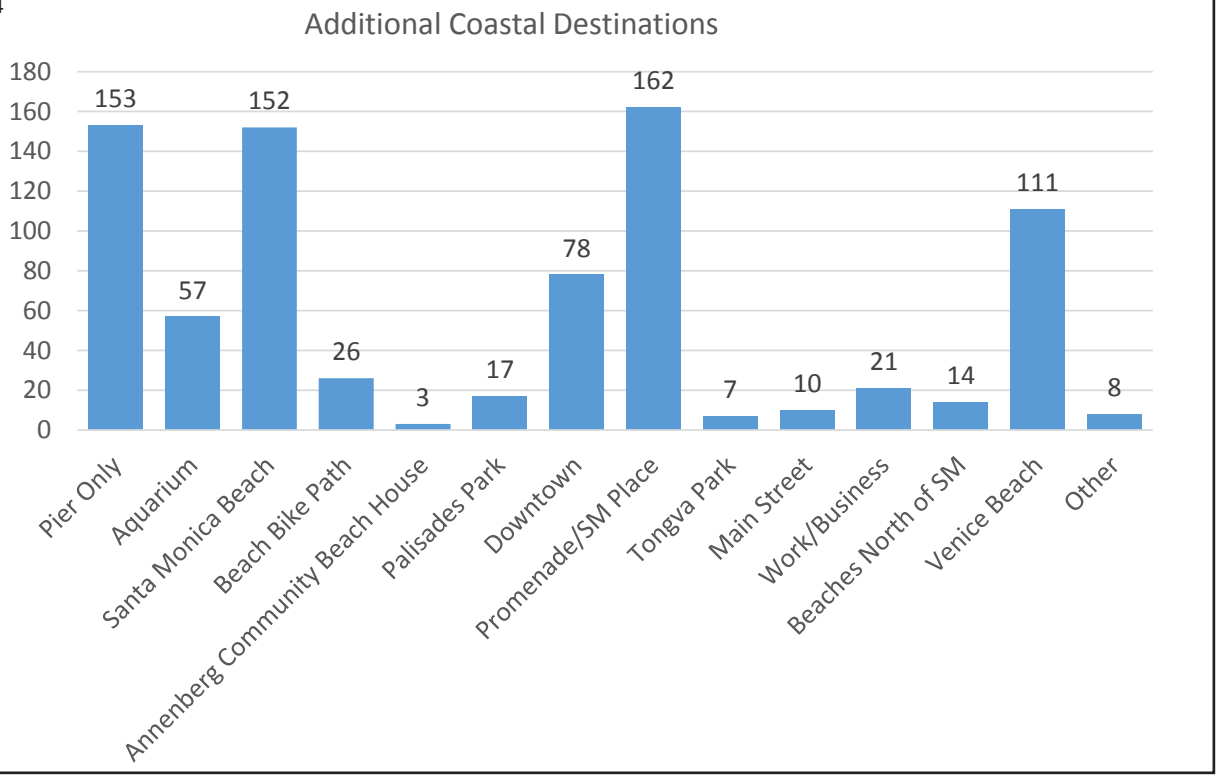


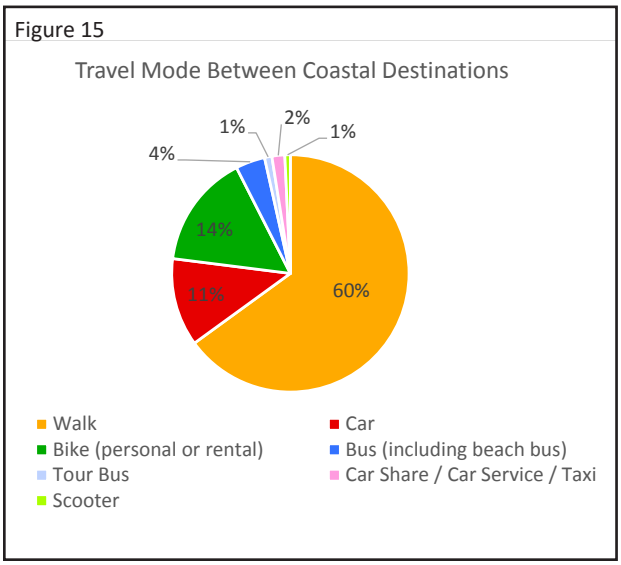
Figure 14



Traveling within the Coastal Zone

While this survey took place on the Pier, it also sought to understand what other coastal destinations people may be visiting and how they will travel there. A significant number of people, 24%, were only visiting the Pier, but many did not know about other Santa Monica attractions or where they are located, such as Third Street Promenade and Main Street. Many did not know the proximity to Venice. Local residents who were only coming to the Pier are using it more for exercise than as a destination, and were observed as predominantly coming in the morning. Nevertheless, the vast majority, (76%) of respondents were also visiting other coastal attractions (Figure 14). Destinations of highest popularity are Downtown Santa Monica (36%), Santa Monica Beach (23%), and Venice Beach (17%). The Aquarium was also noted as a destination by some families visiting the Pier (9%). As a note, a surprising number of people interviewed on the Pier did not know how to get down to the beach by foot or bike, indicating that there may be a need to consider wayfinding through signage or other means.

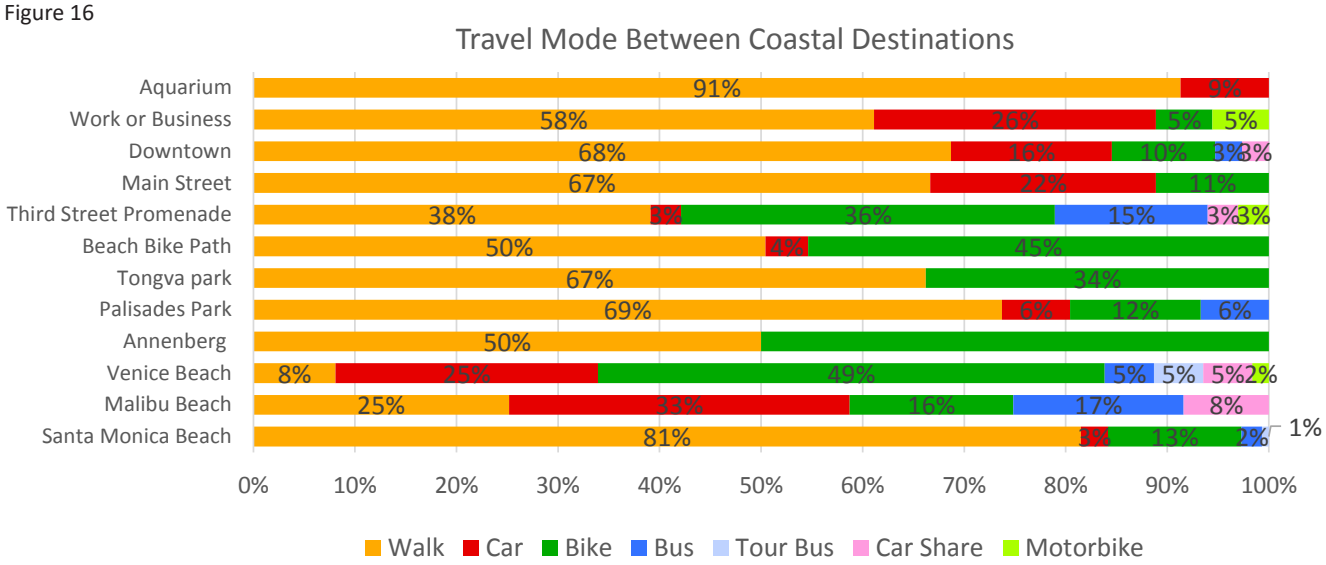
Figure 15



No matter their primary mode of travel to the Pier, 60% of respondents walked to their additional destinations (Figure 15). This is followed by biking, 14%. For visitors driving to the Pier, only 11% continued to use a car as a mode of travel to arrive at their other destinations.

Examining the results from a different angle, Figure 16 shows the breakdown of how people planned to travel to specific destinations. For example, 67% of people walk to Tongva Park, 17% bike (personal or rental), and no one drives. To access the Annenberg Community Beach House, half of respondents planned to walk while the rest planned to bike there. A larger number of people

Figure 16



driving between destinations were heading to Malibu, Venice or Main Street, or were stopping at the Pier on their way to or from work.

Barriers to Access

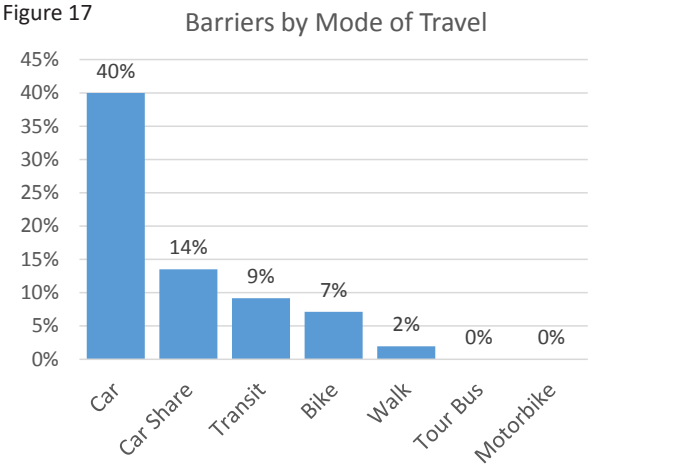
Lastly, this report addresses barriers to accessing the Pier. Of the 365 total respondents who drove to Pier, 145 of them reported experiencing barriers (40%) on their trip (Figure 17). This exceeded the barriers experienced by transit riders by a margin of more than 4:1. Nearly 35% of all respondents that drove to the Pier complained of "heavy traffic coming into Santa Monica". Of the respondents who arrived to the Pier by public transit, 13 reported barriers (9%), with the biggest complaint being "Long wait for transit; bad route or experience." Although this was the most commonly recorded complaint, it was only heard from 9 of the total 158 visitors that arrived to the Pier by transit.

The lack of barriers reported by transit users is encouraging. Nevertheless, ongoing improvements to the quality and reliability of transit are very important to the visitor experience and more information on using transit should have a positive effect on its proportional use by visitors.

Although it is often assumed that difficulty in finding parking is a barrier to accessing the Santa Monica coast, only 8% of all respondents that drove to the Pier had difficulties finding parking. Of those 8%, half of them parked on the Beach or Pier Lots. In other words, despite a majority of respondents accessing the Pier by car, few found it difficult to park in the Coastal Zone.

Groups that included mobility-impaired persons mentioned difficulties accessing the Pier because of the uneven and textured surface of the Pier. This is an issue that is known to the Pier facility managers. Solutions are challenging due to the historic nature of the Pier plank surface and expectation that this authenticity will be preserved.

Figure 17



Conclusion

Although the Pier intercept survey may be somewhat biased as it was dependent on voluntary participation that may over-represent certain groups, it did nevertheless include a large sample of Pier visitors with a full spectrum of ages, group sizes and origins. The modal split for Pier access was encouraging, with more than 40% arriving by means other than car, in a region in which 2/3 of people commute by car and the automobile is the highly predominant mode for recreational travel as well. Furthermore, the surveyors believed that bicyclists were under-represented as many rode by and declined to stop and participate.

To reiterate the findings discussed in the analysis above, the results indicate the following:

- Visitors are arriving by a variety of modes, most commonly car, Expo Line, bus, and walking, confirming the City's planning approach to coastal area visitor access;
- Fewer than 1/3 of total survey participants parked at the beach/Pier lots;
- Visitors were more likely to drive and park at the lots closest to the Pier; more return visitors parked at the Civic Center lots and on the streets than infrequent visitors; improved signage and wayfinding, as well as educational outreach, could help redirect visitors to less used options;
- About one-quarter of survey participants only visited the Pier;
- Most of those surveyed who were visiting more than one coastal destination within Santa Monica walked between them; many first time visitors were unaware of nearby points of interest, such as the Third Street Promenade, within walking distance;
- The majority of those surveyed found it easy to access the Pier. Those that drove to the Pier reported experiencing access barriers at a rate of more than four times that of transit riders. The biggest barrier for drivers was heavy traffic coming into Santa Monica. A small number of drivers reported parking barriers;
- The survey picked up significant interest in using transit, particularly the Expo Line.

The City has demonstrated its commitment to improving wayfinding and establishing safe pathways for pedestrians and bicyclists through its Bicycle and Pedestrian Action Plans. The survey confirmed that these measures are important, particularly based on the high number who reported that once in the coastal area they would be walking between multiple destinations. The City's efforts to encourage transit use to access the Pier and beach as a strategy for reducing congestion and GHG emissions also seem to be having some early success, with a 14% modal share for Expo only two months after its opening. More education about transit options, parking facilities within walking distance of the beach, bike paths and the bike share program would allow visitors, particularly those coming to Santa Monica for the first time, to plan their trips more knowledgeably, which would reduce the number of vehicles and traffic congestion at the coast and enhance the beach experience for all.

Appendix 2

THE OWL ON THE PIER:

A Virtual Reality Tool to Educate and Engage the Community on Climate Change and Sea Level Rise

Prepared for the Local Coastal Program Update

Planning and Community Development Department

City Planning Division

June 2017

The OWL on the Pier

June 2017

Produced by the Local Coastal Program Update Team and the Climate Action and Adaptation Plan Team:

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- Jay Farrand
- Police and Harbor Guard

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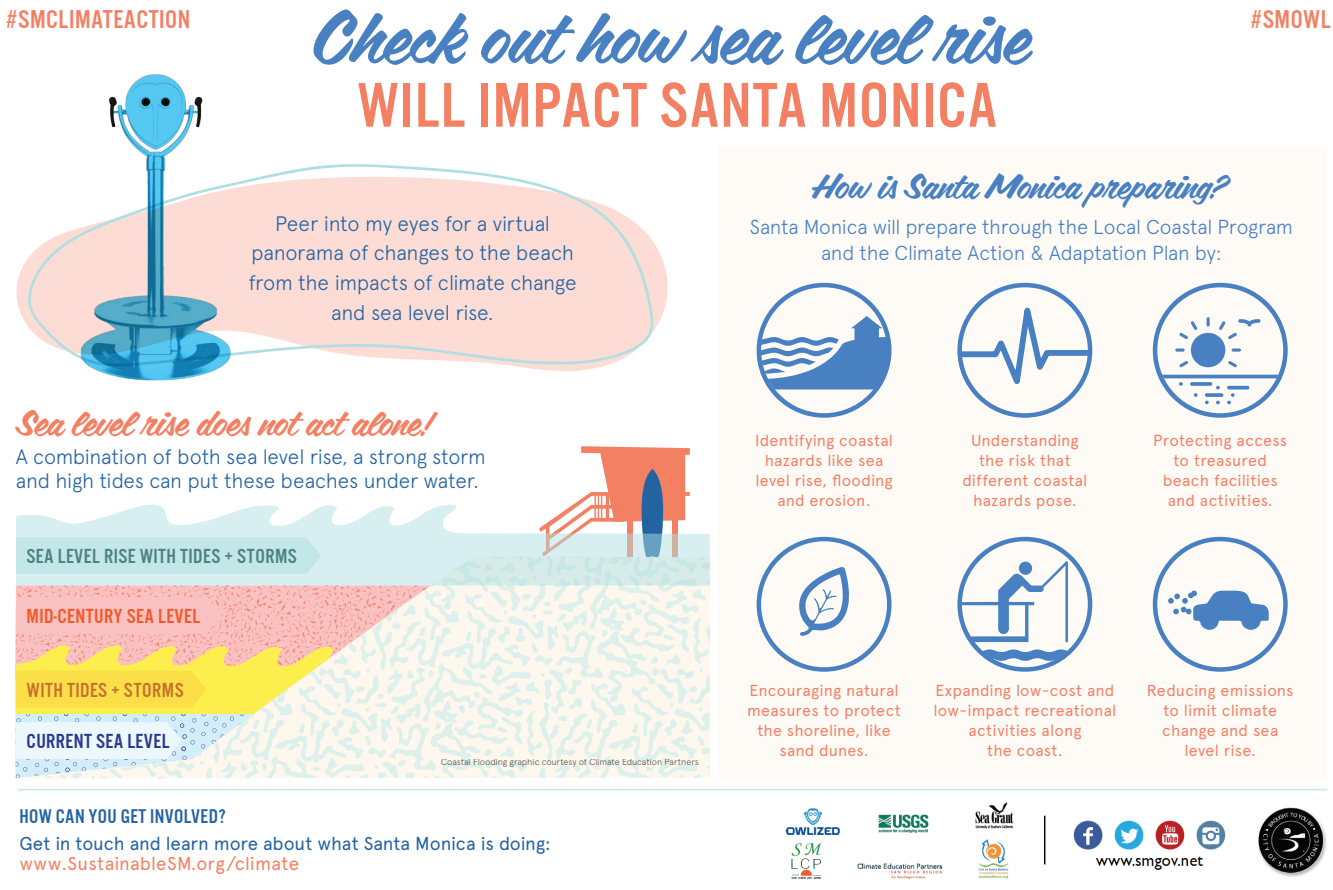
- Juliette Finzi-Hart

BACKGROUND

Globally, the data emerging from climate models indicate that the impacts of climate change are already measurable and on an upward trajectory, including sea level rise along the California coast. However, for many this is a distant concept that is hard to comprehend, much less perceive as a real threat to our community's environmental and public health. It is important that the community understand the processes that are shaping our coastline in the coming century in order to arrive at a consensus about enacting reasonable precautions and regulations that respond to the changing environment. This report documents the City's outreach initiative that incorporated available augmented reality technology to push the boundaries of community engagement on this difficult topic.

While it is challenging, the City must engage the public about anticipated sea level rise along the Santa Monica coastline as the City updates its Local Coastal Program Land Use Plan and develops the Climate Action & Adaptation Plan. The update of the LCP offers the City and the community the opportunity to take stock of the changes in the coastal zone over the last 20 years, while planning for multimodal access to Santa Monica's famous beach attractions. The LCP is now required to include policies that prepare the City for implications that sea level rise will have on coastal development. The Climate Action & Adaptation Plan seeks to maximize the community's ability to reduce and mitigate greenhouse gas emissions as much as possible while preparing to adapt to unavoidable impacts of climate change.

THE OWL ON THE PIER



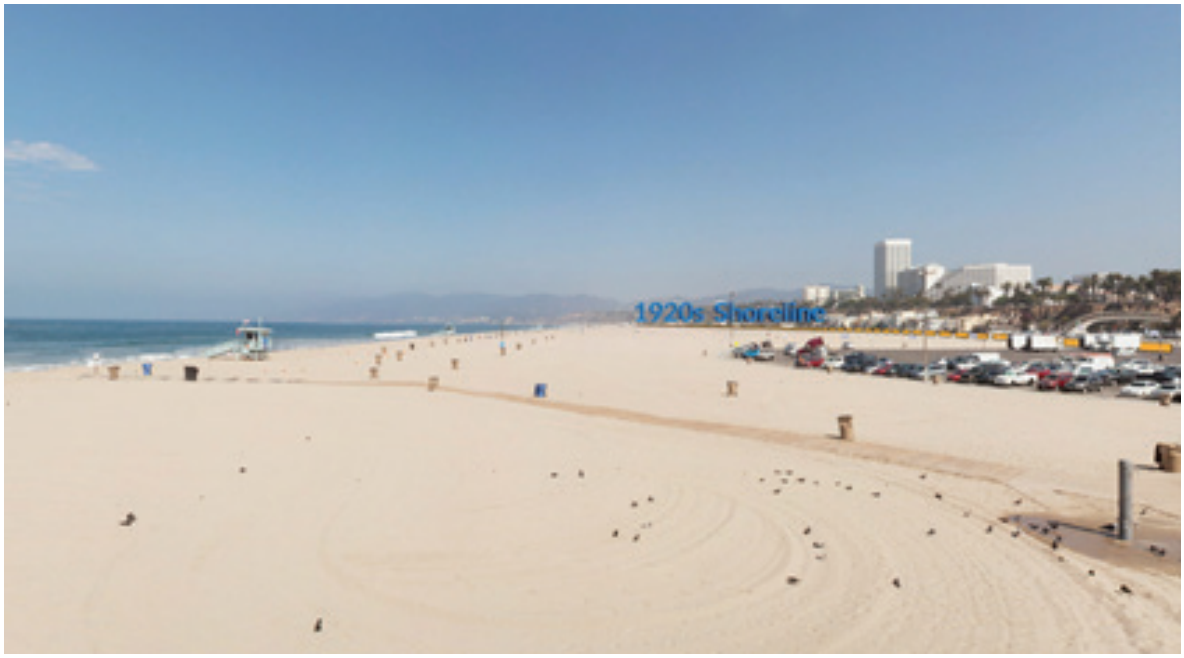
In late 2016, in partnership with USC Sea Grant and the US Geological Survey (USGS), the City engaged Owlized, Inc. a northern California-based technology company, to develop an augmented reality experience on the Santa Monica Pier. Dubbed "The Owl on the Pier," the installation was comprised of two "Owls" for both full height viewing and for accessibility to people confined to wheelchairs and to children. The Owl content featured current and potential future scenarios of the beach based on recently released data provided by the USGS' climate modeling.

The Owls initially appear to be classic telescopic viewers one would find at scenic outlooks. But once approached and activated, the interactive Owl began to speak to its users about possible future climate-induced changes to the coastline and displayed a series of images using augmented, digital technology. After viewing the current scenario and explaining that the coastline may change, the Owl surveyed the user to gauge concern about sea level rise. The question was repeated later to compare whether the next scenarios depicting sea level rise conditions affect the viewer's level of concern. This was followed by exploration of a "soft" adaptation measure that is considered to be a natural approach to mitigating wave run-up.

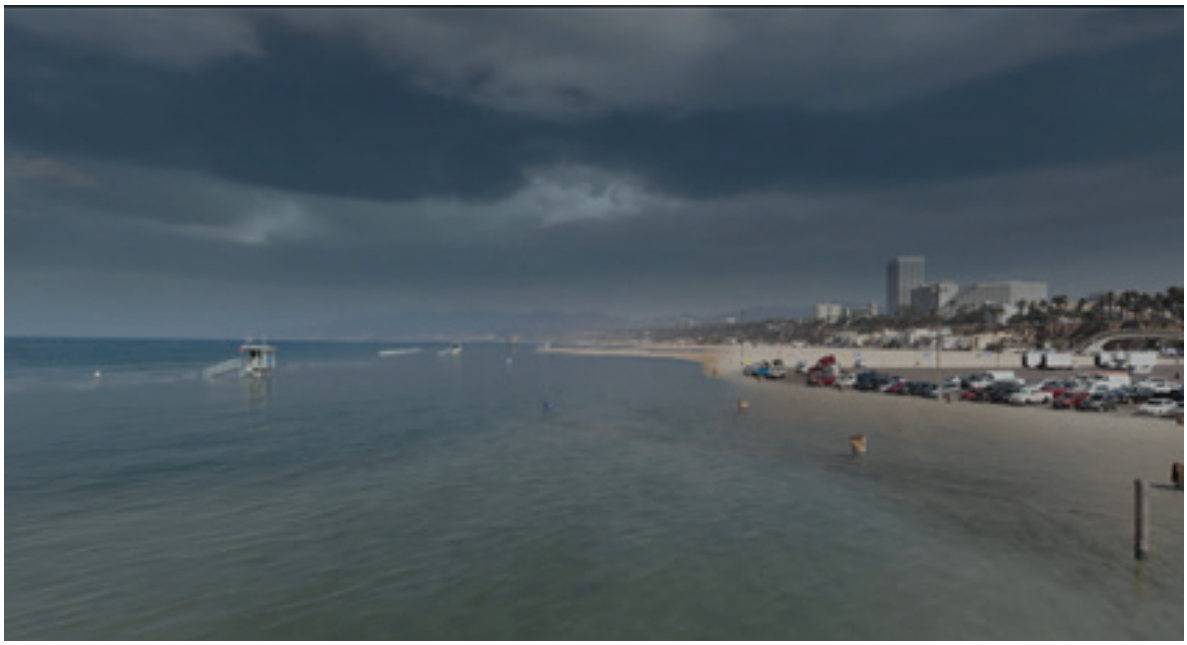
The Owlized experience was available on the Pier and through a dedicated website for mobile devices. The two Pier Owls were installed for more than three months beginning in November 2016. The City and its partners actively promoted utilization through a press release and demonstration, news articles, advertisements, social media and Seascape. Before its removal in February, over 10,000 people had visited the Owls, and more than 2,500 of those participated in all or part of the Owl's survey. In addition about 1,000 people viewed the Pocket Owl and answered all or part of its survey.

INSIDE THE OWL

The images below depict the scenarios shown to Owl viewers. They start with a typical sunny day in Santa Monica today, reminding viewers that the wide beach was once much narrower by noting the 1920's shoreline. The second scenario depicts how a major storm can already run up on the shoreline today.



The beach today, noting the location of the shoreline in 1920.



The current wave run-up experienced during a major storm.

The next two images show the same scenarios in the future, when Sea Level Rise reaches 3 meters. Note that on a daily basis, the lifeguard station, shown in its current location, would be in the water and would require relocation further back. The last image in this series shows how a major storm might result in wave run up as far back as the east side of the parking lot.

The beach as forecast with three meters of SLR causing shoreline retreat.

Wave run-up in a major storm with three meters of SLR.

The last scenario in the Owl narrative depicted an example of "soft shoreline protection" as an adaptation strategy. The adaptation is in the form of a dunescape, with a bridge provided for shoreline access.

Sand dunes as an adaptation measure to respond to wave run-up due to SLR

RESULTS

The Owls were successful in engaging a larger, more diverse audience than typical City outreach efforts. Of nearly 10,000 viewers engaged, about a quarter answered the first survey question. The number of responses dropped off as the survey progressed with about 930 completing all six key survey questions. These questions were aimed at understanding participants' level of concern about the consequences of anticipated sea level rise both before and after the Owl provided them with a digitally-enhanced picture of the beach on a typical day and after a storm under future conditions. The Owl also showed how the beach might appear if the City were to develop dunes to mitigate wave action on the beach and solicited opinions about adaptation approaches.

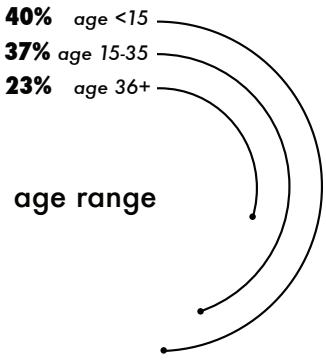


Fig. 1 *Ages of Respondents*

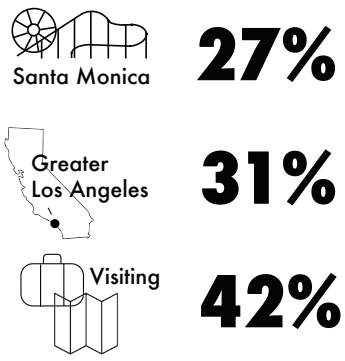


Fig. 2 *Respondents' Place of Residence*

Demographic information about participants' age and residence collected by the Owl provided an opportunity to analyze the concerns of City residents (about a quarter of the respondents), regional residents (58%, including Santa Monicans), and the entire group, including more than 2000 out-of-area visitors. A large majority of Owl visitors, both local and non-local, were young adults and children (Fig. 1). The results were somewhat different for the Pocket Owl. Nearly 45% of its viewers were aged between 15 and 35, and another 21% each were in older age groups (36-50 and 51-72). The following analysis shows some interesting results achieved by comparison and correlation of answers with age group and location of residence.

Overall, a majority of participants were concerned about present flooding from high tides and storms and future flooding augmented by sea level rise. (Fig. 4). Younger adults showed the highest degree of concern, including the highest percentage of extremely concerned responses after viewing future flooding. As Fig. 3 below indicates, in all age groups, between 30% and 35% were either not very or not at all concerned.

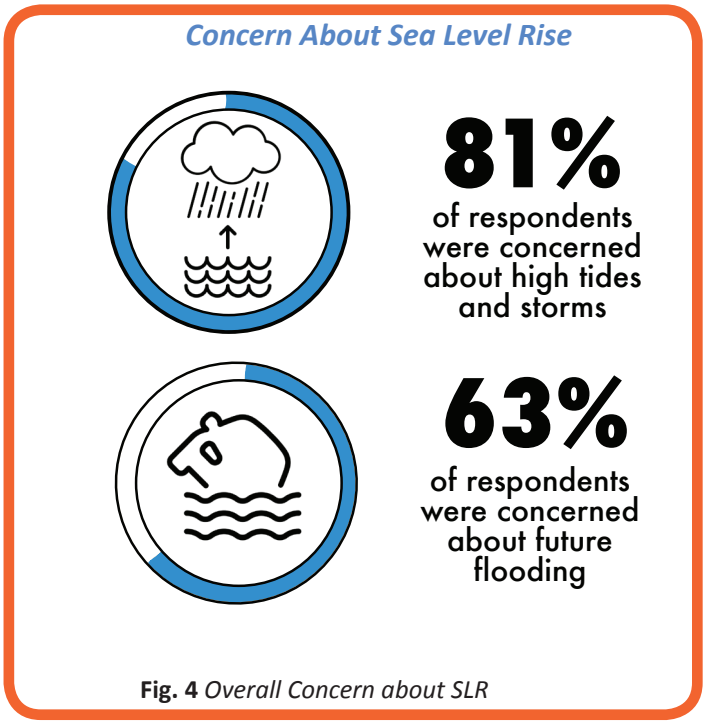


Fig. 4 *Overall Concern about SLR*

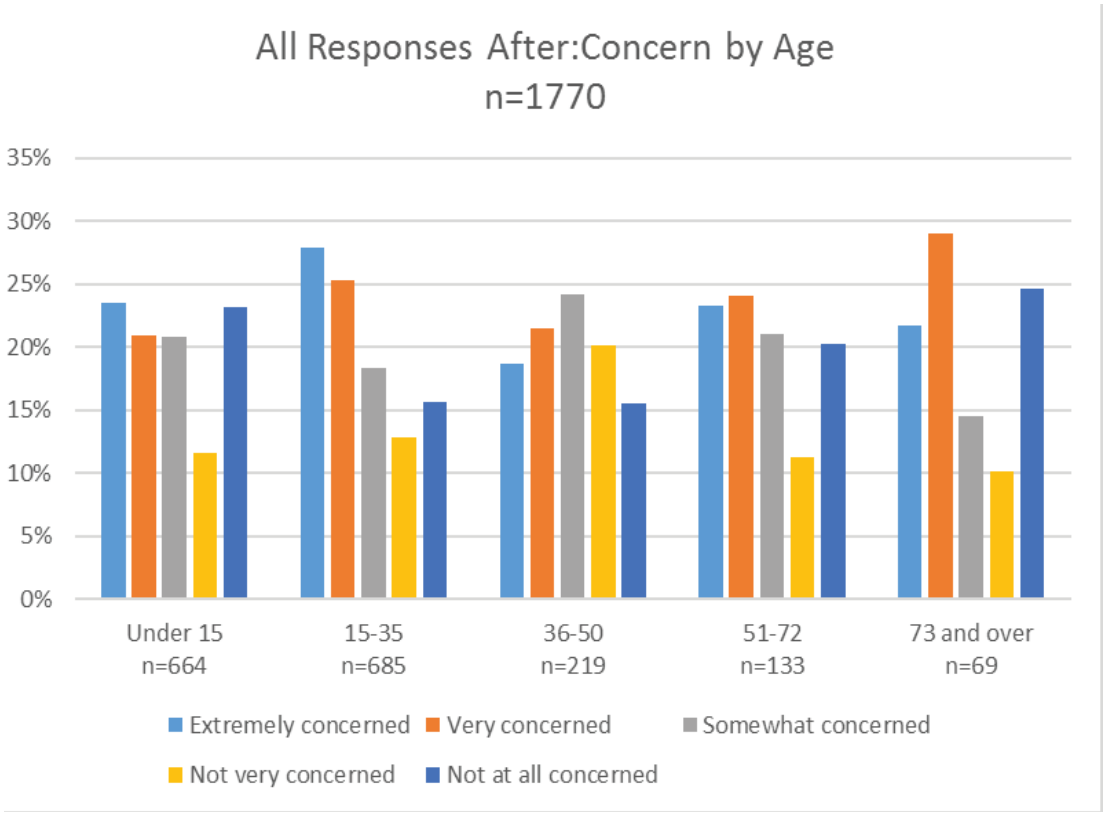


Fig. 3 *All Responses: Concern by Age*

Santa Monica residents showed a somewhat higher level of concern about current sea level rise than residents of the surrounding region in their responses to the Owl survey. Over 60% of Los Angeles region residents, and over 70% of Santa Monica residents, were either very or extremely concerned about sea level rise after they viewed the Owl's scenario showing the current level that flooding now reaches during a major storm. About 15% in the LA region, and 11% of Santa Monica residents, stated that they were not very concerned or not concerned at all after seeing that scenario.

It was surprising to find a reduced level of concern after participants viewed the future storm scenario, which essentially covered the beach and rose against the side of Bubba Gump Shrimp Co., but did not quite reach PCH. About the same proportion (48%) of Los Angeles region and Santa Monica residents who viewed both scenarios expressed high levels of concern about future flooding. About 33% of LA and 38% of Santa Monica residents dropped their levels of concern to "not very" or "not at all" after viewing the future flooding scenario. This contrast is shown in Fig. 5.

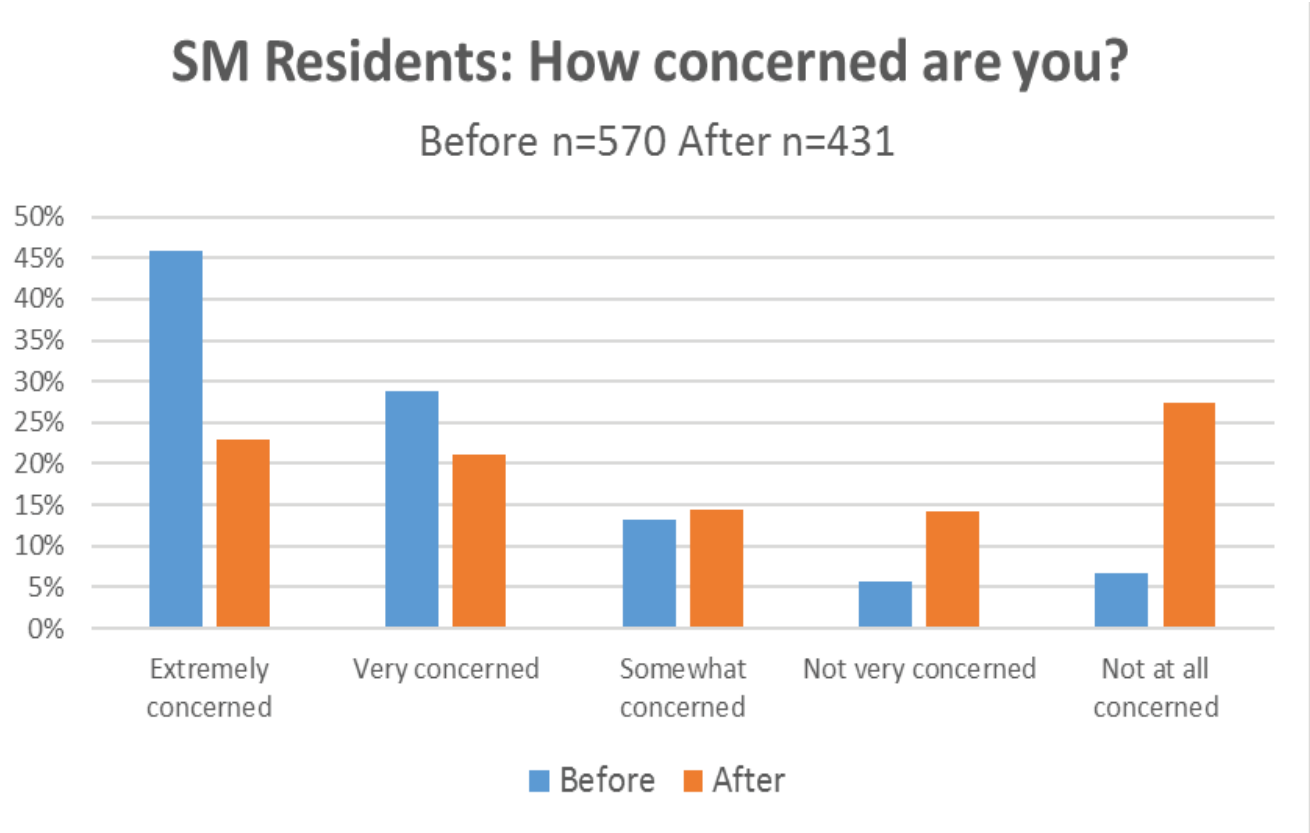


Fig. 5 *SM Residents: Changes in concern after viewing SLR + Coastal Storm*

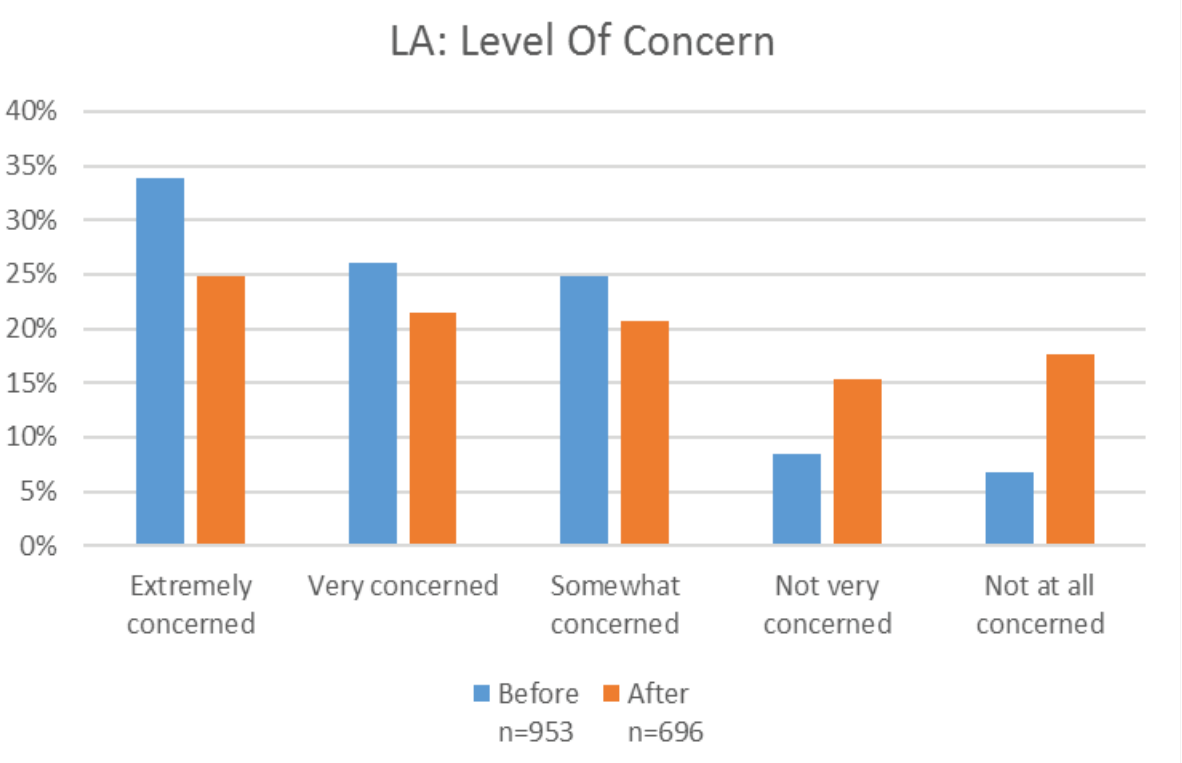


Fig. 6 *Los Angeles Residents: Changes in concern after viewing SLR + Coastal Storm*

Why would participants be less concerned after seeing extreme flooding with sea level rise and coastal storms?

The project team expected to illicit more concern and interest from participants after depicting an extreme sea level rise scenario with coastal flooding. The results had shown the opposite effect with the portion of 'extremely concerned' falling over 20% and the portion of those 'not at all concerned' rising by almost the same amount.

There is not enough information to make conclusions in regard to the psychological impact of the experience or individuals' underlying perceptions of climate change. However, other studies on attitudes on climate change may be useful in attempting to qualify these findings.

The Yale Program on Climate Change Communication and the George Mason University Center have conducted a national study on climate change between 2008 through 2016. The study asks Americans about their beliefs, attitudes, policy support and behaviors toward climate change.

While a significant majority of American adults (70%) believes that climate change is happening (Fig. 7), only 40% of them believe that climate change/global warming will harm them personally (Fig. 8). In Los Angeles County, 74% of adults believe that climate change is happening, while only 52% believe that global warming will harm them personally.

This disconnect between global concern and localized concern mirrors the results from the Owlized experience on the pier. A coastal storm event augmented by sea level rise appears to only affect a small group of people living along Pacific Coast Highway.

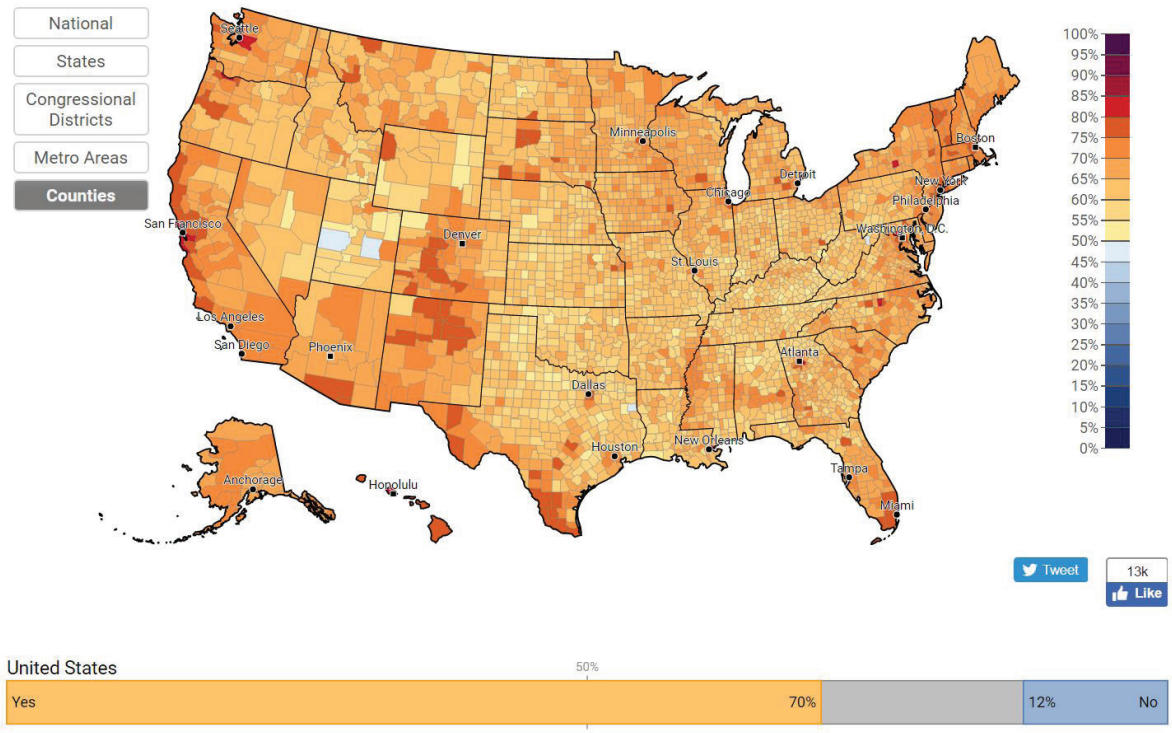


Fig. 7 *Global Warming is Happening*[1]

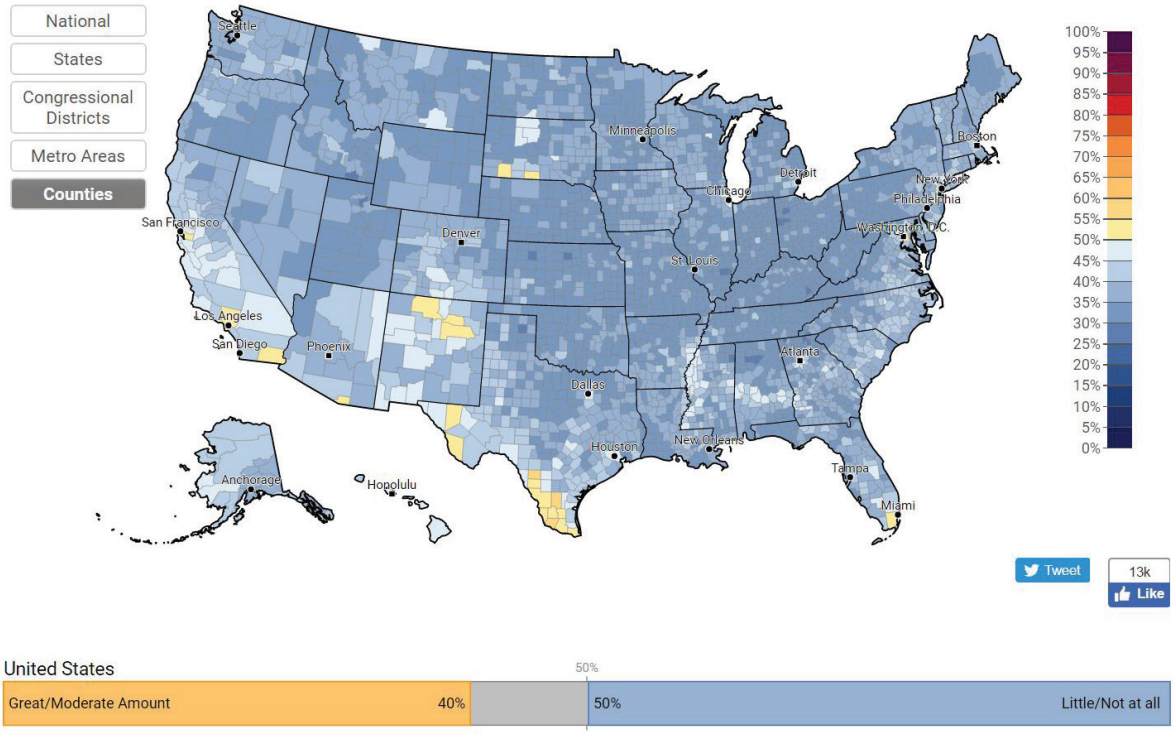


Fig. 8 *Global Warming Will Harm Me Personally*[1]

[1]Leiserowitz, A., Maibach, E., Roser-Renouf, C., Rosenthal, S., & Cutler, M. (2017). Climate change in the American mind: November 2016. Yale University and George Mason University. New Haven, CT: Yale Program on Climate Change Communication.

Reactions to Implementation of "Soft" Shoreline Protection (Dunescape)

Having demonstrated the potential flooding conditions when sea level rise results in a changing shoreline, the Owl then provided a scenario (shown above) in which sand dunes were imagined north of the Pier to slow wave run-up and maintain a recreational beach. Participants were asked about their preference in approaching solutions for protecting the coastline or retreating from coastal hazards. The Local Coastal Program Land Use Plan will include policies that favor more natural or "soft" protective devices as appropriate for Santa Monica Beach.

Overall, participants expressed support for creating natural dunes and allowing them to evolve to mitigate sea level rise and storm flooding. Nearly half of Santa Monica residents (Fig. 9) chose that option. About 20% felt the beach should be raised to keep up with sea level rise, a process of "beach nourishment" that has been used in past years but may become increasingly costly and challenging in the future. Only a small proportion, less than 10%, favored retreat as an option, and less than 15% favored seawalls.

As the figures below show, the preference for allowing dunes to evolve was preferred by all ages, and particularly by young adults, the same group that expressed the most concern about future flooding. This is confirmed in Fig. 11, which also shows that those most concerned and those least concerned about flooding shared a strong preference for allowing dunes to evolve into a more natural coastline.

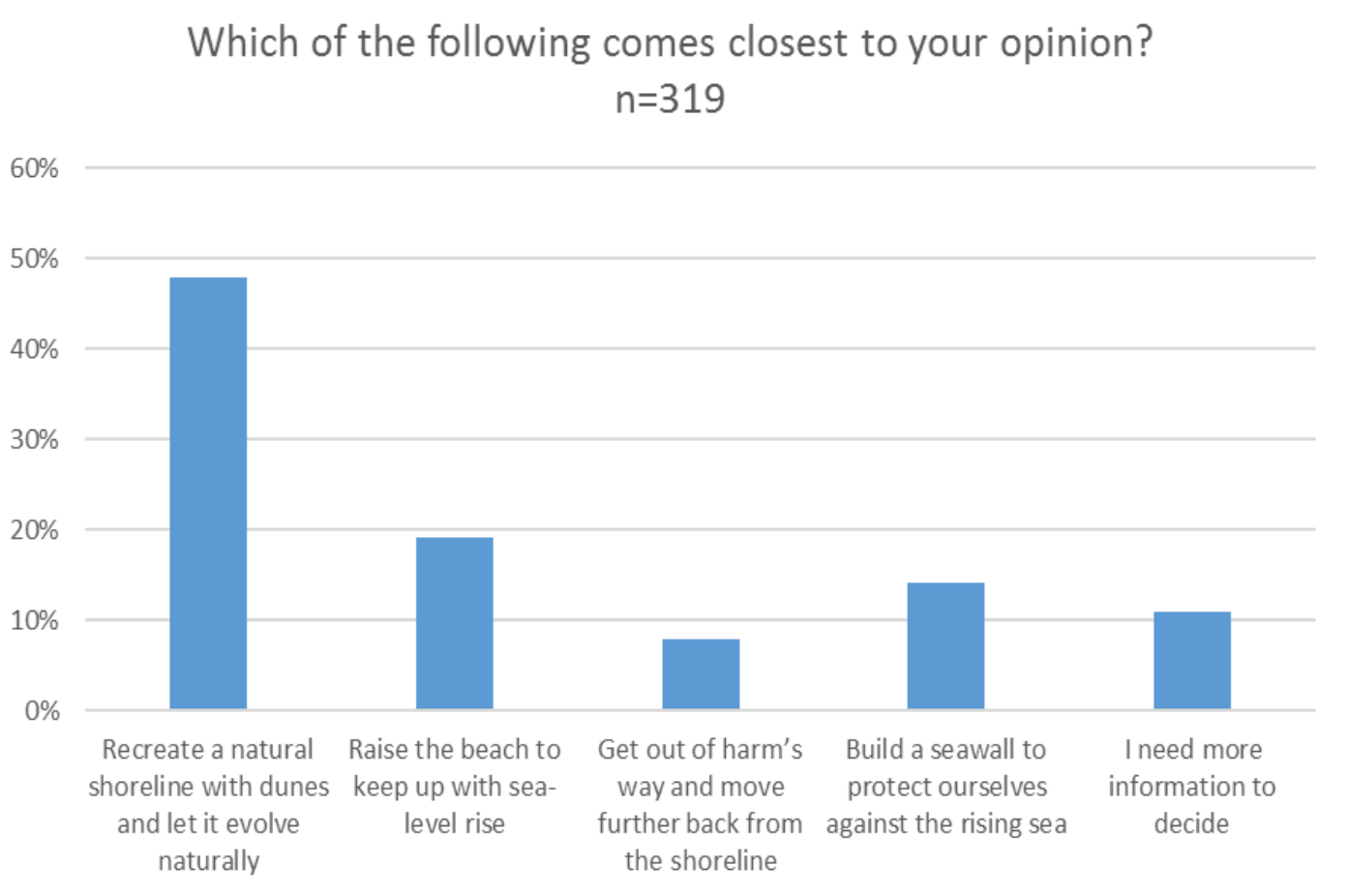


Fig. 9 *SM Residents' Adaptation Preferences*

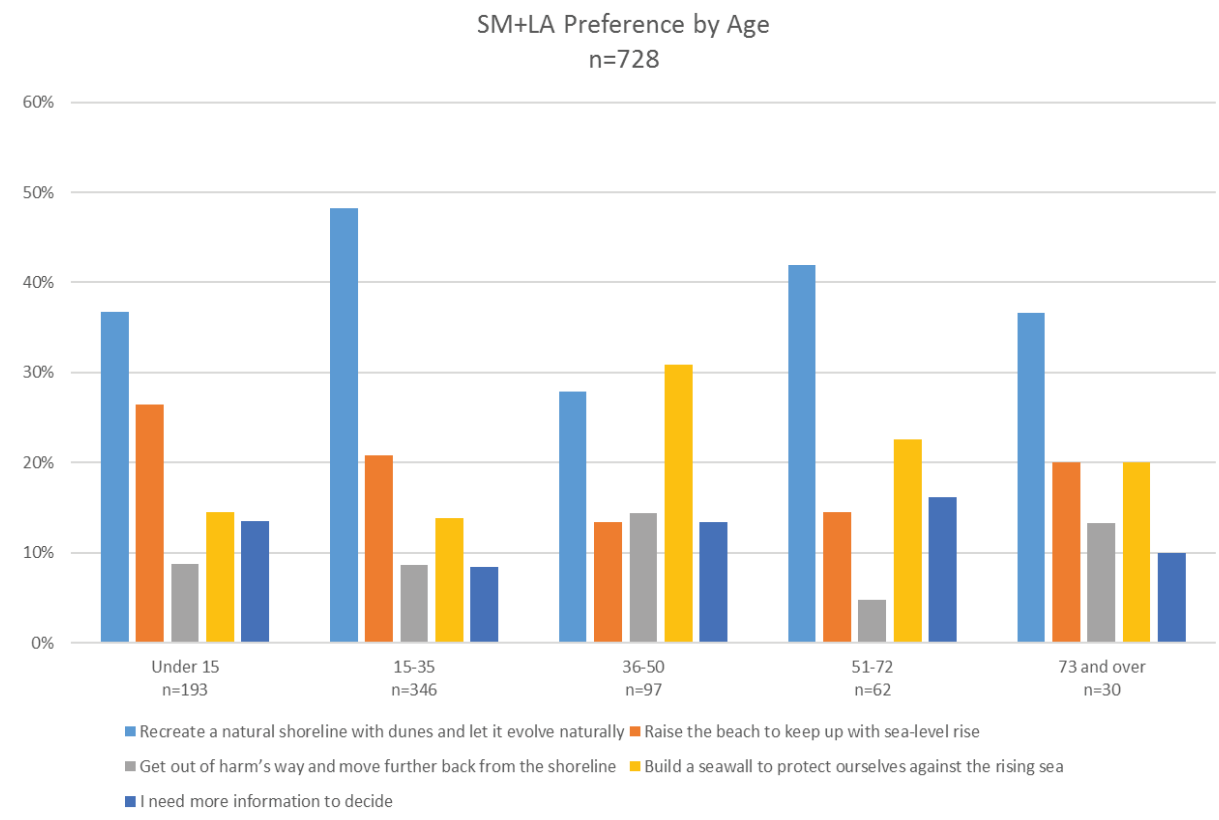


Fig. 10 *Adaptation Preference by Age*

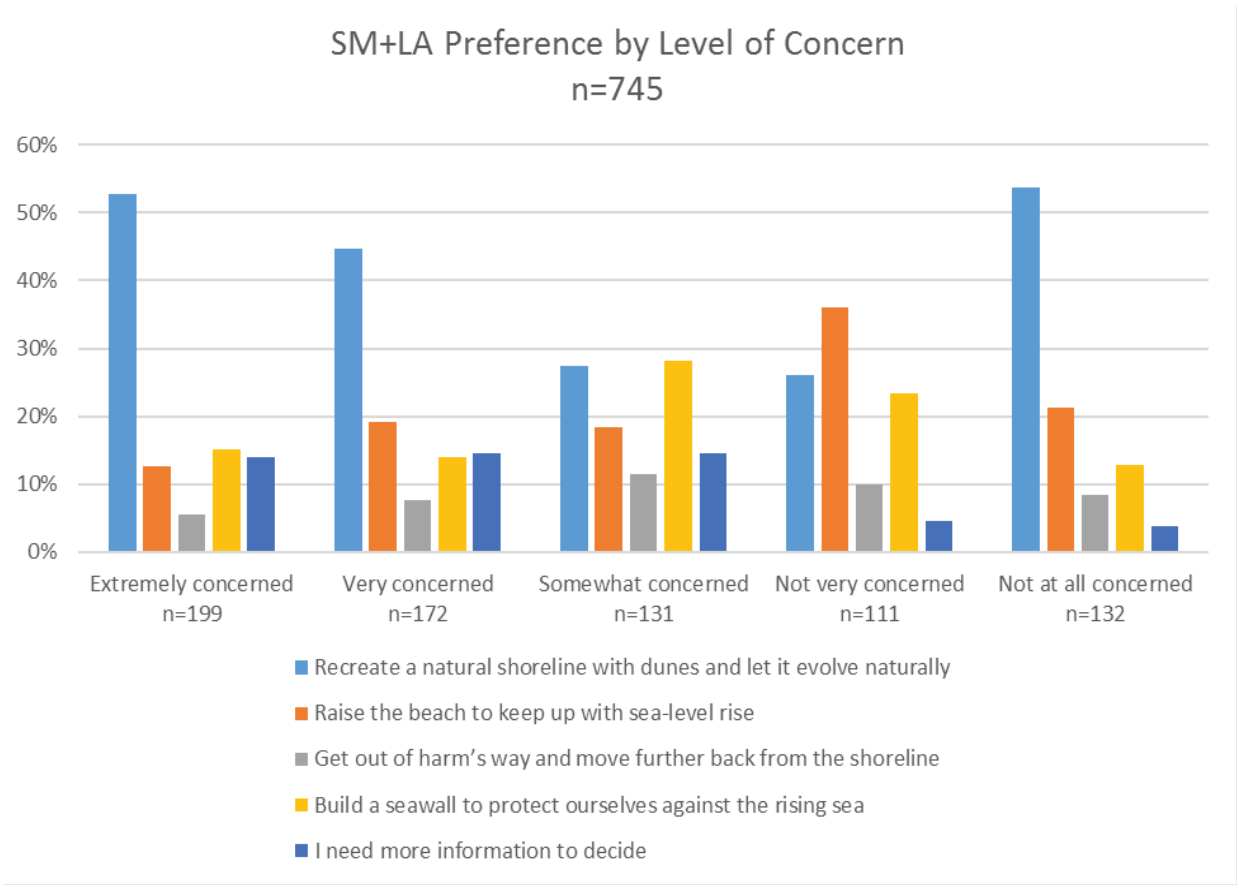


Fig. 11 *Adaptation Preference by Level of Concern*

The Pocket Owl

IIn addition to the Pier installation, Owlized developed an app for use on mobile devices called the Pocket Owl, which shared the same scenarios and information, although communications were through written content rather than audio. Availability of the Owl app was advertised through articles, the City's website and social media postings, which were shared and forwarded by partner organizations. It was also shared at events on iPads, including a Bay Foundation gathering, a Farmers Market and a Downtown Community Plan workshop.

As of the date when the Owl was removed from the Pier, about 1,000 people had interacted with the Pocket Owl. Access to the Pocket Owl was extended on the Owlized mobile app, and later on the City's website. However, the analysis for this report reflects only the period in which both alternatives were available to the public.

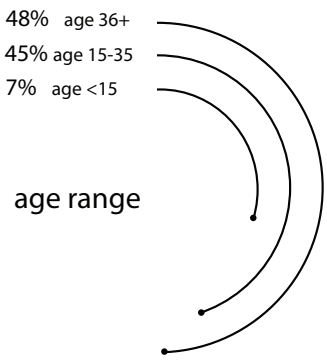


Fig. 12 *Ages of Pocket Owl respondents*

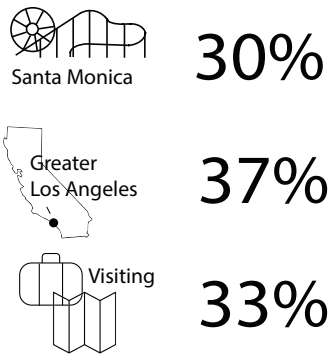


Fig. 13 *Pocket Owl respondents' place of residence*

Although the Pocket Owl app is accessible from any location, residents of the Los Angeles region formed 2/3 of the survey participants, including 30% from Santa Monica. The Pocket Owl was viewed by a generally younger crowd than typically is reached by City planning outreach, with over half under the age of 35, although far fewer children under 15 (6.6%) than the Owl on the Pier. Younger adults under the age of 36 were the largest participating age group (44.7%). The high representation of this age group might have influenced the results, as this age group's responses to the Owl on the Pier tended to be higher in terms of both concern about sea level rise impacts and support for allowing a natural dunescape to evolve.

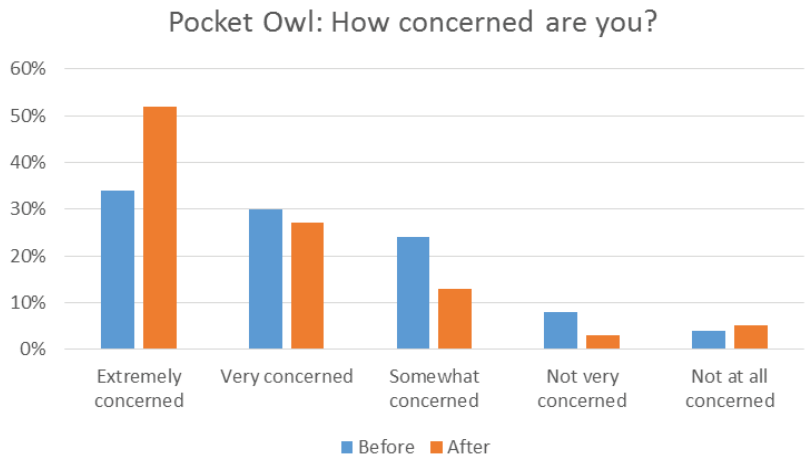


Fig. 14 *Level of concern for Pocket Owl users*

Compared with those that answered the survey on the Pier, Pocket Owl survey participants began at a somewhat lower level of concern about sea level rise, with fewer stating that they were extremely concerned and more stating that they were somewhat concerned. However, the impact of viewing the sea level rise scenarios was quite different. Concern increased significantly, including a raised level of concern by those who were initially "not very concerned." Although it is uncertain why results differed from the Owl on the Pier, the discrepancy may be due to a difference in how the viewer perceives the overall situation in the immersive experience of the mobile device as compared with the perspective from the Pier itself. Although it may seem counterintuitive, it appears that the wide view to the bluffs from the north edge of the Pier might somehow alleviate viewers' concern about future sea level rise and the damage that may be sustained with higher storm levels due to sea level rise and other climate change phenomena.

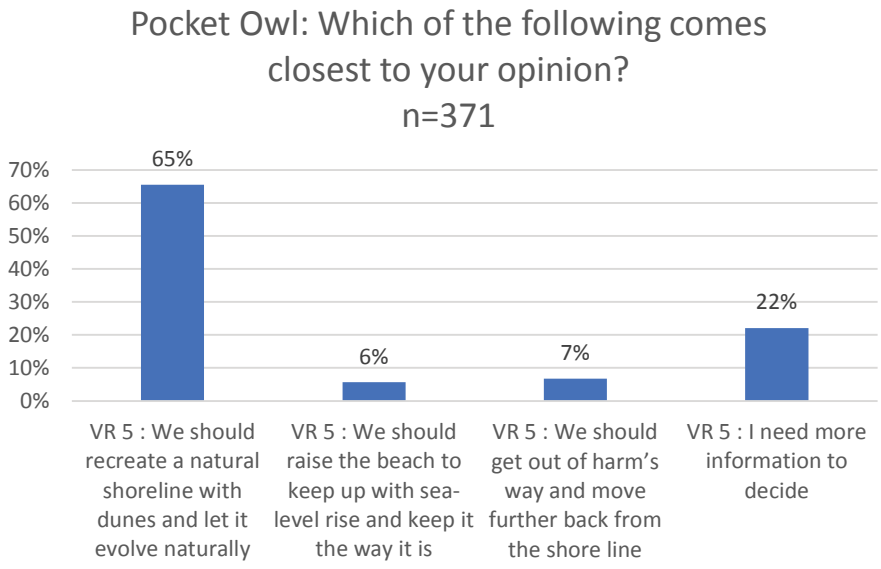


Fig. 15 *Pocket Owl users' adaptation preference*

In response to the presentation of the soft protective device (dune) scenario provided in the Pocket Owl, the response was similar to the Owl on the Pier, but with even more interest (65%) in allowing the beach to evolve naturally in this manner (Figure 15). The second highest group, over 22%, felt they needed additional information to answer the question. Considering that 92% of Pocket Owl survey participants were concerned about sea level rise after seeing its consequences, the strong preference for soft protective device solutions indicates support for that direction amongst those most concerned about sea level rise, which is important as the public conversation about adaptation develops. The number of people expressing the need for more information in order to decide on a preference also points to a need for ongoing research and public education about the effectiveness of such solutions.

Conclusion

The Owl on the Pier, together with the Pocket Owl, successfully engaged over 11,000 people, translating for them results of the latest scientific modeling of anticipated sea level rise impacts into an accessible, visual experience. The Owl also illustrated the City's intended approach to "soft" shoreline protection using dunes and natural features to slow wave run-up as the shoreline moves inward. About 3,000 individuals participated in the Owl's survey to some extent, although a small number completed the entire survey.

As an outreach tool for the LCP, it is important to note that almost 30% of viewers who provided their place of residence were Santa Monica residents, a large proportion of which were young adults or youth. More than 60% (including Santa Monica residents) of those that experienced the Owl live in the Los Angeles region and as such represent the primary constituents for whom LCP policies aim to implement the Coastal Act to protect the quality and accessibility of the coastline.

The Owl survey results indicate generally that there is concern about sea level rise, although not a high level of alarm over the future of the beach in Santa Monica. One surprising result was the reaction of those viewing the Owl on the Pier's visualization of a future major storm in which waves roll up to the top of the beach and up to the edges of developments along PCH. The survey showed that those "not concerned at all" increased after the scenario and fewer viewers were extremely or very concerned as compared to the level of concern after seeing a current storm visualization. However, Pocket Owl viewers of the same scenarios indicated a significant increase from not very or somewhat concerned to very or extremely concerned. One explanation for the stark difference in reaction could be that those viewing on the Pier may have looked at the scenario and the beach before them and felt that the Palisades Bluffs is sufficient protection for the city, not worrying about the beach itself or distant line of residential and club development that lines the western side of PCH. Those viewing the scenarios remotely may have had a more immersive experience of beach inundation, resulting in heightened concern.

In terms of policy development for the LCP and planning for resilience through the CA&AP, the Owl provided evidence of strong, multi-generational and regional support for the City to explore implementing protective measures that utilize natural processes to create dunes for breaking wave run-up. The City's first experiment with this process is underway in the north Santa Monica beach area, and its application to other locations at which a need is identified would be welcome by the vast majority of Owl participants.

Overall, the Owl installation and mobile app provided a powerful outreach experience that has advanced the community discussion around sea level rise and coastal adaptation.

Appendix 3

City of Santa Monica®

MEMORANDUM

DATE: 10/24/2016

TO: Santa Monica Pier Corporation

FROM: Economic Development Division

SUMMARY: Summary of Proposition S & CCC Parking Requirements for the Santa Monica Pier to Inform LCP Policies Regarding the Pier's Future Development

SUMMARY

This memo summarizes two fundamental policy issues related to the Santa Monica Pier, in order to promote mutual understanding of the baseline for policy development in the LCP Land Use Plan and for the City's planning efforts to support the Pier's future. Visioning for the Pier's future has begun with the Santa Monica Pier Corporation's development of an advisory document entitled Santa Monica Pier Access and Use Study and the City's study of alternatives for improving the Pier Bridge and possibly building an alternative vehicle bridge. The City desires to make the Pier into an even stronger visitor-serving amenity that enhances the public's ability to enjoy and experience the Santa Monica Bay.

The primary points that are clarified in the memo are:

- The Beach Overlay District (BOD), which prohibits new hotels/motels and restaurant uses that exceed 2,000 square feet, excludes the Pier Deck and 140,000 square feet of development on it. Since 1990, when the BOD went into effect following the voters' approval of Proposition S, 3,900 square feet (net) of this exclusion "allowance" has been used, leaving substantial potential for more food service activities on the Pier (hotel/motels are not being contemplated).
- Following the 1983 storm destruction, and subsequent rebuilding, of the Pier, the Coastal Commission determined through the Coastal Development Permit (CDP) process that the City could rebuild a total amount of development equal to that which previously existed (79,488 square feet) based on supplying 471 parking spaces, as previously existed. Additional activities would require additional parking or alternative programs to ensure that additional development does not preclude adequate access for the public wishing to visit and enjoy the coastal area. While 277 parking spaces remain on the Pier, the nearby beach lots were restriped to achieve the difference and provide 471 parking spaces. Including the outdoor circulation space in Pacific Park, the Pier currently has approximately 148,000 square feet of activity, which has received CDP approval from the Coastal Commission.

DISCUSSION

Proposition S was adopted by Santa Monica voters in 1990 and is incorporated into the Zoning Ordinance as the Beach Overlay District, or BOD (SMMC Chapter 9.20). The BOD allows development of all uses that are permitted, conditionally permitted, or authorized pursuant to a minor use permit in the underlying district, but overlays these uses with specifically permitted and prohibited uses. The permitted uses include:

- Open space, public beaches, parks, incidental park structures, gardens, playgrounds, recreational buildings, and recreational areas.
- Public parking

The prohibited uses within the BOD are:

- Hotels, motels.
- Restaurants and/or food service facilities of more than two thousand square feet and/or exceeding one story in height.

According to the ballot pamphlet for Proposition S, the purpose of this initiative was to protect the public health, safety and welfare of present and future residents of the City by avoiding the deleterious effects of uncontrolled growth in the Beach Overlay District and preserving the unique and diverse character of the Santa Monica oceanfront.

The BOD includes the area bounded by the Pacific Ocean on the west, by the City boundary on the north, by the centerline of Ocean Avenue and Neilson Way on the east, and by the City boundary on the south.

The BOD excludes the following:

1. The Santa Monica Pier platform and up to a maximum of 140,000 square feet of new development to be erected on the platform after the effective date of this initiative ordinance.

2. That area described as follows: that portion of the Beach Overlay District seaward of the centerline of Ocean Avenue and lying between the Santa Monica Pier on the north and Seaside Terrace on the south, and the Promenade on the west.

Since the establishment of the BOD, the Pier has been restored and new activities have been introduced, subject to both City and Coastal Commission permitting and development conditions.

Santa Monica Pier: Proposition S Exemption

As noted, above, Prop S exempted from the BOD "the Santa Monica Pier platform and up to a maximum of 140,000 square feet of new development to be erected on the platform after the effective date of this initiative ordinance." This exemption has been interpreted to allow prohibited BOD uses on the Pier up to 140,000 square feet from the date that Prop S was enacted, and then only permitted or conditionally permitted BOD uses on the Pier after the 140,000 square feet exemption has been reached. As shown below, most of this exemption "allowance" is still available based on the restaurant uses added since Prop S.

Parking Requirements for New Development on the Pier

Along with these Prop S considerations, the City is also subject to the conditions imposed by the Coastal Commission for reconstruction of the Pier after storm damage in 1983. Among these conditions was a parking requirement that allowed rebuilding of structures equivalent to the total amount of Pier development that was in place prior to Pier storm destruction (79,488 square feet), to be served by 471 parking spaces, the amount that had previously existed on the Pier. The parking could be provided either on

the Pier or in nearby parking lots, but could not count existing beach parking. The parking supply was achieved with a total of 277 parking spaces remaining on the Pier and restriping the 1550 PCH lot after 1993, when the Fun Zone (Pacific Park) was approved to add the balance of required spaces.

Since 1983, the Coastal Commission has approved additional projects that bring the total amount of development on the Pier to approximately 148,000 square feet, including the outdoor premises and structures of Pacific Park, several restaurants and the aquarium operated by Heal the Bay. In doing so, the Commission found that the City had established an adequate parking supply (or alternative means of transportation access) to accommodate both the remaining pre-storm and additional Pier uses. Future CDP applications for projects on the Pier will need to provide evidence of parking adequacy or be adequately mitigated through conditions of approval.

The Coastal Commission's parking conditions for the Pier and Proposition S's 140,000 square feet of excluded development are separate and distinct issues, and must be viewed independently of each other. Thus, to the extent that Proposition S allows certain prohibited uses (within the 140,000 square foot exemption) or permitted/conditionally permitted uses (after the 140,000 square foot exemption has been reached) on the Pier, all of that development still requires a Coastal Development Permit to be approved by the Coastal Commission. As a practical matter, this means that the City would be required to develop and implement LCP policies that demonstrate adequate access and parking supply (or alternative means

SANTA MONICA PIER STRUCTURE INVENTORY, 1990

Space #	Space	Structure SQ FT
1	Carousel Park (under Pier - Vacant)	4,033
2	Carousel/Looff Hippodrome	14,558
3	Beryl's Plaster Studio	4,275
4	Crown & Anchor	3,238
5	SeaView Seafood	3,229
6	Jack's	2,323
7	Clara's	430
8	Parking Lot office	-
9	NPC Games	-
10	Doreena's	663
11	Public Restrooms	-
12	City Maintenance	-
13	Beachcomber	2,855
14	New Pier Corp - Games	5,212
15	SurfView Café	2,191
16	Playland Arcade	7,318
17	Sinbad's (Vacant)	6,400
18	Cocky Moon Snack Bar	2,195
19	New Pier Corp - Bumper Cars	4,993
20	Boathouse Restaurant	4,224
	Total SQ FT, 1990	**68,137**

SANTA MONICA PIER STRUCTURE INVENTORY, 2016

Space #	Space	SQ FT Leased: Structures	SQ FT Leased: Structures and Outdoor Areas
1	Santa Monica Pier Aquarium	4,033	4,533
2	Carousel/Looff Hippodrome	14,558	14,558
3	Al mare	6,079	8,444
4	Rusty's	4,309	5,382
5	Albright	2,962	4,633
6	66 to Cali/Trolley Kiosk	55	55
7	Pier Maintenance/Storage	-	-
8	SMDP Police Sub-Station	-	-
9	Blazing Saddles	1,292	1,292
10	Central Public Restroom	-	-
11	Starline Tours	250	250
12	Pier Burger	1,525	2,109
13	Storage/City Trash Room	-	-
14	Playland Arcade	8,603	9,244
15	Open Space (Trapeze School)	-	10,985
16	Pacific Park	15,574	70,000
17	West End Restrooms	-	-
18	Harbor Guard Station	-	-
19	SM Bait and Tackle	292	292
20	Mariasol	3,415	6,781
21	Oatman Rock Shop	135	135
22	Bubba Gump Shrimp Co.	8,955	8,955
23	Beachcomber	-	375
	Total SQ FT, 2016	**72,037**	**148,023**
	Added Since 1990	**3,900**	**79,886**

of transportation) to accommodate new Pier development beyond that which the Coastal Commission has already permitted based on the existing parking supply.

Documenting Current Pier Development (2016)

The Economic Development Division (EDD), which manages Pier leasing activity for the City, has maintained data on new commercial square footage on the Pier. The table below, based on EDD records, contains information on Pier development as it existed in 1990 and as it exists today. The middle column in the 2016 table includes structures only, which are counted toward the calculation of Proposition S uses, while the right column counts all uses for which the Coastal Commission has made findings of parking adequacy. Any structures that were extant at the time of Proposition S but have since been demolished are netted out in calculating "140,000 square feet of new development of prohibited uses."

CONCLUSION

Proposition S was passed by Santa Monica voters and prohibits hotel, motel and large restaurant development in the Beach Overlay District, subject to an exclusion of the Pier deck and 140,000 square feet of new development on the Pier. To date, very little (net 3900 square feet) of this excluded use capacity has actually been used, as demonstrated in the above tables. Any development proposed in future planning efforts on the Pier must be analyzed in terms of its uses within the Prop S exclusion authorization.

The Coastal Commission has supported Pier activity and development and has tracked development with the provision of parking on and near the Pier. This consideration is unrelated to the City's requirements imposed by voter approval of Proposition S. Future development will require evidence that public access to the coastal area is not impacted and that the use provides for parking or supports alternative means of access for its users.

The Coastal Commission will be guided by the LUP policies but retains original jurisdiction over Coastal Development Permits and related conditions for parking and other means of access to the Pier.

Appendix 4

Threatened and Endangered Species

United States Department of Interior
Fish and Wildlife Service

Project name: Santa Monica Local Coastal Program Update

Official Species List

Provided by:

Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
(760) 431-9440
http://www.fws.gov/carlsbad/

Expect additional Species list documents from the following office(s):

Ventura Fish and Wildlife Office
2493 PORTOLA ROAD, SUITE B
VENTURA, CA 93003
(805) 644-1766

Consultation Code: 08ECAR00-2016-SLI-0691
Event Code: 08ECAR00-2016-E-01016

Project Type: SHORELINE USAGE FACILITIES / DEVELOPMENT

Project Name: Santa Monica Local Coastal Program Update
Project Description: The Santa Monica Local Coastal Program Update is a project funded through the California Coastal Commission. For more information on the project, visit the LCP project webpage at:
www.smgov.net/localcoastalplan

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.

United States Department of Interior
Fish and Wildlife Service

Project name: Santa Monica Local Coastal Program Update

Project Location Map:

Project Coordinates: MULTIPOLYGON (((-118.5160446166992 34.026343631057124, -118.51827621459961 34.02428069706178, -118.48437309265137 33.994753907453635, -118.47287178039552 34.004431287569965, -118.48282814025879 34.012471213302035, -118.48737716674805 34.00990990365934, -118.51046562194824 34.02762404762424, -118.50677490234375 34.030540479903685, -118.50883483886717 34.03274552068691, -118.5160446166992 34.026343631057124)))

Project Counties: Los Angeles, CA

United States Department of Interior
Fish and Wildlife Service

Project name: Santa Monica Local Coastal Program Update

Endangered Species Act Species List

There are a total of 6 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	**Status**	**Has Critical Habitat**	**Condition(s)**
California Least tern *(Sterna antillarum browni)*	Endangered		
Coastal California gnatcatcher *(Polioptila californica californica)* Population: Entire	Threatened	Final designated	
Least Bell's vireo *(Vireo bellii pusillus)* Population: Entire	Endangered	Final designated	
western snowy plover *(Charadrius nivosus ssp. nivosus)* Population: Pacific coastal pop.	Threatened	Final designated	
Flowering Plants			
Gambel's watercress *(Rorippa gambellii)*	Endangered		
Insects			
El Segundo Blue butterfly *(Euphilotes battoides allyni)* Population: Entire	Endangered		

United States Department of Interior
Fish and Wildlife Service

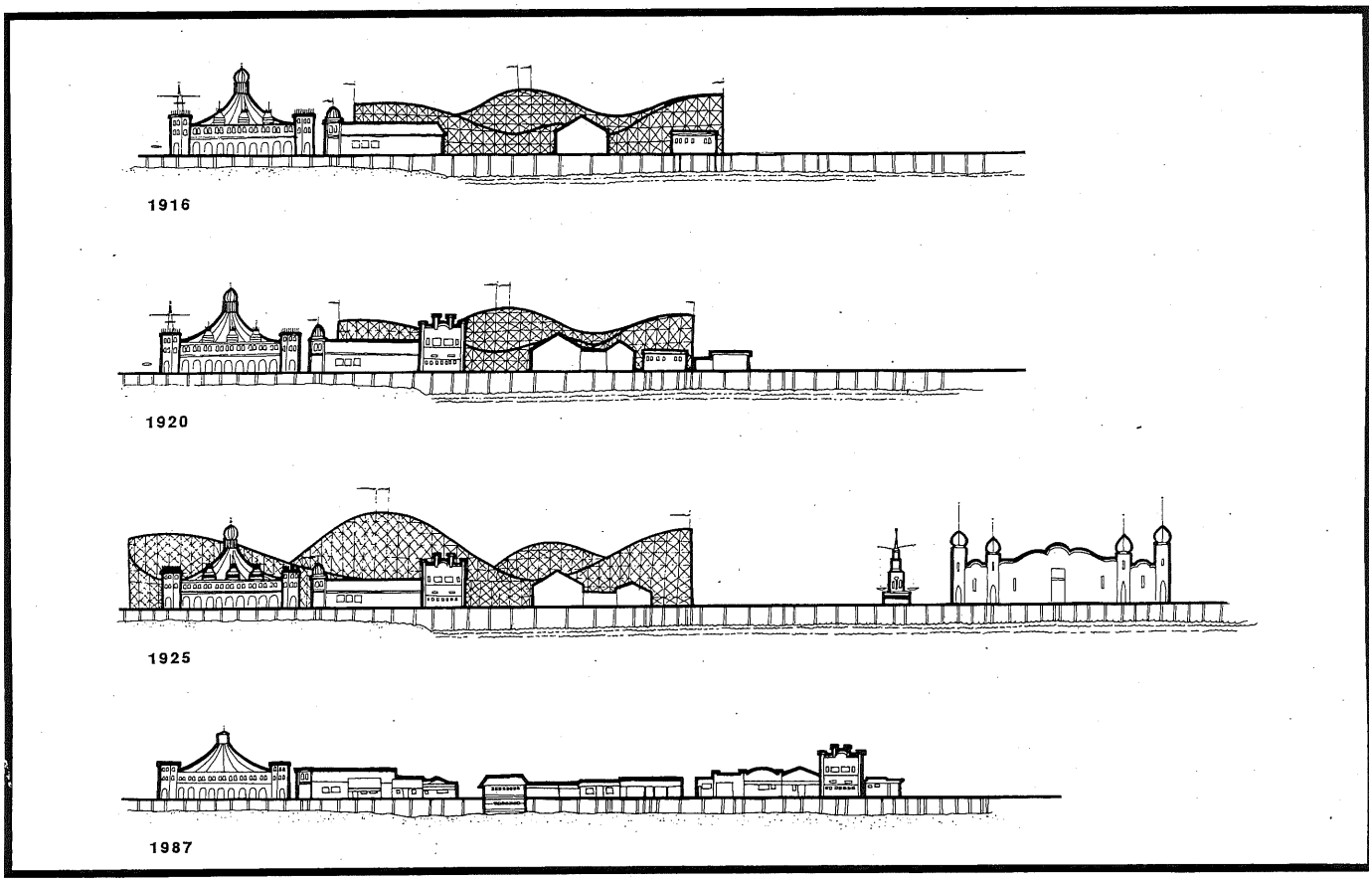
Project name: Santa Monica Local Coastal Program Update

Critical habitats that lie within your project area

The following critical habitats lie fully or partially within your project area.

Birds	Critical Habitat Type
western snowy plover *(Charadrius nivosus ssp. nivosus)* Population: Pacific coastal pop.	Final designated

Appendix 5



Santa Monica Pier Design Guidelines

Santa Monica Pier Restoration Corporation

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PREPARED BY:

Thirtieth Street Architects, Inc.
Rolland Crump, Designer
Pier Restoration Corporation Staff

December 1987

TABLE OF CONTENTS

General Introduction

The Santa Monica Pier has been an important recreational and entertainment attraction almost since the City's founding. Today the City of Santa Monica is about to undertake the revitalization of its famous pier, one of the most unique development opportunities in southern California. The Santa Monica Pier Design Guidelines is one component of a comprehensive plan to help mold and direct the implementation process of the pier's restoration. These guidelines will address issues relating to the rehabilitation of existing buildings on the pier and to new infill construction. The general intent is to foster the re-creation of a unique "people place" of which the citizens of Santa Monica can be proud.

Purpose of the Design Guidelines

Design guidelines and design review processes are becoming increasingly common in California, as many cities find they are an excellent way to coordinate individual buildings, projects or distinct areas - often constructed at different times - into a unified whole. This "unified whole" means that an area is viewed as having a distinct identity.

The Santa Monica Pier Design Guidelines are intended to direct change in ways that are compatible with the best of the existing buildings while maintaining the diversity and vitality of the pier environment. Unique individual building styles or eclectic architectural treatments are encouraged within the overall context of continuity. It is hoped that the overall pier profile will be a harmonious design which will be the identifying feature and logo of the Santa Monica Pier, making it distinctive and unique in comparison to other piers in southern California.

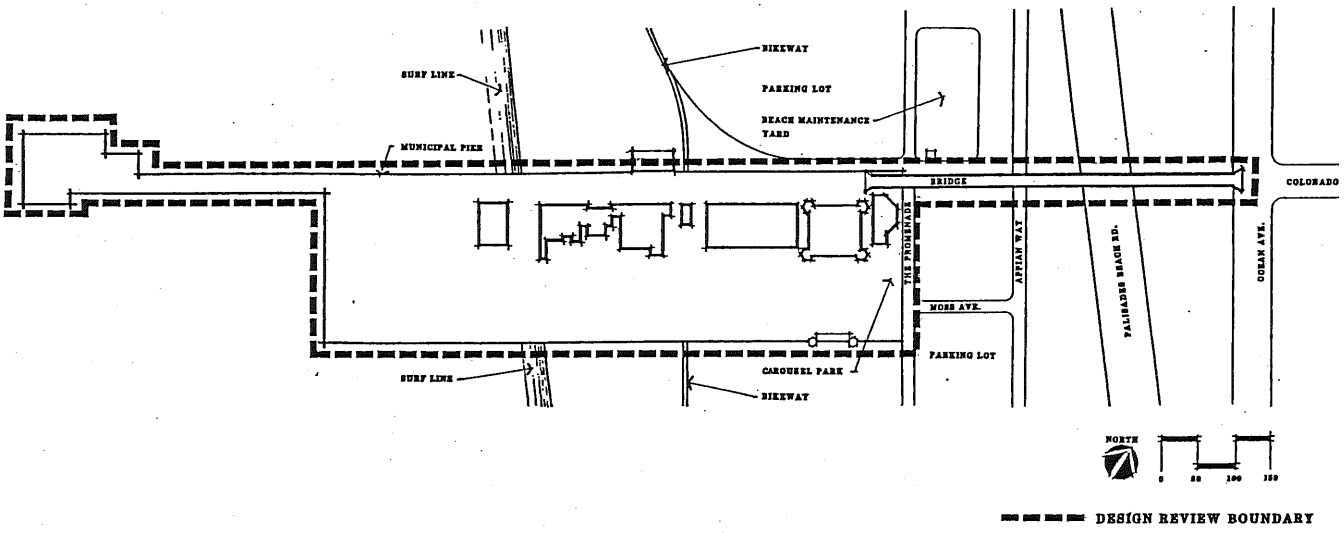
In this way the proposed revitalization of the pier should emulate the gregarious pattern of growth which a pier normally experiences. It's architectural image should reflect a random pattern of frivolity and whimsy while being a unique, exciting and enticing "people place".

These Design Guidelines should also encourage investment by developers and individual business owners since a high quality for the entire project is proposed. Each business owner can be assured that his or her efforts will be matched by neighboring business people. Once completed, the revitalized Santa Monica Pier should offer a very appealing and highly marketable specialty amusement, food service, retail and entertainment opportunity unique to southern California.

Physical Boundaries of the Santa Monica Pier Design Review Area

These guidelines pertain to all physical improvements including buildings (all facades), attractions, common area improvements, signage, graphics , and lighting for all areas shown on the Guidelines Boundary Map. The Pier Design Review Area can generally be described as containing all the area on the wood deck portion of the Pier and Carousel Park bordered by the Pacific Ocean to the north, south and west and the main entries at Ocean Avenue and The Promenade to the east.

In addition, compatibility and sensitivity to both new construction and rehabilitation outside of the Pier Design Review Area should be considered from adjacent areas which could visually impact the Pier such as The Promenade and the oceanfront areas to the north and south. Although standards for this "buffer" zone are not specifically addressed in these Guidelines, the careful review of projects by PRC and other required Boards and Commissions in these areas should be considered on a case-by-case basis.



PIER DESIGN REVIEW AREA

Page 3

How to Use this Book

The Design Guidelines are organized as follows:

Section I - The Santa Monica Pier
This section describes existing conditions along the Pier and the design elements of waterfront "pier" architecture.

Section II - Understanding Design Guidelines This section describes the development plan, development requirements and discusses major design terms.

Section III - Design Guidelines for the Santa Monica Pier
This section presents specific guidelines to be followed in designing or evaluating restoration, rehabilitation and new construction on the Pier.

Section IV - Implementation
This section describes the Design Review and permit process.

Appendix
This section contains a glossary of architectural terms and other miscellaneous information.

This book is intended to be used primarily by five groups:

Developers / Merchants / Shop Owners - groups interested in developing new businesses or changing their stores, but are not sure how to proceed or what is acceptable.

Developers, merchants and shop owners may wish to start with the "Implementation" section (Section IV) of this book which describes the design review process.

Design Professionals - groups working with a merchant or developer in the Pier revitalization process will require information on design elements desired by the City.

Design professionals may want to begin their use of this book with Section III. This section provides the detailed standards for proposed alterations to existing structures or new infill.

Architectural Review Board, Landmarks Commission and Planning Commission - groups having the responsibility of reviewing proposed projects on the Pier will utilize the guidelines for such review.

The Architectural Review Board, Landmarks Commission and the Planning Commission are already familiar with all portions of these Design Guidelines, but many projects may require a review

of architectural silhouettes, elements and general design concepts (presented in Sections I and II) before a project can be evaluated in terms of the guidelines (Section III).

The Santa Monica Pier Restoration Corporation - the non-profit public benefit corporation created by the City Council to assist, advise, and supervise the redevelopment and revitalization of the Pier.

The Santa Monica Pier Restoration Corporation, as author, is already familiar with these Design Guidelines and will use all Sections in planning for the future.

The General Public -groups interested in learning about the design concepts and in participating in the review process in an informed manner.

The general public may be most interested in Section I since that section provides both historic information and a description of architectural elements. The design concepts presented in Sections II and III may also be of interest.

These Design Guidelines are organized with easily identifiable section dividers so that each user can easily locate the section desired.

No single brief booklet can be "all things to all people", but the writers and illustrators have been mindful of these five groups of users in preparing this booklet and attempted to use non-technical terms and simple illustrations to make the Design Guidelines which follow understandable and easy to use.

I. The Santa Monica Pier

Introduction

The Santa Monica Pier has a long history as the focal point of the community. Understanding this history provides a background against which rehabilitation and new construction can occur with sensitivity to the origins and evolution of the pier. Understanding the various components of the eclectic architectural styles which are, and have been, prevalent on the Pier also provides an information base upon which new design can build. This section provides general information on the particular architectural images found on the Santa Monica Pier. It will acquaint the designer or design reviewer with the existing architectural fabric of the Pier and the history of how it came to be.

History of the Santa Monica Pier

A pier has been a part of Santa Monica's history since the City's incorporation in 1875. In 1908, the first municipal pier was built using an experimental concrete and steel construction method which failed 12 years later. In 1921 it was replaced with the current, more traditional timber structure and the lower fishing deck was added a few years later. In the meantime pleasure pier builders Arthur and Charles Looff, built the Looff Pier. This Pier featured the Looff Hippodrome which housed the Carousel, the original roller coaster and other entertainment features.

Looff sold his pier in 1924 to new owners who renamed it the Santa Monica Pleasure Pier. The ornately detailed La Monica Ballroom opened in July of that year to the delight of thousands who flocked to hear the big band sounds that emanated from the bandstand each night. Many piers dotted the southern California coastline but the Santa Monica Pier was always a main draw. The Pier catered to young and old alike with its Carousel, Blue Streak roller coaster, twirling swings and fanciful restaurants. Visitors travelled great distances by the Pacific Electric Railway "Red Cars" to partake of the pier experience. Piers provided a refuge from the summer heat of downtown and provided all visitors with hours of pleasure.

In 1931, Santa Monica voters enthusiastically approved another bond issue to construct a breakwater to protect the Pier from the heavy seas and to allow for enhanced boating activities. The original rip-rap (rock- mound) breakwater was completed in 1934.

While the Municipal Pier was owned and operated by the City of Santa Monica, the contiguous

Pleasure Pier was owned and operated by a succession of entrepreneurs until the 1950's, when it was placed in trust of the City of Santa Monica for the people of California and leased to the Newcomb family for 21 years.

The Newcomb lease contained a clause which called for the demolition of the Pier at the end of the lease term. In January 1973, the City Council ordered the demolition as part of a larger proposition to develop an offshore island development. Santa Monica citizens countered with a grass-roots initiative, "Save Our Pier Forever", which forbade the destruction of both the Municipal and Pleasure Piers. This initiative became the Santa Monica Pier Preservation Ordinance and still governs any physical alterations to the Pier. Through the 1970's, a series of studies of the Pier was made, and, on August 17, 1976, it was officially designated a City landmark and later a County landmark. On March 6, 1979, the Landmarks Commission adopted "Pier Development Guidelines" which was the first document that addressed Pier design parameters. The contents of this document have been incorporated into these Design Guidelines.

In 1981, the Santa Monica City Council, with a grant from the Coastal Conservancy, appointed the Pier Task Force to design a plan for the Pier's restoration. Three public workshops were held, from which guidelines for the Pier's restoration were established. The guidelines provide a conceptual framework for renovating and improving the Pier and reflect the citizen's desires to keep and renew the vitality of the Pier while retaining its unique qualities. Specific goals of the guidelines include maximizing access to recreational opportunities for all income groups, preserving the mixture of amusements, entertainment and outdoor recreational activities, maintaining existing character, scale and design of Pier buildings, and enhancing pedestrian access and minimizing vehicular access.

The restoration began in 1982 with the famed Hippodrome and its Carousel. Both the building -- a unique mix of Moorish, Byzantine and California architectural styles -- and the Carousel were literally stripped back to their bones and remade, piece by piece. The work was precise and painstaking. In March 1987, the building received National Historic Landmark designation.

Mid-way through the Carousel restoration, in the winter of 1983, a unique set of circumstances including two severe storms and high tides threatened to undo everyone's plans for the Pier, along with the Pier itself. Washed to sea were the westerly end of the Municipal Pier, 420 feet of the upper deck, the entire lower deck and 45,000 square feet of the Pleasure Pier.

Despite the loss, the Pier re-opened for business 48 hours later. Renewing the community's commitment to the full restoration of the cherished landmark, the City Council immediately ordered emergency repairs, and people began coming back to the pier.

In the four years since the punishing storms of 1983, the Santa Monica Pier continues its course to recovery. The restoration of the Carousel and the construction of a new Carousel Entry Park have been completed. The existing Pier has been strengthened and reinforced. Final designs for the Pleasure Pier reconstruction were completed in May 1987 and construction will begin in October 1987. Designs for the reconstruction of the 420 feet of the Municipal Pier are being prepared and construction is expected to begin in Fall 1988.

Using the 1982 Pier Guidelines as a foundation for its analysis, the PRC has prepared a comprehensive development program to incorporate the public policy statements, images and concepts into the economic realities of today. Development of this program has required a tremendous amount of research, analysis and supporting documentation. With the approved program in hand, the PRC is now able to move forward with its plans for the Pier's revitalization.

Architectural Images of the Pier

Like most ocean piers along the Pacific Coast, the Santa Monica Pier has always been evolving and has never been locked into any one particular architectural style. Buildings have been created in a somewhat whimsical manner. It has been the physical manifestation of this process that has contributed to what people describe as the charm of the Pier.

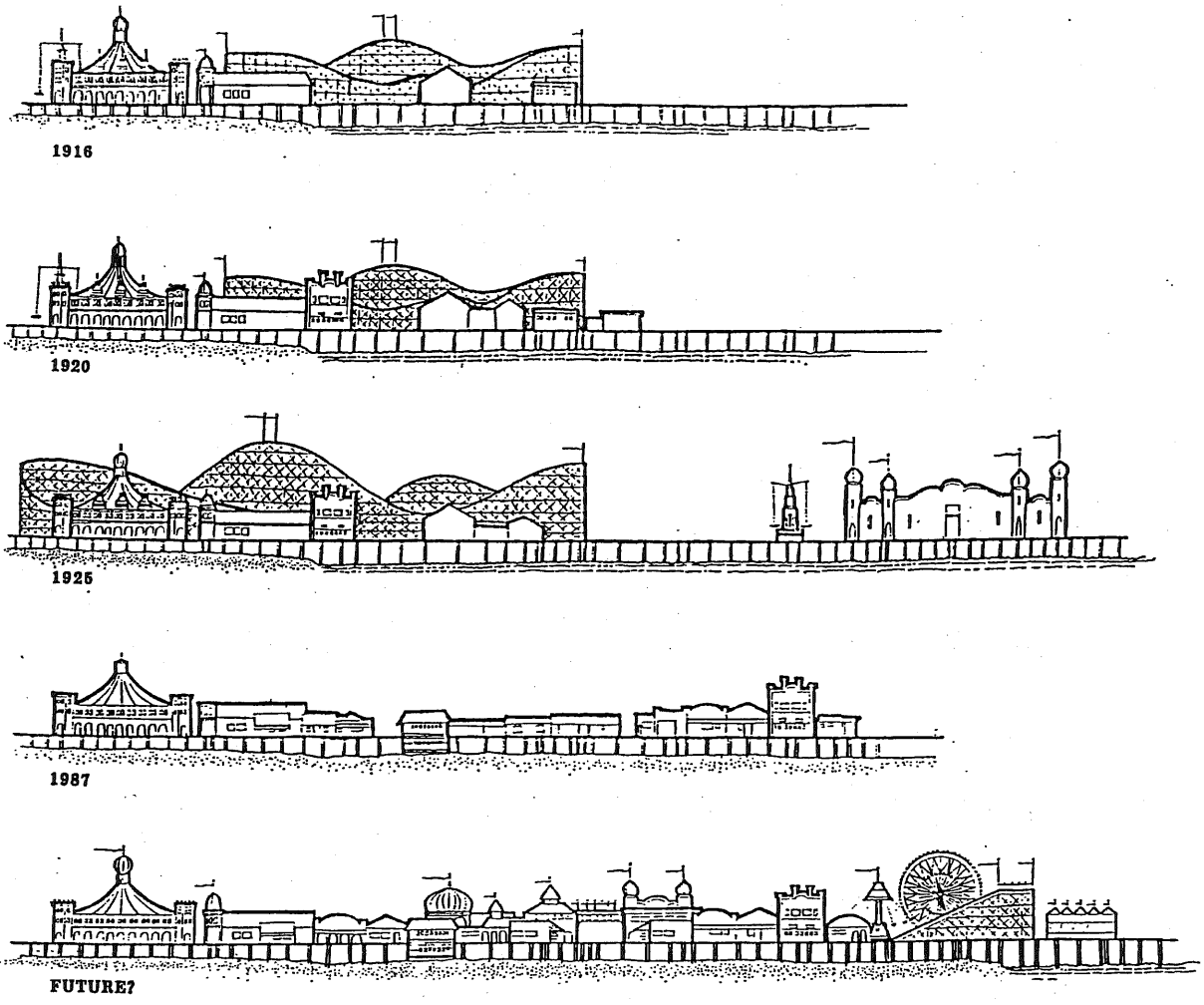
The Pier's gregarious evolution can best be illustrated through the study of its overall profile and how it changed over time. Although individual buildings on the Pier have come and gone, have been modified or even moved, it is the Pier's overall silhouette that is its signature.

In the past the Pier's silhouette was dramatic and dynamic. For years, the Santa Monica Pier was easily identifiable from the north or south and even from the air. Today, the Pier's profile is static and non-descript. The Carousel Building, the Bowling and Billiard Building (Billiard Building) and Sinbad's are the only remaining identifiable features on the Pier.

With the proposed revitalization of the Santa Monica Pier, it will be essential to recapture the eclectic and whimsical flavor of the piers of the past. This will be particularly challenging as the development program is implemented since many of the existing buildings will be upgraded and new structures will be constructed within a very short time period. In order to avoid a masterplanned, homogenized look, the Design Guidelines must incorporate the means by which this diversity can be fostered and encouraged. Within a specific set of goals and objectives, numerous choices of architectural features need to be available so that the designers and architects can combine them in unique and creative ways.

In particular, any plan for the revitalization of the Pier should incorporate design solutions that are interpretations of the important elements of the Pier's history rather than strict reproductions of the past. An artificial or forced historic environment is not appropriate. This approach will allow the Pier to grow and respond in the context of today's environment and contemporary needs. The "future" profile presented on the next page illustrates how the Pier could look after construction is completed but is not intended to be taken literally as "the design solution".

The architectural design elements which follow are presented primarily as a point of reference from which a more contemporary interpretation should evolve. They are organized in such a manner as to provide maximum flexibility and encourage creative solutions to the restoration of the pier.



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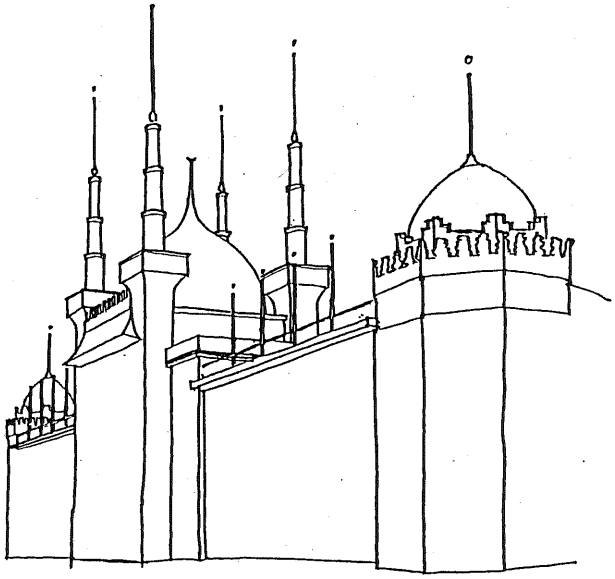
Description of Architectural Elements

Roofs and Roof Features

Roof forms were derived from the basic need to provide protection and cover from weather. Roofs were sloped to allow rain water to flow off a roof and not penetrate the actual roofing material and cause a leak. Each different roof material had its own limitations and needed a certain slope or pitch to function properly.

Roof forms were generally a direct result of the structural system used to support them. The first roofs were tents made from the skin of animals. Gradually more permanent structures were built. Spacing of supports or roof span, height and shape were limited by the nature of the materials used in their construction.

There are a wide variety of roof forms which have been traditionally used in waterfront or pier architecture. The common denominator for these roofs was that they were generally designed to be "seen" and were part of the overall building composition. Roofs were perceived as "crowns" or "caps" to buildings. Steep pitched roofs with wide



VARIETY OF ROOF FORMS.
(OCEAN PARK BATH HOUSE -1905)

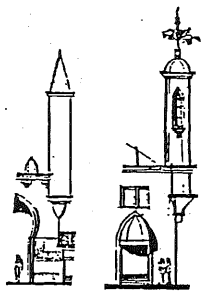
overhangs were commonly used. Some of the various roof types or forms include:

Gable
Hip
Dome
Barrel or bow string

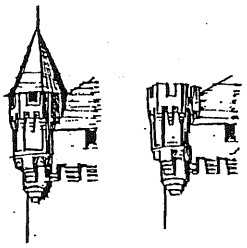
Roof accents were common in pier architecture. The most common of roof accents were towers. Towers were derived from medieval times where tower elements were used for defense purposes on walls or gates or to house a bell which could alert a community to a pending threat. Towers became an important part of church architecture to inspire awe and suggest a visual and physical linkage to heaven. Some of the typical types of towers include:

Keep
Turret
Minaret
Cupola
Onion Dome
Drum

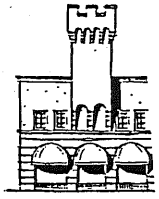
Later, other waterfront roof features were developed such as the widows walk built on top of ship captains houses to give their wives a first glimpse of their sailing ships coming home to port.



MINARETS

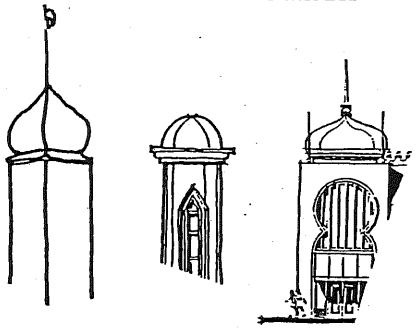


TURRETS



KEEP

PARAPETS



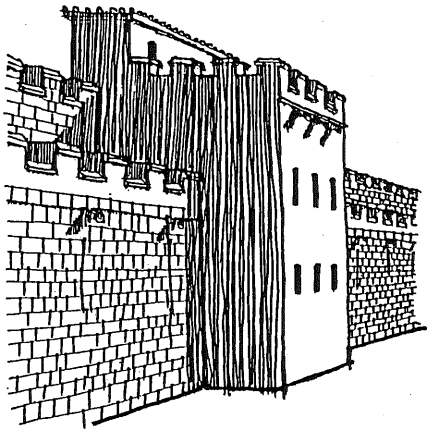
DOMES

As technology developed, skylights and dormers were invented to introduce natural light and ventilation into the interior of a house or building. Skylights can take many forms and are a very valuable design element with which to add interest and drama to an interior space or room.

Walls and Wall Features

Walls were originally used to provide structural support for roofs and to provide weather protection and security. In medieval times, whole cities were walled as a defense mechanism to protect the entire community from attack. Walls were often capped by ramparts with battlements which were parapets to provide protection in battle. Later in pier architecture around the turn of the century, parapets became more decorative and whimsical and took a variety of shapes.

Openings in walls were used for access and to provide natural light and ventilation. As building technology developed it became possible to construct large openings within walls and span above these openings with lintels. The width of the opening was limited to the length of natural material available for lintels. Oftentimes lintels and edges of openings were accented or highlighted.



MEDIEVAL WALL.

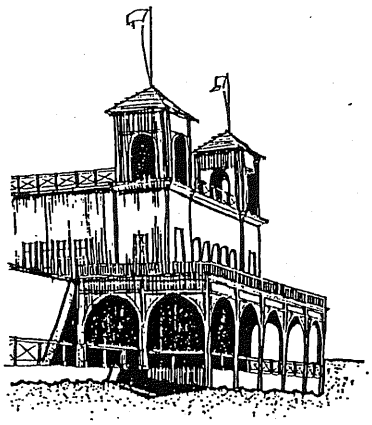
Later, with the advent of arches, much larger openings in walls could be constructed. These arches took many forms including round, pointed and parabolic shapes. Sometimes arches were used repetitively in rows to form colonnades.

Openings in walls in waterfront architecture were used to take advantage of views. The use of projections from upper floors of buildings became popular for both functional purposes and for decoration. As technology advanced, it became possible to construct these projections through the use of cantilevers (without support from below). Balconies and decks became important decorative features of architectural design with elaborate railings and protective roof canopies.

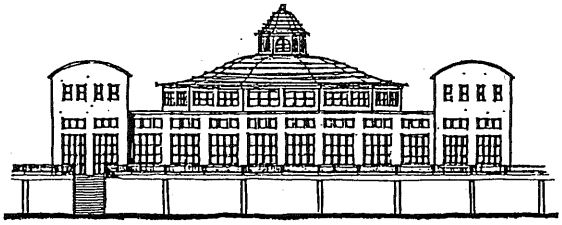
Doors and windows also have taken many shapes in architectural history but have traditionally been prominent and decorative features in waterfront architecture, to help frame the view and to capture the sea breeze.

Ornament and Decoration

Ornament and decoration in architecture has resulted from the basic human need to express individuality and to be noticed. At first ornament was limited to carvings of shallow images or patterns in the stones used in construction. Gradually the art of decoration became more and more important in architecture until



BALCONIES AND DECKS



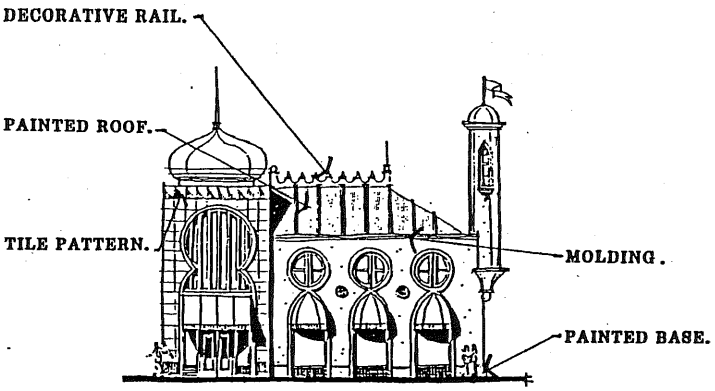
DOORS AND WINDOWS
IN WATERFRONT ARCHITECTURE.

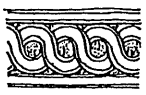
it was virtually blended together with the structural support system in the gothic cathedrals in Europe.

The use of ornament in architecture has paralleled trends in styles of clothing. From Victorian times through the twenties, ornament was used extensively in all types of architecture. This is the time period when most piers on the West Coast were developed. Later, with the advent of modern architecture in the middle of this century, ornament was not fashionable. Today there are certain movements in architecture to bring back decoration and incorporate it into new construction.

Generally the use of ornament and decoration in pier architecture has been wide spread and has taken the following forms:

Friezes
Moldings
Decorative Trim
Decorative use of color
Column capitals





FRIEZE

MOLDING

ARCHITECTURAL ORNAMENT
AND DECORATION.

II. Understanding the Design Guidelines

Introduction

In order to understand and effectively use the Design Guidelines, one must have a frame of reference from which to work. The purpose of this section is to provide that data base which includes two important, but unrelated, parts.

The first part is economics. While these Standards generally deal with aesthetic features, there are also many economic issues to be considered. The revitalization of the Pier must be an economically viable and marketable entity.

The PRC has spent a great deal of time and effort in developing a sound and effective marketing strategy to ensure the economic success of the project. The next part deals with this program and its manifestation into a phased Development Plan.

The final portion of this section, Architectural Design Terms, describes basic concepts and terminology which are used in preparing building designs and are important in analyzing design.

Development Program

In general, the primary goal of the development program is to enhance the Pier's economic viability through an appropriate balance of public and private investment while retaining the historic and unique qualities that distinguish the Santa Monica Pier from other piers and commercial enterprises.

The total development program is comprised of approximately 150,000 square feet of commercial area. Currently there are 62,500 square feet of commercial area on the Pier. The program calls for an additional 87,500 square feet of new commercial space. With the additional square footage, the project will offer more variety for the public and ensure the economic viability of the overall program.

The Pier will contain an appropriate balance of restaurants, fast food operations, retail businesses, amusement and thrill rides and entertainment opportunities. The tenant mix has been created to provide diversity, attract all income levels and all ages and enhance the entertainment choices on the Pier.

The Development Program will be implemented in two major phases. Phase 1 consists of 134,000 square feet or 90% of the total commercial

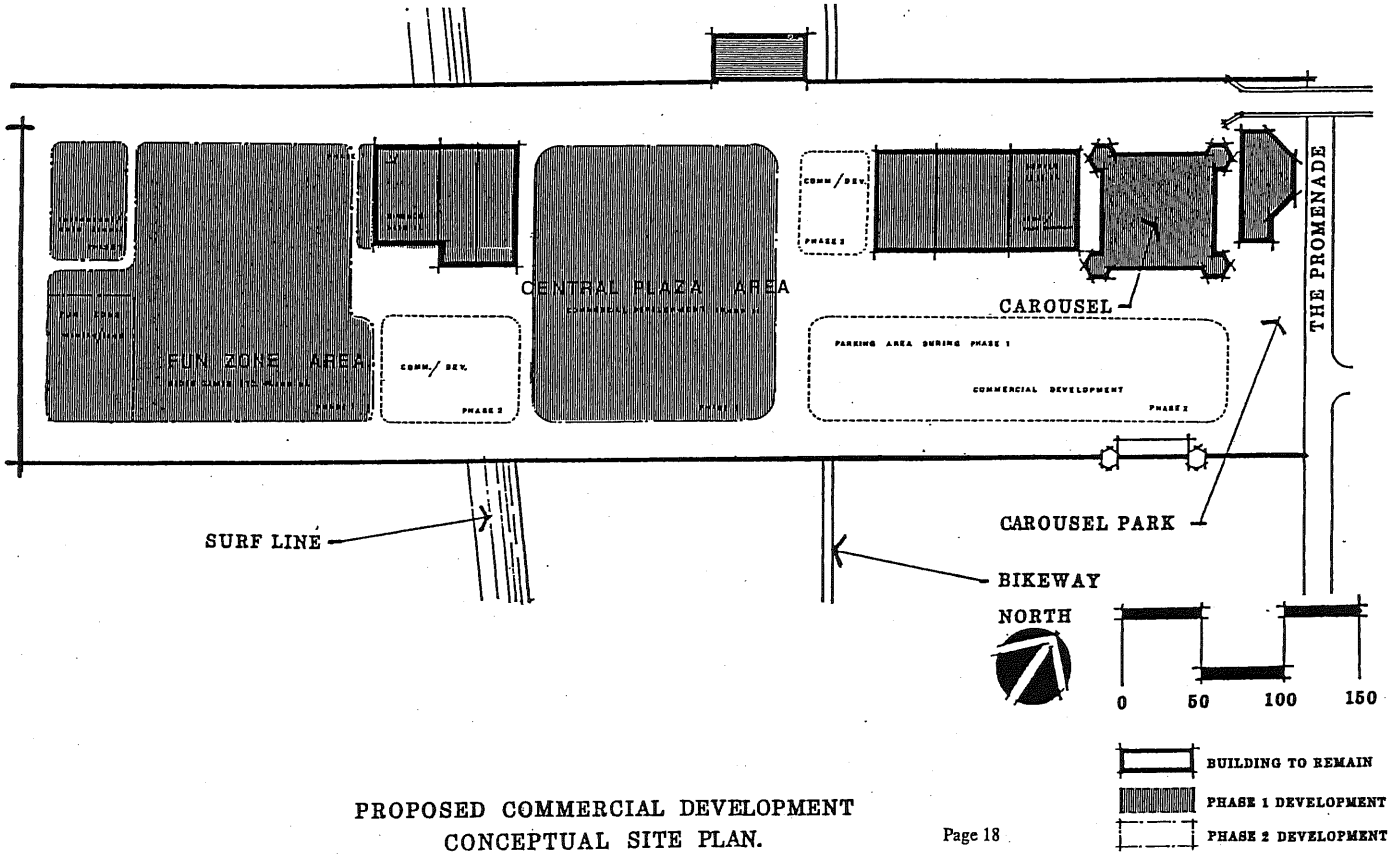
development. It will involve upgrading the entire northside of the Pier including the renovation of key historic buildings and the demolition of other existing buildings which will be replaced by new construction. A Central Plaza Area consisting of 40,000 square feet of restaurants, fast food operations, and retail businesses will be introduced on the central portion of the Pier. A Fun Zone consisting of 40,000 square feet of amusement rides and games will be introduced at the western end of the southside of the Pier with public viewing and/or food services at the western edge. Parking for 125 cars will be retained on the eastern end of the southside. The major leasing strategy in Phase 1 is to increase the number of restaurants, fast food establishments and entertainment-oriented uses on the Pier.

Reconstruction of the storm damaged portions of the Pier will proceed concurrently with Phase I of the Commercial Development. Reconstruction of approximately 45, 000 square feet of the Pleasure Pier will commence in October 1987. Reconstruction of the Municipal Pier extension is scheduled to begin in October 1988.

Phase 2 includes the addition of 16,000 square feet of mixed uses on the southside of the Pier, the majority of which would be located at the southeastern end. Phase 2 will also include construction of a parking structure adjacent to the Pier and will provide adequate parking for the full Pier development.

Reconstruction of the breakwater is also part of Phase 2. Once funding has been identified and secured, reconstruction of the breakwater will commence followed by the addition of boating and other marine activities at the end of the Pier.

To understand these guidelines and the Pier development in its entirety, the companion document entitled "Santa Monica Pier Development Program" should be consulted. The Conceptual Site Plan on the following page represents the general areas where commercial development will occur. Once a developer for the Central Plaza Area has been selected, a detailed Master Plan will be prepared jointly by the developer and PRC subject to the City's approval process. The preparation of the Master Plan may result in the greater specificity of the Design Guidelines contained in this document.



PROPOSED COMMERCIAL DEVELOPMENT
CONCEPTUAL SITE PLAN.

Page 18

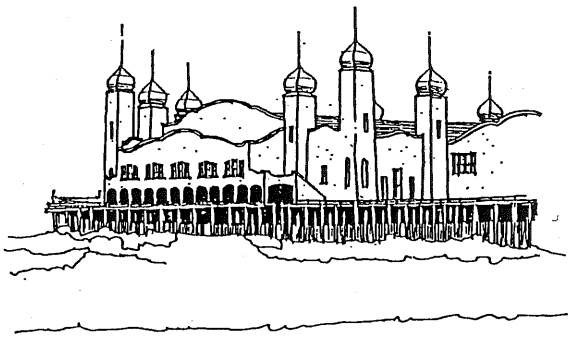
Architectural Design Terms

Mass

Mass describes three dimensional forms, the simplest of which are cubes, boxes (or "rectangular solids"), cylinders, pyramids, and cones. Buildings are rarely one of these simple forms, but generally are composites of varying types of masses. This composition is generally described as the "massing" of forms in a building. Since the buildings on the Pier are sometimes contiguous, they generally appear more two-dimensional than buildings which stand alone. However, examples of how massing can affect the perception of a building can be seen, as in the illustrations below.

During the design process, massing is one of many aspects of form considered by an architect or designer. Exterior massing can identify an entry, denote a stairway, or simply create a desirable form. Interior spaces (or lack of mass) can be designed to create an intimate space or, perhaps, a monumental entry. Interior spaces create and affect exterior mass, and exterior mass can affect the interior space.

Mass and massing are inevitably affected by their opposite, open space. The lack of mass, or creation



BUILDING MASS.
(LA MONICA BALLROOM -1926)

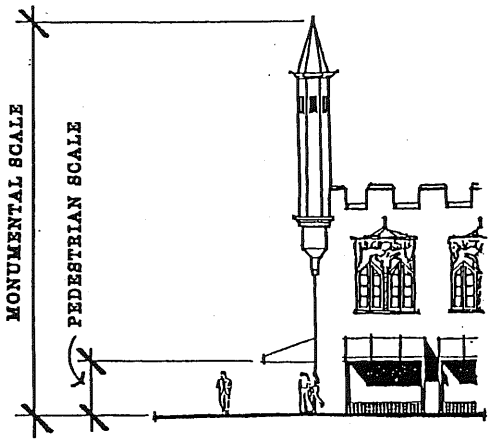
Page 19

of perceived open space, can significantly affect the character of a building. Architects often call attention to the lack of mass, by defining the open space with low walls or guardrails such as those identifying a balcony. This will be particularly important in dealing with the Central Plaza Area and with other dining or lounge spaces near the edge of the Pier.

Scale

Scale is the measurement of the relationship of one object to another object. All of the components of a building have relationship to each other and to the building as a whole which is the "scale" of the components. A building also has a relationship to a human being, which defines the scale of the building. Generally, the scale of the building components also relate to the human scale of the entire building.

The relationship of a building, or portions of a building, to a human being is called its relationship to "human scale". The spectrum of relationships to human scale ranges from 'intimate' to 'monumental'. Intimate usually refers to small spaces or detail which is very much in keeping with the human scale, usually areas around eight to ten feet in size. These spaces feel intimate because of the relationship of a human being to the space. The distance of eight to ten feet is about the limit of sensory perception of communication between people including voice

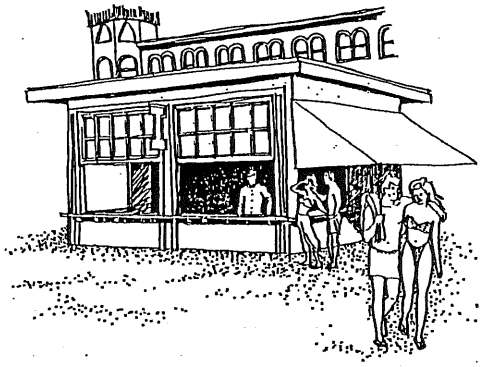


SCALE.

inclination and facial expression. This distance is also about the limit of up-stretched arm reach for human beings which is another measure of human scale. The components of a building with an intimate scale are often small and include details which break components into smaller units.

At the other end of the spectrum, monumental scale is used to present a feeling of grandeur, security, or spiritual well-being. Common building types using the monumental scale are banks, churches, and civic buildings. The Carousel Building is an excellent example of a building on the Pier with monumental scale. The components of this scale also reflect this grandness, with oversized double door entries, immense porticos, or large domes to project the desired scale.

On the Pier, many factors influence the scale, including the buildings and streetscape. Generally a visitor walking on the pier is in close proximity to the adjacent buildings and amenities. The perceived scale from this "close-up" vantage point is usually human or intimate scale and is found in the components of the first floor facades such as storefronts, display bulkheads, doors and awnings. From a distant vantage point such as to the north or south of the pier, the viewer perceives a monumental scale since the pier reads as a whole. The Design Guidelines will address both types of scale in the next section.



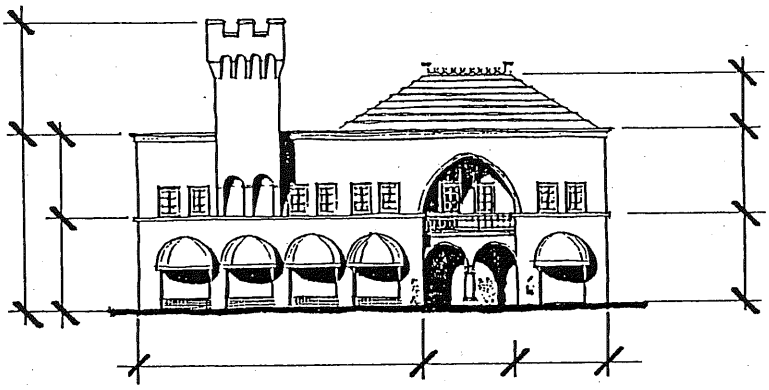
HUMAN SCALE.

Rhythm

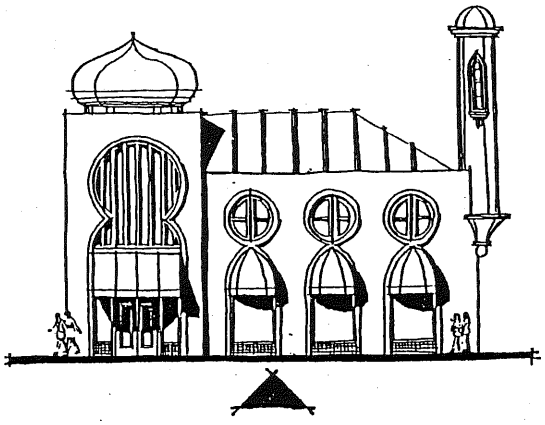
Rhythm, like scale, also describes the relationship of buildings to buildings or the components of a building to each other. Rhythm relates to the spacing of elements and can be described in terms of proportion, balance, and emphasis.

1. Proportion deals with the ratio of dimension between elements. Proportion can describe height to height ratios, width to width ratios, width to height ratios, as well as ratios of massing. On a larger level, proportion can be perceived on the Pier as a whole by the relationship of buildings and streetscape elements to each other. The location and types of buildings on the Pier should have varying proportions. These proportional relationships will be seen from a distance in the profile or silhouette of the Pier.

2. Balance is another important aspect of rhythm. Balance can be described in terms of symmetrical and asymmetrical elements. An important feature of balance is that it is very often achieved by matching differing elements which, when perceived in whole, display balance. In addition to individual buildings, balance is also a consideration for the overall design and placement of structures on a pier.



PROPORTION.



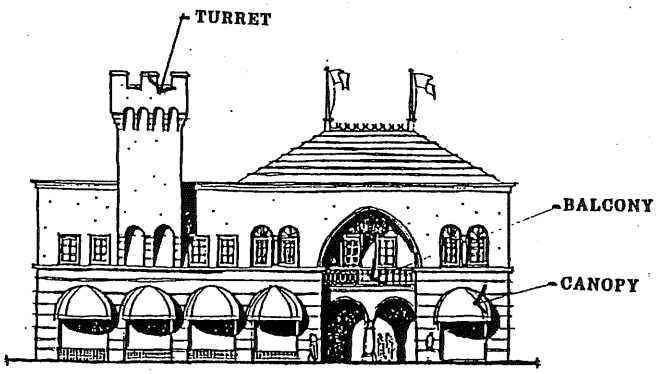
ASYMMETRICAL BALANCE.

3. Emphasis describes the use of elements which call attention or interest to themselves. Emphasis is an important feature in creating balance when using dissimilar elements. Traditionally in pier architecture emphasis has been used extensively. Canopies, balconies, and turrets are examples of elements which, when emphasized properly, can assist in presenting a balanced look.

Each individual architectural style has a distinctive emphasis such as the vertical emphasis of the Art Deco, and the horizontal emphasis of the Moderne style. The Design Guidelines will discuss the types of emphasis which are important considerations in the revitalization of the Pier.

Emphasis also can be found in the overall structure of the Pier by the location of a more massive or monumental building such as the Carousel Building. This emphasis is important to the character of the Pier because it creates a point of reference for the users.

As detailed in the Design Guidelines (Section III), the rhythm of existing buildings on the Pier will be analyzed with respect to proportion, balance, and emphasis when a change is proposed.



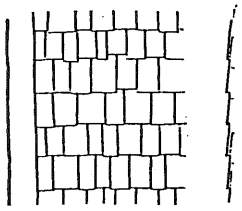
EMPHASIS.

Texture

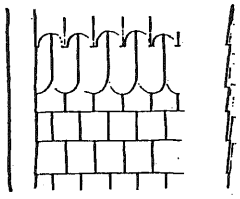
Texture refers to variations in the exterior facade and may be described in terms of the roughness of the surface material, patterns inherent in the material or the patterns in which the material is placed. Texture and the lack of texture influence the mass, scale and rhythm of a building. Texture also can add intimate scale to large buildings by the use of small detailed patterns, such as shiplap wood siding or clapboard wood siding. A wide variety of different textures has been used in pier architecture of the past.

1. Surface material roughness can be used to create a texture for a building- from the roughness of a ribbed metal screen to the smoothness of stucco or glass. Some materials, such as wood, may be either rough (such as wood shingles or resawn lumber) or smooth (such as clapboard siding).

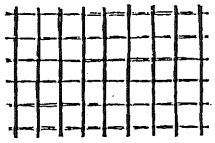
2.The Pattern of a material can also add texture and can be used to add character, scale, and balance to a building. The lines of wood siding and the many types of brick bonds are examples of how material can be placed to create texture. The natural texture of rough wood shingles or smooth marble exhibit texture primarily by the nature of the material.



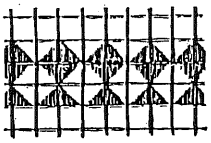
WOOD SHINGLES



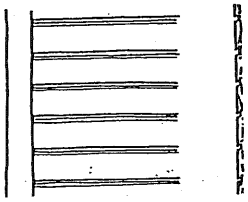
WOOD SHINGLES WITH PATTERN.



CERAMIC TILE



CERAMIC TILE WITH PATTERN.



WOOD CLAPBOARD SIDING.

SMALL SCALE TEXTURE AND PATTERN.

Color

Color is an important feature on the Pier, and should be considered carefully in both rehabilitation and new construction. Color can affect the perception of mass, scale, rhythm and texture. Color will be extensively discussed in the next section.

III. Design Guidelines

Introduction

The Pier's evolution over an 80 year period has resulted in a diverse and eclectic environment that is central to its identity. It is, therefore, important that the design guidelines established to govern the restoration of the Pier remain sensitive to and allow for this environment to be preserved amidst the upgrading of existing buildings, the construction of new buildings and the addition of common area improvements.

A more unique and creative project will evolve if the design guidelines are flexible and provide an array of choices that can be combined in many different ways. The guidelines should provide sufficient direction without eliminating the creative opportunities that will ultimately determine the success of many of the design solutions. Rather than establishing strict and rigid design guidelines, it is important to provide a design vocabulary that imparts the flavor reminiscent of the Pier's past. By combining elements of this design vocabulary in a creative fashion, the charm of nostalgia can be achieved in the context of the 1980's and beyond.

The following Design Guidelines are organized into three basic categories to facilitate ease of usage. The first section is called The General Goals of the

RANDOM, EVOLUTIONARY ARCHITECTURE.
(OCEAN PARK BEACH -1921)

Design Guidelines, the second section is called Design Guidelines for Activity Zones and the final section is called Building Design Guidelines.

The General Goals of Design Guidelines

This section discusses the broad goals and expectations of a revitalized Santa Monica Pier and they are as follows:

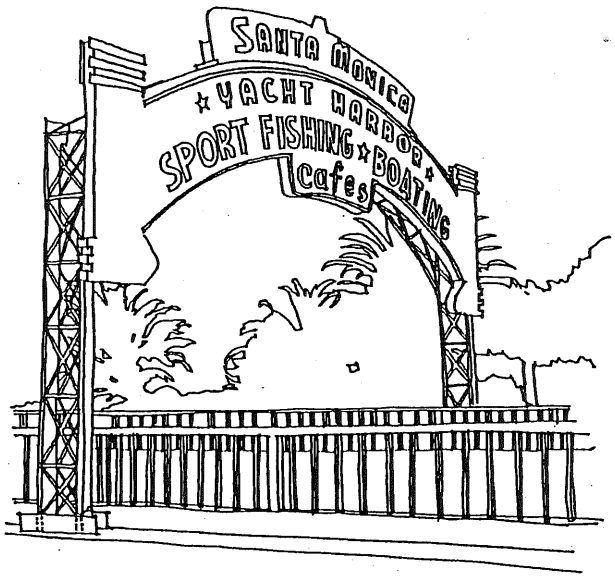
1. To maximize the opportunity to create a one-of-a-kind environment. To retain the unique historical flavor of the Pier and to rejuvenate, revitalize and rekindle public interest in the Pier.

2. To encourage design creativity and innovation within a context of continuity.

3. To develop a quality festival people place with a variety of public experiences, sights, sounds and smells.

4. To develop a unique, pedestrian oriented environment with ease of access and user friendliness as a prime design consideration.

5. To amplify the appeal of the Pier and make it a major visitor attraction accessible to all peoples of all incomes and of all ages.



MAIN ENTRY PORTAL.

6. To offer architectural diversity and variety in an overall context of historical continuity without creating a thematic project from a given architectural period.

7. To provide overall design harmony through public amenities, graphics, signage and colors.

8. To respect and enhance the character of existing structures on the Pier.

9. To reflect the styles, details and imagery of former buildings on the Pier in new construction without strict reproductions. To incorporate the proposed new development with the best of the old.

10. To facilitate and encourage interaction with ocean and beachfront environment.

11. To foster visitors' perceived and real safety and security on and around the Pier.

12. Achieve a balance between design goals, functional requirements and cost constraints.

FESTIVAL PEOPLE PLACE.
(LONG BEACH PIKE -1905)

Design Guidelines for Activity Zones

This section discusses specific concerns and criteria for the general activity areas of the Pier including Common Areas and Amenities and the Commercial Areas.

Common Areas and Amenities

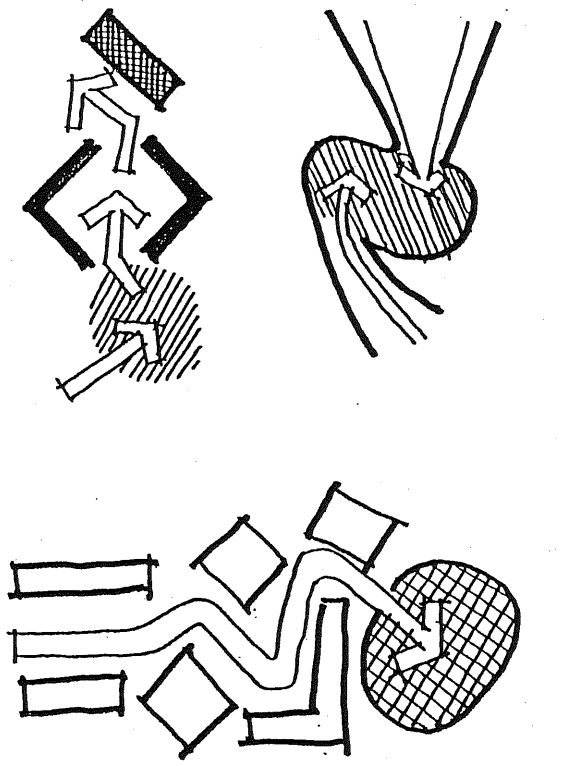
General

1. Circulation patterns shall maximize public access and views from the Pier and evoke curiosity and intrigue. Three main pedestrian circulation patterns are envisioned along with secondary "discoverable" paths and spaces:

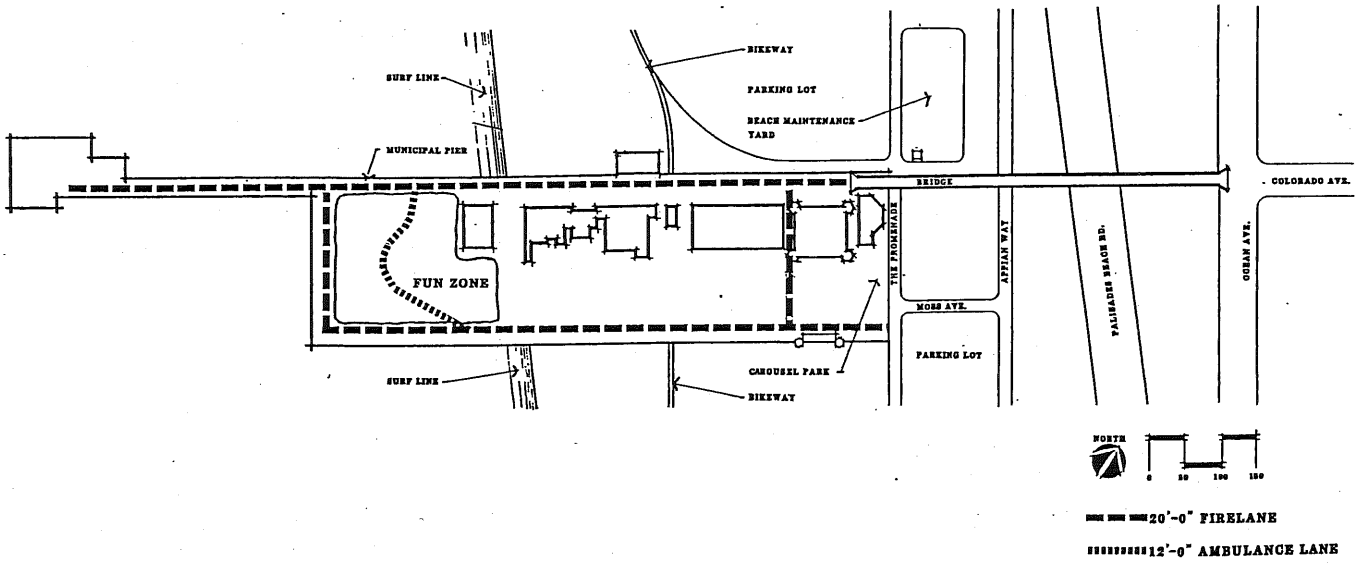
a. A major pedestrian circulation pattern around the entire perimeter of the Pier. (This will also function as a fire lane required by the Fire Department where no permanent amenities, kiosks or new construction is allowed.

b. A central pedestrian corridor as part of Phase 2 development.

c. North and south pedestrian passageways.



CIRCULATION PATTERNS SHOULD EVOKE CURIOSTY AND INTRIGUE.



EMERGENCY ACCESS

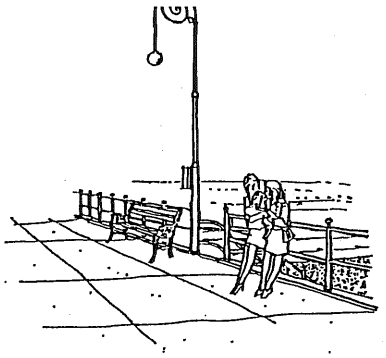
Page 30

2. The design or selection of all site amenities shall be coordinated and shall convey a consistent "sense of time and place". It is recommended that site amenities, such as light poles and fixtures, pier railings, benches, bike stands, trash receptacles, planters, signage and sign poles, barriers, fountains, etc. be compatible with overall building designs. Fixtures shall be corrosion, graffiti and vandal resistant

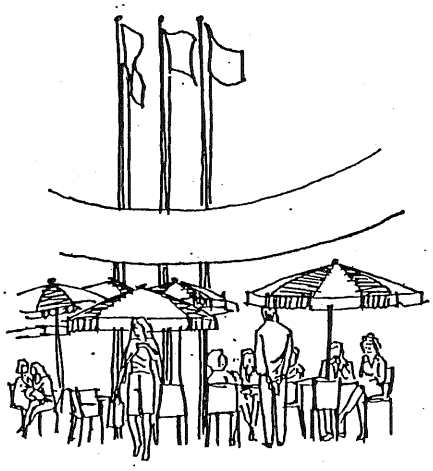
3. All pier walkways, access and services drives and parking areas shall be exposed wood decking.

4. In addition to enclosed building areas, the development of exterior dining, lounge and vending areas is strongly encouraged. All exterior activity areas shall be exposed to public view from adjacent walkways and plazas. The securing of all outdoor dining or lounge areas where sale of alcoholic beverages is permitted shall meet Alcohol Beverage Control and City of Santa Monica standards.

The linking of upper floors of buildings via the use of bridges over first floor pedestrian walkways is also encouraged where possible. The use of second floor exterior walkways and balconies overlooking the Central Plaza is also recommended. Access to upper floor pedestrian circulation walkways should



SITE AMENITITIES.



SITE AMENITITIES CONTRIBUTE TO A FESTIVAL ATMOSPHERE.

be conveniently located and should link directly to the Central Plaza.

In addition to exterior pedestrian linkages, the use of interior "arcade" passageways through buildings at both the first and second level is also encouraged to provide north-south pedestrian access through the middle of long building blocks.

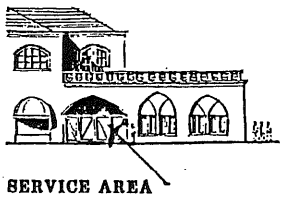
5. All public amenities, passive and active areas and restroom facilities shall be designed to accommodate the physically disabled per the State of California requirements.

6. The development of site amenities such as banners, flags, and umbrella tables which contribute to a "festival" atmosphere is strongly encouraged.

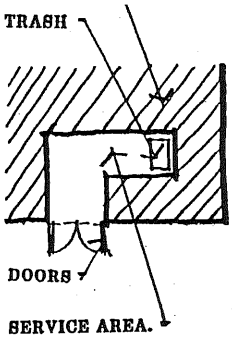
7. Trash receptacles and other service equipment shall be screened from public view. Screening devices, such as walls and fences shall be at least 8 feet high and shall be an integral part of adjacent architecture.

8. The separation of and distinction between passive and active areas on the the Pier is encouraged.

9. A series of small historical and/or informational plaques conveniently located around the Pier which can be used during a self- guided walking tour is strongly encouraged.

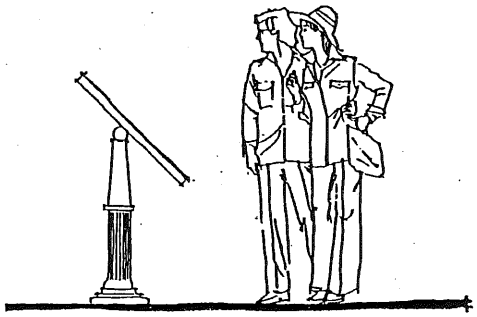


ELEVATION



PLAN

SCREEN SERVICE AREA FROM VIEW.



INTERPRETATIVE PLAQUE

10. The proposed development shall be designed to recognize and relate to Carousel Park.

11. Areas for street carts, kiosks, and street musicians and entertainers shall be provided throughout the site.

12. Landscaping features shall be minimized and shall not compete with the architecture of the proposed development. Landscaping species shall be compatible with the beach environment.

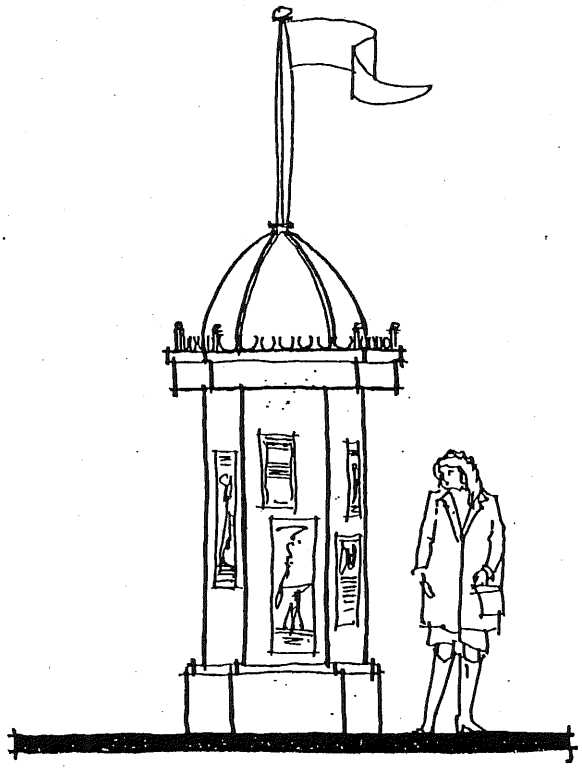
13. A kiosk directory shall be installed at major pedestrian gathering and entry points.

14. An informational booth and public bulletin board shall be provided near the Central Plaza area.

15. A maintenance and security office (at the second level for visibility) shall be located adjacent to the main plaza area.

16. General night lighting of all public areas shall be a minimum level of 4 footcandles and a maximum level of 8 footcandles.

17. General night lighting of all non-public service areas shall be a minimum level of 2 footcandles and a maximum level of 4 footcandles.



KIOSK DIRECTORY.

Vehicular Circulation and Parking

1. On -pier parking areas in Phase I shall be setback from adjacent structures or the Pier edge to provide an adequate buffer zone between cars and people places.

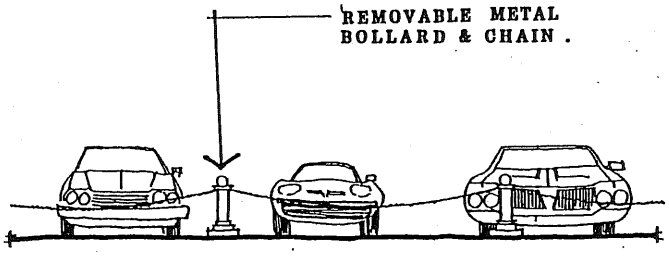
2. Timber or railroad ties wheel stops shall be provided at all parking spaces.

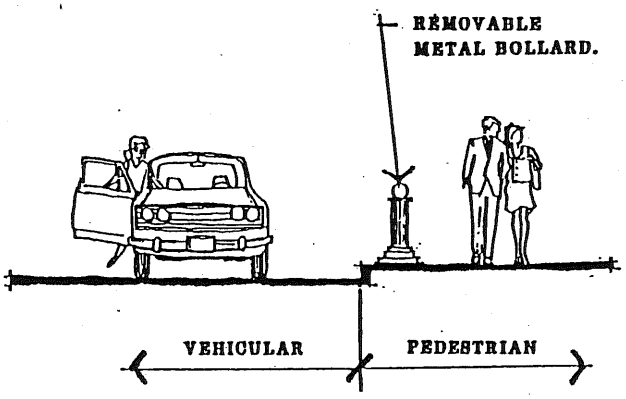
3. All on-pier vehicular signage shall be of an integrated design concept and shall be vandal resistant.

4. All parking spaces shall be indicated with painted striping and conform with City of Santa Monica standards.

5. The on-pier vehicular speed limit shall be conspicuously posted and shall not exceed 10 MPH.

6. Parking areas that are screened from view to pedestrian plazas and walkways via low planters, screen walls and landscaping is strongly encouraged.





SEPARATION OF
VEHICULAR AREAS

7. Separation of public vehicular and pedestrian areas from service or emergency vehicular service areas shall be clear and distinct. The use of "period" removable bollards is encouraged to control visit vehicular flow.

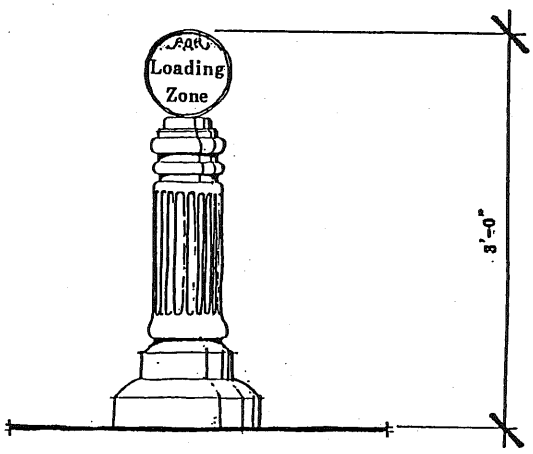
8. All parking areas shall have direct and convenient pedestrian access to main pedestrian areas.

9. The development of a future parking structure shall be conveniently linked to the pier for easy and convenient pedestrian access. The use of a tram from the parking structure is strongly encouraged. Vehicular access to the parking structure shall be through an easily identifiable entry.

10. Special locations for tour bus parking at the adjacent surface parking lots is strongly encouraged.

11. No campers, motor homes or trailers shall be allowed on the Pier.

12. Visitor vehicular and pedestrian traffic shall be visually and functionally separated for maximum safety.



ON-PIER VEHICULAR SIGNAGE

Views and View Corridors

1. The sense of being on a pier must be apparent. Visibility to the water and shoreline shall be maximized.

2. The clear, unobstructed view from the Pier's entry portal at Ocean Avenue west along the Municipal Pier to its end shall be maintained.

3. Pedestrian views and vistas from the entire perimeter (fire lane) of the pier shall be maximized.

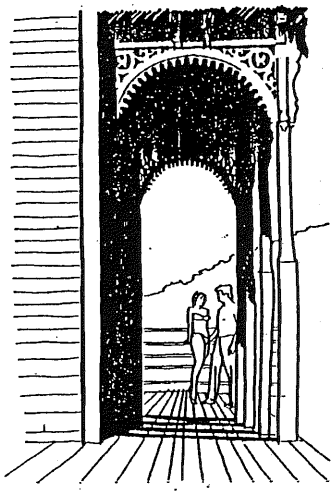
4. Clear and unobstructed views to the north and south from the Central Plaza Area and the perimeter pedestrian area shall be maximized.

5. North/south ocean and shore views from the central pedestrian circulation corridor shall be provided periodically.

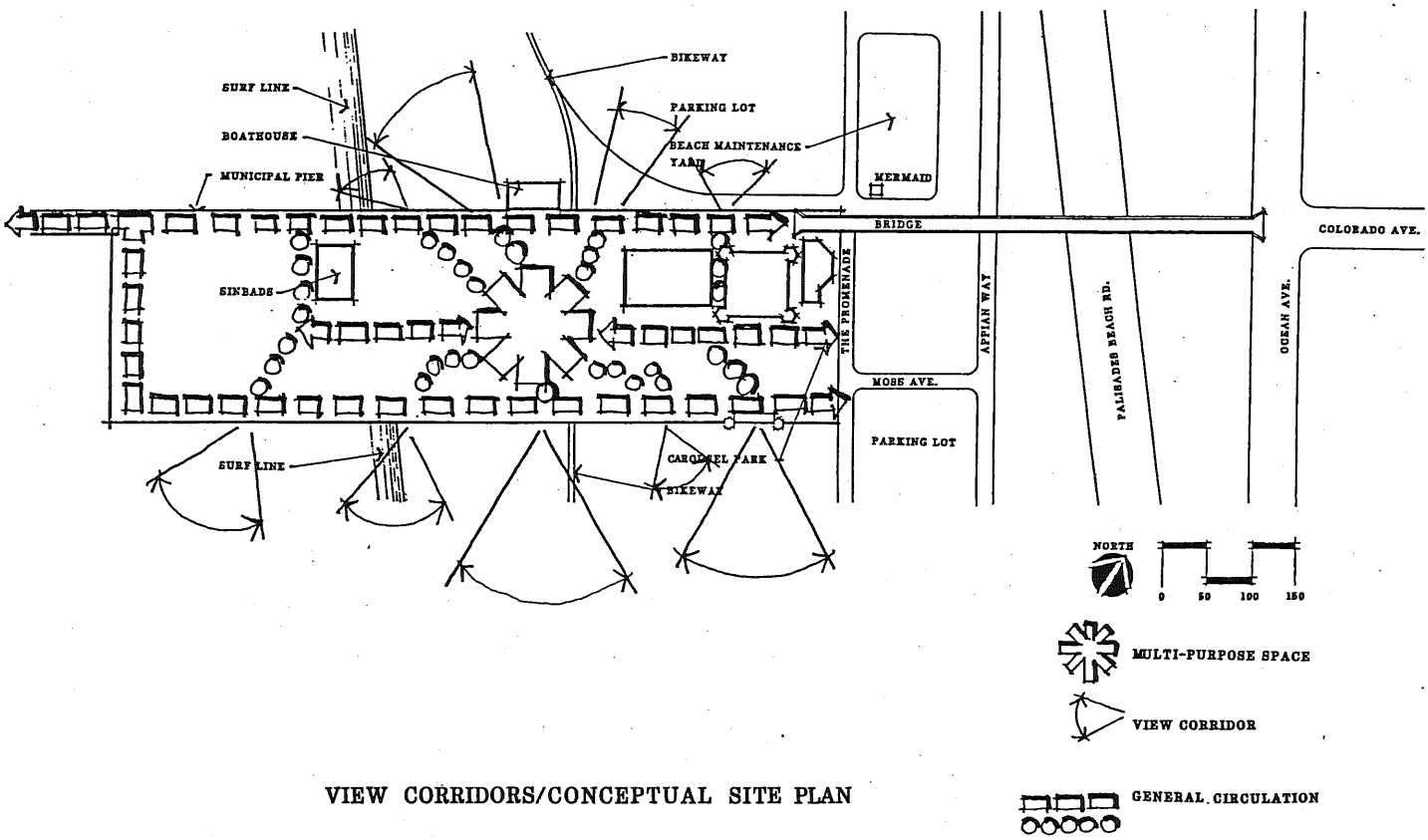
6. The physical or implied enclosure of any plaza area is discouraged.

7. Where possible, views from interior areas of the pier shall be aligned or focused on prominent features or vistas.

8. It is strongly recommended that the views of the Pier from Ocean Avenue or from Palisades Park not be blocked or impeded by the construction of the new parking structure or any adjacent new development.



VIEWS FROM CENTRAL CORRIDOR.



VIEW CORRIDORS/CONCEPTUAL SITE PLAN

Page 37

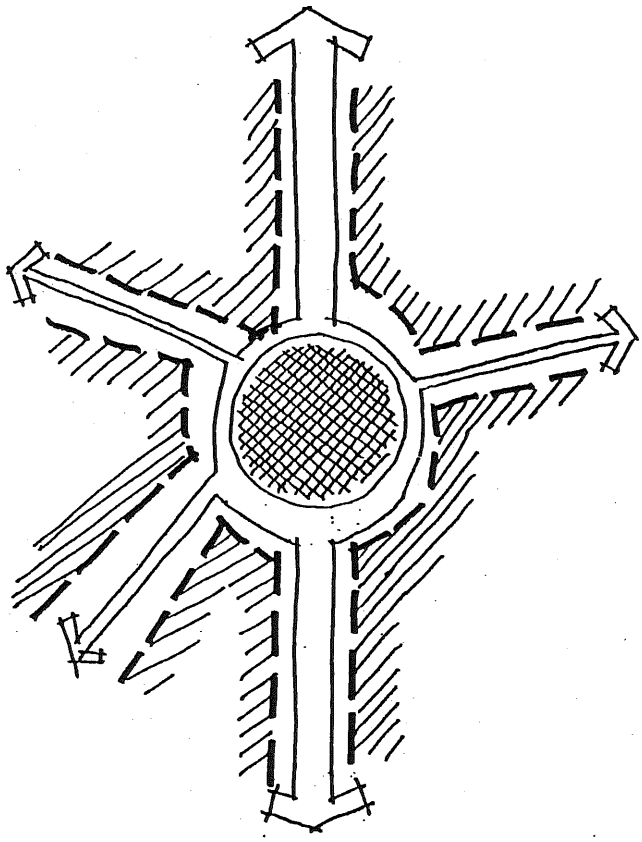
Commercial Areas

Central Plaza Area

The Central Plaza Area, located in the center of the Pier, consists of approximately 60,000 square feet. Commercial development will occupy up to 40,000 square feet of enclosed building space in this area and is comprised of restaurants, fast food operations, and retail and entertainment uses. The remaining 20,000 square feet will be dedicated for open space development including the creation of a central meeting area where special events and outdoor seating will occur.

The following identifies important design elements specific to the Central Plaza Area. All other design guidelines contained in this document also apply to the Central Plaza.

1. The development of a multi-purpose space or plaza suitable for outdoor seating, concerts, group events, and art shows is required. This area shall function as a major gathering spot and activity center on the Pier. Pedestrian circulation around the Central Plaza shall be located at the perimeter of the space so that special events will not impede the people flow to other areas on the Pier or into the shops and buildings around the Plaza.



PEDESTRIAN CIRCULATION AT CENTRAL PLAZA.

2. Entry to the Central Plaza Area from the northside of the Pier shall convey a sense of arrival to this major gathering spot.

3. Use of a central focal point or feature, such as a clock, set of flagpoles, etc. is strongly encouraged.

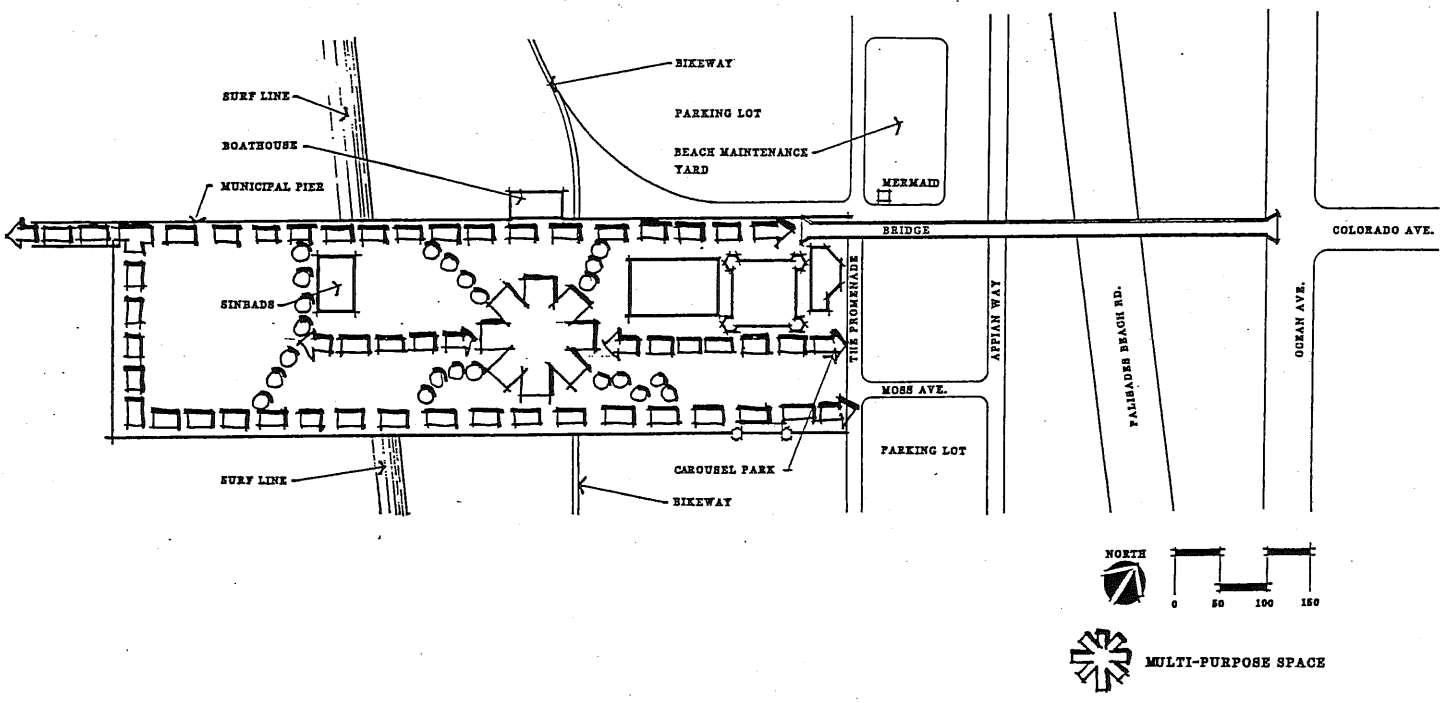
4. An information booth and public bulletin board shall be installed near the Central Plaza Area.

5. A kiosk directory shall be installed at the major entry point to the Central Plaza Area.

6. Special events, street performers and specialty vendors are encouraged to provide a dynamic and changing festival environment.

7. The layout of the buildings around the Central Plaza shall contemplate the introduction of a central pedestrian corridor that is anticipated as part of Phase 2 development.

8. Buildings shall be designed and located to maximize views of the water, shoreline and into the Central Plaza as specified in the "Views and View Corridor" section of this document.



MULTI-PURPOSE SPACE.

Page 40

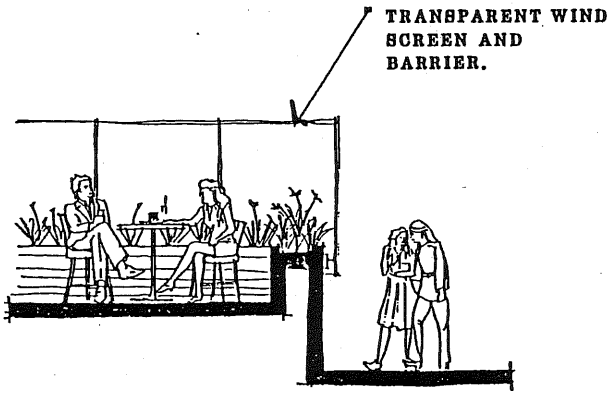
9. A variety of one and two story buildings are encouraged in this area. Two story structures may be particularly desirable in conjunction with a combination restaurant and entertainment facilities.

10. Second story and roof top seating, balconies, decks and exterior pedestrian walkways are encouraged to take advantage of the panoramic views.

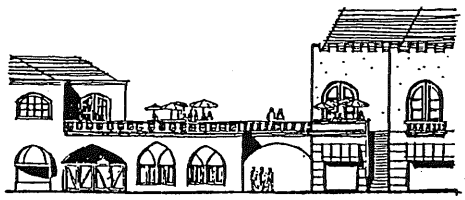
11. Views from ground level eating establishments facing the water can be enhanced by raising the seating platforms above the level of the pier deck. Ground level eating establishments facing inward shall remain at deck level in order to help amplify the interaction and energy between diners and nearby pedestrian activity.

12. The southern pedestrian perimeter is contemplated to be more passive as compared to the active Central Plaza and central corridor. Therefore, facades and uses along this edge shall relate accordingly. Outdoor seating is an activity that can address this goal and generate a "people watching" environment.

13. The design of the facades facing the Central Plaza shall recognize, compliment and help foster the activity occurring in the Central Plaza. The intensified use of a variety of architectural elements



EXTERIOR DINING
AND LOUNGE.



ROOF TOP SEATING,
BALCONIES, DECKS AND WALKS.

and emphasis shall be concentrated around the Central Plaza.

14. A common seating area for all fast food operations is envisioned within the Central Plaza Area.

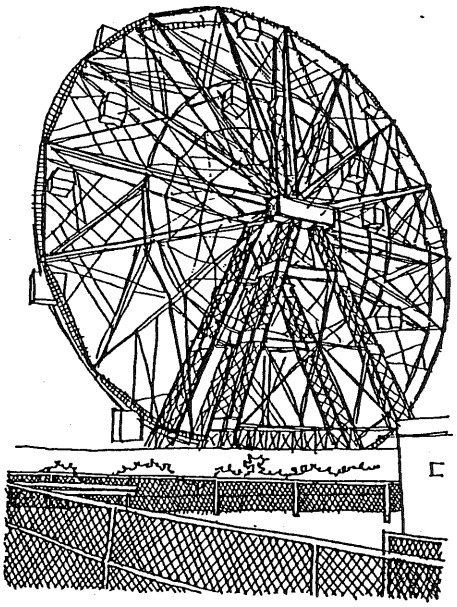
15. Given the high volume of fast food operations, the interiors and exteriors of the buildings shall be designed to handle the resulting intense wear and tear and to facilitate ease of maintenance.

Fun Zone Area

The Fun Zone, located at the western end of the Pleasure Pier, will consist of approximately 40,000 square feet of amusement rides, games and novelties. Additional square footage at the western edge of this area will be utilized for public viewing and/or food services.

The following identifies important design elements specific to the Fun Zone operation. All other design guidelines contained in this document shall also apply to the Fun Zone.

1. A public seating area for viewing and/or a small to medium size food operation shall be provided at the western edge of the Fun Zone.



FERRIS WHEEL.

2. The rides and games shall be organized in such a manner as to provide for adequate pedestrian circulation, queuing lines and public seating throughout the entire Fun Zone. Queuing areas shall be located so as not to impede normal pedestrian circulation to other parts of the Pier or Fun Zone.

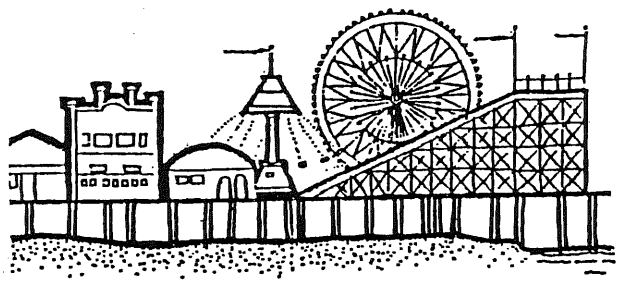
3. The layout of uses within the Fun Zone shall contemplate the introduction of the central pedestrian corridor that is anticipated as part of Phase 2 development.

4. An overall festive atmosphere shall be conveyed through building and public amenity design elements that are reminiscent of amusement piers and amusements parks.

5. One or more large "thrill" rides shall be located to provide a visual terminus to the Fun Zone. If possible, major thrill rides shall be located so that they can be seen from other areas of the Pier. It may be desirable to orient thrill rides to give patrons full view of ocean and shoreline vistas.

6. Rides, rather than buildings, shall be used to create height variations within the zone and a unique silhouette from afar.

7. Rides and amusements shall be well maintained, colorfully painted, and whimsically decorated. The use of animation techniques to evoke images of



WESTERN TERMINUS OF FUN ZONE.

exotic places, animals or events in a carnival- like environment is strongly encouraged.

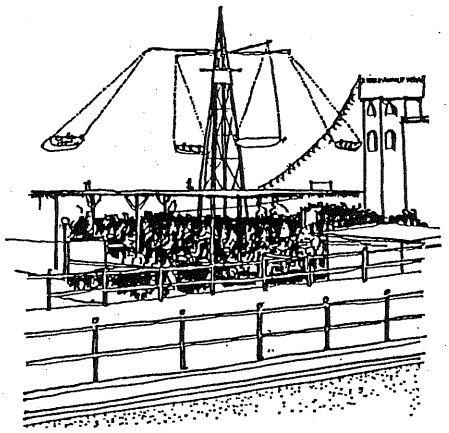
8. Festive lighting, such as tivoli lighting (the outlining of building roof lines with rows of small, incandescent lights), is recommended on rides and buildings and in public areas.

9. The development of a thrilling Fun Zone that generates excitement and stimulates all senses through kinetic movement, sense of motion, and public interaction through screaming, laughing and smiling is strongly encouraged.

10.To help minimize noise impact on adjacent businesses, consideration shall be given to locating the quieter and more passive rides and games along the adjacent boundaries of the Fun Zone.

11. Because the front facades of the game and novelty booths are removable during operations, the design of these buildings shall be relatively simple with special attention given to the design of interior displays.

12. An ambulance lane shall emanate from the fire lane and loop through the Fun Zone. It shall provide direct emergency access to all major "thrill" attractions (as determined by the Fire Department) and reconnect to the fire lane for egress purposes.



AERO-PLAN THRILL RIDE.

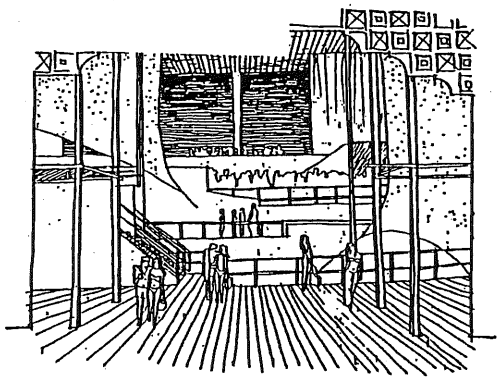
13. The inclusion of unique attractions such as a multi-media installation shall be considered.

14. Maximum safety is an absolute requirement. All machinery and moving parts must be secured from the public. Motors and mechanical machinery shall be visually screened in conjunction with the overall design of the ride or amusement attraction where possible.

Fishing Pier Area

1. Public amenities, such as benches, light fixtures, cutting boards, cleaning sinks and railings at the Fishing Pier shall be consistent and compatible with the rest of the Pier. Although smaller in scale, new construction at the Fishing Pier shall also evoke whimsy and fantasy. A nautical thematic design for this area is not recommended. A strong vertical architectural feature shall be incorporated into the design to serve as a visual terminus to the western end of the Pier and to become a navigational beacon and landmark for sailors.

2. The construction of a tackle shop, cafe, restroom facilities and other commercial pavilions (fishing and sightseeing excursions) shall be consistent with the standards listed under "New Buildings" and with the architecture at the rest of the Pier.



ATTENTION TO INTERIORS AT ATTRACTIONS.

3. If a cafe is built, consideration shall be given to raising the inside floor to a level that will provide panoramic ocean views from dining areas over the pier rails and contiguous fishermen. The development of a public roof or observation deck shall also be considered to maximize ocean views.

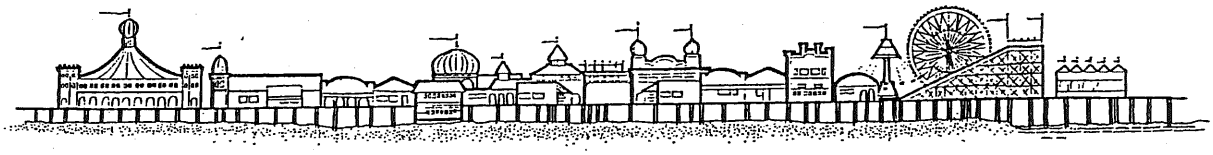
Building Design Guidelines

General Building Design Guidelines (Existing, New Construction and Move-Ons)

This section outlines specific requirements and recommendations for the rehabilitation of existing structures, construction of new buildings and buildings moved onto the Pier.

1. Architectural diversity and contrast is encouraged while the generation of a uniform or dominant architectural theme for the Pier is not. The use of architectural imagery which is reminiscent of pier, waterfront or amusement park architecture should be used to achieve this diversity and contrast.

2. The proposed new development in conjunction with the existing development shall result in a new dynamic and readily identifiable silhouette as seen from the north or south. This silhouette shall contain unique or distinct architectural elements of differing heights. New construction at the Fishing Pier such



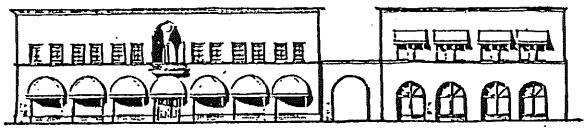
NEW DYNAMIC AND READILY IDENTIFIABLE SILHOUETTE.

as a cafe, tackle shop and restroom facility will terminate the silhouette to the west while the Carousel Building will terminate the Pier massing to the east. The tallest, most dynamic and readily identifiable elements such as a Ferris Wheel shall occur near the center of the silhouette at the Fun Zone. The overall silhouette shall form a total visual composition which will become the Pier's trademark.

3. It is recommended that the best of the existing structures be preserved and complimented with a variety of new structures. The individual identity of the existing historic structures to be retained shall be emphasized. New construction adjacent to existing structures shall not dwarf or dominate either in size or design these older buildings. New adjacent structures shall be of suitable different styles or exterior finish materials to provide contrast between the old and the new. New structures shall relate in scale, mass and height to adjacent existing structures.

4. Adjacent structures of differing height, size, mass, style and color are encouraged.

5. Architectural images that evoke fantasy, escape, exoticism, humor and whimsy are strongly encouraged.



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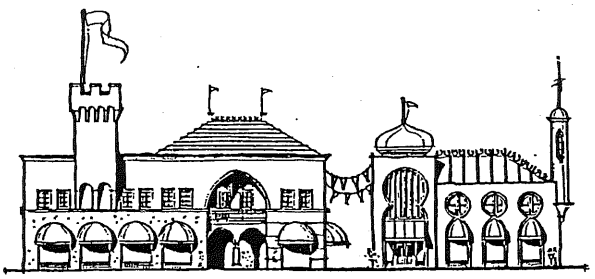


ENCOURAGE

ARCHITECTURAL IMAGES THAT EVOKE FANTASY, ESCAPE, HUMOR AND WHIMSY.

6. Facade massing shall be broken into elements which vertically relate to pedestrian scale. All exposed facades shall be oriented to the pedestrian. Large, monotonous wall planes are not recommended. Architectural features, murals and large graphics or large wall signs are acceptable uses for articulating non-fenestrated facades.

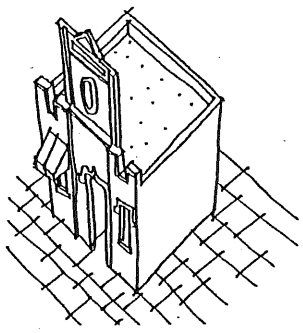
7. All exposed facades of each building shall be designed in a compatible and consistent way to avoid structures with one interesting side and three non-descript sides.

8. Silhouette lighting of roofs and forms of all buildings (new or existing) is strongly encouraged via the use of tivoli (rows of low wattage light fixtures) lighting.

Technical Building Design Guidelines (Existing, New Construction and Move-Ons)

1. All structures shall be fully fire sprinklered.

2. All new construction shall conform to the Uniform Building Code (latest adopted edition), the State Historic Building Code, the Building Regulations of the State Fire Marshall, Title 24 of the State Building Code including Architectural



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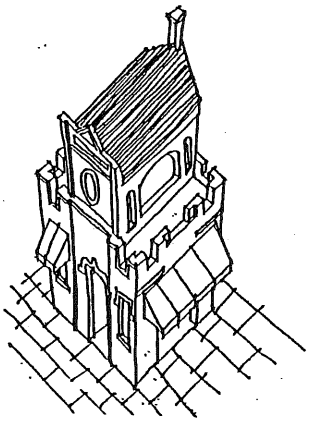


ENCOURAGE

DESIGN FACADES FOR VIEW FROM ALL SIDES.

Barrier Laws and Energy Conservation, all State of California Department of Alcoholic Beverage Control requirements, all applicable Los Angeles County Health Department requirements, all City of Santa Monica codes and ordinances and Coastal Commission requirements.

3. It is strongly recommended that all new wood framing materials be wolmanized.

4. All new fabric awnings, marques, flags and banners shall be fire retardant as approved by the City of Santa Monica Building Official.

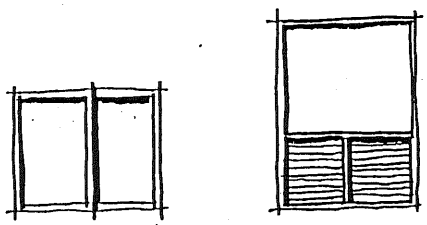
5. All framing anchors, bolts, joist and rafter hangers and hold downs shall be galvanized steel or stainless steel.

6. All door and window hardware shall be non-corrosive material such as solid brass, stainless steel, etc. No "plated" hardware shall be used.

7. All new glazing shall be vandal resistant such as "Saflex" or equal.

8. All glazing and hardware shall be per City of Santa Monica Security Ordinance.

9. All exterior wood siding shall be redwood, cedar or other rot resistant species. All painted or stained exposed wood siding shall be back primed. All



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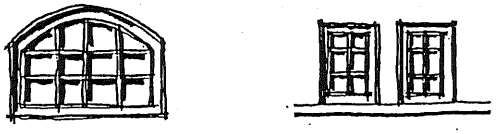


ENCOURAGE

WINDOW TYPES.

fasteners at wood siding (nails, screws, etc.) shall be aluminum or stainless. No galvanized nails shall be permitted at exterior siding.

10. The use of quality wood windows (primed and painted or vinyl clad) is strongly recommended. The use of aluminum windows or contemporary metal storefront systems is undesirable.

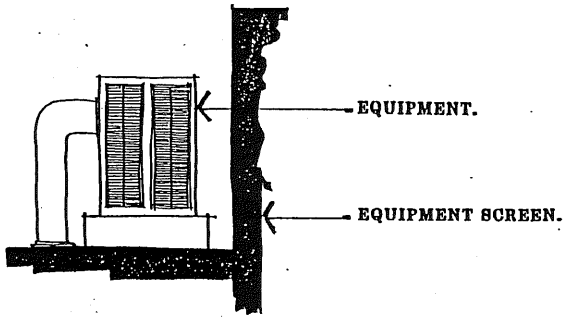
11. The use of graffiti resistant coatings (non-gloss) are strongly recommended.

12. Metal frames at all awnings and marques shall be hot-dipped galvanized steel or aluminum tubing.

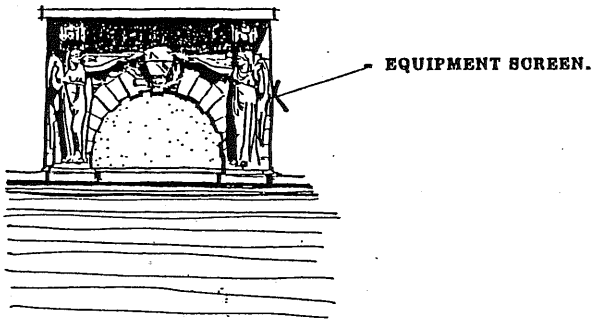
13. The selection of interior flooring materials shall be carefully considered given the potential high maintenance problem due to the moisture and sand of the beach environment and to the constant movement of the pier superstructure.

14. It is strongly recommended that all carpeting be mildew resistant.

15. All roof top equipment shall be screened from view from all directions via integrated roof parapets or roof equipment wells. The use of roof top mechanical equipment screens is not recommended. In addition, roof top equipment or service areas, when visible from adjacent second floor spaces,



SECTION



ELEVATION

SCREEN ROOF EQUIPMENT.

decks or walkways shall be screened from view from above.

16. All security grills shall be installed at the interior of structures to protect display windows. Exterior stairway and pathway security grills are allowed but shall fold into a concealed pocket in adjacent walls or ceilings when not in use. No surface mounted security grilles or devices shall be permitted.

17. Roof penetrations such as skylights and HVAC ductwork shall be secured with a security grate per City of Santa Monica Standards.

18. All new construction shall be carefully coordinated with the City Engineer. Penetrations of pier decking and structural members shall be minimized and shall receive prior approval of the City Engineer.

19. No new construction shall be allowed beyond the physical edge of the Pier.

20. The use of transparent wind screens at outdoor seating or dining areas is strongly recommended.

Signage

Within the design of the Pier, signage is intended to be a major element especially on buildings of simple construction and those with little ornament and

PERIOD SIGNAGE.
(OCEAN PARK BEACH -1921)

decoration. Signage is meant to be a meaningful part of the architecture of these buildings as it was during the Pier's heyday.

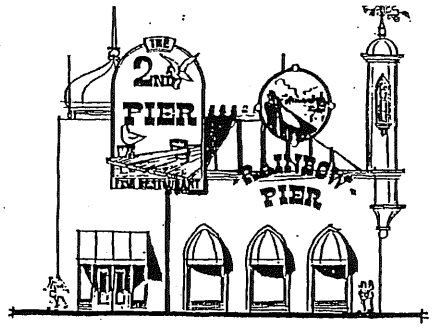
Specific sign regulations governing the number, size and location of signs will be prepared concurrently with the development of the Master Plan. What follows are general goals which will guide the formation of these future regulations.

1. A sign program shall be submitted by the developer of each phase of the Pier revitalization for review by the PRC and the City. It is the intention of this document to encourage creativity and diversity in signage within an overall design context of continuity with the building's architecture. Signage shall be coordinated and carefully planned but not monotonous or boring. Conformity in signage is not recommended.

2. Signage shall meet all design standards both in daylight and when illuminated at night.

3. All signage shall be compatible and sensitive to the building or structure to which it is attached. Signs that cover important architectural features or that are out of scale, inappropriate in type face or size to adjacent architecture shall not be permitted.

4. The use of period signage is encouraged such as painted signs, neon and wood carved signs. Signs



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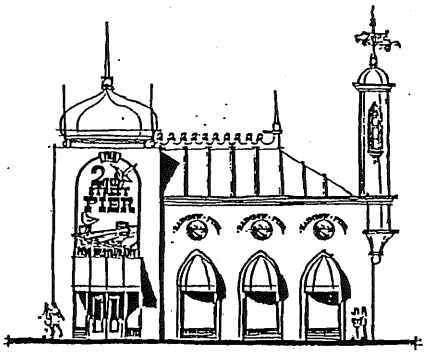


ENCOURAGE

SIGNS THAT COVER IMPORTANT ARCHITECTURAL FEATURES OR ARE OUT OF SCALE ARE DISCOURAGED.

that graphically depict advertised products or services are encouraged. Signs shall be illuminated at night. No can signs or back lit plastic signs shall be permitted.

5. Color of signage shall be compatible with the color of the building to which it is attached and to adjacent buildings.

6. Sign backgrounds and sign lettering colors shall be designed with sufficient contrast as to be legible.

7. Signs throughout the Pier shall be pedestrian oriented.

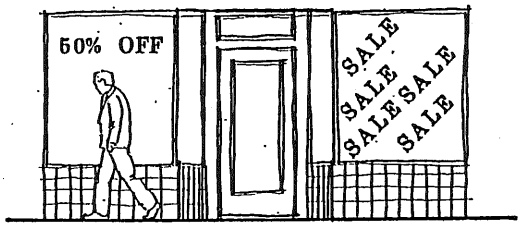
8. Direct and indirect lighting methods are allowed provided that they are not harsh or unnecessarily bright or glaring.

9. International sign symbols shall be utilized to identify all public amenities.

10. The use of flags or banners which add color and movement to the Pier is encouraged but they shall be compatible in size, color and scale with their adjacent surroundings. PRC review and approval for all flags and banners is required.

11. The identification of each building address in 6 inch high letters over the main entry doorway is recommended.

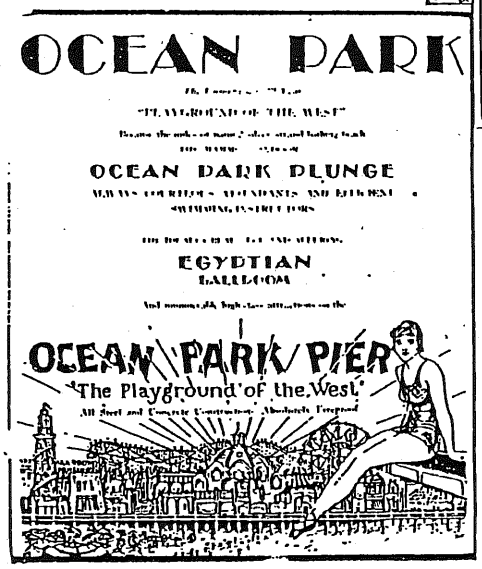
12. Temporary signs (for sales, etc.) shall be in keeping with the overall guidelines. All temporary signage must be approved by the PRC prior to installation.

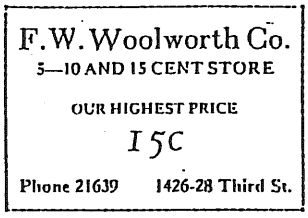


DISCOURAGE

ENCOURAGE

TEMPORARY SIGNAGE





SIGNS THAT GRAPHICALLY DEPICT ADVERTISED PRODUCTS OR SERVICES ARE ENCOURAGED.

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Color

Color is an important element in Pier design. This section relates to colors to be used on all building exteriors and common area improvements.

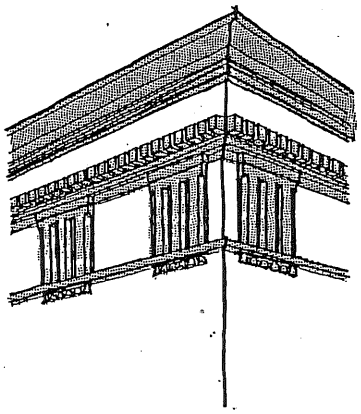
1. All paint products, awning fabric or other color elements shall be durable and fade-resistant and shall be recommended by the manufacturer for the proposed use and location.

2.Colors used for major facade elements of building shall be compatible with adjacent structures.

3. The use of simple color schemes involving a maximum of three colors is recommended.

5. The use of monochromatic and complementary accent and trim colors is recommended. Field colors (general building colors) shall generally be soft pastel tones of varying shades. Color accents may be provided via awnings, window and ornamental trim, roofing and signage.

6. The use of bold primary colors (pure reds, yellows, blues) are not recommended for building facades except for accent elements.



ACCENT COLORS AT TRIM.

7. The use of colors to express individuality and identity within a cohesive and attractive framework is encouraged.

8. The painting of existing historic and non-historic structures shall be with colors appropriate and compatible to the style and form of the existing building. Garish, intense or loud colors are not recommended. The accent of architectural detail, ornament or trim is encouraged.

9. An overall color palate for each phase of development shall be submitted for review and approval by the PRC. All colors shall be approved by the PRC prior to implementation.

Design Guidelines for Existing Buildings

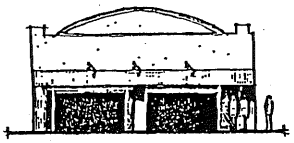
General

1. It is recommended that the following buildings be retained as part of the proposed revitalization of the Pier:

a. Carousel Building

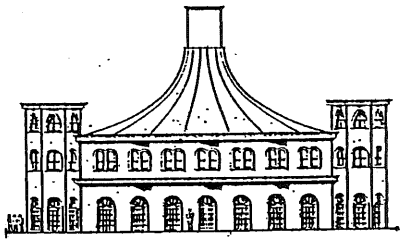
b. Billiard Building (Beryl's , Crown and Anchor, Sea View Seafood)

c. Playland Arcade



PLAYLAND ARCADE
(EASTERLY PORTION)

SINBADS



CAROUSEL BUILDING
(ALREADY REHABILITATED)

BILLIARD BUILDING
(EASTERLY PORTION)

BUILDINGS RECOMMENDED TO BE RETAINED.

d. Sinbads

e. Boathouse Restaurant

2. Other structures are likely to be demolished to accommodate new construction.

3. Of the structures designated to be retained, the following are considered to be "historic" since they contribute to the historic fabric and integrity of the Pier.

a. Carousel Building (already restored)

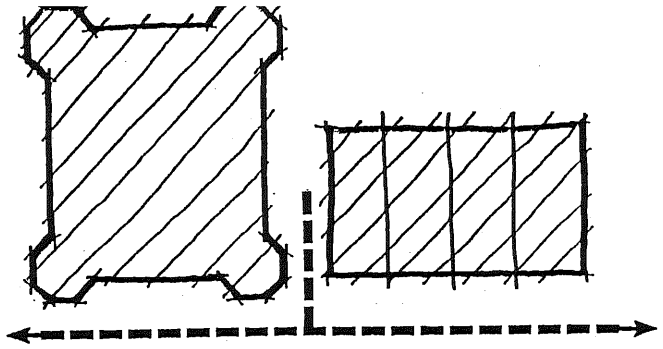
b. Billiard Building

c. Playland Arcade (easterly portion)

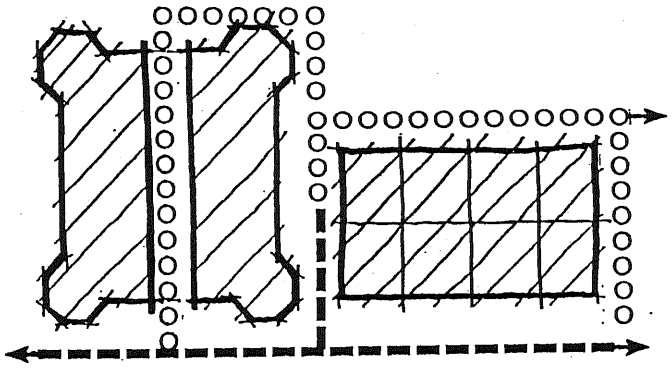
d. Sinbad's

An historic renovation is recommended for these buildings consistent with the guidelines for Historically Significant Buildings that follows. Any adverse economic implications of meeting the guidelines for "Historically Significant Buildings" will be evaluated on a case-by-case basis.

4. Existing buildings, not requiring historic renovation, shall be rehabilitated according to the guidelines for "New Buildings" that follows.



EXISTING ENTRANCES AND DISPLAY.



NEW ENTRANCES AND DISPLAY.

OOOO NEW CIRCULATION

▬▬▬ EXISTING CIRCULATION

RELOCATION OF NEW ENTRANCES AND STOREFRONTS.

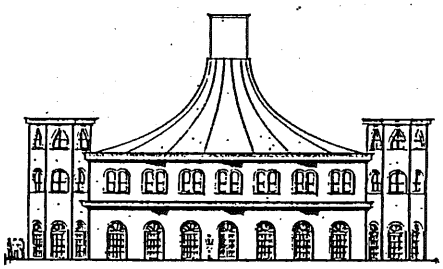
5. Interior reconfiguration of existing buildings or relocation of entrances or display areas to accommodate contemporary marketing practices is permitted in accordance with the other design guidelines.

6. The silhouette lighting of existing structures is encouraged.

Historically Significant Buildings

In their review of rehabilitation of historically significant buildings, the City's Landmarks Commission utilizes The Secretary of the Interior's Standards for Rehabilitation. The following guidelines are based on these standards but have been tailored to deal specifically with the existing historically significant buildings on the Pier.

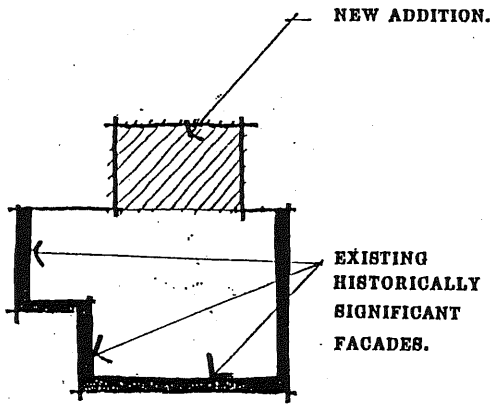
1. Buildings shall be recognized as products of their own time and should not incorporate alterations which seek to create a historic appearance unrelated to that building. Building design represents the design philosophy and technology of a specific time. Rehabilitating a historic building should not strive to create a preconceived concept of a "historic building", but should reuse the existing materials and design.



REHABILITATE HISTORIC BUILDINGS.

2. Original elements of design which designate style shall be maintained, and where necessary due to damage or deterioration, be recreated. The elements of design include such items as original wooden double hung or casement windows, storefront bays, decorative railings, moldings or trims, and terra cotta panels. Distinctive stylistic features which exemplify the style shall be retained and restored.

3. Damaged architectural features shall be repaired rather than replaced whenever possible. The repair of historic materials begins with the concept of minimally affecting remaining original historic materials. Patching, piecing-in, and splicing should be performed when possible rather than replacement. If replacement is necessary, the new material should match the material being replaced in terms of design, color, texture, and other important design features. Replacement of historic elements should be made with the original material when possible, but when necessary, substitution may be made in form, design, and material when the substitute material conveys the visual appearance of the original feature. When an entire feature is missing, it should be replaced by researching historic or pictorial documentation. If accurate data is not available, a new design that is compatible with the remaining features of the building may be used. This newly created element should be designed to work with the size, scale, and material of the entire building.

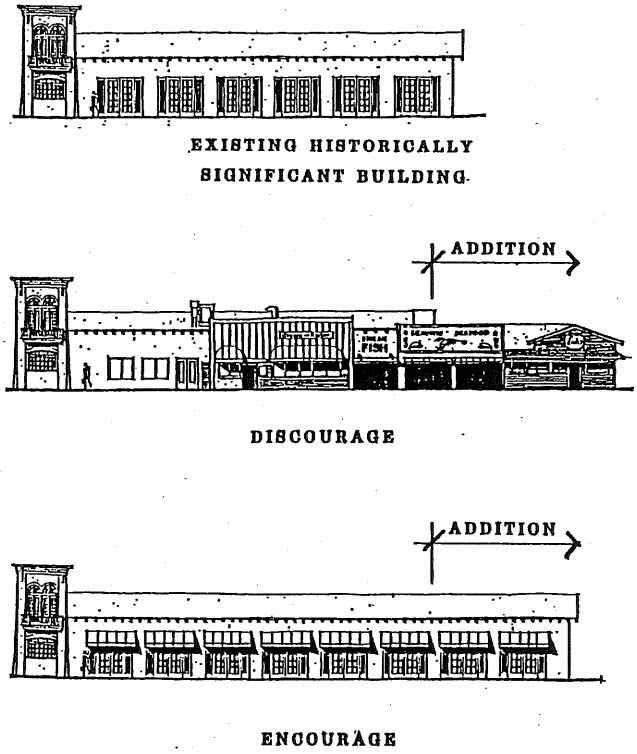


ADDITIONS.

4. Buildings which have been altered as a part of a natural evolution are evidence of the history of the area. Often these changes have a significance of their own, and this newer significance should be retained. Restoration of the original facade of these buildings is desirable, but may be costly. Since these buildings all have attained historical importance with their altered facades, it is not a requirement of these Guidelines to recreate the original facade.

5. Alterations or additions to a historically significant building may be necessary to insure its continued use. Such changes may be necessary to increase square footage where land values have risen, or to structurally reinforce seismically unsafe buildings. These changes should not alter, obscure, or destroy historically significant features, materials, forms, or finishes. Facade changes should be considered only after closely evaluating alternate means of achieving the same end. For example, skylights can be used to allow more natural light rather than cutting in new windows which would disrupt the facade, or interior seismic bracing can be used rather than exposed exterior bracing which would obscure the facade.

6. An addition should complement the original design and not be overwhelming or disruptive. Additions should also be connected to historic



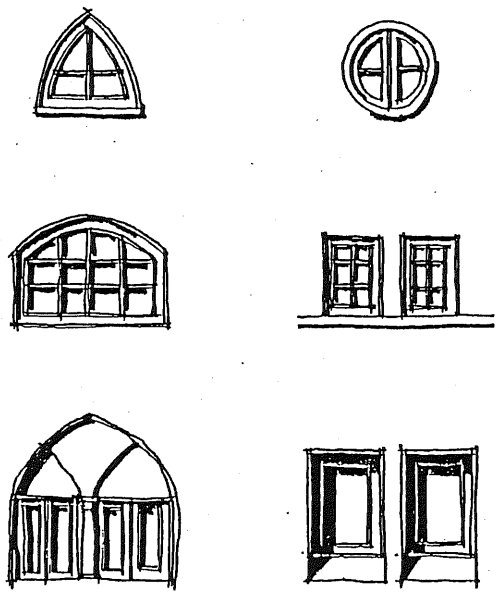
ADDITIONS TO HISTORICALLY SIGNIFICANT BUILDING

buildings so that the addition may later be removed without destroying any original material.

7. Exterior facades of historic buildings generally only need cleaning to halt deterioration or to remove heavy soiling. However, many owners wish to create a "new" clean look after investing in the rehabilitation of their building. The cleaning of historic facades should always be approached by employing the most gentle methods possible first, and then increasing the severity of treatment as necessary.

Wood should never be sandblasted, because the texture created will be inconsistent with the original appearance of the material. Paint can be removed from wood by sanding, scraping, chemical solutions, or with a heat gun. Metals on historic buildings should be carefully cleaned using gentle methods, if possible, but hard metals may be lightly sandblasted if necessary to remove accumulated paint.

8. Rehabilitation often includes utilization of new systems and technologies. New heating and air conditioning equipment and solar panels are often more energy efficient than old systems. This new equipment should be so located as to not distract from the historical elements of the building. Solar panels should be located on the roofs at a distance from the edge of the building so they are not visible

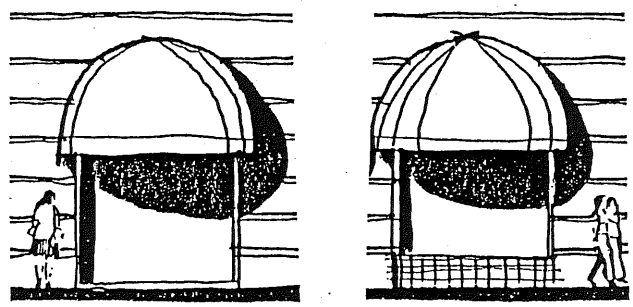


WOOD WINDOW TYPES.

from the pedestrian level. Heating and air conditioning units should similarly be placed away from the edge. If such units must be placed in a visible location for functional reasons, they should be screened in a manner consistent with the building's facade.

9. Windows in historic buildings were generally wood sash and sometimes metal sash. They were generally single light, with earlier windows being double hung, and some later windows being metal sliding windows. The original historical window type, style and material should be retained in rehabilitation. When a window is very deteriorated or missing, replacement windows should match the original. Glazing should not incorporate mirror reflective glass or dark tinted glass. The proportion, size, and location of existing window openings should be respected and maintained wherever possible. The rhythm of solid-to-void of the existing historic building should be maintained and the total percentage of facade glazing in proportion to solid wall mass should not be significantly altered.

10. Storefronts are generally the most identifiable part of a building because of their proximity to pedestrians. The elements of a storefront are numerous and include: display windows, signs, entry doors, transoms, kick plates, and window bases of wood, ceramic tile, or plaster. Proportion, scale, and rhythm are important features of

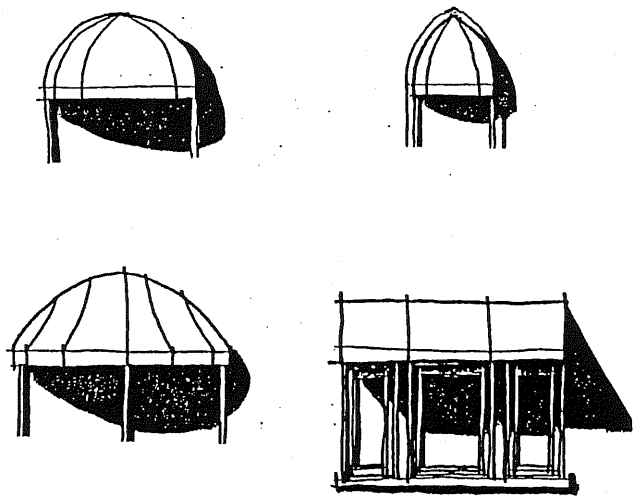


STOREFRONTS.

storefronts, and should be retained. Original materials should be repaired or, when necessary, replaced with like materials. Awnings should be used for sun control instead of tinted or reflective glass. The location of the entrance to the building should be maintained to keep the balance and emphasis of the overall facade.

Many historic storefront designs included recessed entries to provide the tenant/owner with display space. Rehabilitation of storefronts should preferably retain the original recessed entry, but a reduction of the recess to four feet which, in addition, maintains the rhythm, scale, and proportion of the historic storefront is acceptable. Storefronts which eliminate the recess entirely are generally disallowed.

11. Awning design should be sensitive to the overall facade on which it is to be placed. Historical commercial buildings often had retractable awnings placed at the transom level which could be extended to create a sun barrier and which served to reduce the building to an intimate scale. The use of retractable awnings is recommended but not mandatory. Historic buildings traditionally had sloping shed style awnings of one or two colors which complemented the overall color scheme of the entire building. In rehabilitation, the shape of the awning should be designed to fit the architecture, and careful consideration should be given to incorporating barrel-shaped or rounded awnings. Old photos or



AWNING TYPES

drawings of the Pier, beach environment and other amusement parks should be consulted to determine the type and shape of awnings originally used. The size and scale of the awning shall be compatible to the rest of the building. An awning shall not be the predominant element of the facade. While the inclusion of awnings in a rehabilitation design is encouraged, the design plans for that rehabilitation shall show the building both with and without awnings since the subsequent removal of such awnings may significantly alter the approved design concept.

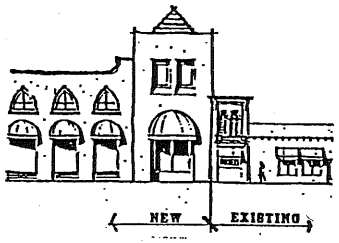
Design Guidelines for New Buildings

1. New construction shall not replicate former Pier buildings but shall be creative interpretations of pier architectural imagery.

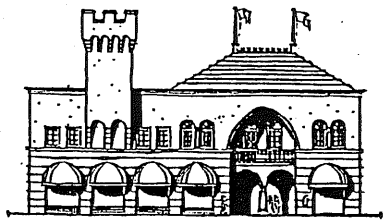
2. The design of structures which reflect a simplified (as opposed to high-contrast) eclectic flavor is strongly recommended. The use of historic architectural features (such as those described in Section I) from different architectural styles or periods on the same buildings is allowable, but these elements must be within scale to one another and to the overall building composition.

3. The construction of buildings with a wide variety of roofs and roof forms visible to the pedestrian on the Pier such as gable, bow string or hips are encouraged. The use of special roof features such as turrets, decorative parapets is encouraged. Roofs at new buildings shall respect the roofs at adjacent existing structures.

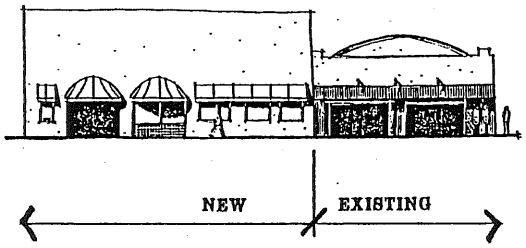
4. Massing of new structures shall vary but shall not dominate existing construction.



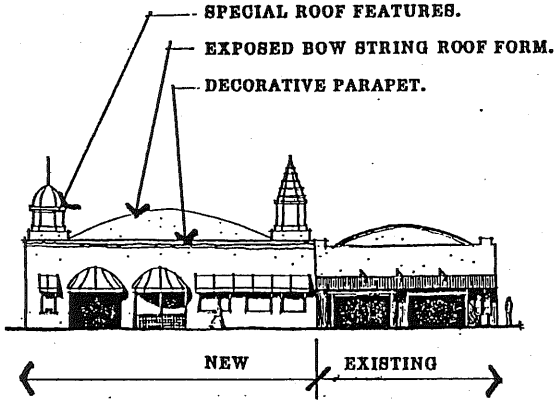
NEW BUILDING DOMINATES EXISTING STRUCTURE.



VARIETY OF ARCHITECTURAL ELEMENTS IN SCALE.

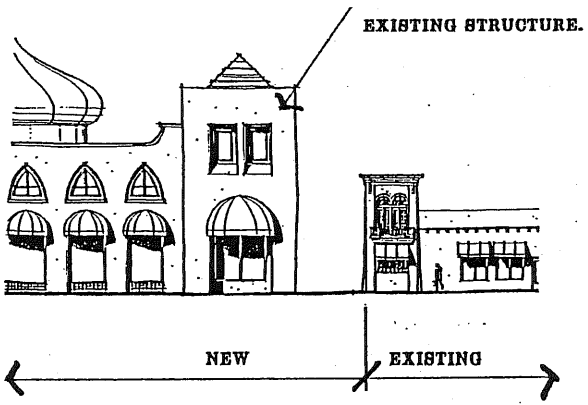


DISCOURAGE



ENCOURAGE

VARIETY OF NEW ROOF FORMS



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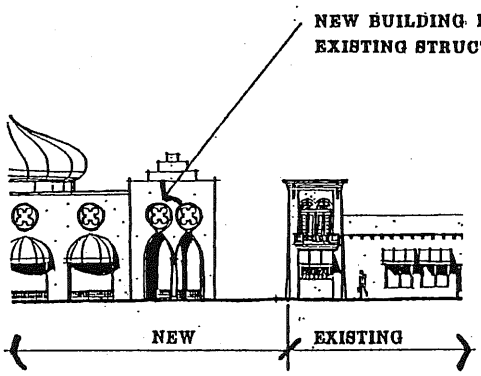

ENCOURAGE

NEW BUILDING MASSING.

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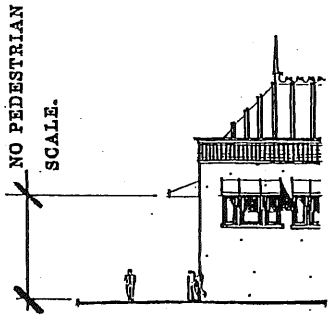

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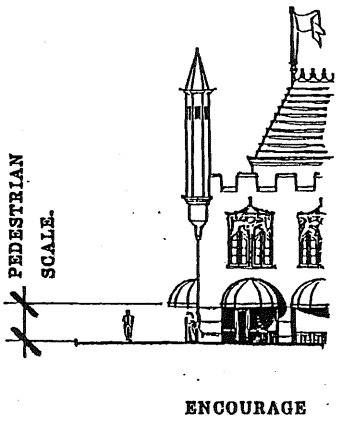
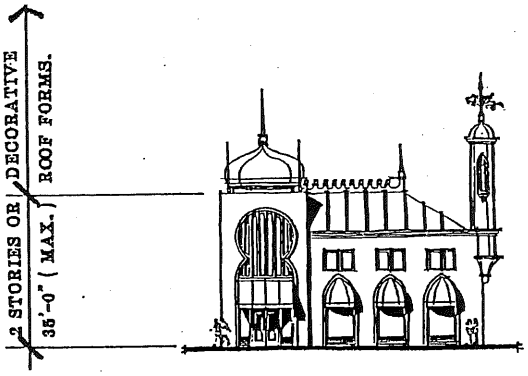
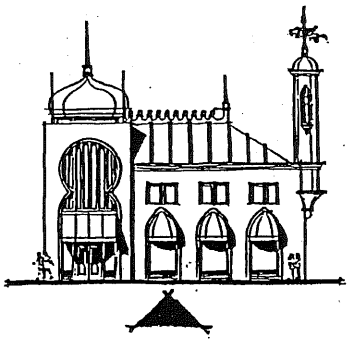


ENCOURAGE

VERTICAL MASSING SHALL RELATE TO PEDESTRIAN SCALE.



BUILDING HEIGHT.



ASYMMETRICAL BALANCE.

Page 66

5. The use of exterior materials with small scale such as wood clapboard siding, etc., is strongly recommended to provide texture and human scale to the proposed new development. The selection of finish materials shall be consistent with and sensitive to the building form or style.

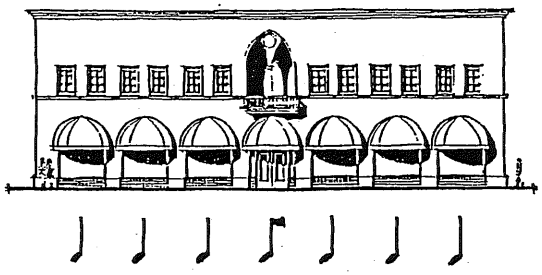
6. The use of architectural ornament and pattern is strongly encouraged but such usage shall be compatible and consistent with the overall building composition, scale and form.

7. The close-up scale of the proposed new development shall be intimate and shall relate to the pedestrian, especially at the ground level. Roof forms and general building massing may be monumental when seen in silhouette from a far.

8. Building massing shall be distinctive and not cluttered and busy. Breaks in building massing that preserve north /south view corridors are encouraged.

9. Building height for new development shall be limited to 2 stories or 35 ft. and only in selected locations. Decorative roof forms or turrets may exceed this limit with discretionary approval from the PRC and City.

10. Individual building elements such as windows, doors, balconies and awnings must be in scale and proportion with each other.



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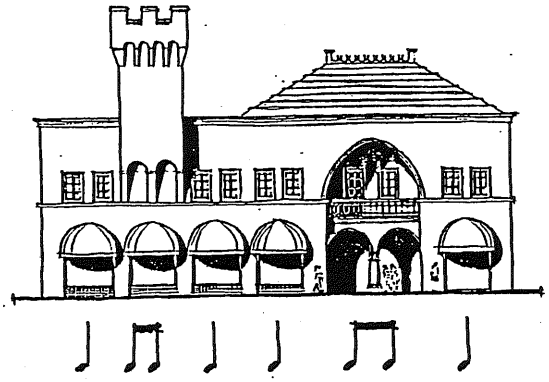


ENCOURAGE

RANDOM OR VARIED PATTERNS OF ARCHITECTURAL RHYTHM.

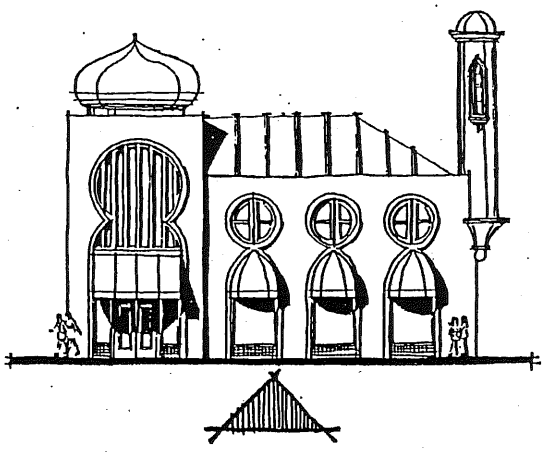
11. The use of both asymmetrical balance and symmetrical balance of architectural features is encouraged. The use of diverse rather than matching elements or features is recommended. When perceived in whole, the overall composition shall display balance.

12. Random or varied patterns of architectural rhythm are encouraged. Monotonous rows of symmetrical facades with rows of repetitive elements are not encouraged. The overall composition shall display a pleasing and interesting rhythm.

13. The use of appropriate architectural emphasis is strongly encouraged. A variety of patterns of emphasis shall be anticipated with significant architectural features relating to and emphasizing special functional areas such as entries, merchandise display or other special areas. In general, the use of elements which convey a vertical emphasis are preferred since this type of treatment will contrast with the long, horizontality of the Pier silhouette.

14. Display windows, bays or booths shall be designed in a manner sensitive to and appropriate for the merchandise to be viewed and to stimulate interest and curiosity from the passer-by.

15. The use of indoor/outdoor spaces for dining is strongly encouraged.

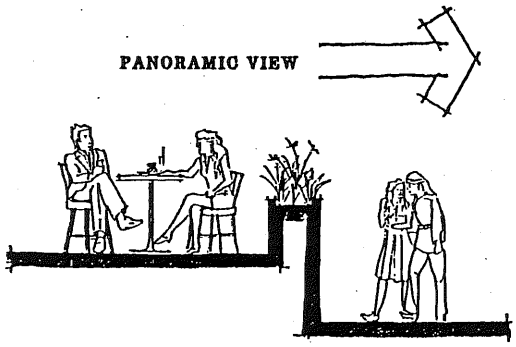


ASYMMETRICAL BALANCE.

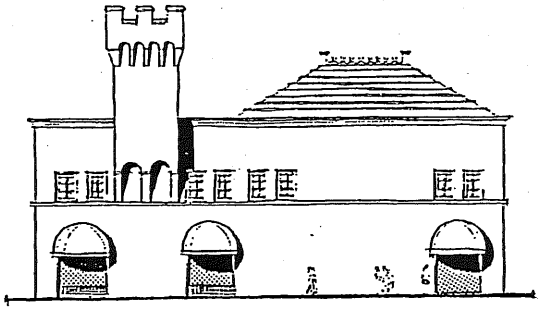
16. It may be desirable to raise the floor of dining and lounge areas in restaurants to facilitate panoramic views. Handicapped access to these areas must be provided.

17. Generally when considering the solid to void relationship in a building facade it is desirable to have a greater void (glass area) than solid mass.

18. The development of second floor people places such as secondary plazas, observation decks, elevated walkways, pedestrian bridges and patios is strongly encouraged to maximize the view potential from upper levels.



RAISED FLOOR AT NEW RESTAURANT AND LOUNGE.



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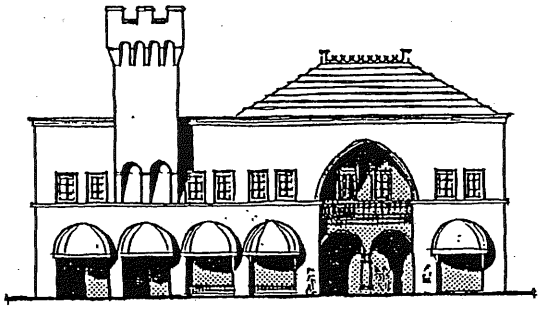

ENCOURAGE

SOLID VOID RELATIONSHIP.

IV. Implementation

Design Review and the Permit Process

All work on the Santa Monica Pier will require some level of design review, whether it be building interiors or exteriors, common areas, new construction, rehabilitation, alteration or painting.

Depending on the proposed scope of work, review by some or all of the following governmental agencies will be required.

1. The Pier Restoration Corporation

The Pier Restoration Corporation (PRC) will coordinate all steps of the review process. The first step will be to meet with the PRC staff to discuss the scope of the work and identify the specific review and approval processes that are necessary for that proposed project. The PRC Board of Directors will then review the plans for conformance with the Development Program and the Design Guidelines.

Once PRC approval has been obtained, PRC staff will work with the applicant to finalize working drawings and process the project for approvals and permits from the city, county and state departments and agencies. In general, once working drawings are submitted to the Building and Safety Division, reviews by the required departments and agencies can occur simultaneously.

2. City Departments

a. Planning and Zoning Division:

Reviews plans for conformance with Zoning requirements.

b. Building and Safety Division:

Reviews plans for conformance with construction codes and standards, issues building permits and Certificates of Occupancy and performs inspections of construction work and building maintenance. Santa Monica has adopted the 1982 Uniform Series of Construction and Fire Codes and the 1981 National Electrical Code.

c. Fire Department:

Reviews plans for conformance with Fire Codes and fire prevention practices.

d. General Services Department:

Reviews plans for parking layout and traffic implications and for impact on street, sewer, and water systems. Any work that requires penetration of or attachment to the Pier deck or substructure,

requires the approval of the City's Engineering Department.

3. City Boards and Commissions

a. Planning Commission:

Reviews plans for conformance with Local Coastal Plan and with the City's adopted General Plan. Consists of seven members appointed by the City Council.

b. Architectural Review Board (ARB):

Reviews design of building, signs, and landscaping. Consists of seven members appointed by the City Council.

c. Landmarks Commission:

Reviews exterior alterations to designated landmarks. Consists of seven members appointed by the City Council.

d. Building and Safety Commission:

Evaluates and approves alternate designs for Construction and Fire Code provisions.

4. County and State Agencies

a. County of Los Angeles, Health Department:

Reviews compliance with all applicable health codes. Approval must be obtained prior to submitting plans to the City Building Department.

b. State of California, Alcohol Beverage Control Board:

Issues licenses to all establishments interested in selling alcoholic beverages. Before a license is issued, an applicant must submit a Conditional Use Permit issued by the City's Planning Commission indicating City approval of the sale of alcohol from this location.

c. State of California, Coastal Commission:

Reviews and issues permits for all projects within the State Tidelands area within which, the Pier is located.

WHERE TO GO FOR INFORMATION

Santa Monica Pier Restoration Corporation
201 Santa Monica Pier
Santa Monica, CA 90401
(213) 458-8900

Planning Department
1685 Main Street
Santa Monica, CA 90401
(213) 458-8341

Building Department
1685 Main Street
Santa Monica, CA 90401
(213) 458-8355

APPENDICES

GLOSSARY OF ARCHITECTURAL TERMS

ARCADE--An arched roof or covered passage way.
ARCH--A curved structure supporting its weight over an open space such as a door or window.
BACKLIT-- Illuminated internally or from the inside.
BALUSTER--An upright support for a rail.
BALUSTRADE--A series of balusters surmounted by a rail.
BAY WINDOW--A window projecting outward from the main wall of a building.
BOLLARD--A vertical, freestanding, short post used as a barrier to vehicles.
BOWSTRING--A roof structural system composed of parallel trusses which resemble a bow with the string parallel to and nearest to the ground.
BRACKET--A support element under overhangs;often more decorative than functional.
CAPITAL--The upper part of a column, pilaster, or pier: the three most commonly used types are Corinthian, Doric, and Ionic.
CANTILEVER--A beam or architectural element projecting beyond a wall line without support from below.
CLAPBOARD--A long thin board graduating in thickness with the thick overlapping the thin edges; also known as weatherboard.
CLERESTORY--An upward extension of a single storied space used to provide windows for lighting and ventilation.
COLONNADE--A row of columns supporting a roof structure.
CORNICE--A projection at the top of a wall, usually decorative.
CUPOLA-- A domical roof on a circular base, often set on the ridge of a roof.
DOME--A hemispherical roof or ceiling.
DORMER--A vertically framed window which projects from a sloping roof and has a roof of its own.

DOUBLE HUNG WINDOW--A window with an upper and lower sash arranged so that each slides vertically past the other.
EAVES--The under part of a sloping roof that overhangs a wall.
ECLECTIC--A composition of elements from different styles.
FACADE--The front of a building.
FINIAL--A vertical ornamentation at the top of a gable or tower.
FENESTRATION--The arrangement and design of windows in a building.
FIRE RETARDANT-- Will not burn readily or provide fuel to a fire.
FOOTCANDLE--A unit of measurement of illumination.
FRIEZE--A decorative sculptural ornament which is very flat and shallow.
GABLE--The triangular part of an exterior wall, created by the angle of a pitched roof.
GABLE ROOF--The triangular wall segments at the end of a double pitch or gable roof.
GAMBREL ROOF--A roof with a broken slope creating two pitches between eaves and ridges, found often on barns.
HIP ROOF--A roof with four uniformly pitched sides.
HISTORIC FABRIC--Significant remaining interior or exterior original features of a historic building.
KINETIC--Relating to motion.
KIOSK--A small, light structure with one or more open sides.
LINTEL--The horizontal member above a door or window which supports the wall above the opening.
MANSARD--A roof with two slopes on each side, the lower slope being much steeper; frequently used to add an upper story.
MEDIEVAL-- Relating to the middle ages.
MINARET--A tall, slender tower of a mosque from which people are called to prayer.
MONOCHROMATIC--Painting with a single hue or color.
MULLIONS--The divisional pieces in a multi-paned window.
NATIONAL HISTORIC LANDMARK--The highest designation of a historically significant site or building in the United States.
NEWEL POST--The major upright support at the end of a stair railing or a guardrail at a landing.
NON-DESCRIPT--Without distinctive architectural form or style. Ordinary and without architectural character.
ONION DOME--A tower roof form which tapers in such a way as to resemble the profile of an onion. Often found in Russian architecture.
PALLADIAN WINDOW--A three part window with a central, top-arched portion and long, narrow rectangular windows on either side.
PARAPET--The part of a wall which rises above the edge of a roof.
PIER--A stout column or pillar.

PILASTER--A column attached to a wall or a pier.
PITCH-- The slope of a roof expressed in terms of a ratio of height to span.
PORTAL--The principal entry of a structure.
PORTICO--A large porch, usually with a pedimented roof supported by columns.
RAFTER--A sloping structural member of the roof that extends from the ridge to the eaves and is used to support the roof deck, shingles, or other roof coverings.
RENOVATION--To make like new again.
REPRODUCTION--To produce again.
RESTORATION--To put back exactly to an original state.
RIDGE--The highest line of a roof where sloping planes intersect.
SHED ROOF--A sloping, single planed roof as seen on a lean-to.
SHIPLAP SIDING--A horizontal siding, usually wood, with a beveled edge to provide a weathertight joint.
SILHOUETTE--Profile or outline of an object.
SOFFIT--The finished underside of an eave.
TOWER--A building or structure typically higher than its diameter.
TURRET--A little tower often at the corner of a building.
USER-FRIENDLY--Facilitating ease of use.
WATERFRONT ARCHITECTURE--Buildings and structures adjacent to and relating to a body of water.
WIDOW'S WALK--A small roof deck with guardrail usually located the the peak of a roof from which wives of ship captains could catch a first glimpse of their husband's ship returning from sea.
WOLMANIZED--A salt preservative treatment for wood to resist rot and decay especially in humid or moist environments.

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Disclaimer

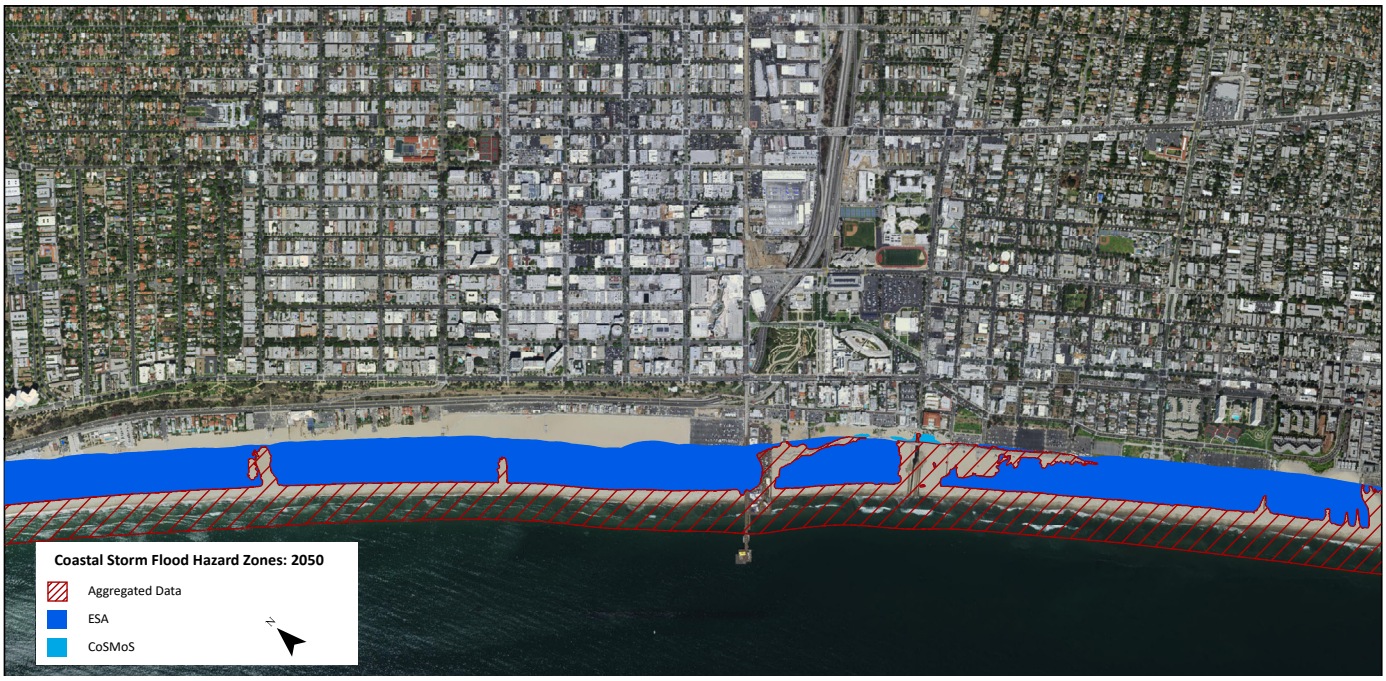
"Santa Monica Pier Design Guidelines", prepared for the Pier Restoration Corporation and the City of Santa Monica, is a guidebook for evaluating design for new construction and rehabilitation. Directions are offered for certain types of work not often found in general improvement books. However, conditions in buildings vary widely as does the skill of the worker. The consultant, PRC and the City assume no responsibility for damage to property or injury resulting from work undertaken whether or not such work was conducted as described herein.

The reader who wishes to undertake work described herein is advised to consult several printed sources, to obtain advice from contractors, architects, and/or local preservations and to follow manufacturer's directions on all products used.

Appendix 6

Coastal Storm Flood Hazard Zones

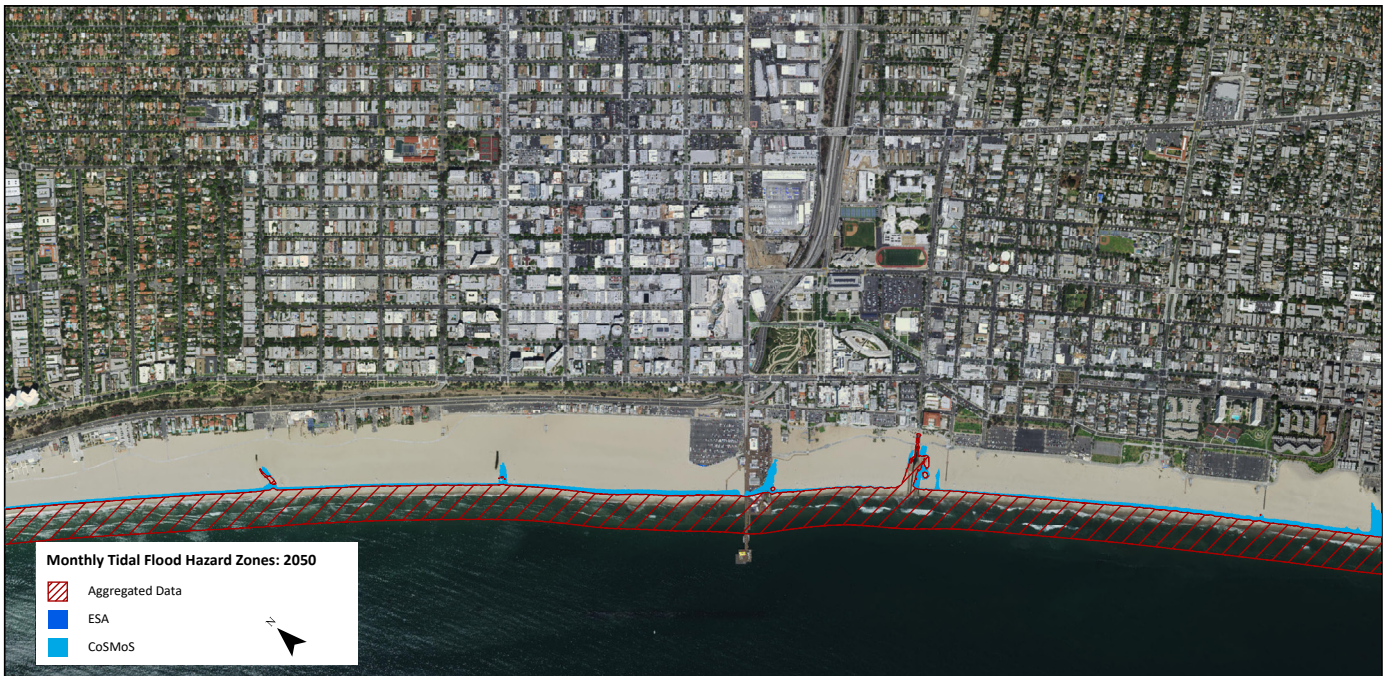
Mid-Term Sea Level Rise Scenario (24”)



Long-Term Sea Level Rise Scenario (66”)

Monthly Tidal Flood Hazard Zones

Mid-Term Sea Level Rise Scenario (24”)



Long-Term Sea Level Rise Scenario (66”)