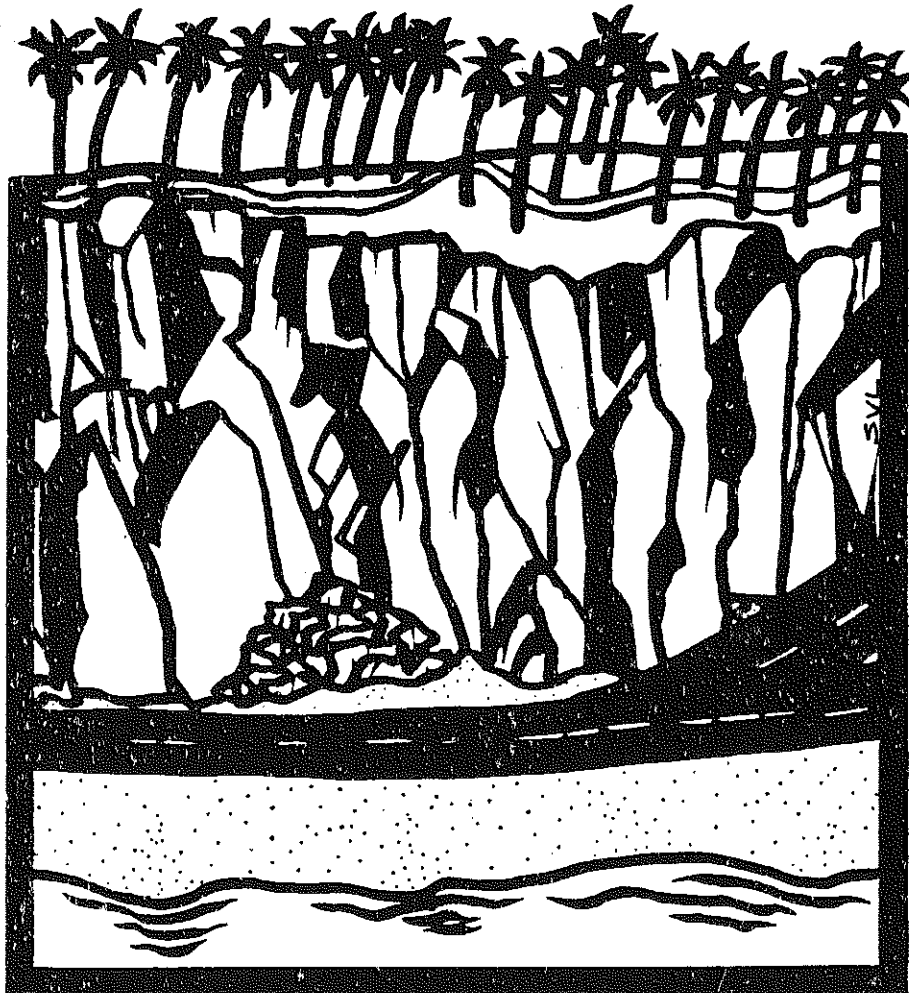


CITY • OF • SANTA • MONICA



LOCAL • COASTAL • PROGRAM

LAND USE PLAN

**CITY OF SANTA MONICA
LOCAL COASTAL PROGRAM**

LAND USE PLAN

AUGUST 1992

SANTA MONICA'S LOCAL COASTAL PROGRAM

The Local Coastal Program (LCP) of the City of Santa Monica has been formulated to implement, at the local level, the California Coastal Act of 1976. Through the Coastal Act, the State acknowledged the importance of the California coast as a regional and statewide resource and established policies to ensure that the State's interests are given proper consideration in the development of the coast. Despite the statewide importance of coastal resources, the Coastal Act recognizes the need to rely on local government and local land use planning "to achieve maximum responsiveness to local conditions, accountability, and public accessibility." Therefore, the Coastal Act directs each local government, which has territory which lies in the Coastal Zone, to prepare a LCP for its portion of the Coastal Zone.

The Local Coastal Program (LCP) has two components, the Land Use Plan (LUP) and the Implementation Plan. The LUP contains a description of the conditions and issues which exist in Santa Monica's Coastal Zone and presents land use and development policies designed to fulfill the intent of the Coastal Act. Should conflicts arise between the LUP and other local planning documents, such as the General Plan, the policies and regulations of the LCP shall take precedence within the Coastal Zone. The Implementation Plan for Santa Monica's LCP will be submitted for certification to the California coastal Commission at a later date.

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PROLOGUE - ORGANIZATION OF THE COASTAL LUP

The Santa Monica Local Coastal LUP is divided into five chapters.

Chapter I describes the background and purpose of the Local Coastal Plan. It provides a brief history of the State's mandate to protect the California coastline for future generations by planning for the orderly development of this valuable resource. It also describes Santa Monica's role in that planning effort. The regional and local setting of the City of Santa Monica are shown on Maps 1 and 2, respectively.

Chapter II describes in detail the Coastal Zone of Santa Monica. For ease of analysis, and because of the variety of land uses within the Coastal Zone, the Coastal Zone has been divided into eight Subareas. This chapter describes current conditions and the coastal issues that arise in each subarea.

Chapter III discusses five major policy topics:

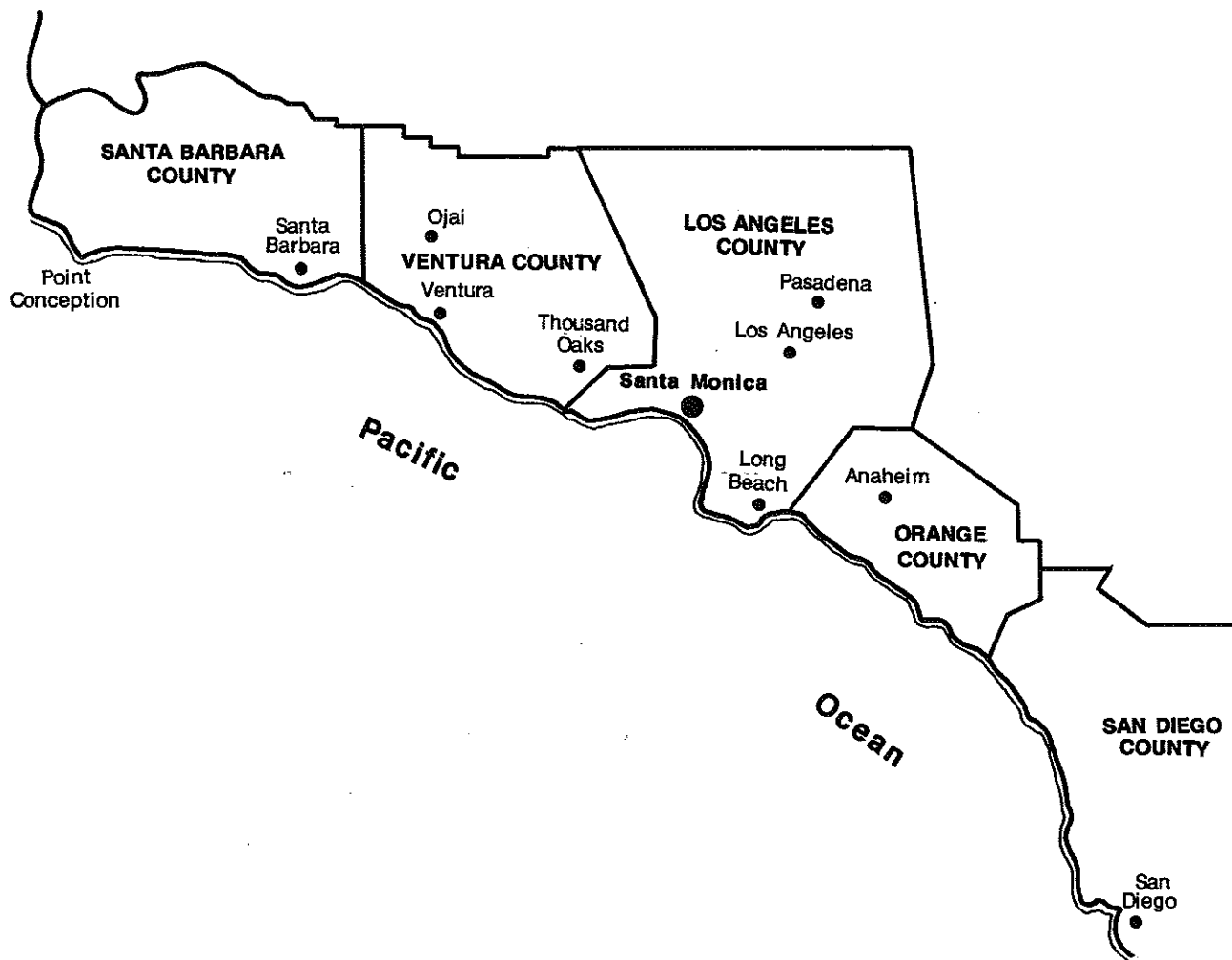
1. Access
2. Recreation and Visitor Serving Facilities
3. Environmental Quality
4. Scenic and Visual Resources
5. New Development

The discussion of each topic includes the existing conditions, as well as some of the opportunities, problems, or constraints that currently exist.

Chapter IV is the pivotal component of the LUP. It contains the specific policies adopted for the Coastal Zone in Santa Monica. These policies are organized by issue group, as identified in consultation with the Coastal Commission staff and in the work program agreed to by the City and the Coastal Commission in 1978. Although the policies are grouped for simplicity by issue group, they are numbered consecutively throughout this document to emphasize that all policies included in this LUP apply to development within the Coastal Zone of Santa Monica. Users of this document are advised to study all the policies rather than those of any one group.

Chapter V describes the potential impact of the plan on various subareas of the Coastal Zone. The implementation program, identified here as the implementation plan, is presented as the last section in this document.

Finally, the entire LUP is summarized in a Land Use Policy Map.



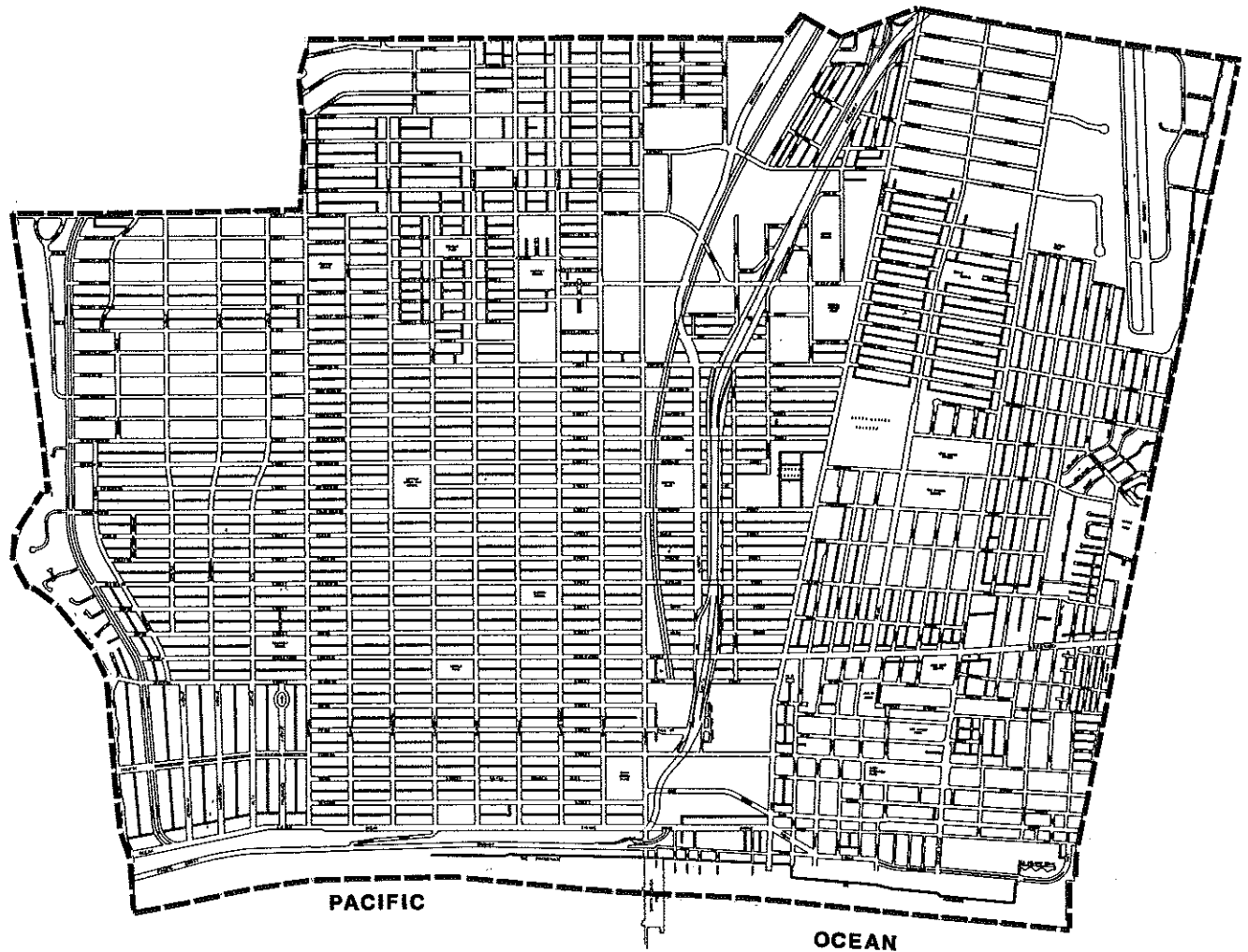
MAP 1

Regional Setting

SANTA MONICA LOCAL COASTAL PROGRAM

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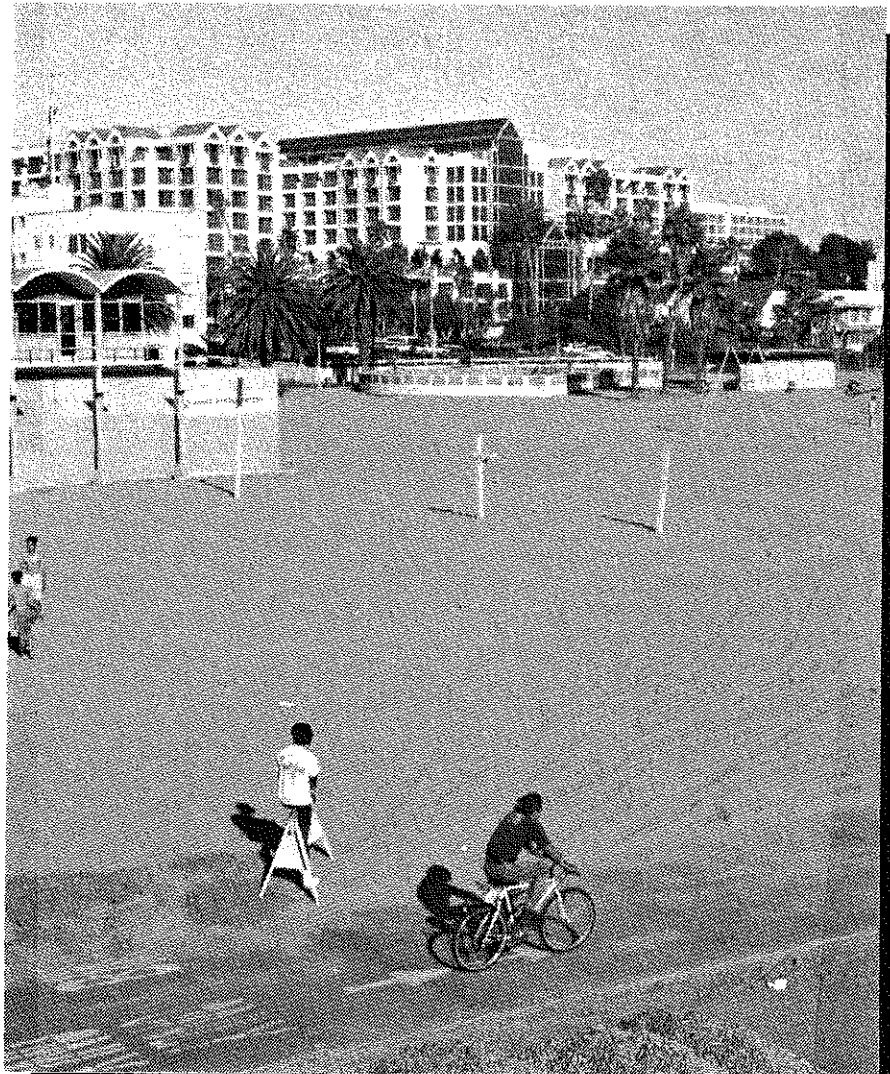
MAP 2

City of Santa Monica

SANTA MONICA LOCAL COASTAL PROGRAM

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BEACH SCENE SOUTH OF THE PIER

I Introduction

LAND USE PLAN

CHAPTER I - INTRODUCTION

ORIGIN OF THE COASTAL ACT

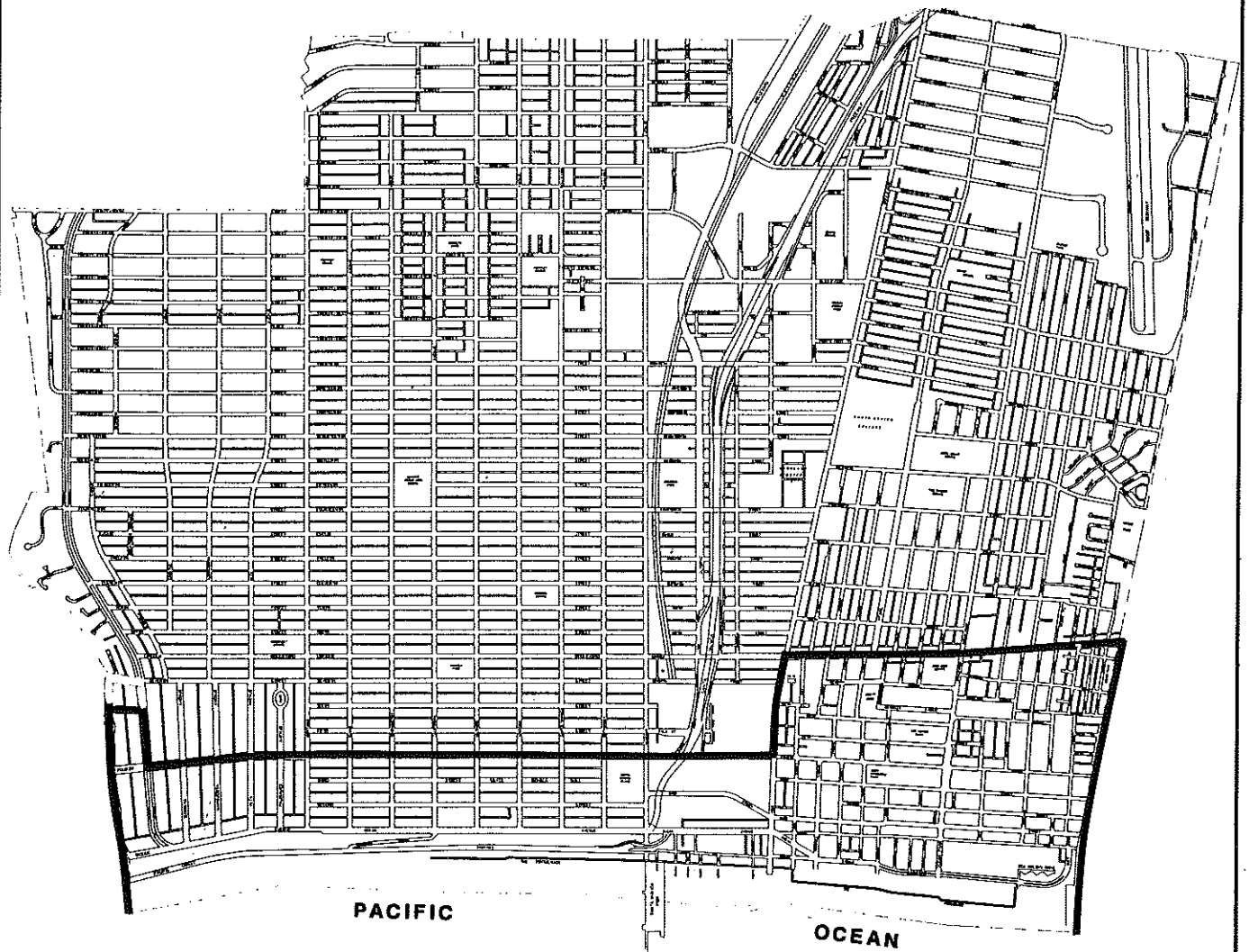
In 1972, California voters passed Proposition 20, the Coastal Initiative, designed to involve the State in protection of and planning for the State's 1,100-mile coastline. Despite several attempts in the State Legislature, no implementation mechanism existed for coordinating development along the coast. 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 many other 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 now located at Fourth Street, north of Pico Boulevard, and at Lincoln Boulevard, south of Pico Boulevard. (See Map 3: Santa Monica Coastal Zone.)

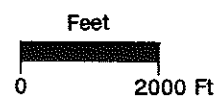
Most importantly, however, the Coastal Act assigned planning responsibility to each local coastal jurisdiction. Each coastal City and County is required to develop, with extensive public participation, a long-range management plan for the portion of coastline within its jurisdiction. These LCPs must 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 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. If they do, the plans are certified by the Commission.



MAP 3

Santa Monica Coastal Zone

SANTA MONICA LOCAL COASTAL PROGRAM



Once the LCP has been certified by the Commission, the responsibility for implementation reverts to the local government. Each LCP can be amended no more than three times in any one year and is subject to review by the Coastal Commission approximately every five years for its continued conformity to the Coastal Act and for its implementation.

A LCP consists of two components: 1) the LUP, showing the land uses to be permitted in the Coastal Zone and continuing policies for carrying out the goals of the Coastal Act; and 2) the implementing ordinances, such as a revised zoning code or special Coastal Zone specific ordinances, which implement the policies specified in the LUP. A local government may submit its entire LCP at one time or in two separate documents. Under 1981 legislation, a local government, if it desires, may issue coastal permits once the LUP portion of its LCP has been approved by the Coastal Commission but must still submit for review and approval the Coastal Plan implementation ordinances.

SANTA MONICA'S LOCAL COASTAL PROGRAM

Santa Monica has chosen to submit the two components of its LCP, the LUP and the implementing ordinances, separately.

In preparing this document, Santa Monica has provided for extensive public participation and for review by the interested public. A technical advisory committee, assisted by City staff, prepared the initial draft. All meetings of the LCP Committee were public. The Committee's recommendations were reviewed after public hearings by both the Planning Commission and the City Council. In January 1981, the City submitted a LUP to the Coastal Commission for review and approval. However, that version was rescinded by the City Council in May 1981, prior to Coastal Commission action.

In preparation of this LUP, a consultant was assigned to revise the 1981 document, incorporating City policies adopted since 1981 and suggestions offered by Coastal Commission staff. These adopted City policies were developed with extensive public review and comment. For instance, the revision to the Land Use and Circulation Elements of the City's General Plan included 15 public hearings and workshops. The Pier Restoration Program involved 3 community-wide workshops attended by over 250 people, many from outside Santa Monica. The Main Street Plan involved a series of meetings and workshops attended by Main Street property owners, merchants, and their neighbors. A Commercial and Industrial Development Task Force and a Residential Task Force made up of City residents and business people developed recommendations for City policy. Beach access revisions to the Ocean Park Redevelopment Project resulted from a series of community workshops.

The result was a LUP, which was submitted to the Coastal Commission in 1986. On July 9, 1987, the California Coastal Commission adopted a modified version of this LUP. In turn, it

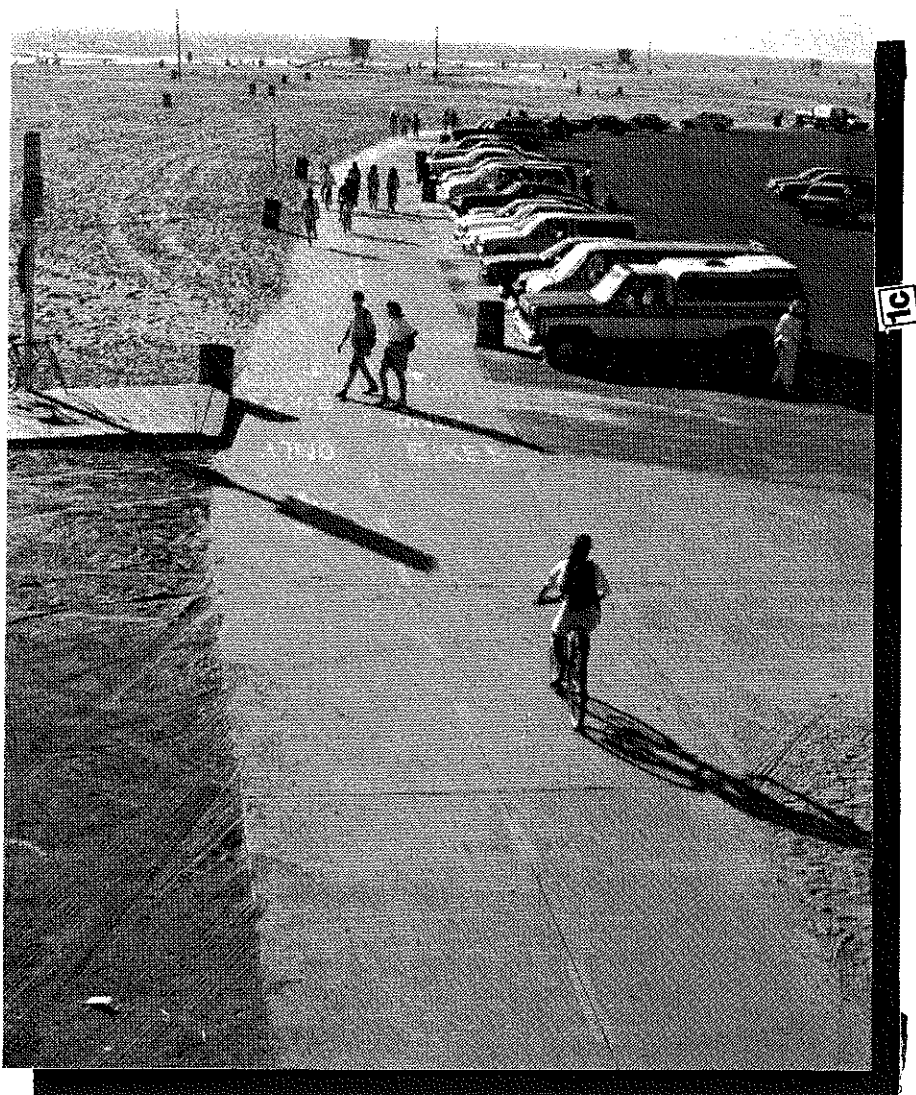
was approved by the Planning Commission on September 14, 1987, but City Council decided not to take action on the plan on November 10, 1987, until the City's Zoning Ordinance was revised to fit the LUP's recommendations. In 1989, a consultant was hired to revise the LUP based on the new Zoning Ordinance.

In November 1990 the City voters approved an initiative (referred to as Proposition S) prohibiting hotel and motel development and restaurants over 2,000 square feet in the "Beach Overlay District" (the area west of Ocean Avenue and Neilson Way (excluding the Pier area), and limiting new development on the Pier platform to a maximum of 140,000 square feet.

As part of the Coastal Commission certification process, the Coastal Commission deferred from certification all of the Proposition S "Beach Overlay District" area. This District is bounded by Ocean Avenue and Neilson Way to the east, the ocean to the west and the city limits to the north and south. The City will continue to work with the Coastal Commission to develop acceptable policies for this area. Once the City and Coastal Commission are in agreement, the area will be included as an amendment to the LUP.

The policy language which governs the Civic Center sub-area was deferred from certification until such time as the Civic Center Specific Plan is adopted by the Santa Monica City Council. At that time, policy language that is reflective of the Specific Plan may be submitted to the Coastal Commission as an amendment to the LUP.

Finally, the City cannot submit an Implementation Plan to the Coastal Commission for certification until a Land Use Plan has been certified that covers all areas of the Coastal Zone. Once the City's Land Use Plan has been amended to include the entire Coastal Zone, the City will develop language for an Implementation Plan. Once an Implementation Plan is in place, the City will retain Coastal permit authority.



BEACH BIKE PATH

II Santa Monica's Coastal Zone

LAND USE PLAN

CHAPTER II - SANTA MONICA'S COASTAL ZONE IN 1992

Santa Monica's Coastal Zone is approximately 1.5 square miles (975 acres) and is bounded on the west by the Pacific Ocean and on the east by Lincoln Boulevard south of Pico Boulevard, and 4th Street north of Pico Boulevard as far north as San Vicente Boulevard. Here, the border goes inland along the San Vicente Boulevard centerline for approximately 2400', and then follows to the north City border. The Coastal Zone contains two major areas:

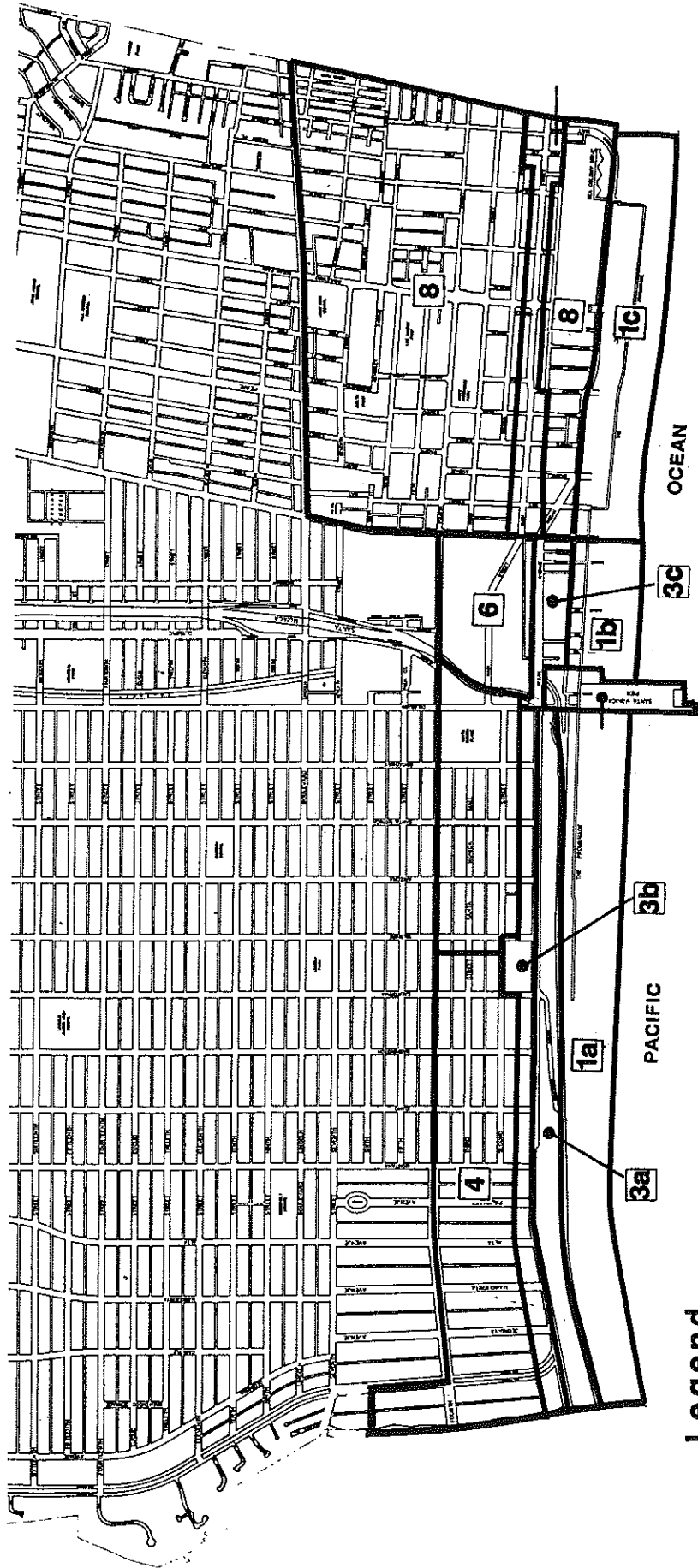
- the publicly owned shoreline and sandy beach (approximately 175 acres); and
- the fully urbanized inland area (approximately 800 acres).

The public beach area contains a variety of beach-oriented recreational facilities and concessions, retail uses, public parking, and beach safety facilities, such as lifeguard towers and headquarters. The inland section of the Coastal Zone contains a variety of residential, hotel, commercial, and public recreational land uses. Except for the major open space of sandy beach and the Pier, and Palisades Park and Bluffs between Ocean Avenue and Pacific Coast Highway north of the Pier, and a beach parking lot and a patch of vacant land, just south of the Pier, the entire area is urbanized. All future development occurring in this Coastal Zone will be in the form of recycling and urban infill or open space.

The Coastal Zone is divided into eight separate subareas, based on the characteristics of each subarea and the unique coastal issues and policies involved in that subarea. (See Map 4: Coastal Zone Subareas.) Several subareas are further divided into sections. The subareas discussed in this plan 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 and Rand Site
7. Main Street from Pico Boulevard to South City Line (Special Commercial District)
8. Ocean Park

Despite its relatively small size, the Santa Monica Coastal Zone, particularly Santa Monica Beach, serves an important role in providing coastal recreational opportunities for the greater Los Angeles metropolitan region. The Santa Monica Freeway, which terminates in the Coastal Zone at the Pacific Coast Highway just north of the Santa Monica Pier, intersects with most of the other freeways in the Los Angeles freeway network. Thus, visitors from the entire Los Angeles area have easy access to Santa Monica beaches.



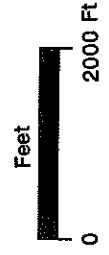
Legend

- 1 SANTA MONICA STATE BEACH
- 2 SANTA MONICA PIER
- 3 OCEAN AVENUE AND PALISADES PARK
- 4 NORTH SIDE RESIDENTIAL
- 5 DOWNTOWN
- 6 CIVIC CENTER AND RAND SITE
- 7 MAIN STREET FROM PICO BOULEVARD TO SOUTH CITY LINE (SPECIAL COMMERCIAL DISTRICT)
- 8 OCEAN PARK

MAP 4

Coastal Zone Sub-Areas

SANTA MONICA LOCAL COASTAL PROGRAM



SUBAREA 1 - SANTA MONICA STATE BEACH

Subarea 1 is split into three sections:

Section 1a: North Beach (north of the Santa Monica Pier)

Section 1b: South of the Pier to Pico Boulevard

Section 1c: South Beach (south of Pico Boulevard)

Subarea 1 is split in two at its midpoint by the Santa Monica Pier (Subarea 2). Section 1a lies north of the Pier and Sections 1b and 1c lie to the south.

Subarea 1 consists, both north and south of the Pier, of Santa Monica State Beach and other scattered uses. The area comprises the publicly owned sandy beach and extends inland to the first public roads: Pacific Coast Highway, Appian Way, and Barnard Way. The State Beach subarea contains traditional beach facilities, such as lifeguard towers, volleyball courts, playground equipment, beach concessions and snack shops, and public parking. Beach clubs, residential uses, 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. In any given year, it is likely that over 20 million people will visit this beach. Surveys have shown that visitors come from most parts of the Los Angeles metropolitan area. Many hotels, restaurants, and other tourist attractions have, over time, developed along the beachfront. This has served to attract even greater amounts of visitors from even more diverse parts of the Los Angeles metropolitan area and from outside the region. Facilities on the beach and development along the adjacent roadways vary north to south, and beach usage along the shore is varied because it is heavily influenced by public parking supply and accessibility. The State Beach is comprised of three distinct sections which are described below:

Section 1a - North of the Santa Monica Pier

The State Beach area north of the Santa Monica Pier contains the City's northern sandy beach area, beach clubs, the "Gold Coast" single family residential neighborhood, and the North Beach tract of apartment and condominium development. Zoning is a mix of single family residential and high-density, multiple-family residential.

At the northern end of this section of beach, large private residences and several beach clubs are located between the beach and Pacific Coast Highway. This stretch of the Coast Highway is also known as Palisades Beach Road and, because of its history as a home of celebrities, as "the Gold Coast." There are a number of older multiple-family residential apartments, condominiums, and small houses in the Sunset Beach Tract, along the southern

section of this stretch of beach, just north of the Santa Monica Pier. Views of the water are accessible to the public where public parking lots exist among the private development.

In general, public use of the stretch of beach within Section 1a is less intensive than it is in the other portions of the State Beach. Access to it is more difficult than to other areas of the beach, largely because of limited public parking facilities interspersed among private property, and due to traffic volumes on Pacific Coast Highway. The parking facilities are maintained and operated by the City.

The Pacific Coast Highway in this section is a six-lane arterial with north- and south-bound traffic separated by a left-turn lane. There is no on-street parking and stopping is not permitted. The capacity of the roadway can only be increased with difficulty because the palisades bluffs rise abruptly on the inland side and the development on the shore side is built very close to the street. As such, any increase in capacity would be the result, not of a physical widening, but of programmatic improvements to existing facilities. Beach access for northbound motorists coming from areas in metropolitan Los Angeles is inconvenient and difficult because of the relatively high speed and volume of traffic traveling south on the Coast Highway, and because northbound motorists must turn left across Pacific Coast Highway to enter the public parking lots. Travel to the beach by motorists from Malibu and the San Fernando Valley is primarily southbound. Access to beach parking from these southbound lanes requires short right turns and does not permit a great deal of indecision for a motorist looking for the appropriate place to enter a beach lot.

Pedestrians can reach the northern section of beach via a series of overpasses crossing Pacific Coast Highway and connecting by stairs with Palisades Park at the top of the bluffs. These overpasses are located at Montana Avenue, the California Incline, Arizona Avenue, and near Broadway. They have provided significantly improved pedestrian access to the beach for the general population. Pedestrians no longer have to cross Pacific Coast Highway, which is dangerous due to the high volume and speed of traffic. However, because of the stairs, these overpasses are not convenient for the very young, the very old or the disabled, or people who are burdened with a day's worth of picnic supplies.

Transit access is provided by the Santa Monica Municipal Bus Line and the Southern California Rapid Transit District (SCRTD). Beach visitors in the Los Angeles Basin may use several bus lines that serve the beach and the Downtown Santa Monica area. Service is provided by the SCRTD and the Santa Monica Municipal Bus Line on Ocean Avenue. Beach visitors using these lines must walk to the north beach using the pedestrian bridges over the Pacific Coast Highway.

Bicycle access to the beach from inland areas is not direct due to the palisades bluffs. Bicycle access to this beach area from

the south is possible along the bike path that terminates at the northerly City boundary near Santa Monica Canyon.

Several beach clubs are located in this area. Most are entirely on private land. The Jonathan Club at 850 Pacific Coast Highway operates under a settlement agreement with the City and State that permits the club to lease a publicly owned parking lot and those parts of the beach on which its facilities had extended over time. The terms of this lease permit the City to require assistance, on the part of the Jonathan Club, in improving public access to the beach at this location.

Just north of the Santa Monica Pier lies the Deauville site. The intended use of the site is a coastal-related use that will attract visitors year-round and that relates well to the Santa Monica Pier. This may include but not be limited to development, open space, parking or other coastal related uses.

Further north, at 415 Pacific Coast Highway, is the former Sand and Sea Club. This property is operated by the City and is located on land owned by the state. The property was once owned by the actress Marion Davies and the only remaining building of the original estate, the North House, designed by Julia Morgan, has been designated a City Landmark.

Section 1b - South of the Santa Monica Pier to Pico Boulevard

Surrounding the Santa Monica Pier (which is discussed in Subarea 2), and extending southward to Pico Boulevard and eastward to Appian Way, is the most active recreation-oriented area of the Santa Monica beach. Visitors use the volleyball courts and other recreational facilities, including swings and a children's play area which is directly south of the Santa Monica Pier. A park adjacent to the Pier incorporates a children's play area into an innovative design setting involving stairs, sitting places, and a sculpture with a water feature. The Promenade, a paved pedestrian walk used by pedestrians, rollerskaters, and skateboarders, is located along the inland edge of the beach. The beach bicycle path parallels the Promenade. Between the Promenade and Appian Way, a small group of shops selling food and beach-related items is located adjacent to the Santa Monica Pier, and a mix of apartments and public parking lots are located between Seaside Terrace and Pico Boulevard. The area also contains a County Lifeguard Headquarters immediately south of the Santa Monica Pier.

Adjacent to and extending into this recreation district is a small residential area, made up mainly of older housing stock, arranged along narrow streets and alleyways that climb the slope between the Promenade and Ocean Avenue South (the latter being part of Subarea 3). Sandwiched as it is between two tourist-oriented corridors that will continue to grow as such, this residential area has a unique identity as a buffer zone of sort. As such, it lends a valued element of diversity to this recreation-oriented part of Santa Monica. It will continue to do

so as its residential units are protected by the City's Rent Control Charter Amendment.

There is a great deal of new hotel development in the immediate vicinity of Section 1b, along Ocean Avenue and Pico Boulevard in Subarea 6. Two very large projects border Section 1b.

Some of the parking needs of the area will be met by future parking solutions in Subarea 2 adjacent to the Pier and Subarea 1a north of the Pier. As the Pier once accommodated 471 parking spaces, the Coastal Commission has stipulated that relocation of parking off the Pier must include a one-for-one replacement of those spaces nearby. Parking is currently provided in public parking lots. Frequent buses run on Ocean Avenue, two blocks away.

Subarea 1c - The South Beach

The South Beach area stretches from Pico Boulevard to the southern City limit and extends inland to Barnard Way. Unlike the other portions of the State Beach, there is no private development in the south beach area other than the Pritikin Longevity Center, which occupies a former beach club at Pico Boulevard and the Promenade, and several private food concessions on the beach parking lot. Access to the beach is very direct in this subarea. Restroom facilities are available and parking spaces are more plentiful in this subarea than in other areas. Beach use in this area is a continuation of strolling and biking along the Promenade and bike path, active and passive recreation on the sand, and picnicking. Picnic facilities are located in Crescent Bay Park at Bay Street, and in a grassy area near Ocean Park Boulevard.

There is one major parking lot in this area. This lot has been restriped and accommodates spaces for compact cars. This allows for an increase in landscaping without reducing the number of parking spaces provided. Barnard Way, paralleling the site, has been landscaped and re-routed so as to discourage fast driving. Traffic flow toward this parking lot has been improved by adding an entrance at Bicknell Avenue, thus supplementing the entrance at Barnard Way.

Bus access is provided by Santa Monica Municipal Bus Lines, which offers service along such streets as Main Street, Neilson Way, Hill Street, and Ocean Park Boulevard. The SCRTD provides service along Main Street, which is about three blocks east of the beach.

SUBAREA 2 - THE SANTA MONICA PIER

The Santa Monica Pier is located on the beach at the foot of Colorado Avenue. It is the only remaining Southern California recreational Pier that provides primarily low-cost public recreational opportunities. Owned and operated by the City, the Pier is heavily used, drawing approximately three million visitors each year. Visitors come from throughout the Los Angeles area and beyond. The Pier's current uses include a carousel, the Sinbad building (currently vacant but scheduled for restoration), amusement arcades, food service establishments, beach oriented retail shops, and public restrooms. The seaward end of the Pier is used intensively for fishing. The Carousel Building has been placed on the National Register of Historical Places, and the Pier itself has been declared a City Landmark. The City Landmarks Commission reviews and approves alterations to the Pier as to their appropriateness to the historic character of the structure.

The Pier was built over a period of time from 1916 to 1921, and until 1970, was controlled by a succession of entrepreneurs and master lessees. In 1970, the City regained direct control of the Pier, and in 1973, local voters passed an initiative ordinance making destruction of the Pier a misdemeanor. The Pier structure had deteriorated over the years preceding 1970 and required major public investment for its repair. That situation, along with the desire to improve the commercial and public uses on the Pier, prompted the City Council and the State Coastal Conservancy to sponsor a series of community workshops in 1982. This produced a restoration program.

One year later, just as implementation of this restoration program was underway with the refurbishment of the Carousel building, a series of unusually severe winter storms destroyed the outer 100,000 square feet of the Pier. Since these 1983 storms dramatically increased the original scope of the restoration efforts for the Pier, the City Council established a non-profit, public benefit entity - the Santa Monica Pier Restoration Corporation (PRC). The PRC has responsibility for restoration and development of the Pier, managing current and future Pier leases and general operations, including on-going promotions. Members of the PRC Board of Directors are appointed by the City Council.

As mentioned before, the Pier is unusual among Southern California beach recreational facilities in its diversity of users. All income levels, ethnic groups, and ages are represented at the Pier. That the Pier is highly valued throughout the Los Angeles region is demonstrated by the participation in Pier restoration workshops of people from 28 surrounding communities, from as far away as Pasadena, Long Beach, and North Hollywood.

Until the 1983 storms, the Pier accommodated 471 parking spaces on the Pier deck. Parking was prohibited on the Pier immediately

following the 1983 storms but much of the parking has been temporarily restored following repairs of the storm damage. Under the restoration plan, the parking is to be relocated off the Pier. The area on the Pier used for parking is to be developed with additional visitor attractions and public open space. New parking is planned adjacent to Santa Monica Pier, both to facilitate Pier restoration by relocating parking off the Pier, and to augment parking facilities throughout the Coastal Zone. Enough parking spaces are provided for to match or exceed the number that existed on the Pier before the storms of 1983.

With parking spaces relocated off the Pier, space thereon is to be freed up for the development of more visitor and coastal related uses. The goal of the Pier's restoration and development is to enhance the recreational opportunities for area residents.

SUBAREA 3 - OCEAN AVENUE AND PALISADES PARK

Subarea 3 consists of Palisades Park at the top of the palisades bluffs, and those parcels along Ocean Avenue across from the park. It continues to take in Ocean Avenue past Subarea 2 which encompasses the Pier. South of the Pier, it takes in Ocean Avenue and those parcels fronting on the west side of Ocean Avenue, as far south as Pico Boulevard. Here, it takes in Pico Boulevard north of the centerline and those parcels along the north side of Pico Boulevard between Ocean Avenue and Appian Way. It is worth noting that Pico Boulevard is the southerly boundary of the Civic Center area (Subarea 6), as well as this sub-area. Several subareas abut Pico Boulevard, and as such, this street is an important transition point and border street.

This territory is divided into three subsections:

- Section 3a, which is Palisades Park and Bluffs;
- Section 3b, which is Ocean Avenue and the parcels along its easterly flank which comprises the park frontage; and
- Section 3c, which is the stretch of Ocean Avenue adjacent to, and south of, the Pier.

The stretch of Ocean Avenue north of the Pier is one of the City's most scenic boulevards because of the Park and views of the shoreline and the Santa Monica mountains. The Park and the frontage along Ocean Avenue are closely related, and must be considered in tandem.

Section 3a - Palisades Park

Atop the palisades bluffs that run from Santa Monica Canyon at the north end of the City south to Colorado Avenue, Palisades Park provides spectacular views of the coastline, Santa Monica Bay, and the Santa Monica Mountains and offers passive forms of recreation. The Park is long and narrow, and contains meandering pathways at the bluff edge and in the interior of the park. The

park contains grassy areas, benches, a senior citizens center, a shuffleboard area, a camera obscura, historic cannons, an Alaskan totem pole, a rose garden, and numerous benches and large trees. Major park activities include strolling, sitting, jogging, and picnicking.

The western edge of the Palisades Park bluffs is unstable and eroding. The entire bluff edge of the park is fenced for safety. In an effort to control erosion caused by a build-up of groundwater, the City has installed pipes that drain groundwater back to Ocean Avenue, where the water is captured in the storm drain below the street.

Access to the park is provided by local streets. Several Santa Monica Municipal bus lines serve the park and several SCRTD bus lines provide convenient transit service for residents of the entire west side of Los Angeles. As mentioned before, as part of the renovation of Palisades Park, access-ways to the beach have been built. These take the form of overpasses that span Pacific Coast Highway overhead, terminating in stairways that descend to the level of the highway surface on the ocean side.

Section 3b - Ocean Avenue North of the Pier

Adjacent to Palisades Park, Ocean Avenue presents the City's facade to the park and its visitors and, at a much greater distance, to the beach. The height of development along the street ranges from small one and two story buildings to the 21-story building at Wilshire Boulevard.

Ocean Avenue north of Wilshire Boulevard is primarily occupied by the high density residential apartment and condominium development for which it was zoned before the residential area north of Wilshire Boulevard, which Ocean Avenue passes through, was studied for downzoning. Building heights are currently limited to three to four stories, but most of the buildings along this portion of the street are four stories or less. However, there are six high-rise apartment and condominium towers ranging from six to sixteen stories. The block between California Avenue and Wilshire Boulevard is occupied by the Miramar-Sheraton Hotel. From Wilshire Boulevard southward, Ocean Avenue is developed with a mix of commercial office buildings, hotels and motels, and several residential apartment buildings.

This portion of the street is zoned for downtown general commercial uses. The height of the buildings on this stretch is also mixed. Until the mid-1970s, there were no height limits in the Municipal Code for the downtown area including Ocean Avenue. Current development standards promote a scale of development compatible with this scenic street and adjacent park.

Section 3c - Ocean Avenue South of the Pier

The stretch of Ocean Avenue south of the Santa Monica Pier, consists primarily of a large number of hotels, with a few commercial and residential properties mixed in. These are mainly in the form of small commercial concerns such as liquor stores and small markets, and scattered apartment buildings. The multi-story Pacific Shores Hotel stands at the corner of Ocean Avenue and Pico Boulevard. This far south, Ocean Avenue is still elevated from the seaboard floor, but only by a slope gentle enough in grade to be occupied by a small residential area, not by palisades. The structures in Section 3C are generally older, and there is a significant potential for recycling of the existing hotels and motels or adaptive re-use of existing commercial buildings. Property setbacks along this stretch of Ocean Avenue are to be established so as to extend a corridor of open space and landscaping south from Palisades Park, to Pico Boulevard creating an extension of the park's visual amenities.

The Loew's Hotel is on the west side of Ocean Avenue north of Pico Boulevard, and has 349 rooms. The Hyatt Hotel near the northwest corner of Ocean Avenue and Pico Boulevard is planned to contain 194 rooms.

SUBAREA 4 - NORTH SIDE RESIDENTIAL

The North Side Residential area lies immediately east of the parcels located along Ocean Avenue and west of Fourth Street as far north as the centerline of San Vicente Boulevard. North of this point, the area runs as far inland as the centerline of 7th Street. This area extends from just north of Wilshire Boulevard to the northern City limit. The area is developed with both high-density multiple-family and low-density single-family residential uses. There is still 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 for single-family residential uses and the area along San Vicente Boulevard between Ocean Avenue and 7th Street is zoned for low-density residential.

SUBAREA 5 - DOWNTOWN

Santa Monica's downtown extends from the north side of Wilshire Boulevard to the Santa Monica Freeway and from Second Street to Seventh Street, which is beyond the Coastal Zone boundary at Fourth Street. The Downtown area is the focus of the City and contains a concentration of urban activities.

Land uses in the Downtown Area 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, which forms the City's retail 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, enclosed shopping center, which opened in 1980, contains two major department stores, well over a hundred retail stores, two public-parking structures, and public ocean-viewing platforms on the west side of the complex.

North of Santa Monica Place is the Third Street Promenade, an open air pedestrian mall constructed in 1965. The Third Street Promenade extends three blocks, between Broadway on the south and Wilshire Boulevard on the north, and is lined primarily with one and two story buildings that contain ground-floor retail shops and upper-floor office or residential development.

Business and development activity on the Third Street Promenade continues its renaissance as a daytime and evening commercial center. The nature of this redevelopment should ensure that the Third Street Promenade remains an active player in the life of Santa Monica.

The "New Development" policy section of this LUP includes policies pertaining to the "Core", which includes the area from Second Street (east side) to Fifth Street (both sides), and from Colorado Avenue (north side) to the south side of Wilshire Boulevard, and from Second Street to Lincoln Boulevard, and the "Frame", which includes the remainder of the Downtown area.

SUBAREA 6 - CIVIC CENTER AND RAND SITE

Subarea 6 is comprised of the Civic Center, the site of the Rand Corporation, and a strip of older motels, restaurants, and other commercial and residential properties on the east side of Ocean Avenue north of Pico Boulevard. This subarea extends from the Santa Monica Freeway to Pico Boulevard, and from Ocean Avenue to Fourth Street. It takes in the east frontage of Ocean Avenue and the west frontage of Fourth Street only. It is bisected by Main Street, which separates the Civic Center from the Rand site.

The Civic Center area totals about 21 acres and is owned primarily by the City and contains the City Hall, a Los Angeles County Administration building housing courtrooms and related facilities, the Santa Monica Civic Auditorium, and extensive public parking facilities.

During business hours and during events at the Civic Auditorium, the parking lots are heavily utilized. Although this area is only a short distance from the Pier, it is visually quite separate and is not generally used by Pier visitors. The Civic Center area is important as a gateway to Downtown, Ocean Park, and the South Beach and Pier areas. The Civic Center area is the site of the pending Civic Center Specific Plan, which will involve both the Civic Center block and the Rand block. The purpose of this plan is to determine what types of development and land use will be appropriate for this area.

At present, the majority of the area bounded by Pico Boulevard and the Santa Monica Freeway, between Main Street and Ocean Avenue is occupied by the Rand Corporation. The remainder of this block is a strip of motels, hotels, restaurants, stores, and apartments fronting Ocean Avenue.

SUBAREA 7 - MAIN STREET, FROM PICO BOULEVARD TO SOUTH CITY LINE

Main Street is the closest commercially zoned area to the South Beach area, and has evolved during the past two decades from a commercial street of low-intensity development to a specialty shopping and visitor serving area. There has been a marked increase in the number of restaurants, art galleries, antique, and specialty-retail establishments, and traffic. Most of this activity is concentrated south of Ocean Park Boulevard. Recent development north of Ocean Park Boulevard includes offices over ground floor retail, furniture and accessory showrooms, gymnasiums and dance studios, and some restaurants. The Heritage Square Community Museum and the Ocean Park Branch of the Library are located at the corner of Main Street and Ocean Park Boulevard. To ensure orderly growth and to maintain the human-scaled, pedestrian atmosphere of this corridor, Main Street has unique development standards. Main Street leads directly into the City Hall area to the north.

Many of the buildings along Main Street date from before World War II, and do not provide off-street parking. Main Street has metered parking on the street and in several public parking lots. 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 behind the businesses located on Main Street. In recent years, several office buildings and mixed use retail and office structures have been built. The newer buildings provide off-street parking sufficient for their own needs.

Main Street has become primarily a specialty retail, small office, and restaurant area, leaving the adjacent residential areas dependent on businesses on Lincoln Boulevard, in the downtown, and in other areas for basic convenience and neighborhood services.

SUBAREA 8 - OCEAN PARK

Ocean Park is a residential neighborhood with a special history, character, and scale. The neighborhood is bounded by Pico Boulevard on the north, Lincoln Boulevard on the east, the southern City limit, and Barnard Way and Neilson Way on the west. Residential densities in the neighborhood are relatively high near the ocean and decrease inland toward Lincoln Boulevard. The area contains a significant number of small-scale beach cottages and single-family homes built at the turn of the century that have survived the general increase in densities over the intervening years. The greatest concentration of these homes is located near the beach in the South Beach Tract between Ocean Park Boulevard, Hollister Avenue, Barnard Way, and Neilson Way. In addition to Main Street, the Ocean Park neighborhood is served

and bounded by commercial development along Pico and Lincoln Boulevards.

The Ocean Park Redevelopment Area is bounded by Ocean Park Boulevard, Neilson Way, and Barnard Way (including land on the southerly side of Barnard Way). The project was begun in the mid-1950s with clearance of an old beach neighborhood. In the 1960s, two high-rise apartment buildings (the Santa Monica Shores) were constructed as a first phase of development. At that time, the redevelopment plan included roughly a dozen additional high-rise apartment buildings. A series of events, including adoption of the Coastal Initiative in 1972, prevented further development, and part of the area was developed for interim use as a golf course.

In 1973, the Coastal Commission viewed a plan containing approximately 1,400 apartment units and 58 condominium units which was subsequently abandoned. In 1977, a second proposal by a different developer was submitted. After extensive negotiations with the new developer, the Redevelopment Agency, the Coastal Commission, adjacent landowners and several private citizens the development plan was changed to include a minimum of 100 units of senior citizen housing (which resulted from the development of Santa Monica Place), no more than 400 units of market-rate housing, the development of off-site affordable housing units, at least 6 acres of public open space, and a pedestrian/bike path permitting pedestrians and bicyclists to travel easily between the beach and Main Street. This development has been completed, and includes 161 units of senior citizens' housing located in two buildings at the corner of Neilson Way and Barnard Way, and Phases I, II, and III of the Sea Colony condominium development between Barnard Way and Neilson Way, south of Santa Monica Shores apartments. A large park sits adjacent to the project, and supplements the green open space and beach on the ocean side of Barnard Way, which skirts the project. Adjacent to this subarea are the landscaping and traffic way improvements on Barnard Way which were implemented in such a way as to discourage speeding on this formerly very fast-moving street.

Subarea 8 - Ocean Park Residential Area

This residential area has recently been zoned to primarily low density residential use. The area covers approximately 100 blocks or 473 acres including streets. The previous residential zoning designations (R2, R3, R4), have been replaced by new zoning designations (OP-1, OP-duplex, OP-2, OP-3, OP-4) in order to respond to the concerns of residents about perceived reductions in the quality of life as the result of excessive and inappropriate development. Furthermore, projects developed in the area will be more compatible in scale and character with the neighborhood. This is being accomplished in the Third Street Historic District by ensuring that new development is compatible with existing historically significant structures. As new areas are identified, the City Landmarks Commission will consider

designating additional areas of the Ocean Park neighborhood as historic districts.

Much of Ocean Park's residential development does not provide adequate parking. However, new residential development currently permits sufficient parking to accommodate the needs of the occupants.

Local parks provide recreational facilities for neighborhood residents. Mary Hotchkiss Park at Strand Street, between Third and Fourth Streets, offers grass and shade and is used primarily for passive recreation. Los Amigos Park, just north of Ocean Park between Fifth and Sixth Streets, is owned by the Santa Monica/Malibu Unified School District and is leased to the City for park purposes. The park includes baseball diamonds, tennis courts, the Girls Club, and the School District's Alternative High School. This park is used most often by young people for active, non-beach-related sports. Joslyn Park, at Strand Street and Beverly Avenue, provides picnic and play areas. Ozone Park, a small park on the south City line near Lincoln Boulevard, primarily serves its immediate neighbors.

A number of vest-pocket parks are planned for the Ocean Park Boulevard corridor, to provide more greenery and open space along this street. Other parts of the neighborhood will also be improved by these parks.

Subarea 8 - Commercial Streets

Except for the specialty shopping on Main Street, commercial development in Ocean Park occurs primarily along its borders. The south side of Pico Boulevard contains a number of retail businesses, and several small convenience grocery stores are located in the residential area.

Lincoln Boulevard (State Route 1) is a major arterial route. Both neighborhood and region-serving businesses line the street. While most provide adequate parking, some do not, thus adding to the parking burden in adjacent residential areas. Development along Lincoln Boulevard is unrelated to the Coastal Zone except as it affects the flow of traffic between Marina del Rey and the Santa Monica Freeway. Increased development in adjacent jurisdictions has added to the traffic burden on Lincoln Boulevard and in Santa Monica in general. The City remains committed to cooperation in seeking and implementing solutions to traffic management problems. This includes but is not limited to peak hour parking restrictions on Lincoln Boulevard to improve circulation.



SANTA MONICA PIER, 1930

III Coastal Zone Conditions and Issues

LAND USE PLAN

III - COASTAL ZONE CONDITIONS AND ISSUES

Chapter III contains a discussion of the conditions and issues related to the Coastal Zone. The discussion is presented by topic. Each topic discusses those coastal conditions and issues that are most important to the continued preservation and enhancement of the City's Coastal Zone. The topics include the following:

1. Access to the Coastal Zone, especially to the beach and circulation within the area.
2. Recreational and visitor serving facilities within the Coastal Zone, particularly the restoration of the Santa Monica Pier and the encouragement of visitor serving uses in the Oceanfront and downtown areas.
3. Environmental quality, with an emphasis on the protection of marine habitat and water quality.
4. Scenic and visual resources, with particular concern for protecting and improving the public views of the ocean.
5. New development, with specific and detailed standards for scale, bulk, and design considerations in order to maintain the unique scale and character of the City.

Santa Monica, like other urban areas along the coast, has experienced considerable pressure for more intense development, sometimes at the expense of easy access to the shoreline and of lower-cost facilities and activities. Santa Monica is a very desirable place to live, to work, and to play, and this results in competition for space and resources.

Santa Monica residents voted heavily in favor of the 1972 Coastal Initiative and have consistently supported reasonable limits on the height and density of development throughout the City in order to preserve the community's unique scale and character. Because 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 and the everyday lives of local residents and workers. As a result, commercial development must be designed to minimize the impacts to the Coastal Zone.

The policies of this LUP reflect a process developed through public workshops, a variety of citizen task forces, and the development and adoption of a series of policy documents and plans.

ACCESS

Coastal access conditions and issues can be divided and discussed in four categories which correspond to the four major modes of transportation access to (and within) the City's Coastal Zone:

vehicular, mass transit, bicycle, and pedestrian. However, the principal coastal access issues are related to vehicular and mass transit access, particularly traffic, circulation, and parking. The issues surrounding bicycle and pedestrian access are less complex. "Lateral" public access, along the beach, is available along the entire shoreline and sandy beach because it is entirely in public ownership. While "vertical" public access to the beach from adjacent roadways is more limited, publicly owned parcels and parking lots provide adequate access to the sand.

Automobile Access and Parking

The policies in this LUP are intended to provide for transit mode alternatives to the automobile. However, although the City intends to encourage both transit and bicycle use to the beach and other Coastal Zone destinations, the City recognizes that most beach visitors will continue to travel to the beach by automobile.

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 the Pacific Coast Highway which begins at the western terminus of the Freeway. The Santa Monica Freeway is one of the most heavily traveled freeways in the region and provides direct coastal access for beach visitors from all over the metropolitan area. However, these coastal visitors must share this Freeway with commuters, shoppers, and trucks. The total volume of traffic sometimes impedes access to the beach.

Beach-destined visitors may exit the Freeway at 26th Street/Cloverfield Boulevard (about 1 1/2 miles from the beach), Lincoln Boulevard (about a 1/2 mile from the beach), or Fourth/Fifth Streets (about 1/4 mile from the beach). Once off the freeway, they may use City streets to reach the South Beach area or may proceed west on the Freeway to the Pacific Coast Highway to reach the north beaches. Work is being done to improve the on-ramp, leading back to the Santa Monica Freeway at 4th Street.

To reach the parking lots for the south beaches, motorists exiting the Freeway may proceed south to either Pico or Ocean Park Boulevards, which are located about 1/4 to 3/4 miles south of the Freeway, depending on the exit and the street chosen. Signs on the Freeway directing motorists to the south beaches have been installed. This LUP proposes a more comprehensive sign program to ease street congestion by making it easier for drivers to find and use the most efficient route to the beach. In addition, the City has made certain circulation improvements in connection with the Ocean Park Redevelopment Plan. These improvements have, as mentioned in Chapter II, included the addition of a second entrance, where only one existed, to the South Beach parking lot and the landscaping and re-routing of Barnard Way, paralleling South Beach, to discourage fast driving.

To reach the parking lots serving the north beaches, motorists must continue west on the Freeway, travel through the McClure

Tunnel, and proceed north on the Pacific Coast Highway. Beach-bound visitors must turn left from the Highway to use north beach parking lots. The Pacific Coast Highway accommodates a variety of trip types, commuter, shopping, and recreational, so the left-turning movements by beach users are often hindered by and may interfere with southbound traffic traveling from Malibu, Pacific Palisades, and other communities to the north.

Any improvement to the traffic flow along the Pacific Coast Highway will require cooperation with other governmental agencies. The Coast Highway 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. Beach parking lots are a major component of automobile access to the Coastal Zone. There are approximately 5000 parking spaces available in public lots along the beach. About 40 percent of the public parking spaces are located north of the Pier in ten smaller lots located along the Pacific Coast Highway. These lots are interspersed among private residential development and are difficult to see from a distance. Access to these lots requires northbound traffic, which comprises most of the beach-bound traffic, to make a left turn.

About half of Santa Monica's beachside public parking spaces are located south of the Santa Monica Pier, with most of these spaces located in one major lot that extends from Bay Street to the southern City limit. This lot may be entered from either Ocean Park Boulevard or Bicknell Avenue. To reach the entrances, coast-bound traffic must exit the Freeway and travel through the Coastal Zone on either Pico or Ocean Park Boulevards or on other City streets.

An in-depth analysis of Pier parking and circulation issues, addressing current parking needs and anticipated future parking demand and proposing specific parking and circulation changes, is currently underway as part of the Pier development.

Ocean Avenue has metered parking along much of its length. The northern portion of the street is two lanes with diagonal parking along the west side between California Avenue and Montana Avenue, and parallel parking along the remainder of the west side and all along the east side. The southern half of the street is four lanes, with parallel parking on both sides. Ocean Avenue connects Santa Monica with the Brentwood area of Los Angeles (via San Vicente Boulevard), with Pacific Palisades and the Santa Monica Canyon, and with the Coast Highway via the California Incline. Bike lanes are provided on both sides of Ocean Avenue and connect with bike lanes on San Vicente Boulevard.

Much of the public parking for the downtown area of the Coastal Zone is provided in several parking structures along Second and Fourth Streets. The structures were built in the 1960s. These are paid for by assessment of businesses within the Business Parking Assessment District. One of these structures, No. 5

fronting 4th Street, north of Broadway, has been augmented with four additional levels.

In addition to the structures, parking is provided by a number of public parking lots, private lots available to the public, metered on-street parking, and private on-site parking. Santa Monica Place has two parking structures. The area is well serviced by Santa Monica buses and SCRTD lines connecting with the greater Los Angeles area. Nearby residents may walk to shopping. As discussed in Chapter II, there has been significant growth and development in the Downtown area in recent years, including the renovation of the Third Street Promenade, with outdoor dining and movie complexes fronting it. New office buildings on the edges of downtown provide on-site parking sufficient to their needs.

Many beachgoers, particularly in the south part of the City, avoid the beach parking lots which charge for parking, and park on nearby public streets. On summer weekends, most on-street parking spaces as far inland as Third Street are occupied. This has led to complaints by both residents and merchants in the Ocean Park area and, as discussed in Chapter II, the creation of preferential parking areas for residents in the South Beach Tract between Ocean Park Boulevard, Barnard Way, Hollister Avenue, and Neilson Way. Along Main Street, the principal commercial area, the City has installed parking meters to assist in reserving those spaces for Main Street visitors. Inland of 4th Street, the parking problem is less intense and does not appear to be related to beach or Main Street visitors.

There are additional public parking facilities in other areas of the Coastal Zone but, while they may provide parking for some beach visitors, these facilities are not considered to be "beach parking" because of their inland locations. These facilities primarily serve employees, shoppers, and businesses in the inland areas of the Coastal Zone.

Some Downtown parking has been required to be available for beach visitors as well as other users. The Coastal Commission approved the Santa Monica Place development and an office building at 201 Santa Monica Boulevard on the condition that these two non-coastal dependent uses make their parking available for beach visitors.

In addition to the public parking lots in the Downtown area, there are public lots in the Civic Center and Main Street areas. The Civic Center contains public parking spaces adjacent to the Civic Auditorium and metered public parking spaces adjacent to the City Hall. The Main Street area contains public parking spaces in surface parking lots behind Main Street businesses on the west side of the street. These lots are numbered as follows: 2, 9, 10, 11, and 26. Most of these parking spaces are metered and available to the public. The remainder are available only to persons who have purchased a parking permit.

All of these inland parking spaces lie between 1/4 and 1/2 mile from the ocean. The parking spaces located in the Downtown and Civic Center areas are separated from the beach by the palisades bluffs or the oceanfront hillside. Main Street parking is connected to the beach by a pedestrian and bicycle path through the Ocean Park Redevelopment Project. To help enhance the usefulness of these inland parking facilities for beach access, this LUP proposes maintenance of the existing bus system and the implementation of a shuttle system linking these facilities with the beach. The latter is discussed in greater detail in the next subsection, Transit Access.

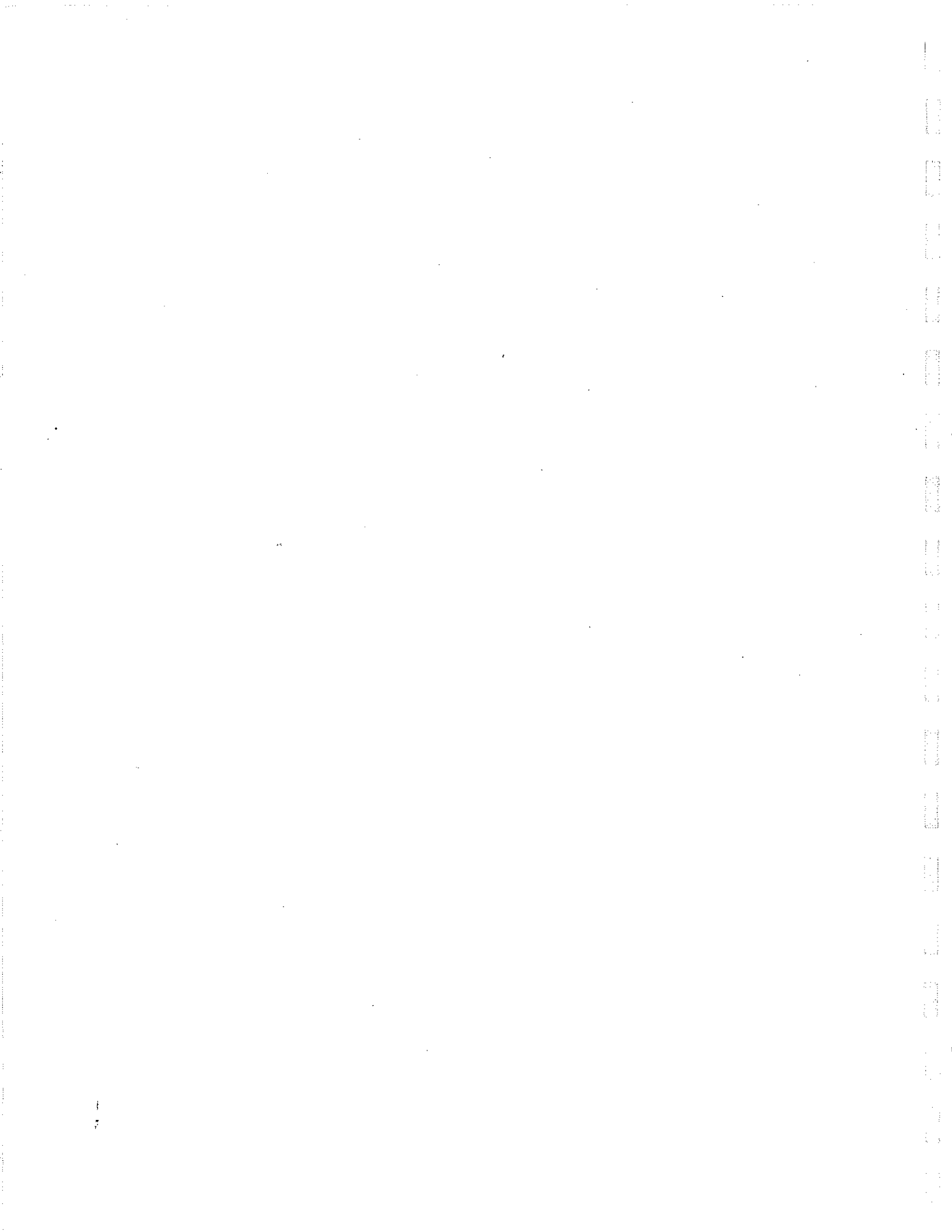
Except in the Downtown Parking Assessment District, all new commercial and residential construction in the Coastal Zone is required to provide sufficient on-site parking. However, in some residential and commercial areas, older buildings still predominate. These do not generally provide parking adequate for the uses they contain. This LUP requires that new development continue to provide adequate parking and that larger residential developments mitigate their impact on on-street parking by providing visitor parking on-site.

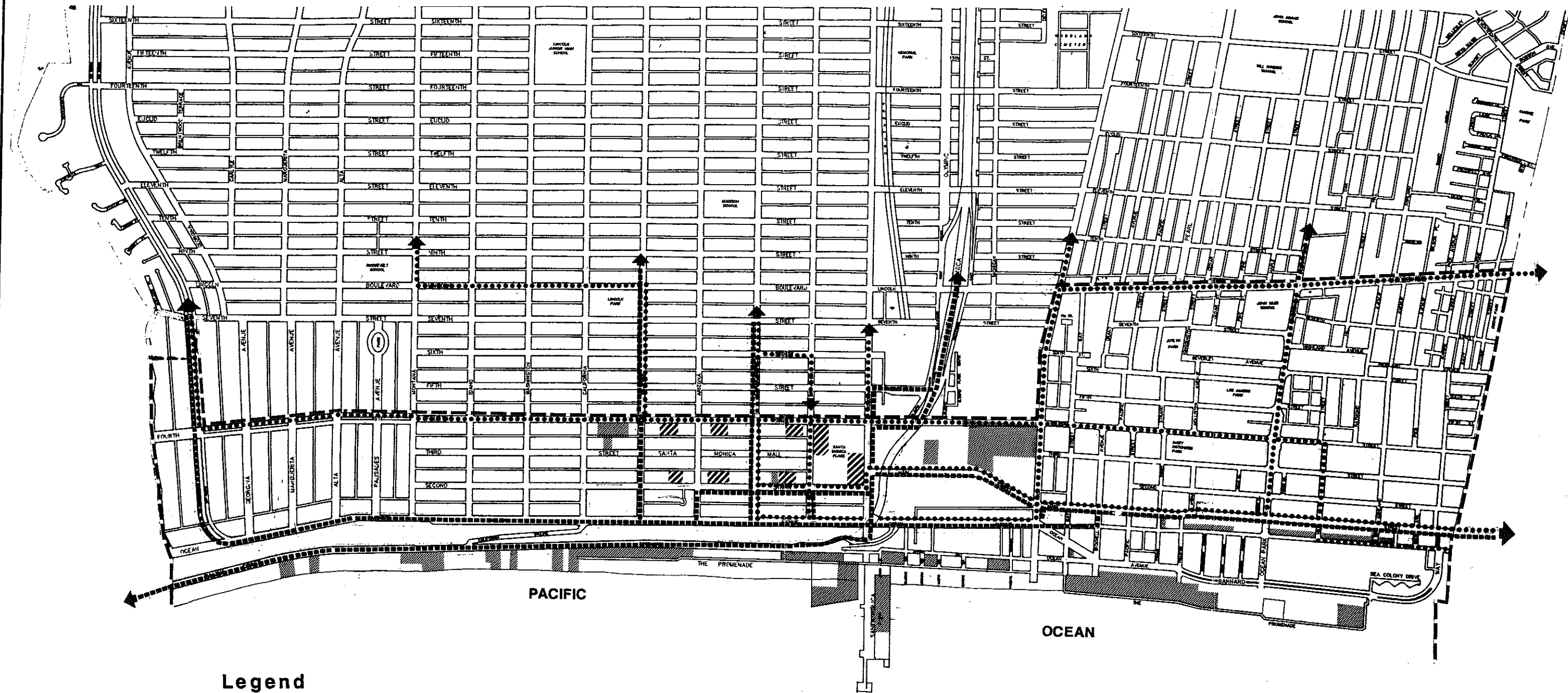
Many of the City's access problems are regional transportation issues and require that the City work with other responsible entities to find solutions. The City has a history of cooperation with other agencies. The City actively participates in the work of the Southern California Association of Governments, and has testified before the Coastal Commission regarding the traffic impacts anticipated from build-out permitted in the Marina/Ballona Wetlands area by the adopted LCP, and in Malibu and the Venice Canals/Peninsula areas by their LCPs. Efforts to work with adjacent jurisdictions and with other agencies will continue.

Transit Access

The Coastal Zone is served by two transit agencies: the Santa Monica Municipal Bus Lines and the SCRTD. The Santa Monica Bus lines currently has seven routes that serve the Coastal Zone area. The two lines that operate along Pico and Ocean Park Boulevards provide the most direct service to the beach.

The SCRTD has six bus routes that serve the Coastal Zone area within Santa Monica, with two lines that operate near the beach on the Pacific Coast Highway. Neither line makes stops along the Coast Highway in Santa Monica.





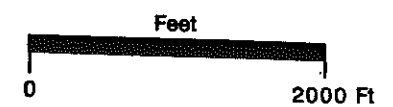
Legend

-  SCRTD BUS ROUTES
-  SANTA MONICA BUS ROUTES
-  PUBLIC PARKING LOTS
-  DOWNTOWN PARKING STRUCTURES

MAP 5

Public Transit and Parking

SANTA MONICA LOCAL COASTAL PROGRAM



A number of factors must be considered in exploring direct bus service to the beach. These factors are especially worth considering as a rationale for a shuttle bus system linking the beach to the rest of the Coastal Zone:

1. The peak demand for bus service to the beach is not a regular occurrence. Beach use is heaviest on warm weekends or holidays, which do not occur on a regular basis.
2. Automobiles can travel to the beach in a shorter period of time, since they are not required to stop and pick up or discharge passengers. Traffic congestion will slow both automobiles and buses equally.
3. Automobiles provide direct service between home and the beach (depending on the availability of beach parking).
4. Automobiles provide more convenient service because they are available at all times and provide sufficient space to carry beach equipment.
5. Some beach lots are not used when parking demand is low to reduce the need for parking lot attendants.
6. The largest concentrations of beach users on the sand are generally near the larger parking lots and pedestrian bridges.

As an alternative to the private automobile, this LUP contains policies that are intended to enhance bus service to the beach and thus promote bus ridership by beach visitors.

In an effort to help reduce the increase in traffic congestion in the Coastal Zone, to improve access to the beach and to more efficiently use Coastal Zone and other inland parking areas, this LUP proposes that bus service be maintained and that a shuttle system serving the beach, major recreation and visitor serving areas and facilities, and peripheral parking areas be implemented. The above factors listed involving direct bus service to the beach support this recommendation. Shuttle users could travel throughout the Coastal Zone without moving their automobiles. Beach users could be directed to peripheral parking lots when beach parking lots are full. Peripheral lots could be established in the Civic Center area, or in large lots outside of the Coastal Zone. The shuttle could serve the beach area, the Pier, and other popular coastal destinations. With the growth in number of hotels and other visitor-serving facilities in the Coastal Zone, as well as the growth of business in the downtown area to be induced by the Promenade, parking and circulation needs could be much alleviated by a shuttle bus system.

The developers of some recent office and hotel projects have been required to participate in implementing the shuttle service including the Holiday Inn Bayview Plaza developers. Policies in

this LUP intend that both the City and private development continue to share responsibility for implementing and maintaining any shuttle system in the Coastal Zone.

The City of Santa Monica endorses the concept of Light Rail Transit to provide an alternative to the automobile and will cooperate in the development of the Exposition Rail corridor.

As part of the LCP, the City is proposing a shuttle program throughout the Coastal Zone. The program will provide transportation to the State Beach, the Pier, and other popular destinations.

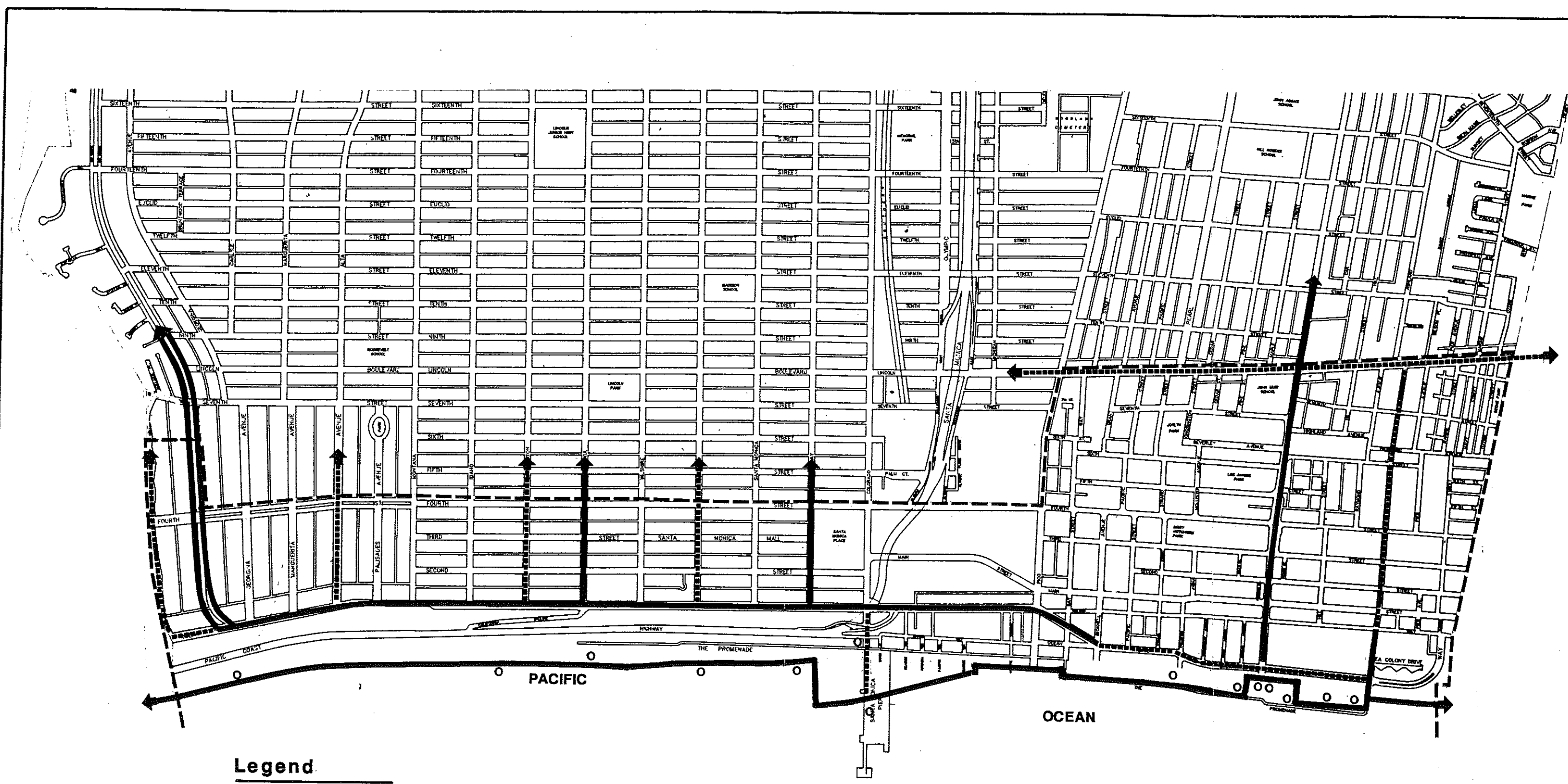
Bicycle Access

Three types of bikeways are located in the Coastal Zone:

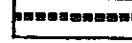
1. Bike Path - which is a bikeway that provides a completely separated right-of-way for the exclusive use of bicycles, with a minimum of intersections for automobile crossings.
2. Bike Lane - which is a bikeway that provides a clearly marked right-of-way along the street either adjacent to the curb or 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.

The only bike path in the Coastal Zone is located on the beach. It extends from the south City border to the north City border, and is part of a regional bike path which extends south through the South Bay cities at the southern rim of Santa Monica Bay.

To reach the bike path, cyclists have two options: they may bring their bicycles with them in a car, or they may ride their bicycles on City streets. There are several bicycle lanes in the City Coastal Zone that facilitate beach access by cyclists. The area's primary bike lane extends the length of the Coastal Zone along San Vicente Boulevard, Ocean Avenue, and Barnard Way. Only the portion along Barnard Way provides direct beach access. Additional bike lanes are located on California Avenue, Broadway, and Ocean Park Boulevard which intersect the primary bike lane on Ocean Avenue and Barnard Way. There is a designated bike route on Fourth Street north of Wilshire Boulevard, which intersects the bike lane on San Vicente Boulevard and on California Avenue. Policies in this LUP propose to expand the bike lane and route systems to promote bicycle access to the beach and through the Coastal Zone.



Legend

-  EXISTING BIKEWAYS
-  PROPOSED BIKEWAYS
-  BICYCLE RACKS

MAP 6
Bicycle Access
 SANTA MONICA LOCAL COASTAL PROGRAM



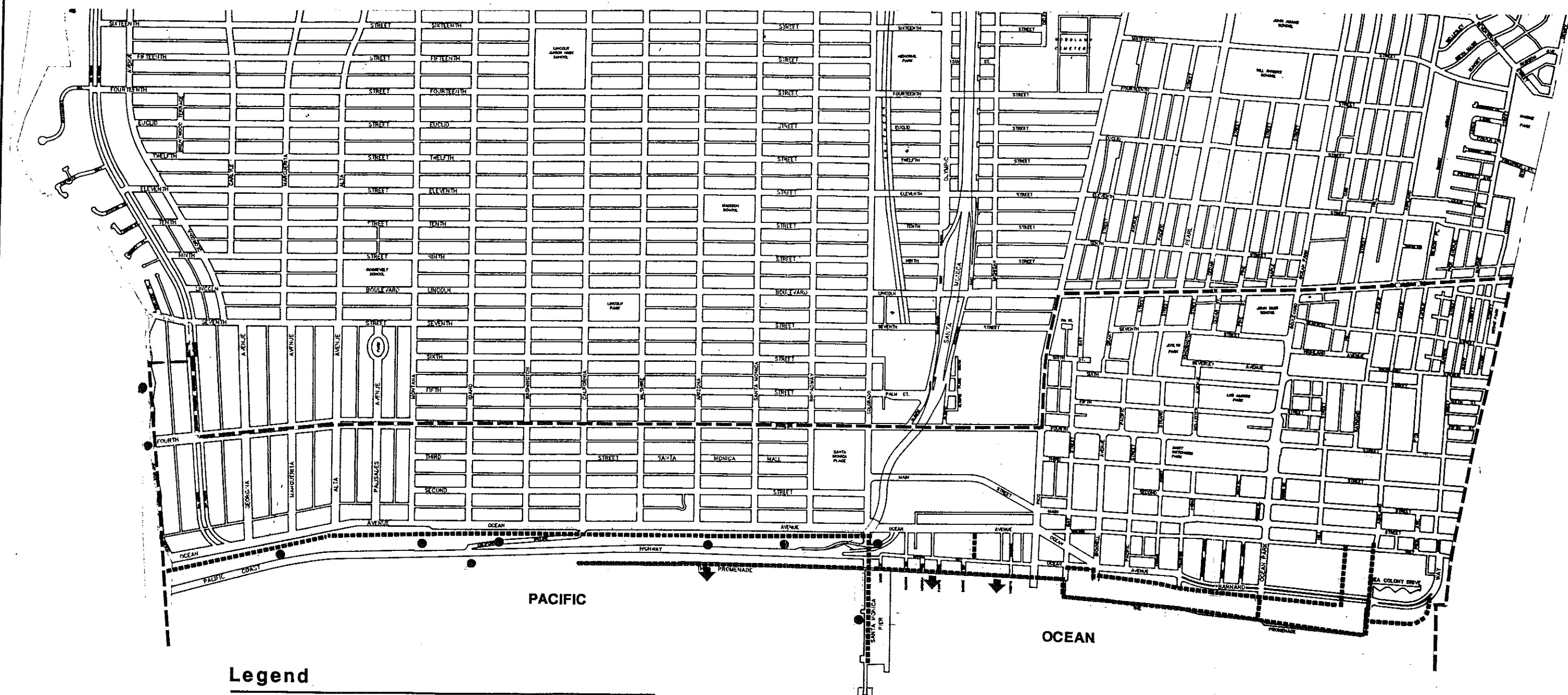
Pedestrian Access

Pedestrian access to and along the beach is generally adequate. Pedestrian access along the beach is provided by the Promenade, which extends from the southern City limit north to the California Incline. The Promenade is adjacent to the beach.

Pedestrian access to the Pier is possible from several points, Colorado Avenue, the Promenade, and the beach. A pedestrian overpass with a ramp extends down from the intersection of Colorado and Ocean Avenues, and represents the principal access to the Pier. This ramp provides two lanes of traffic and two sidewalks. Access to the Pier by these sidewalks is difficult for the disabled due to the grade and the narrowness of the sidewalks. Pedestrian access to the Pier is also available on the north and south sides of the Pier by two sets of stairs from the beach. Pier restoration has involved plans proposing additional access from the Promenade and from adjacent parking areas. Construction of improved access from the Promenade, a viewing deck, a children's play area, and additional retail space have also been added to the Pier and its vicinity.

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. However, direct pedestrian access to the north beach from Ocean Avenue and Palisades Park is more limited due to the physical constraints of the palisades bluffs and safety problems resulting from the high volume and speed of traffic along the Pacific Coast Highway. Pedestrians can safely reach the beach from Palisades Park only by using four pedestrian bridges over the Pacific Coast Highway located at Montana Avenue, the California Incline, Arizona Avenue, and Broadway that are reached from stairs that descend from the top of the bluffs. The overpasses provide safe pedestrian access over the Coast Highway but, because of the stairways, the overpasses may not be usable by some members of the public who cannot easily use stairs. Hazardous traffic conditions along Pacific Coast Highway limit the opportunities for safe pedestrian access to areas of overpasses, bus stops, and off-street parking lots. At present, such vertical access exists every several hundred feet. On the south beach, several walkways across the sand to the water make the beach and ocean more accessible to people who have difficulty walking because of age or physical disabilities. Similar improvements will occur on the north beach as well.

The City shall maintain that portion of the 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 Beach.



Legend

-  PEDESTRIAN PATHS AND ACCESSWAYS
-  PEDESTRIAN ACCESS POINTS

MAP 7
Pedestrian Access
 SANTA MONICA LOCAL COASTAL PROGRAM



RECREATION AND VISITOR-SERVING FACILITIES

Recreation and visitor serving facilities are varied in the Coastal Zone and range from the recreational opportunities offered by the Santa Monica Pier and the beach to visitor serving hotels, restaurants, and shops located in the Downtown, Oceanfront, and Main Street areas.

Santa Monica State Beach

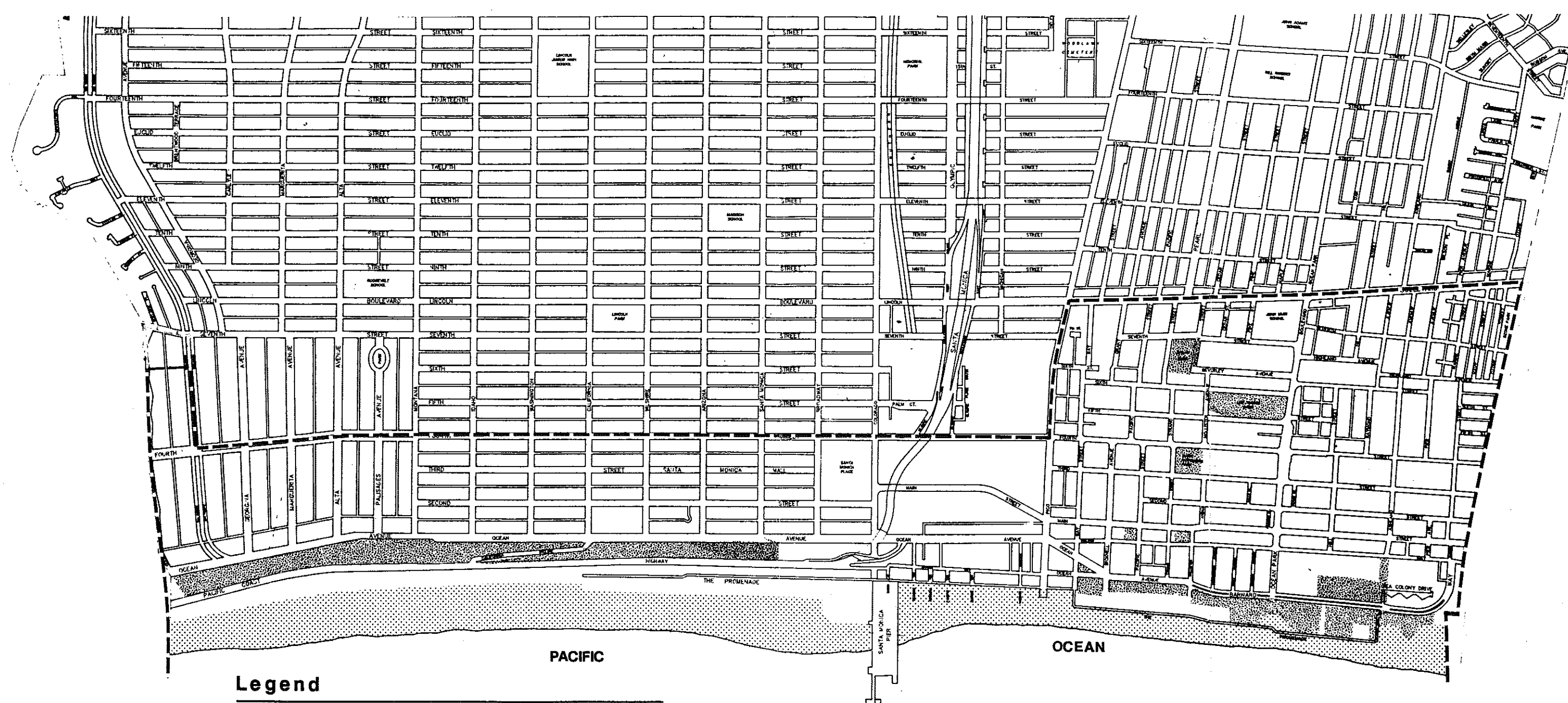
Chief among the impressive array of coastal recreational and visitor serving facilities is the nearly three miles of public beach. Santa Monica State Beach is the most heavily used beach in Los Angeles County and quite possibly one of the most intensely used in the State. Beach use is heaviest during summer weekends, but the stream of visitors continues year round. Beach visitors swim, surf, sunbathe, jog and bicycle along the bike path, barbecue in some picnic areas, stroll the promenade, play volleyball on the sand, enjoy the art installations and use the swings and other equipment at "Muscle Beach" south of the Pier. The beach is equipped with restrooms. Existing barbecue facilities, particularly numerous in the south beach area heavily used. Food concessions operate at numerous locations along the beach. Additional food facilities are located on the Pier.

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 plans to improve visitor facilities on the beach, consistent with the basic goals of the Coastal Act and this LUP of providing resource and view protection and lower-cost visitor-serving facilities.

Santa Monica Pier and Breakwater

Equally significant to the beach are the recreational opportunities offered by the Santa Monica Pier. This Pier is City-owned and operated, with private lessees maintaining individual businesses. Most of the Pier area is devoted to public uses. The Pier (as well as the beach) is part of the federally designated Santa Monica Mountains National Recreation Area, most of which is located north and inland of Santa Monica.

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. Unlike most other piers, Santa Monica Pier has retained its primarily public use character. Commercial development is primarily small-scale beach-oriented retail, restaurant, and amusement facilities. The City receives revenue from the businesses on the Pier and from the parking on the Pier. Much of the public recreational use of the Pier does not require spending money. The western end of

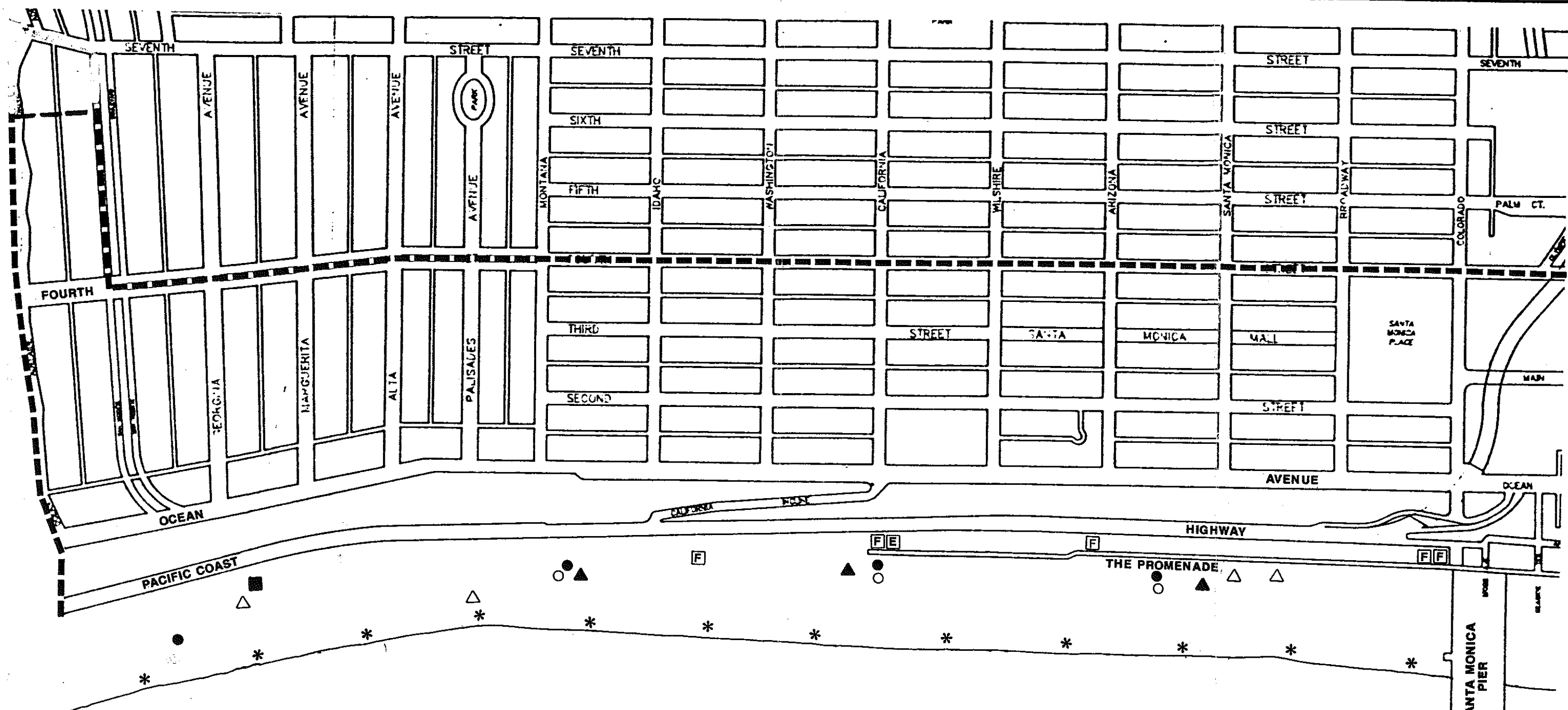


Legend

-  PARKS AND LANDSCAPING
-  SANDY BEACH

MAP 8
Recreation Map
 SANTA MONICA LOCAL COASTAL PROGRAM





Legend

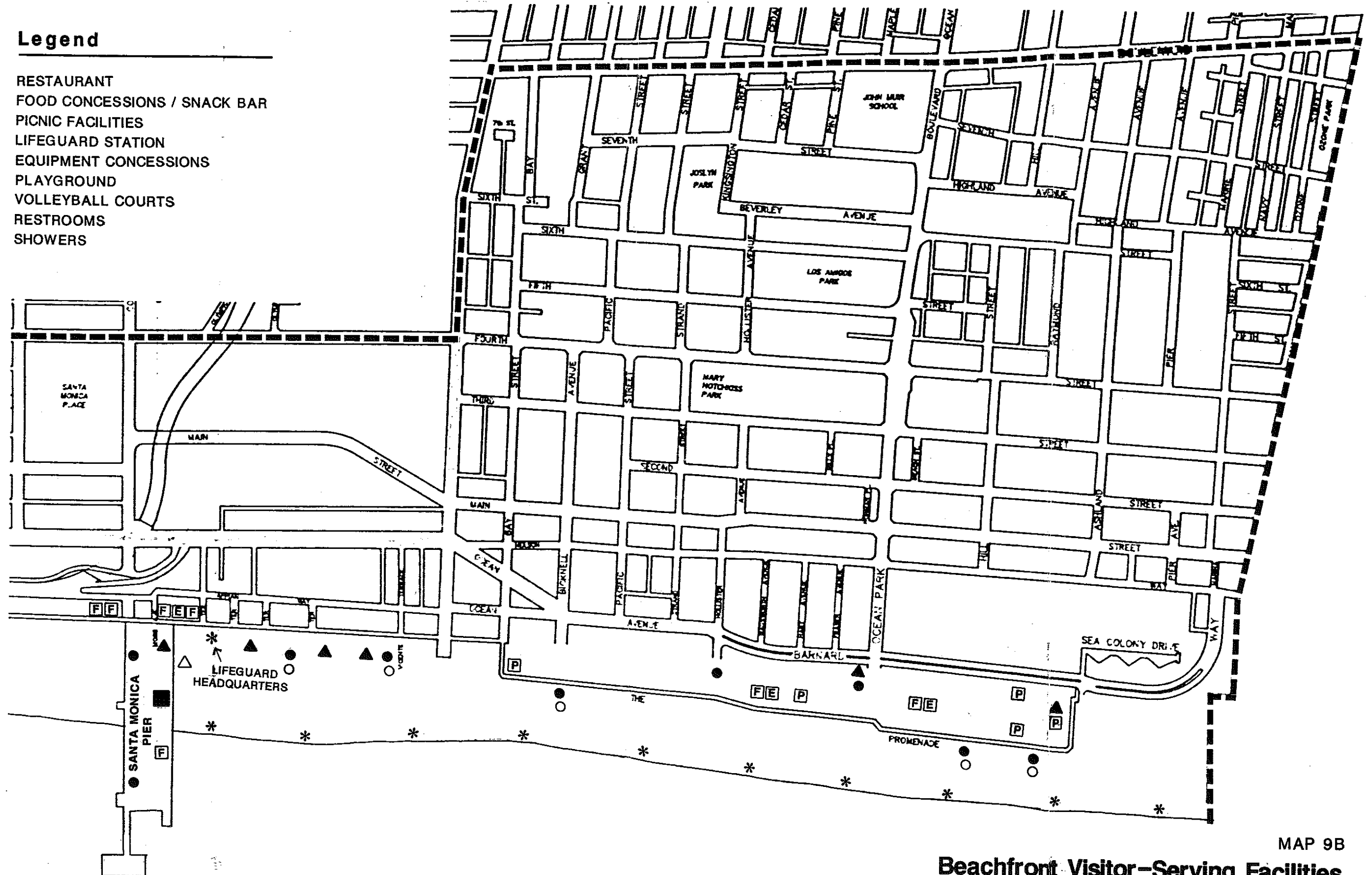
- RESTAURANT
- [F] FOOD CONCESSIONS / SNACK BAR
- [P] PICNIC FACILITIES
- * LIFEGUARD STATION
- [E] EQUIPMENT CONCESSIONS
- ▲ PLAYGROUND
- △ VOLLEYBALL COURTS
- RESTROOMS
- SHOWERS

MAP 9A
Beachfront Visitor-Serving Facilities
 SANTA MONICA LOCAL COASTAL PROGRAM



Legend

- RESTAURANT
- [F] FOOD CONCESSIONS / SNACK BAR
- [P] PICNIC FACILITIES
- * LIFEGUARD STATION
- [E] EQUIPMENT CONCESSIONS
- ▲ PLAYGROUND
- △ VOLLEYBALL COURTS
- RESTROOMS
- SHOWERS



MAP 9B

Beachfront Visitor-Serving Facilities SANTA MONICA LOCAL COASTAL PROGRAM



the Pier and other parts of the edge of the Pier are used for fishing. As Pier fishing does not require a fishing license, it is an important source of recreation for people with a limited income. Funds from the Wildlife Conservation Board are being used to improve the fishing areas of the Pier. The City has applied to the State Coastal Conservancy for funds for overall restoration of the Pier.

As discussed in Chapter II, in 1973, 80 percent of the City voters overwhelmingly approved an initiative requiring preservation of the Pier. After a number of studies and plans, the City enlisted the assistance of the State Coastal Conservancy in conducting a series of community wide workshops to develop a restoration program. Because the Pier is truly a regional resource, the City invited anyone interested to attend and participate in the workshops. People from 28 communities responded. Much restoration has already taken place. The carousel, now on the National Register of Historic Plans, is a popular tourist attraction and movie/TV location, and has undergone major restoration involving the machinery, the horses, and both the interior and the exterior of the building.

The first new development, Carousel Park, was completed in 1986. Carousel Park includes a new accessway improving the Pier's connection with the Promenade, an overlook area for volleyball spectators, and additional leasable retail space under an expanded Pier deck. This park also includes a children's play area, sitting areas, and a sculpture with a water feature. A major component of the Pier restoration and improvement program is the reconstruction of portions of the Pier which were damaged or destroyed in storms in the winter of 1983. This work was completed in early 1990.

This work had four identifiable components. The first was completed in 1986-87 and involved strengthening the existing timber portion of the Pier. The second reconstruction of the southwest portion of the Pier was completed in 1988. Most recently completed was the reconstruction of the narrow west end of the northern portion of the Pier in concrete. The City is also working with the Corps of Engineers on stabilizing 900 feet of the existing breakwater at 6 feet and extending it 300 feet to the south. The Corps has completed the Reconnaissance Study and is awaiting a decision from the Secretary of Army on going ahead to the next phase, which is the Feasibility Study.

North Beach Club Facility

Several beach clubs are currently located in the north beach area. The former Sand and Sea Club, which was located on State-owned land, was once part of the Marion Davies estate and her former north guest house, designed by Julia Morgan, has been designated as a City Landmark. The City is in the process of converting this property for public use.

Palisades Park

Palisades Park is a major visitor serving facility. It offers a quiet, more passive recreational opportunity and an alternative to the sandy beach. The Park provides spectacular views of the Santa Monica Bay, and major park activities include sitting, strolling, and jogging. Within the Park are restrooms, a visitors information booth, a Camera Obscura, a rose garden, a shuffleboard area, a Senior Citizens Center used for community meetings as well as ongoing recreation programs for older persons, large trees, numerous benches, commemorative statues, public art works and monuments. Many elderly people find this park a restful and attractive alternative to the beach. The elderly are able to enjoy the sea air and ocean views, while being able to walk on level ground, grass, and paved paths, which are easier to negotiate than sand. Shade trees and benches provide for more comfortable resting areas than the open sandy beach. The entire bluff-top length of the Park is fenced for safety. To maintain the Park for all users, a Master Plan has been prepared for future improvements.

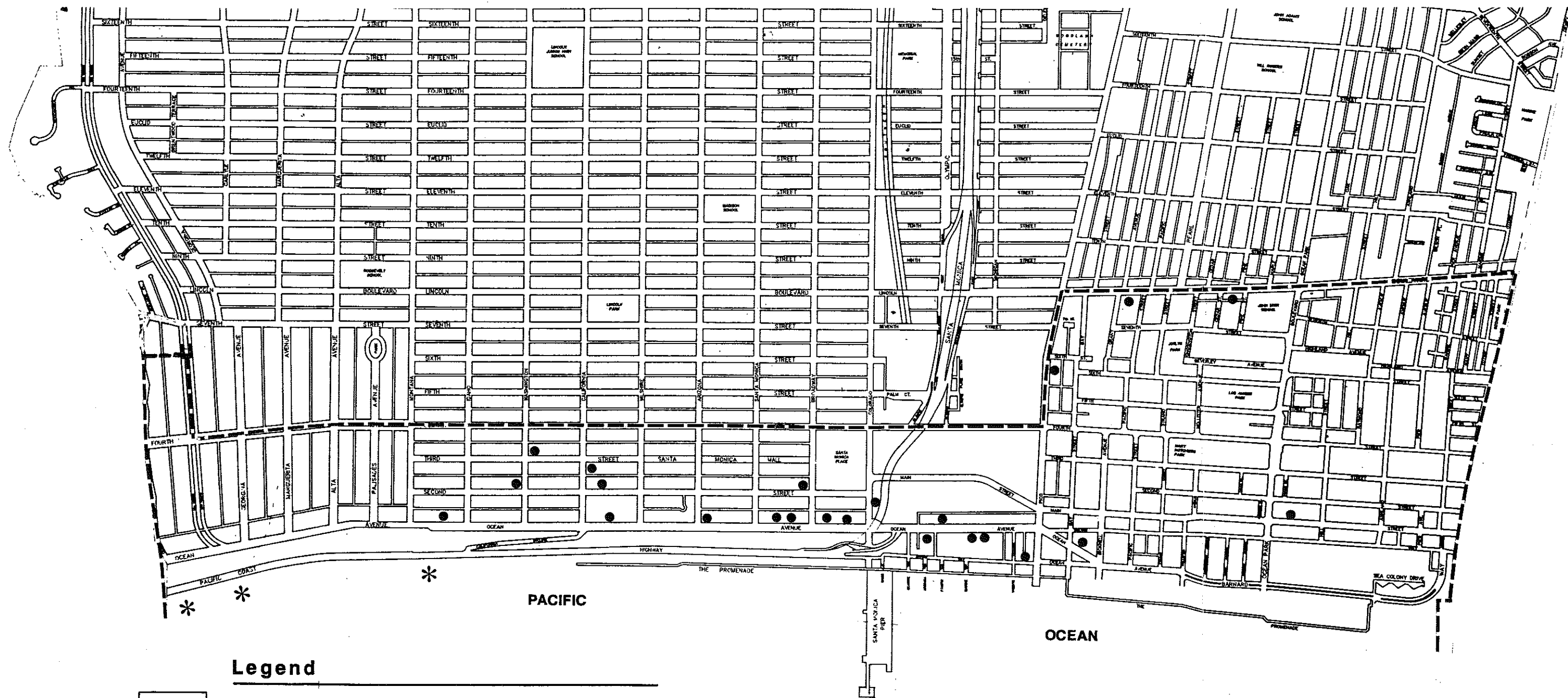
Hotels and Motels

The Coastal Zone offers a variety of tourist accommodations. Most of the hotel and motel rooms in the Coastal Zone are located in and around Ocean Avenue. A large percentage of these rooms are located in hotels and motels that are considered by the Santa Monica Convention and Visitors Bureau to be low-budget facilities, but these have been joined by many first-class hotels.

The hotels and motels on Ocean Avenue north of Colorado Avenue are more closely associated with the downtown area than with the beach. South of Colorado Avenue to Pico Boulevard, the Ocean Avenue hotels and motels are more beach-related. Those located on the west side of Ocean Avenue extend to within one block of the sandy beach.

Santa Monica's Coastal Zone has been well-suited for the recent hotel development because of the area's ease of access to the entire Los Angeles basin, its nearness to Los Angeles International Airport, and its proximity to the Santa Monica Mountains National Recreation area, Malibu, and, of course, the ocean. Many of the existing hotel/motel accommodations are older structures. A good percentage provide affordable rooms, compared to Marina Del Rey or Malibu, which are the nearest major coastal-oriented hotel areas. These have been augmented by several projects involving first-class accommodations, most notably Loew's Hotel on Ocean Avenue south of the Pier.

As its share of hotel facilities of all kinds increase, along with its share of other coastal-related, visitor-serving facilities, the City will strive to maintain and rehabilitate affordable visitor serving facilities in the Coastal Zone. Hotel



Legend

	HOTELS AND MOTELS
	BEACH CLUBS

MAP 10
Hotels, Motels and Beach Clubs
 SANTA MONICA LOCAL COASTAL PROGRAM



development will be permitted in some areas of the Coastal Zone. With the implementation of a convenient shuttle connecting the Downtown with other visitor areas, the Downtown area is becoming a more attractive location for tourist accommodations.

As the result of voter approval of an initiative in November 1990, hotel development will be prohibited in the area west of Ocean Avenue and Neilson Way. Hotel development may occur in other areas of the Coastal Zone.

Third Street Promenade

The Third Street Promenade was historically the City's primary retail core. Recently, this function had shifted to other commercial areas and to Santa Monica Place. However, recent revitalization of the Third Street Promenade and the surrounding area should assist in assuring that this concentration of retail, entertainment, and the social service uses will remain to serve a wide range of Santa Monica residents and visitors from nearby communities. As discussed in Chapter II, the strength of this area is to be maintained and enhanced by the renovation of the area within facilities for outdoor dining and entertainment complexes.

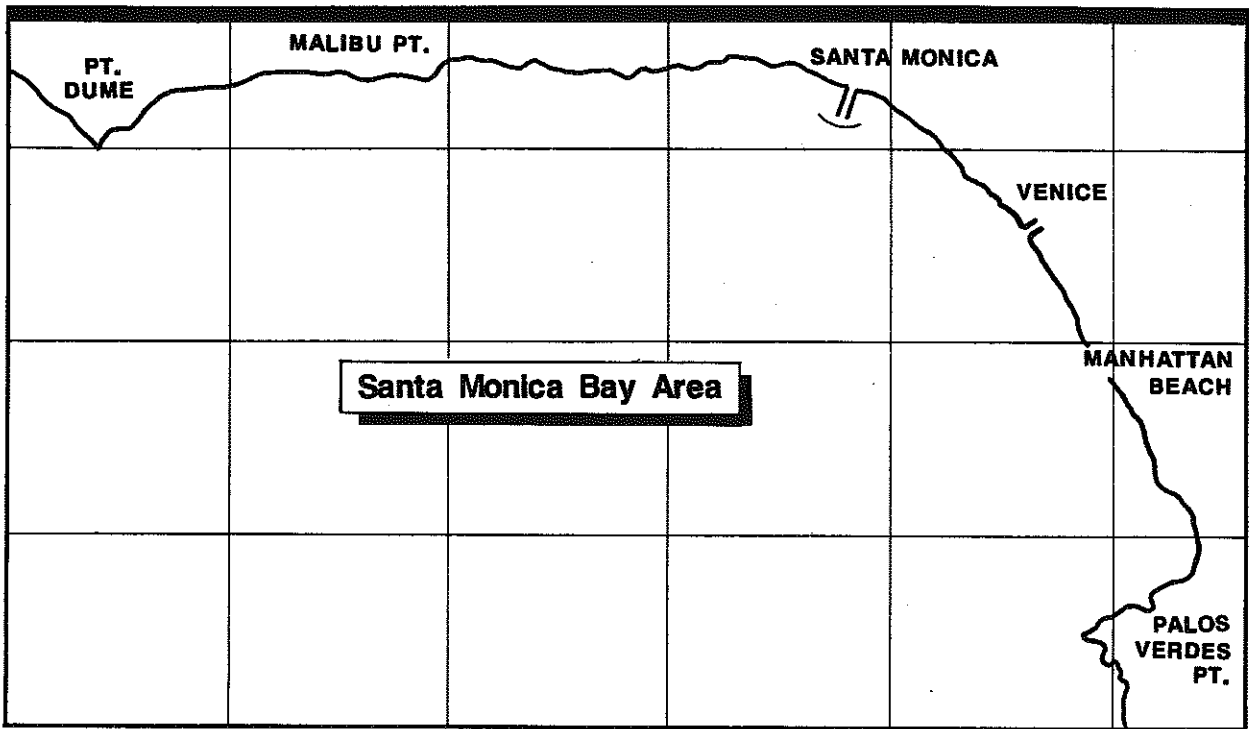
Main Street

Main Street from Pico Boulevard to the southern City limit, particularly south of Ocean Park Boulevard, is a major visitor destination. This area, located only a short walk from the beach, offers a variety of restaurants, art galleries, the Santa Monica Museum of Art, and retail specialty stores (antiques, art objects, high fashion clothing). The Main Street area contains several historic structures. Heritage Square at Ocean Park Boulevard consists of two City-owned locally historic houses moved to the site to make way for a condominium project on Ocean Avenue. The Parkhurst Building (at Pier Avenue) is a City Landmark and has been listed on the National Register of Historic Places. The Merle Norman Building (at Ocean Park Boulevard) is also architecturally noteworthy.

Santa Monica's role as a major visitor destination involves a number of costs incurred in providing services to handle the visitors' needs. While the community benefits from the visitors, as do the businesses which serve visitor trade, the community is also concerned about being able to recover the associated costs such as public safety protection, traffic management and sanitation. A major goal of the LUP is to improve the links among the various visitor areas of the City. This will be accomplished in part by requiring mitigation for the additional costs placed on the City by new visitor-serving development, with the mitigation designed to enhance the visitor-serving areas.

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



MAP 11

Santa Monica Bay

SANTA MONICA LOCAL COASTAL PROGRAM



estuary because it is fed by what were historically sources of fresh water; mainly Ballona Creek and the Los Angeles River. It has been designated an estuary to qualify for money from the Environmental Protection Agency toward its clean-up and re-purification. The San Francisco Bay now operates under the same program and it too has been designated an estuary. Most of the coast of Santa Monica Bay, which is a submerged extension of the Los Angeles Basin, is made up of sandy beaches. Although vastly different from 100 years ago, the beaches appear to have stabilized over the last 40 years in part because of the addition of Piers, groins and other man-made structures.

There are four issues involving environmental quality surrounding Santa Monica's Coastal Zone: offshore marine habitat, quality of storm water and other run-off, beach stability, and bluff stability.

Marine Habitat

The waters off Santa Monica Bay support several species of fish and attract wildlife such as Brown Pelicans, seals, sea lions and the Least Tern. Both the Brown Pelican and the Least Tern have been identified by the California Department of Fish and Game as endangered species.

Although several commercial species of fish occur in Santa Monica Bay, no commercial fishing, except bait fishing, is allowed within the Bay's boundaries. Bait fishing for anchovies used in the sport fishing industry is allowed only beyond a depth of 300 feet.

Seabird and shorebird fauna at Santa Monica are likely to include the common shorebirds such as long-billed curlews, marbled godwit, snowy plover, willet, sanderling, western sandpiper, and least sandpiper. Several endangered or threatened species occur off the Southern California coast such as the American peregrine falcon, Southern bald eagle, California brown pelican, California least tern, Belding's savannah sparrow, and the California gray whale. Those likely to be present near Santa Monica are the California brown pelican and the California least tern.

The California brown pelican breeds on offshore islands and rocks, and forages throughout the area, largely on anchovy. The California least tern is a migratory species which breeds on the sandy beach and dirt habitats of Venice Beach and feeds in nearshore waters. The Venice Beach nesting site is the most active least tern breeding areas in Los Angeles County and one of the most productive in California. During one receptor, an estimated 140 to 150 nesting pairs produced 140 fledglings. At mid-season, of another year, 140 to 152 nesting pairs and 100 fledglings were sighted. Clearly, this site is a critical breeding area for the least tern. Nearshore foraging areas in the proximity of Santa Monica Pier are important feeding sites.

Although the Least Tern foraging area has not been designated a critical habitat area and thus subject to special regulations,

the Department of Fish and Game (DFG) has indicated that Pier restoration would not impact the foraging area (which extends south to Marina del Rey) but that additional boating could. The City intends that the habitat area be protected, and will consult with DFG and all appropriate agencies prior to instituting improvements that will increase boating activities.

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, west and east 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.

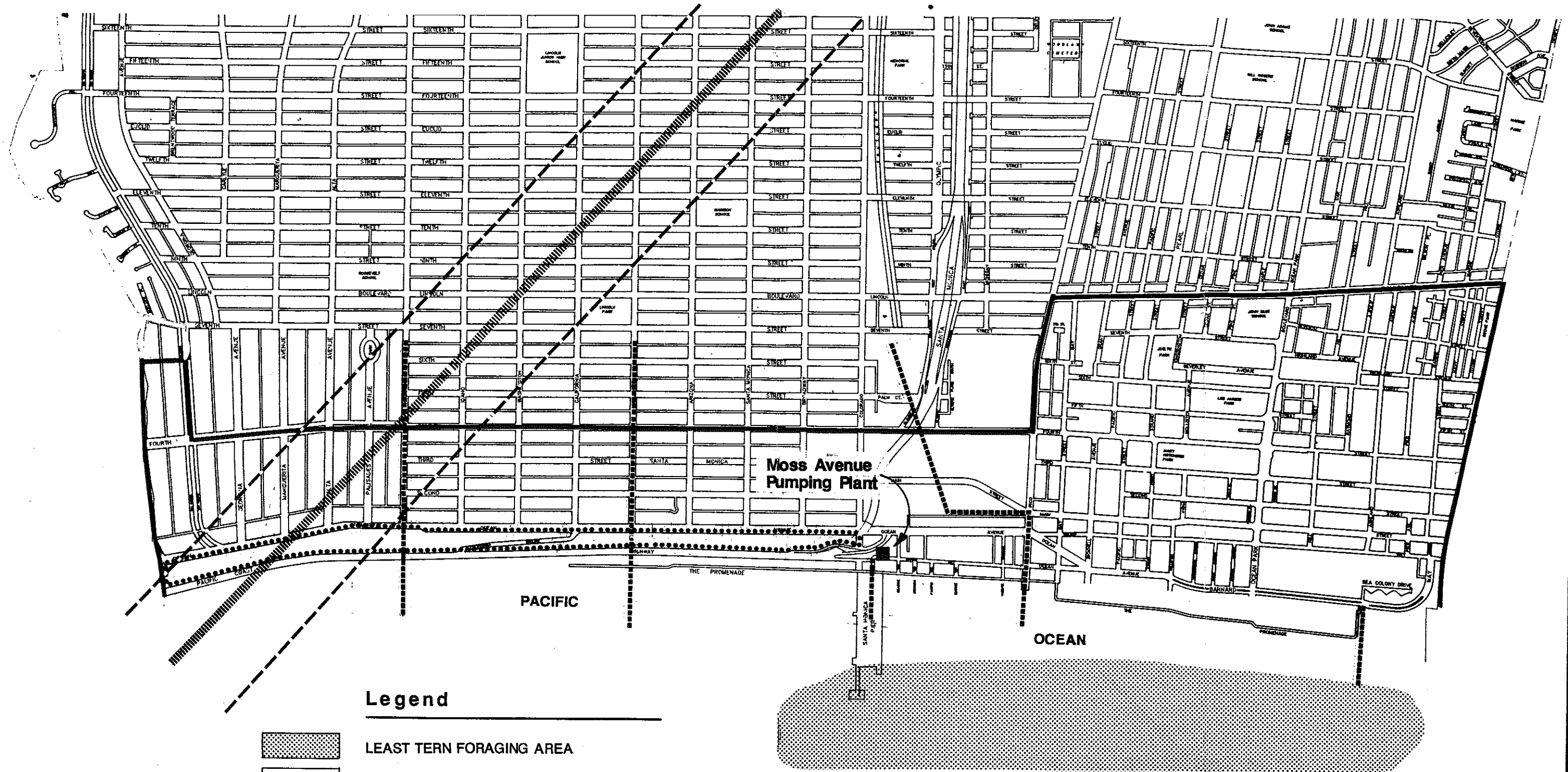
Evidence is accumulating that Santa Monica Bay is seriously polluted with a variety of toxic contaminants. Major sources of pollution are located along the Bay but outside the City of Santa Monica. These include a former DDT manufacturing site in Torrance, which has left a deposit of hazardous waste material that still sits in the bay, two sewer outfalls operated by the City of Los Angeles and the County of Los Angeles, and sewage spills in Ballona Creek. County Flood Control District storm water discharges in Santa Monica Bay also contribute to the problem.

Responsibility for the Bay's environmental quality and its impact on human health is fragmented among a number of Federal, State, and local agencies. For example, primary responsibility for managing natural resources rests with the California Department of Fish and Game; County and State Health departments monitor fish caught; the U. S. Environmental Protection Agency identifies sources of pollution; etc. Designation of Santa Monica Bay as a Superfund site has been sought.

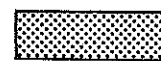
In the face of this serious problem, the City can protect the marine habitat only by prohibiting development that would add pollution or interfere with existing biological communities and by working with all relevant agencies toward cleaning up and maintaining the Bay. All development proposals affecting the marine environment will be subject to the provisions of the California Environmental Quality Act (CEQA), and the City will solicit the advice of all relevant State and Federal agencies in reviewing the environmental impact of proposals.

Quality of Storm Water and Other Run-off

Although five storm drains empty into the bay along Santa Monica's shoreline, the City does not have jurisdiction over the pipes and channels or their content. The drains are located at Montana Avenue, Wilshire Boulevard, the Pier, Pico Boulevard, and Ashland Avenue. Because of shifts in the tide line and the sand, the drains now generally terminate on the sand just short of the



Legend



LEAST TERN FORAGING AREA



PALISADES BLUFFS PRESERVATION AREA

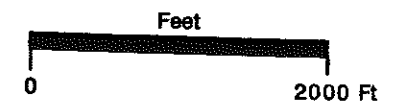


MAJOR STORM DRAINS



FAULT LINE WITHIN HAZARD
MANAGEMENT ZONE

MAP 12
Environmental Resources and Hazards Map
SANTA MONICA LOCAL COASTAL PROGRAM



ocean. The storm drains are controlled by the Los Angeles County Flood Control District.

The tasks of monitoring the quality of Los Angeles County coastal waters is conducted primarily by three groups:

1. The Los Angeles County Sanitation District.
2. The Los Angeles City Bureau of Sanitation (Hyperion Waste Discharge Monitoring).
3. The Southern California Coastal Water Research Project.

In addition, the Coast Guard and Lifeguards Agency respond to any incidents which may occur involving point pollution sources (spills). The Santa Monica City Water Division monitors the Pico-Kenter Storm Drain outfall at the western end of Pico Boulevard. The City will continue to assist these agencies in fulfilling their responsibilities to monitor run-off and correct problems.

The City is also committed to research into treatment of storm drain effluent. The Pico-Kenter storm drain is the focus of two pilot programs designed to improve the water quality of the bay. The first is an ozone treatment system that may lead to future reclamation of storm drain water. The second pilot program is a sensor/alarm and slide gate system that detects hydro-carbon vapors within the storm drain and limits their discharge into the bay.

Bluff Stability

The Coastal Act requires that development be sited to avoid unnecessary 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, so new private development on Ocean Avenue will be limited to 320 feet from the bluff edge due to the required front yard setback.

The Palisades bluffs are too steep to sustain much vegetation and, as the major natural landform in Santa Monica, are protected by the Coastal Act from significant alteration. However, the bluffs' 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 is looking at a way to redesign and replace the Palisades Park irrigation system. This alternative will involve redesigning and replacing the Palisades Park irrigation system, so that water is directed from the bluff face to Ocean Avenue and the storm drain system.

SCENIC AND VISUAL RESOURCES

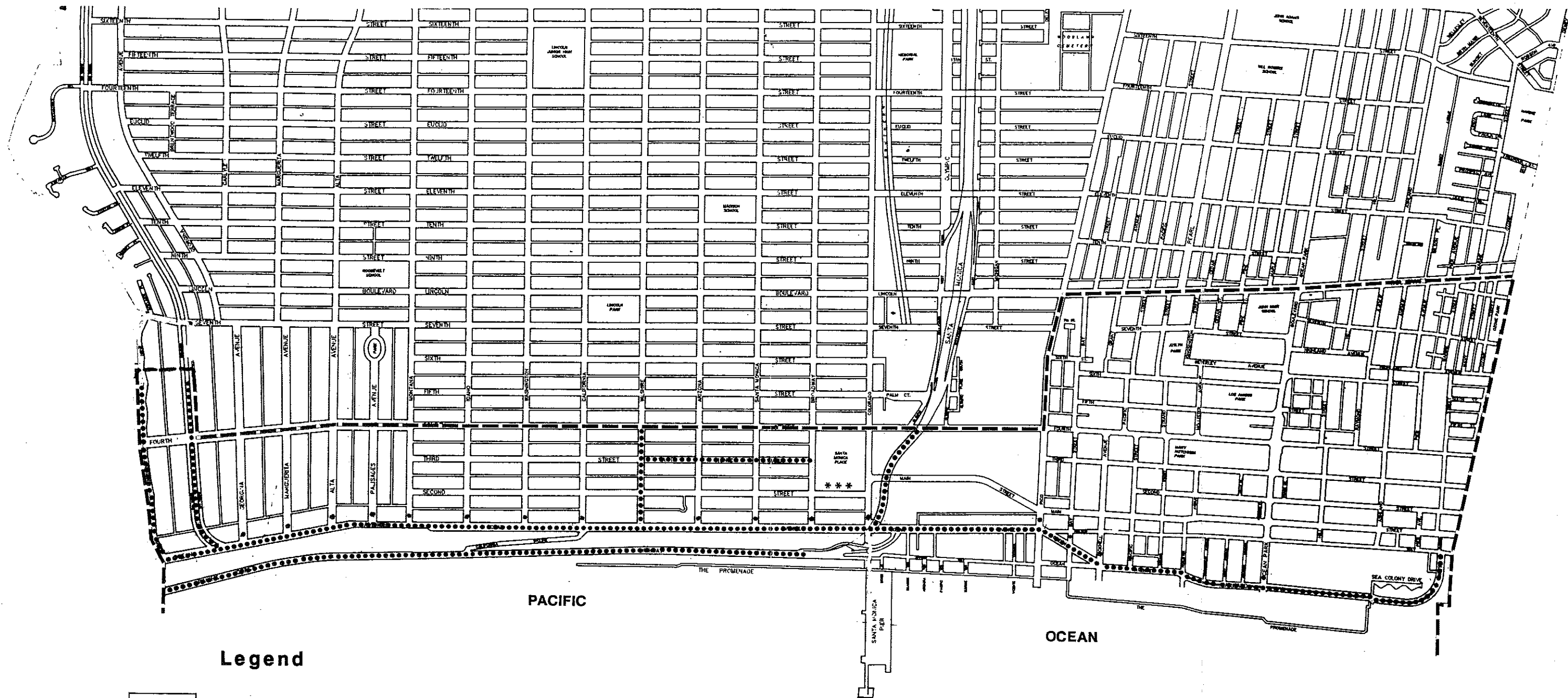
Santa Monica's major scenic resources are those associated with the beach and the bay, the Pier, and the palisades bluffs. Policies in this LUP are directed toward preserving and enhancing the public views associated with these resources, as well as improving the visual quality of the inland urbanized area of the Coastal Zone.

A viewshed changes to create new viewsheds as a viewer moves from point to point. The speed at which the viewer moves changes the viewshed experience. The views for pedestrians walking along Palisades Park change slowly and subtly. The viewer has time to study and appreciate the vistas. The views for passengers in a moving car change rapidly. The views for westbound motorists emerging from the McClure Tunnel at the end of the Santa Monica Freeway begin with a dramatic sweeping view of the ocean, sky, beach, and mountains. This vista is quickly changed as the motorist travels north, with the view becoming narrowed by buildings and bluffs. Views of the ocean become intermittent.

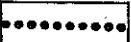
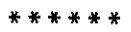
The City has established the architectural review board to monitor the design of projects. The Architectural Review Board reviews and approves the design of new development and remodeling in all areas except R1 (single-family residential) areas. However, in certain special circumstances architectural review will take place in R-1 zones. Thus, it will have jurisdiction over much of the anticipated development in the Coastal Zone. The Board generally requires that development be "compatible" with its surroundings, and that the design is of a consistent style and character. As mentioned earlier, City Landmarks Commission reviews and approves new construction and remodeling on the Pier to ensure that such changes are consistent with the historic nature of the Pier, and reviews all proposals affecting historic structures.

Both the City and the Coastal Commission have required that new development incorporate view corridors. Examples include Santa Monica Place and Paseo del Mar at the corner of Colorado and Ocean Avenue, across the street from the Pier entrance. The City has established a height limit for development along Ocean Avenue (discussed under "Development") and requires that views be protected by setbacks and view corridors. Pier restoration efforts have paid special attention to the 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.

As a leader in visual arts, Santa Monica offers a variety of art resources and festivals throughout the coastal zone. These amenities enhance the visual experience for some in the coastal zone.



Legend

-  SCENIC CORRIDORS
-  PUBLIC VIEWING AREA

MAP 13

Scenic and Visual Resources Map

SANTA MONICA LOCAL COASTAL PROGRAM



New development in residential neighborhoods in the Coastal Zone is required to provide adequate open space. The redesigned Ocean Park Redevelopment Project includes a pedestrian pathway linking Main Street and the beach. The City has landscaped the south beach parking lot to enhance the open space and visual resources by providing trees and additional picnic facilities in place of large expanses of asphalt. It has also landscaped adjacent Barnard Way, and re-routed that street so that fast driving is discouraged.

The City will continue working with the residents of Ocean Park to identify neighborhoods that are potential historic districts.

NEW DEVELOPMENT

Santa Monica's Coastal Zone has changed significantly in the past two decades. The opening of the Santa Monica Freeway in 1965 made Santa Monica more accessible to the greater metropolitan area. This accelerated Santa Monica's evolution from a small isolated beachside community into a regional center serving a wide area. The opening of the Freeway precipitated a boom in apartment and condominium construction and the City initiated a series of zoning changes designed to encourage new development.

During the last 25 years, the City has increased its supply of commercial, residential, and visitor serving accommodations. Between 1975 and 1982, the City of Santa Monica experienced unprecedented growth. 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.

Currently the City is studying a Growth Management strategy that favors balanced growth, retaining the character of the community while permitting new residential and commercial construction. The character of the City is expected to remain a diverse mix of all types of development. Today, Santa Monica still retains much of the flavor of a "beach community," low in scale and possessing a mix of incomes and lifestyles.

In response to the mandate of the Coastal Act, the City encourages public access within the Coastal Zone. The Civic Center area is currently being studied and linkages to the Pier, Downtown, and sandy beaches have been encouraged. An Aquarium adjacent to the Pier is currently being considered. The South Beach area has recently been reconfigured to allow for easier vehicular and pedestrian access and circulation. Additional recreational areas, landscaping, and public facilities were added to the South Beach area to address the high beach attendance the City of Santa Monica enjoys yearly.



SANTA MONICA PIER SIGN

IV Policies

LAND USE PLAN

CHAPTER IV - POLICIES

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

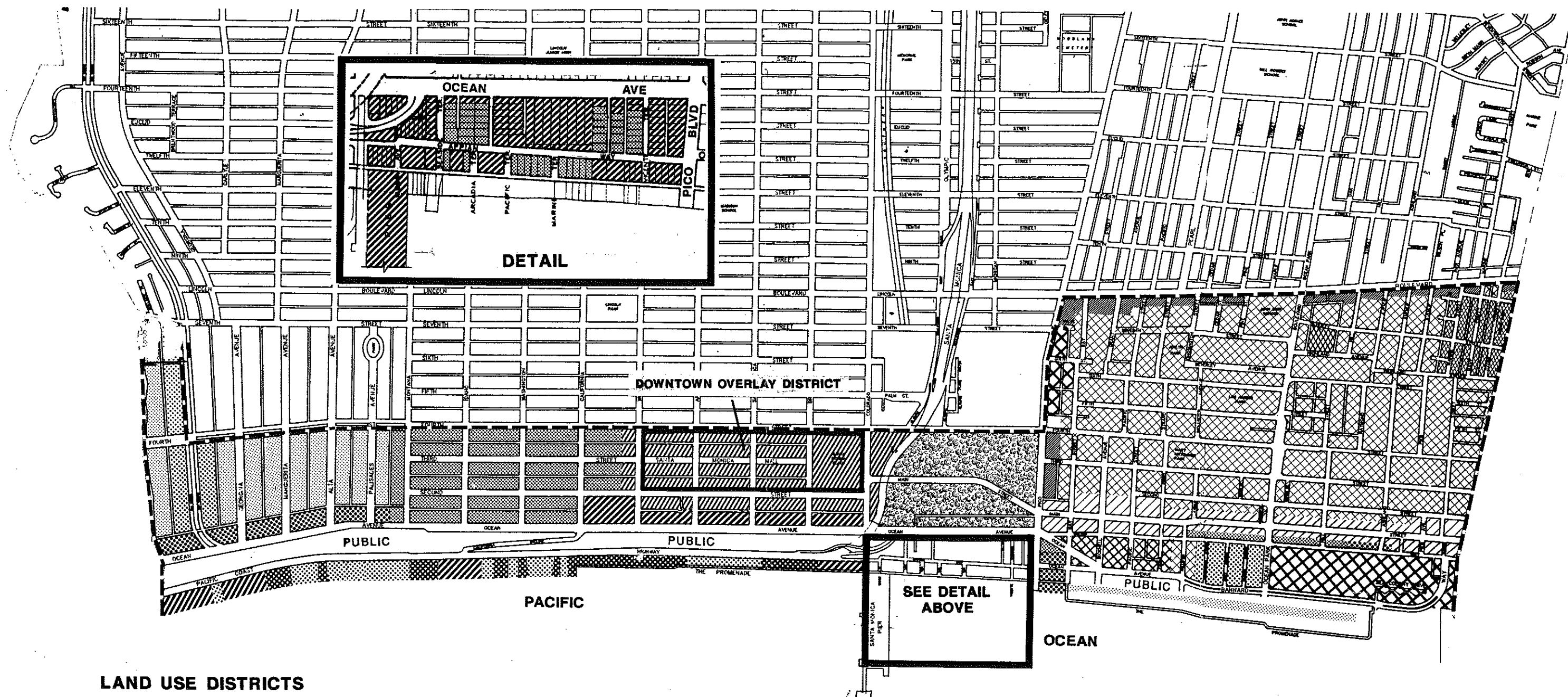
The policies are drawn from the State Coastal Act (PRC, Section 30000 et seq.) and from City plans adopted by the City that reflect local conditions and address local issues. Nothing in this plan removes or reduces requirements contained in the City Charter, General Plan, or Zoning Ordinance. However, should conflicts arise between the LUP and other City planning documents, the policies of the LUP shall take precedence within the Coastal Zone. For clarity and in keeping with the Work Program agreement between the City and the Coastal Commission and ongoing discussion with Commission staff, the policies of the LUP are grouped under:

1. Access (including traffic circulation);
2. Recreation and Visitor-Serving Facilities;
3. Environmental Quality;
4. Scenic and Visual Resources; and
5. New Development.

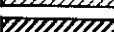
Land use designations for the Coastal Zone are displayed on the Land Use Policy Map (Map 14). The development intensities and building heights permitted in the various areas of the Coastal Zone are displayed on Map 15. These land uses and development intensities are basically consistent with the provisions of the City's existing zoning districts.

The Coastal Commission deferred certification of the Proposition S "Beach Overlay District" and the Civic Center Coastal Zone subarea. The Beach Overlay District includes Coastal Zone subarea #1 (the Santa Monica State Beach), the area west of the centerline of Ocean Avenue in Coastal Zone subarea #3 and the area west of the centerline of Neilson Way in Coastal Zone subarea #8 (Ocean Park). The Coastal Commission concluded that the City's proposed policy language governing development in the Beach Overlay District did not adequately mitigate the effects of the removal of some visitor serving uses.

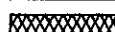
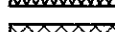
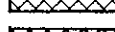
The policy language in the LUP for the Civic Center and Rand subarea #6 was also deferred from certification until such time as the Civic Center Specific Plan is adopted by the Santa Monica City Council. At that time, policy language that is reflective of the Specific Plan may be submitted to the Coastal Commission as an amendment to the LUP.



LAND USE DISTRICTS

-  SINGLE FAMILY RESIDENTIAL
-  LOW DENSITY MULTIPLE RESIDENTIAL
-  MEDIUM DENSITY MULTIPLE FAMILY RESIDENTIAL
-  HIGH DENSITY MULTIPLE FAMILY RESIDENTIAL
-  RESIDENTIAL - VISITOR COMMERCIAL
-  NEIGHBORHOOD COMMERCIAL
-  DOWNTOWN COMMERCIAL
-  HIGHWAY COMMERCIAL
-  MAIN STREET SPECIAL COMMERCIAL
-  CIVIC CENTER
-  BEACH PARKING DISTRICT

**OCEAN PARK (O.P.)
RESIDENTIAL DISTRICTS**

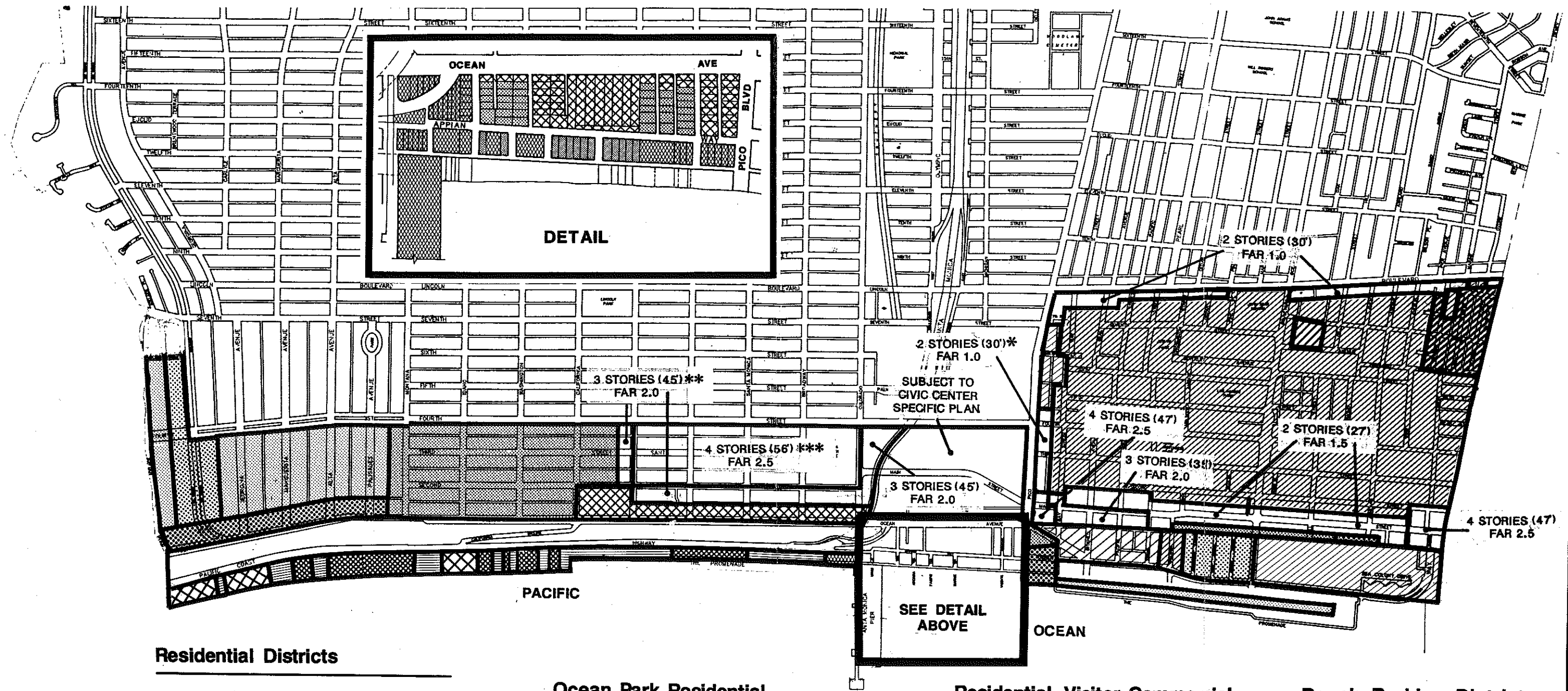
-  O.P.-SINGLE FAMILY RESIDENTIAL
-  O.P.-DUPLEX RESIDENTIAL
-  O.P.-LOW DENSITY MULTIPLE RESIDENTIAL
-  O.P.-MEDIUM DENSITY MULTIPLE RESIDENTIAL
-  O.P.-HIGH DENSITY MULTIPLE RESIDENTIAL

MAP 14

Land Use Policy Map

SANTA MONICA LOCAL COASTAL PROGRAM

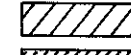
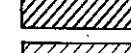




Residential Districts

-  2 STORIES (28'), 1 UNIT PARCEL
-  2 STORIES (30'), 1 UNIT / 1500 SQ. FT.
-  28' / 30', 1 UNIT / 1500 SQ. FT.****
-  2 STORIES (30'), 1.0 FAR / 1250 SQ. FT.
-  3 STORIES (40'), 1 UNIT / 1250 SQ. FT.
-  4 STORIES (45'), 1 UNIT / 900 SQ. FT.

Ocean Park Residential

-  2 STORIES (27'), 1 UNIT / PARCEL
-  2 STORIES (30'), 2 UNITS / PARCEL
-  2 STORIES (30'), 1 UNIT / 1500 SQ. FT.
-  2 STORIES (30'), 1 UNIT / 2000 SQ. FT.
-  3 STORIES (35'), 1 UNIT / 1250 SQ. FT.

Residential-Visitor Commercial

-  3 STORIES (45'), 2.0 FAR
-  2 STORIES (30'), 1.0 FAR
-  30 FEET 0.5 FAR

Beach Parking District



* 3 STORIES (45'), FAR 1.5, IF 50% OF PROJECT IS RESIDENTIAL
 ** 6 STORIES (84'), FAR 3.0 WITH SITE REVIEW
 *** 6 STORIES (84'), FAR 3.5 WITH SITE REVIEW
 **** 40' MAX. WITHIN SITE VIEW ENVELOPE

MAP 15
Development Intensities
 SANTA MONICA LOCAL COASTAL PROGRAM



GOALS

Section 30001.5 of the Coastal Act includes a set of basic goals for each coastal protection program in the State. The policies adopted in Santa Monica's Local Coastal LUP are intended to 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 man-made resources.
2. Assure orderly, balanced utilization and conservation of Coastal Zone resources taking into account the social and economic needs of the people of our State, protection of the quality of life for residents, protection of existing affordable housing, and the Constitutionally protected rights of private property owners.
3. Provide maximum public access to and along the coast and provide public recreational opportunities in the Coastal Zone to a wide variety of persons on all socioeconomic levels, 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.
6. The Land Use Plan must encourage public recreational use and enjoyment of the coast while ensuring that the very resources that make the coast so valuable for human enjoyment are not spoiled. The public's demand for access to the coast is increasing and, consistent with its other policies, the LCP attempts to accommodate that demand. Care must be taken, however, that while providing public access, that the beauty of the coast, its tranquillity and the health of its environment are not marred by public overuse and overdevelopment.

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

GENERAL POLICIES

1. The policies of the Coastal Act (PRC Section 30210 et seq.), as applicable to the City of Santa Monica are the guiding principles of this LUP.

2. Where conflicts occur between policies, such conflicts shall be resolved in a manner the policy which on balance is most protective of significant coastal resources (i.e., land, water, air, etc.).
3. Where there are conflicts between the policies set forth in the LUP and those set forth in any other element of the City's existing General Plan or existing regulations, the LUP takes precedence.
4. The City of Santa Monica LUP shall encourage the preservation of low and moderate income housing within the Coastal Zone consistent with the Coastal Act policies contained herein.

ACCESS POLICIES

General Access Policies

5. Maximum access to the coast, which shall be conspicuously posted, shall be provided for all the people consistent with public safety needs and the need to protect public rights, the rights of private property owners, and natural resource areas from overuse.
6. Public facilities, including parking areas or facilities, shall be distributed throughout the Coastal Zone so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.
7. New development shall not interfere with the public's right of access to the sea including but not limited to the use of dry sand and coastal beaches to the first line of terrestrial vegetation, regardless of how acquired. There can be no interference with established public uses before or after an accessway has been dedicated even if not yet opened.
8. 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.
9. The public access policies of this LUP 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:

- a. Topographic and geologic site characteristics.
 - b. The capacity of the site to sustain use and at what level of intensity.
 - c. 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.
 - d. 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.
10. Public access policies shall be carried out in a reasonable manner that balances the rights of the individual property owner with the public's right of access to navigable waters.
 11. In implementing public access policies, the responsible agency shall consider and encourage the use 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.
 12. Consistent with the policies listed herein, any new or existing public accessways to the beach shall be designed with sensitivity to the needs of the elderly, disabled persons, the very young, and the economically disadvantaged. The City shall improve access for the disabled to the shoreline itself.
 13. The City shall require that all new development located in the Coastal Zone that individually or cumulatively has an adverse impact on coastal access shall mitigate the impact to a level of insignificance through the development review process. Appropriate mitigation shall be provided and may include, but not be limited to, dedication in fee, in lieu fees, and dedication of access easements.
 14. Pier restoration shall include improved access for the disabled and infirm.

Automobile Access

15. Traffic flow from the Freeway and other major access routes to the beach parking lots and the Pier area shall be improved through a comprehensive sign program, which also provides information on alternative transit modes.

Parking

16. Parking facilities in new commercial, office, and mixed-use developments, including conversions of existing structures with ten or more parking spaces, shall be required 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. The development shall be required to conspicuously advertise the availability of general public access parking with appropriate signing. A fee may be charged for parking so long as it does not exceed the rate in effect at the public beach parking lots. If a mixed-use development contains residential uses, the residential parking spaces shall not be required to be available for public use.
17. Parking standards and other requirements for Tenant Ownership Rights conversion projects shall conform to the provisions of Article XX of the City Charter. The City shall monitor the individual and cumulative impacts of such conversions upon parking supply and demand.
18. A minimum of 471 parking spaces shall be provided to serve the Pier. This is the amount of parking which existed on the Pier before it was damaged by storms in 1983. The provision of this parking may be phased as redevelopment of the Pier occurs, as long as adequate parking to serve Pier development is provided prior to or concurrent with the occupancy of any new development on the Pier. Parking may be relocated off the Pier, either within reasonable walking distance to the Pier, or in remote parking lots, if an effective shuttle system is implemented to transport people from the remote lots to the Pier. If a parking fee is charged at the remote lots, the fee shall not exceed that which is charged at the public beach parking lots. Relocation and replacement of parking spaces off the Pier shall be done on a one-to-one basis. Intensity of new development on the Pier shall correspond to that which can be accommodated by 471 parking spaces, as determined by the parking analysis. Additional parking demand created by further development shall be mitigated with additional parking, shuttle program, or other measure(s).
19. Additional parking shall be provided to support land use intensification when an existing structure is converted to a use which has a greater parking requirement.
20. New development shall provide adequate parking to meet all demands created by the development. With the exception of development within the Third Street Assessment District and at the Santa Monica Pier, required off-street parking spaces shall be located on the parcel or building site. In commercial or industrial districts, off-street parking may be located

off of the parcel or building site if each of the following conditions are satisfied: 1) the property is located within 1,000 feet of the perimeter of the parcel or building site and commences within 300 feet of the perimeter. This distance shall be computed from the nearest point of the parking area; 2) the property on which the parking spaces are provided is zoned for parking uses and owned in fee by the owner of the parcel of building site which is subject to the parking space requirements; and 3) additional documents, covenants, deed restrictions, or other agreements deemed necessary by the Zoning Administrator are executed to assure that the required parking spaces are maintained off site for the life of the project. The Zoning Administrator will determine, on a case by case basis, the appropriate document to be executed.

Transit

21. Transportation alternatives to the automobile shall be provided including maintaining and enhancing bus service to and within the Coastal Zone and developing and maintaining a shuttle system within the Coastal Zone if a shuttle program proves effective and economically feasible. The shuttle program shall be implemented within two years from the date of Commission certification of the Land Use Plan and shall be operated for a minimum of two years between Memorial Day and Labor Day of each year. The shuttle shall provide service from remote parking facilities to the north and south Santa Monica State Beach areas, the Pier, and other popular coastal destinations. The shuttle program shall provide a main shuttle user parking facility but also use other public and private parking facilities required to provide general public coastal access parking. The City shall prepare a report to the Commission on the shuttle program after each year of operation. The Commission shall review, and if necessary, make recommendations to the City on changes to the shuttle program. A determination of feasibility shall be made by the City after the shuttle program has been implemented for two years. If the City determines that the program is infeasible, an amendment must be obtained from the Commission before the program can be terminated. Feasibility will be based on general program cost versus benefit criteria, ridership, trip reductions during the two year period and their related impacts on levels of service in the Coastal Zone. Further criteria may include cost per boarding, cost per service hour, subsidies per boarding and the feasibility of establishing an assessment district in the Coastal Zone that requires those who benefit from the shuttle to financially support the program. However, specific criteria will be determined once the shuttle is implemented and comprehensive criteria can be ascertained. Where feasible the shuttle program will

avoid residential streets. The City will consider alternative fuels for the vehicles.

22. Remote parking facilities for shuttle connections to coastal visitor areas shall be created and enhanced as part of the pilot shuttle system, including:
 - a. consideration of the use of parking within the Civic Center and other public parking facilities located in the Coastal Zone; and
 - b. weekend, holiday and evening use of selected parking areas associated with new development.
23. The City shall continue to work with Caltrans and transit agencies to develop bus access to the beach parking lots.
24. The City endorses the concept of Light Rail Transit to enhance public access to the coastal area and to provide for an alternative to the automobile. The City will cooperate in the development of the Exposition Rail Corridor.

Bicycle

25. Additional bike ways on City streets shall be developed to provide an alternative means to access the coastal zone.
26. New development with ten or more parking spaces shall provide reasonable and secure space for bicycle storage.
27. The City shall provide bicycle racks in all public facilities and along major public streets.

Pedestrian Access

28. To maintain and further enhance public pedestrian access to the coast, the LUP encourages the linking of the Civic Center/Civic Auditorium area to the coast with the provision of an accessway through the Civic Center and Oceanfront subarea. Should the property bounded by Colorado Avenue, Main Street, Pico Boulevard and Ocean Avenue be redeveloped, the provision of a landscaped pedestrian accessway between Main Street and Ocean Avenue shall be provided. The location of the accessway should be coordinated with a crosswalk across Ocean Avenue and a public street or easement providing access from Ocean Avenue down to the beach. Such crossings along Ocean Avenue should be signalized and lighted to ensure pedestrian safety.
29. The portion of the public accessways located on Adelaide Drive within the City of Santa Monica which provide access to Santa Monica Canyon shall be maintained. Any

public accessway that is improperly closed shall be re-opened by such action that is necessary to do so.

RECREATION AND VISITOR-SERVING POLICIES

30. Recreational opportunities, conspicuously posted, shall be provided for all the people consistent with public safety needs and the need to protect public rights, the rights of private property owners, and natural resource areas from overuse.
31. Visitor-serving commercial, recreational facilities designed to enhance public opportunities for coastal recreation and Coastal Dependent development and uses shall have priority over residential or general commercial development. Land in upland subareas necessary to support coastal recreational uses shall be reserved for such uses.
32. The Santa Monica Pier shall be maintained as a recreational resource including amusements, public areas for low-cost recreational uses, fishing, and strolling, visitor-serving development and public parking. Commercial uses shall be visitor-serving consistent with the character of the Pier, shall preserve the Pier's historic ambience and shall be located and designed to complement the public areas. New development on the platform of the Pier may be permitted up to a maximum of 140,000 square feet.
33. The City shall work with the National Park Service, other agencies, citizen groups, and others to integrate Pier environmental education efforts with programs of the Santa Monica Mountains National Recreation Area.
34. Along the east side of Ocean Avenue, between Colorado Avenue and California Avenue, tourist accommodations and related support facilities such as shops and restaurants and visitor-serving cultural uses shall be the principal permitted uses. Office and residential uses shall also be permitted, but only above the ground floor street frontage, consistent with the policies listed herein.
35. Lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided. New development shall not remove lower cost lodging facilities unless a finding of infeasibility is made. Where new development removes lower-cost lodging facilities, the feasibility of replacing the lower cost units on-site shall be considered. If on-site replacement is not feasible, then one-to-one replacement within the Coastal Zone shall be considered. The City shall identify sites suitable for lower-cost over-night lodging. If these alternatives are not feasible, then an in-lieu fee payment shall be made and placed in a fund established by the City for the provision of

lower-cost lodging facilities within the Coastal Zone, including land acquisition, construction, and replacement.

The City has estimated that 502 lower-cost over-night lodging facilities existed in the City's coastal zone as of May 1990. Notwithstanding the above, no more than 25% of these facilities may be removed from the coastal zone until or unless an equivalent number of such lodging facilities have been replaced within the City. Removal of lower-cost over-night lodging facilities shall not occur until after construction begins on replacement facilities.

36. The City shall work with interested residents and organizations to coordinate new tourist development in the Coastal Zone and to limit the potential adverse impacts of tourist uses on adjacent residential development.

ENVIRONMENTAL QUALITY POLICIES

37. Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological, archeological 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.
38. To the extent its jurisdiction allows, the City shall protect and where feasible restore the biological productivity and quality of Santa Monica Bay from any significant disruption of habitat areas, and uses which will cause significant disruption to environmentally sensitive areas shall not be permitted. The Least Tern foraging area, as identified on the Environmental Resources and Hazards Map (Map #12), is an environmentally sensitive habitat area that shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within this area.
39. New development shall 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.
40. New development shall be consistent with requirements imposed by the Southern California Air Quality

Management District and the State Air Resources Control Board.

41. No development shall be permitted to endanger the habitat of the California brown pelican and the least tern or other species subsequently identified as threatened or endangered.
42. 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.
43. The City shall work with the Los Angeles County Flood Control District and the Regional Water Quality Control Board to monitor storm drain water quality. The City shall seek ways to eliminate the pooling of drain water on the beach and seek remedies to public health problems associated with the drain water including settlement basins and other appropriate methods.
44. The City shall continue programs to encourage and maintain a clean beach in cooperation with Lifeguards, public safety officials, and interested citizens and organizations.
45. Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes may be permitted only when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and only when designed to eliminate or mitigate adverse impacts on local shoreline sand supply.

SCENIC AND VISUAL RESOURCES POLICIES

46. The scenic and visual qualities of the Coastal Zone shall be considered and protected as an important public resource. Public views to, from, and along the ocean, the Pier, Inspiration Point and Palisades Park shall be protected. Permitted development including public works of art shall be sited and designed to:
 - a. protect views to and along the ocean and scenic coastal areas;
 - b. minimize the alteration of natural landforms; and
 - c. be visually compatible with the character of surrounding areas and restore and enhance visual quality in visually degraded areas.
47. All new development in the Coastal Zone, including any conversion or rehabilitation of existing structures

which involves the replacement or relocation of the existing electrical service, shall provide underground utilities. The City shall work with utility companies to facilitate and coordinate undergrounding programs.

48. In all new development, public and private parking lots shall be landscaped.
49. The City shall develop standards to assure that new development along Adelaide Drive and all other scenic corridors and designated viewing areas, as identified in the Scenic and Visual Resources Map #13, is designed and sited to be visually compatible with the character of the surrounding area, restores and enhances visual quality in visually degraded areas, and protects public views to the coast and scenic coastal areas. Public views shall mean views to the ocean from the public right of way of streets and designated public viewing areas.

NEW DEVELOPMENT POLICIES

General Policies

50. The location and amount of new development shall maintain and enhance public access to the Coastal Zone by:
 - a. facilitating the provision or extension of transit service;
 - b. providing pedestrian and bicycle circulation within and through major new development projects;
 - c. providing adequate on-site parking facilities or participating in a program to provide new parking facilities, or providing substitute means of serving the development with public transportation.
 - d. assuring the use of public transit for high intensity uses; and
 - e. assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of new development with local park acquisition and development plans with the provision of onsite recreation facilities to serve the new development. Office development shall conform to this Policy by complying with the parks mitigation fee ordinance, residential development shall comply by providing on site open and recreational space consistent with the development standards for each zoning district.
51. 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 LUP.

52. New development within the Downtown Parking Assessment District may rely on the public parking structures within the District in lieu of providing on site parking pursuant to the District regulations, provided that the District assures that sufficient parking exists to accommodate the parking demand of new development. The City shall assure, as a part of the coastal development permit review process of each development located within the District, that there is parking available within the District to adequately support the proposed development. The City shall conduct appropriate parking availability studies on a yearly basis to support this policy objective.
53. The City shall comply with the requirements of the Mello Act (Government Code Section 65590) in the replacement of dwelling units located within the coastal zone that are occupied by persons and families of low or moderate income.
54. The City shall comply with the requirements of the Mello Act (Government Code Section 65590) in the production of dwelling units for persons and families of low and moderate income in new housing developments located within the coastal zone.
55. Building height of new hotel and motel developments, as well as the height of parking structures, shall be governed by the number of feet as specified in the Development Policies for the applicable area.
56. Whenever the Local Coastal Program or implementing documents set forth development standards, the development standard shall not be considered entitlements but shall be considered the maximum development intensity that may be authorized.
57. New development may apply for variances to the Zoning Ordinance consistent with the provisions of Article IX, Chapter 1 of the Santa Monica Municipal Code. A variance shall not be granted to authorize a use or activity which is not otherwise expressly authorized by the zone regulations governing the parcel of property.
58. New development 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 a significant adverse effects, either individually or cumulatively, on coastal resources.

Santa Monica Pier (Subarea 2)

59. Uses on the Santa Monica Pier platform shall 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. New development on the platform of the Pier added after the effective date of Proposition S shall not exceed 140,000 square feet. Lighting associated with development on the Pier shall be designed to minimize impacts to surrounding residential uses. No residential uses shall be permitted on the platform of the the Pier.

On other parcels zoned RVC in this subarea all of the above uses shall be permitted. Residential uses may be permitted on these other parcels provided such use is not located on the ground floor.

60. Building height shall not exceed 2 stories 30 feet and the floor area ratio shall not exceed 1.0. Amusement rides shall not exceed a height of 115' above the Pier deck.
61. A 20 foot access land open to the public shall be provided around the perimeter of the pier.

East Side of Ocean Avenue North of California Avenue (Subarea 3b)

62. Ocean Avenue north of California Avenue shall accommodate medium density and high-density residential uses. Residential development shall provide adequate on-site support and guest parking to prevent adverse impact on public access to Palisades Park.
63. Development in the medium-density multiple family residential area shall not exceed three stories, 40 feet in height and a unit density of one dwelling unit per 1,250 square feet of parcel area. Development in the high density multiple family residential areas shall not exceed four stories, 45 feet in height and a unit density of one dwelling unit per 900 square feet of parcel area.

East Side of Ocean Avenue South of California Avenue to Colorado Avenue (Subarea 3b)

64. Ocean Avenue, south of California Avenue to Colorado Avenue shall accommodate new visitor-serving uses including hotels, restaurants, commercial recreational uses, visitor serving retail uses. Residential uses and office development may be permitted except at the ground floor street frontage. Residential development shall provide adequate on-site support and guest parking to

prevent adverse impact on public access to Palisades Park.

65. Buildings shall be designed with particular attention to protecting and enhancing public views from all public areas providing views to, from, and along the ocean, as identified in the Scenic and Visual Resources Map.
66. Usable terraces, balconies, and viewing platforms and areas available for use by the general public shall be encouraged in new development.
67. Development standards shall not exceed 3 stories 45 feet, 2.0 F.A.R. on Ocean Avenue.

North Side Residential (Subarea 4)

68. The residential area north of Wilshire Boulevard to the north side of Montana Avenue shall contain medium density residential. East of Ocean Avenue between the north side of Montana and the northern City limits, the area shall consist of single family residential, and along San Vicente up to the coastal zone boundary low density residential.
69. Development in the single-family residential areas shall not exceed two stories, 28 feet in height and one dwelling unit per parcel. Development in the low-density multiple-family residential areas shall not exceed two stories, 30 feet in height and a unit density of one dwelling unit per 1,500 square feet of parcel area. Development in the medium-density multiple-family residential areas shall not exceed three stories, 35 feet with a flat roof, 40 feet with a pitched roof and a unit density of one dwelling unit per 1,250 square feet of parcel area. Development in the high-density multiple-family residential areas shall not exceed four stories, 45 feet in height with a unit density of one dwelling unit per 900 square feet of parcel area.

Downtown Core (Subarea 5 Between Colorado Avenue and Wilshire Boulevard)

70. Allowable uses shall include retail, pedestrian oriented, visitor-serving commercial, public parking uses and other complementary uses (such as hotels, offices, cultural facilities, restaurants, social services, and housing).
71. Development in the Downtown Core shall not exceed 6 stories 84 feet, 3.5 F.A.R. Floor area devoted to residential uses shall be discounted by 50 percent.

Downtown Frame (Subarea 5 Santa Monica Freeway to the north side of Wilshire Boulevard)

72. Allowable uses shall include retail, visitor-serving commercial, parking uses and other typical downtown commercial uses. New developments in the area on the north side of Wilshire Boulevard and the south side of Colorado Avenue which are not within the downtown parking assessment district shall provide adequate on-site parking and shall not be allowed to use the District's parking facilities unless the District is expanded to include this area.
73. Development in the Downtown Frame area shall not exceed 3 stories 45 feet, 2.0 F.A.R. and 6 stories 84 feet, 3.0 F.A.R. with site review.

Main Street (Subarea 7)

74. In conformance with the Zoning Ordinance provisions, 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.
75. The City shall encourage design which through the use of setbacks, patios, walkways, display areas, street furniture, lighting, planting, and other elements, promotes a pedestrian street character and encourages pedestrian involvement with the structure, the street, and other pedestrians.
76. Development on Main Street shall not exceed 4 stories, 47 feet with 2.5 FAR.

Ocean Park Residential (Subarea 8)

77. 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. New residential development shall consist of residential development consistent with the standards of the Ocean Park districts. Existing neighborhood park acreage shall be maintained. As the area becomes built out, the City shall assure that the recreational needs of the new residents do not overburden coastal resources by providing an adequate level of neighborhood recreational facilities. On the south side of Pico Boulevard between Ocean Avenue and the Promenade, development shall be consistent with the development standards contained in Policy #96.

Ocean Park Commercial Streets (Section 8)

78. On Pico Boulevard, high-density residential uses shall be permitted between 4th Court and 7th Street. Commercial uses shall be permitted between 7th Street and Lincoln Boulevard.
79. On Lincoln Boulevard, regional and community-oriented service commercial uses shall be permitted.
80. Development along south side of Pico Boulevard between Ocean Avenue and 4th Court shall be 2 stories 30 feet, 1.0 F.A.R., except in cases where residential uses make up 50% or more of the project. In the latter case, the development standards shall be 3 stories 45 feet, 1.5 F.A.R. Development along the south side of Pico Boulevard between 7th Street and Lincoln Boulevard shall be 2 stories 30 feet, 1.0 F.A.R.
81. Building height on Lincoln boulevard shall not exceed 2 stories (30 feet) and the floor area ratio shall not exceed 1.0.



OUTDOOR CAFE – THIRD STREET PROMENADE

V Impacts

LAND USE PLAN

CHAPTER V - IMPACTS

In general terms, this Coastal LUP is designed to maintain the quality of life that has historically made Santa Monica a desirable place to live, work, and play: clean air, a relaxed atmosphere, a mixture of types of buildings and types of people, and an economically healthy community. At the same time, the City desires to create opportunities for cooperation of the private and public sectors in enhancing Santa Monica through balanced growth. The City is committed to fulfilling its responsibilities to the entire region as a major visitor destination point: improving access to the beach and Pier, assuring adequate tourist accommodations for the full range of visitors to the area, and creating opportunities for activities tailored to a variety of a mixture of interests, performing arts, art in public places, community events, fishing, shopping, strolling, and amusements.

Within the Coastal Zone, the most noticeable changes will be improved transportation services connecting visitor areas, a restored Pier, and increased mixed use development in the established Downtown area.

Residential neighborhoods will remain relatively stable with low rates of recycling and redevelopment to higher densities. The City's housing policies regulate the demolition of existing housing units.

The LCP is exempt from Environmental Impact Report analyses, pursuant to the provisions of the California Environmental Quality Act. As outlined in the PRC (Public Resources Code), Division 20, Chapter 6, this program contains those elements and analyses required for certification of the LUP, thereby fulfilling CEQA's requirements for environmental review.

The Environmental Impact Report (EIR) on Santa Monica's 1988 Zoning Ordinance evaluated the City-wide environmental impacts of adopted development policies which would permit a considerable amount of growth in the City. Major environmental issues reviewed in the EIR included the potential effects of the ordinance on land use, traffic and parking, air quality, parks and recreation, police and fire services, and fiscal effects. Other topics were also discussed. It was the conclusion of the EIR that adoption of the ordinance would result in no significant adverse environmental impacts, as defined by the California Environmental Quality Act. Since this LUP is consistent with the provisions of the City's Zoning Ordinance, the environmental analysis and conclusion contained in the Zoning Ordinance EIR is applicable to the LUP and no significant adverse environmental impacts are anticipated.

Additionally, the certified EIR for the Ocean Park Plan evaluated impacts for the policies, standards, and land uses which are the same as called for under the LUP. Therefore, no additional

impacts are expected to occur as a result of the implementation of this plan.

The impact of the policies on the subareas of the Coastal Zone is as follows:

Subarea 2 - Santa Monica Pier

New development on the Pier will be designed to retain and enhance the character of the existing Pier and to include improvement in public uses concurrent with any development intended for lease to private operators. The Pier will remain a concentration of visitor oriented public and private uses, dominated by public open space.

Subarea 3 - Ocean Avenue

Development policies regarding Ocean Avenue north of the Colorado Avenue are designated to promote new development that relates to adjacent development and to the Park. Additional development will be accommodated, but its overall impact will be minimal. The Ocean Avenue skyline will continue to be varied, but new construction will be low scale. South of the Santa Monica Pier, the landscape theme of Palisades Park is being extended through new development setbacks along Ocean Avenue as far south as Pico Boulevard. This stretch of Ocean Avenue will be fronted by two hotels. Any parking structure adjacent to the Pier will help offset any parking problems that may be generated by new visitor-serving uses.

Subarea 4 - North Side Residential

Some additional development may occur through urban infill and recycling in this highly developed residential area.

Subarea 5 - Downtown

Intensification of existing office, retail, residential, entertainment and other visitor serving uses is expected to occur in this area, generating an increase in evening activity. The most obvious form this intensification will take will be on the Third Street Promenade, with its outdoor dining facilities and new entertainment uses. This development will occur incrementally and within the framework of design and development standards which assure high-quality, environmentally sensitive and diverse uses which add to the vitality of the Downtown area. Parking and circulation issues will be addressed through a combination of on-site parking, City parking structures, a future shuttle system, the existing bus network, a new freeway on-ramp just outside of the Coastal Zone, and a number of other improvements.

Subarea 7 - Main Street from Pico South City Line

Development policies for Main Street are intended to preserve the scale and character of existing development. The net effect will

be some additional development involving mixed uses serving visitors on the ground floor and providing residential units or offices above the ground floor. Parking availability and circulation in the area will improve as new development, a shuttle system, and all non-structural alternatives are implemented.

Subarea 8 - Ocean Park

Ocean Park Residential Area

The Ocean Park area is currently zoned for low-density and single family residential uses. While recycling will occur, it is likely that many properties will remain in single-family or low-density use. In the areas already developed with multiple-family apartment buildings, recycling is unlikely. Development requirements will limit the amount of recycling in the area, thus reducing the likelihood of significant increases in density.

Ocean Park Commercial Streets

Along Lincoln Boulevard, commercial development will not significantly intensify. This commercial area has minimal relationship to coastal visitor facilities. However, traffic on Lincoln Boulevard is expected to increase since it serves primarily as a through-route from Venice and Marina del Rey to the Santa Monica Freeway and the Coast Highway. Development and street widening projects in the Marina del Rey and Venice areas could create a serious negative impact in Santa Monica. Measures have been proposed to improve circulation in this area by restricting parking along Lincoln Boulevard during peak hours.

Along Pico Boulevard, the commercial uses are well established. New development will be required to respect the relationship to the abutting residential area.

Environmental Considerations

Pursuant to the provisions of the Environmental Quality Act, Sections 21080.9 and 2180.5, and the PRC (Public Resources Code), Division 20, Chapter 6, this program contains those elements and analyses required for certification of the LUP. These State Provisions provide that an EIR is not required, therefore, and EIR is not required for the LCP.

Conclusion

With the adoption of this LUP, Santa Monica renews its commitment to the protection of the coastline and its associated resources, and to the assurance that development in the Coastal Zone continues to provide a high quality of life for residents and visitors alike.