City of Santa Monica
Weaving Transit into the Community: Integrating Land Use and Transportation to achieve a Sustainable Community
SANTA MONICA

- Beach Community
- Built-out, with select areas for infill redevelopment
- Predominantly low scaled (2-3 stories) but dense
  - 2\textsuperscript{nd} most dense in LA County
  - One of most dense in the State
- 8.3 square miles
- Former Streetcar City
- History of leadership on Rent Control & Environmental Issues

Demographics
- 90,000 residents
  - Smaller households - Average 1.8 persons/household
  - Large senior population
- Daytime population 250,000+
- 5 million annual visitors
**CREATING A SUSTAINABLE FUTURE**

**A New Land Use and Circulation Element (LUCE)**

**Challenges to creating a sustainable city**

- Majority of existing and future traffic stems from regional pass-through trips

- Any potential change in Santa Monica is minuscule compared to the growth and traffic happening on all sides of Santa Monica.
  
  - Traffic circulation is like a living organism - Regional traffic will fill any less traveled streets;
  
  - Santa Monica has to create proactive tools for managing congestion.
General Plan Update - 2004 to July, 2010

2004-2006

- Workshops
- Neighborhood meetings
- Outreach to Youth
- Planning Commission and City Council Hearings
- Opportunities and Challenges
- Emerging Themes

2007-2008

- 12 Intensive “Building Block” workshops
- Thousands of participants
- Development of Vision
- Policy direction
- 18 public hearings
- Strategy Framework

2009-2010

- 3 Community Workshops
- Neighborhood Conservation
- Travel Demand Model
- Community Benefits
- Fiscal Impact Analysis
- Phasing & Monitoring
- Expo Success
- Draft LUCE and FEIR
- 7 PC & 5CC Meetings
Creating A CITYWIDE VISION

Dozens of Workshops...

Over 4,000 individuals provided input into the LUCE
Over 50 community groups participated in formulating the Vision
City purchased 2 station sites in anticipation, with completion in 10-15 years.
Original Expo LRT Alignment & 2 Stations in SM

Downtown Station
35’ +/- above grade

Raised track above grade

On-grade Station at Bergamot

4th
11th
17th
26th
Used Existing Median, Removal of 44 Beloved Coral Trees
Proposed Elevated Alignment & Downtown Station
Alternate Alignment & Additional Station Identified

- **Colorado street-running alignment** integrates rail with land uses – increasing ridership, bike/ped/transit transfers, and economic value.
- **New Mid-Town Station** to Serve College and 2 Hospitals
Mobilization

- Worked with Metro staff to integrate alternative into analysis
- City completed supplemental EIR analysis
- Mobilized Area Stakeholders to testify at Board hearings
- Adjusted LUCE to support immediate implementation

Draft EIR included Colorado Alignment Alternative.

Final EIR and Board action in February 2010 approved City alternatives for Street-running alignment and 3 station locations.
Land Use change focused on Expo stations and Transit Boulevards

- New Transit Villages at future Expo stations
- Activity centers located at transit crossroads

- New mixed-use affordable and workforce housing near transit
- Pro-active congestion management
- Development tied to creating public benefit
Create Complete Neighborhoods

- Enhance neighborhood services to achieve complete neighborhoods
- Local-serving retail and services within walking distance
- Green connections and pathways
- A healthy urban forest
- Transit access on the boulevards and a bike network
- Pedestrian-oriented design, with active ground floor uses
- Shared open spaces

Complete Green Streets

- Active ground-floor uses
- Wide sidewalks
- Bike facilities
- Comfortable access to transit
- Enhanced Crosswalks
- Gathering and socializing spaces
- Local-serving retail and services
- Landscaping with mature trees
Require Community Benefits

- Engage new development to provide community benefits above a low base
- Increased ongoing public participation
- Community benefits may include:
  - Affordable Housing
  - Transportation Demand Management strategies
  - Workforce Housing
  - Historic Preservation
  - Essential Infrastructure
    - Enhanced open space and streetscape
    - Quality pedestrian and biking connections
    - Shared parking solutions
  - Cultural Arts
  - Social Services
Citywide Vehicle Trip Reduction

Citywide commitment to ‘No Net New Peak Hour Vehicle Trips’

- Aggressive demand management (TDM) of existing and new employee trips
- Reduce trip-making by bringing daily needs within in 10 minute walking/biking distance.
- Manage trips Citywide on a District by District basis.
- New project will be required to pay impact fees for trips they can’t mitigate – fund citywide transportation improvements.
Managing Congestion – Reduced Trips & GHG

- Aggressive demand management (TDM) to reduce existing/new employee trips
  - Transit fee to enhance bus service  
    or provide bus passes  
  - Unbundled (shared) parking for commercial tenants and guests  
  - Transit subsidy for employees  
  - Car-share service  
  - Organized carpool information bank  
  - Capital Improvements
Additional Demand Side Adjustments

- Parking policies
  - Reduced minimum parking requirements
  - Public parking pricing
- Transportation System Improvements
  - Bikes
  - Pedestrians
  - Transit
- Transportation Demand Management
  - Parking cashout
  - Bike sharing
- Mode Shift Policies
  - Safe routes to schools
  - Telecommuting
  - Transportation Management Associations

Potential TMAs, TDM Districts or Focused Pilot Programs for Parking and Trip Reduction
Citywide Travel Demand Model Created

Model created to test No Net Net Trips commitment, and facilitate on-going evaluation

- Year 2030 long-range volume projections
- Considers Land Use Characteristics – Density, Diversity, Design, Destination (balancing of trips)
- Input existing and future land use by parcel
- Consideration of network improvements, transit ridership & alternative modes

Output Traditional metrics as well as new performance measures

- Analyzed VMT & greenhouse gases
- Provides Corridor Travel Times
- Useful for Sustainable Communities Strategy (SB 375)
A SUSTAINABLE PLAN

- Reduces greenhouse gas emissions and vehicle miles traveled
  - Exceeds AB32 target
  - Exceeds goals of Sustainable City Plan
- Promotes energy conservation, green building, solar, street greening, and water conservation

GHG Emissions in Annual Metric Tons

- Existing
- Proposed LUCE (2030)
  - AB 32 Target
  - Sustainable City Plan Target
A Living Document – Regular Performance Review

Ensure the LUCE is a Living Document by monitoring every 2 years in coordination with the City’s Sustainable City Report Card (permit records, affordable housing funding, travel demand model, etc.)

- **A Complete Community** – housing diversity, affordable housing availability, access to daily goods/services, open space
- **Neighborhood Conservation** – loss of housing units, demolitions, compatibility of new projects, walkability, urban forest
- **Transportation Choice** – per capita Vehicle Miles Traveled, No Net New Trips target, pedestrian/bicycle network improvements
- **Fiscal Health** – sustainable business share, jobs/housing balance, balanced municipal budget
- **Public Engagement** – number of community meetings, diversity of input opportunities, participation rates
Vision: Thriving Mix of Housing, Hotels, Commercial & Entertainment anchored by the Light Rail Station
- Define Joint use TOD
- Establish Ped/Bike Connections
- Adopt zoning
Next Steps: Implementation

Opportunities
Civic/Downtown Area

- Downtown Station
- Plaza
- Sears Future Gateway Development

- Olympic Extension
- Freeway Cap
- Pacific Garden Walk (PGW)
- Civic Center Renovation

- ECEC
- Subterranean Shared Parking
- Cultural Facilities (ART)

- Reconsider without Broad

Railvolution | LUCE & EXPO Light Rail | 10.21.10
Next Steps: Implementation

Bergamot Transit Village

Vision: A New Transit-oriented Neighborhood with Creative Arts Jobs & Housing
Bergamot Transit Village

- New Shared Parking
- Extended Street Grid
- Mixed-Use Creative
- Olympic Boulevard
- 50/50 Commercial & Office / Residential
- 60/40 Commercial & Office / Residential
- Bergamot LRT Station

- Coordinate Developments
- Create Green Connections
- Achieve jobs/housing target
- Define open space, amenities and shared parking
Vision: A new mixed-use urban neighborhood centered on the Park
- Shared Parking
- Create Transit Plaza
- Establish Supportive Zoning & Incentives for Housing
- Introduce local-serving uses, restaurants

Next Steps: Implementation

Memorial Park Activity Center

- Shared Parking
- Expanded Park
- New mixed-use and affordable housing
Next Steps: Working Together on Station Details

Provide direct connections to Transit Village north of Station – encourage ridership

- Re-aligned crosswalk
- New crosswalk
- NARROWER TRACKWAY
- NEW STATION ACCESS
- Side platforms
- New street to Transit Village
- Single Station Entry
- Center Platform
- Fencing
Next Steps: Working Together on System Details

Current Center Pole Configuration in Plans

Preferred Integrated Headspan configuration
RECOGNITION FOR THE LUCE

- **SCAG**: Compass Blueprint – Sustainable Leadership Award
- **California Chapter - American Planning Association**: Outstanding Comprehensive Plan
- **Los Angeles Chapter, American Planning Association**: Outstanding Comprehensive Plan
- **Santa Monica Conservancy**: David Cameron Award
LUCE VISION: Arts Center as TOD Focus