

Exhibit B
Changes to Draft LUCE as approved by City Council
July 6, 2010

1. **Modify General Commercial Development Parameters for Santa Monica Boulevard on Page 2.1-36 (Chapter 2.1 Land Use Policy) to read:**
 - Tier 1 - Base Height
The base height in the General Commercial portion of Santa Monica Boulevard is ~~25~~ 32 feet (2 stories) with a 1.25 FAR. ~~For purposes of calculating FAR, The FAR of below grade auto dealer facilities shall be excluded does count toward allowed FAR and rooftop parking/automobile storage shall be is discounted by 50%. calculated at 50 percent of actual. Residential use is discouraged.~~

2. **Modify Mixed Use Boulevard Low Land Use Parameters for Santa Monica and Broadway on Page 2.1-32 (Chapter 2.1 Land Use Policy) to read:**
 - To meet the changing demand for automobile sales uses, existing automobile dealers shall be allowed to expand using the urban auto dealership format described in the 20th Street to Lincoln Boulevard section of the Santa Monica Boulevard description (on page 2.4-14), and in a manner that is respectful of their surrounding neighbors. Auto dealers that do not expand are encouraged to transform their dealerships into the urban auto dealership format which contributes to Santa Monica's urban form with multi-story buildings built to the street and parking in structures at the rear or underground. For purposes of calculating FAR, below grade auto dealer facilities shall be excluded and rooftop parking/automobile storage shall be discounted by 50%. The existing auto dealer parking/automobile storage use on Broadway may continue (and interchange automobile parking and storage use) but dealerships are encouraged to move parking/storage on-site when they convert to the multi-story urban auto dealer format.

3. **Modify Mixed Use Boulevard Land Use Parameters for Wilshire and Lincoln north of I-10 on Page 2.1-34 (Chapter 2.1 Land Use Policy) to read:**
 - ~~Existing automobile dealerships may continue or be revitalized using the urban auto dealership format described in the 20th Street to Lincoln Boulevard section of Santa Monica Boulevard.~~ Existing automobile dealers shall be allowed to expand using the urban auto dealership format described in the Strategic Approach for 20th Street to Lincoln Boulevard on Santa Monica Boulevard (Chapter 2.4 Boulevards), and in a manner that is compatible with the surrounding neighborhood. Auto dealers that do not expand are encouraged to upgrade their dealerships into the urban auto dealership format, which contributes to Santa Monica's urban form with multi-story buildings built to the street and parking in structures at the rear or underground. For purposes of calculating FAR, below grade auto dealer facilities shall be excluded and rooftop parking/automobile storage shall be discounted by 50%. Auto dealerships may be authorized on the east side of Lincoln Boulevard between I-10 and Santa Monica Boulevard, if approved pursuant to a discretionary process.

4. **Modify Policy B14.4 for Colorado Avenue (Chapter 2.4 Boulevards) to read:**
 - Maintain service/storage facilities for automobile dealerships as permitted uses west of 20th Street. A discretionary approval process may be implemented to authorize auto sales at existing dealership service and storage facilities.
5. **Add a bullet to the General Commercial Development Parameters for Lincoln Boulevard on Page 2.1-37 (Chapter 2.1 Land Use Policy) to read:**
 - On Lincoln Boulevard south of I-10, existing, moderately-priced motels should have no limitation on the number of stories so long as they comply with established height limits.
6. **Add text to Downtown Core Development Parameters on Page 2.1-44 (Chapter 2.1 Land Use Policy) to read:**
 - The height and FAR along with other development standards such as setbacks and step backs for the Downtown designation will be determined through a Specific Plan process. The new Downtown Specific Plan should consider and evaluate the continuation of the existing 50% floor area discount for residential uses in locations where it will be compatible in mass and scale with adjacent development.
7. **Add text to last paragraph on Page 3.3-10 (Chapter 3.3 Housing) to read:**
 - When the City develops a workforce housing program as part of implementing ordinances, factors to be considered may include but are not limited to: local workforce preference and unit type, size, mix, income eligibility, and rent/sales price restrictions.
8. **Modify Policy D18.9 for Beach and Oceanfront District (Chapter 2.6 Districts) to read:**
 - Encourage existing hotels and motels within the Proposition S Beach Overlay area to remodel and upgrade to assure their long term economic viability. To the extent consistent with Proposition S, allow replacement of existing hotels and motels in this area, provided the replacement hotels and motels are not expanded and are subject to discretionary review. If necessary, consider pursuing voter approval to modify Proposition S to allow existing hotels and motels to redevelop provided they are not expanded.
9. **Add text to Downtown Core Land Use Parameters on Page 2.1-44 (Chapter 2.1 Land Use Policy) to read:**
 - While specific uses will be established by a Specific Plan, allowed uses include residential, commercial, retail, cultural and entertainment uses, and other visitor-serving uses, such as hotels. In addition, existing non-profit youth serving organizations should be preserved and be allowed to expand.
10. **Modify text for the Office Campus Development Parameters, which includes the Airport Business Park, on page 2.1-48 (Chapter 2.1 Land Use Policy) to read:**
 - The Specific Plan will establish appropriate development standards, however, the following standards [as listed on page 2.1-49] will apply are applicable during the intervening period.
11. **Add City wide policy LU13.3 (Chapter 2.1 Land Use Policy) to read:**
 - To reduce regulatory costs on small businesses, the City will continue to explore ways to streamline the approval process for new and existing businesses, including city procedures for approving building permits.

12. Modify Policy T12.9 (Chapter 4.0 Circulation) to read:

- Support Metro transit planning efforts for a future Westside Subway extension, also known as “Subway to the Sea,” and support the extension of the subway to Downtown Santa Monica. Future subway station locations should consider walking distance to key employment centers and the Expo Line.

13. The following clarifications are to be made to Chapter 3.3 (Housing):

- **Policy H1.2** Maintain programs to require and encourage the production of affordable housing for very low-, low- and moderate-income households.
 - Require compliance with the Affordable Housing Production Program and seek additional opportunities to increase the percentage of affordable housing as a component of for-sale and qualifying rental residential and mixed-use housing projects.
 - Incentivize affordable housing projects.
- **Policy H1.8** Consider separating or reducing parking requirements for new housing.
 - De-couple the provision of parking so that renters or owners could choose to rent or buy parking spaces as a separate transaction from the housing rental or purchase. This would facilitate more affordable options to address the needs of middle-income workers.
 - Continue to establish reduced parking requirements and explore pursuing additional parking reductions for affordable housing projects.
- **Page 3.3-2** Establishing a maximum ~~by-right~~ ministerial base building height of 32 feet and requiring that projects over the base incorporate community benefits, with affordable housing identified as a primary community benefit.
- **Page 3.3-3** Building Height up to 35 Feet Through a 3-Foot Height Incentive (Additional Floor) – ...This additional floor ~~should satisfy the State mandated~~ provides a development bonus for affordable housing and provides the incentive for construction of additional affordable housing on-site at a lower base.
- **Page 3.3-4** At any level, the number of affordable housing units required would be conversely related to the income affordability level of the units, i.e., a smaller amount of low income affordable units would fulfill the requirement as compared to a higher amount of moderate income affordable or workforce units, creating the incentive for a project to include units at the lower end of the income affordability spectrum.
- **Page 3.3-4** One hundred percent affordable housing projects will continue to be provided existing incentives, including: up to a 50% density bonus in residential designations, inclusive of the State density bonus requirement; building height in non-residential designations not to exceed the allowable maximum height limit at the highest tier, or 40 feet where applicable; reduced parking requirements; flexibility in providing a reduction in required ground floor pedestrian-oriented uses; and administrative review of affordable housing projects (up to a maximum of 80% of median income only) with 50 units or less. One hundred percent affordable housing projects are defined as housing in which one hundred percent of the dwelling units are deed-restricted or restricted by an agreement approved by the City for occupancy by low or moderate income households. Such projects may also include non-residential uses, as long as such uses do not exceed a maximum percentage of the floor area of the total project to be established in the Zoning Ordinance.

14. **The following are clarifications to be made to Chapter 3.2 (Community Benefits):**

- **Page 3.2-2** The objective is to incentivize housing along the City’s commercial corridors where there is transit, local-serving retail and an enhanced pedestrian environment, facilitating a complete neighborhood for a range of socioeconomic levels. While affordable housing is identified as a primary community benefit, the provision of a significantly higher percentage of workforce housing units is also a community benefit.
- **Page 3.2-6** One hundred percent affordable housing projects ~~falling within an established threshold~~ of 50 or fewer units will be processed ministerially.

15. **Add New Policy T26.10 (Chapter 4.0 Circulation Element):**

- In one hundred percent affordable housing projects, consider allowing residential guest parking to be used to meet parking requirements, or establishing thresholds under which parking would not be required, for on-site local-serving retail and services.

16. **The following additions and clarifications are made to land use designations in Chapter 2.1 (Land Use Policy):**

- **Modify bullet under ‘All Tiers’ regarding 100% affordable housing for all non-residential land use designations that have housing:**
 - One hundred percent affordable housing projects will continue to be provided existing incentives, including: building height not to exceed the allowable maximum height limit at the highest tier, inclusive of any development bonus for affordable housing; reduced parking requirements; flexibility in providing a reduction in required ground floor pedestrian-oriented uses, which may also include community services, arts, and similar uses, as applicable; and administrative review of affordable housing projects (up to a maximum of 80% of median income only) with 50 units or less.
- **Modify bullet under “All Tiers” regarding 100% affordable housing for General Commercial (Lincoln and Pico) and Neighborhood Commercial (Pico only):**
 - One hundred percent affordable housing projects have a base height of 40 feet (4 stories) and 2.0 FAR, inclusive of any development bonus for affordable housing. Such projects will continue to be provided existing incentives, including: flexibility in providing a reduction in required ground floor pedestrian-oriented uses, which may also include community services, arts, and similar uses, as applicable; reduced parking requirements; and administrative review of affordable housing projects (up to a maximum of 80% of median income only) with 50 units or less.
- **Modify Development Parameters for residential land use designations:**
 - **Single Family Housing Development Parameters on Page 2.1-30**
 - Height and maximum allowable density for the Single Family Housing designation are as follows:
 - Maximum allowable height ~~up to 30 feet~~ not to exceed 28 feet; except that parcels over 20,000 square feet with a minimum parcel frontage width of 200 feet may have a maximum allowable height not to exceed 35 feet; and parcels in the North of Montana area, as specified in the Zoning Ordinance, may have a maximum allowable height not to exceed 32 feet ~~and density up to 8.7 units per net residential acre, consistent with the scale of existing development.~~
 - One (1) unit per legal parcel, consistent with the scale of existing development and State and City laws regarding second dwelling units.

- **Low Density Housing Development Parameters on Page 2.1-30**
 - Maximum allowable height ~~not to exceed up to~~ 30 feet; except that parcels located north of the Pier and in the R2B District may have a maximum allowable height not to exceed 40 feet within a sight envelope as specified in the Zoning Ordinance.
 - Maximum allowable ~~and~~ density up to 29 units per net residential acre, exclusive of City and State density bonuses, consistent with the scale of existing development. ~~In the R2R District, the roof peak shall not exceed 35 feet if it has a pitch of 30 degrees of greater consistent with the scale of existing development.~~
 - One hundred ~~100~~-percent affordable housing projects have a maximum allowable density up to 29 units per net residential acre, exclusive of City and State density bonuses, with no limitations on the number of stories within the 30-foot height limit. ~~are not subject to the requirements stated above. One hundred percent affordable housing projects of 50 or fewer units Those falling within an established threshold will be processed ministerially.~~
- **Medium Density Housing Development Parameters on Page 2.1-31**
 - Tier 1 – Base height not to exceed 30 feet and maximum allowable density up to 29 units per net residential acre, exclusive of City and State density bonuses and consistent with the scale of existing development.
 - Tier 2 – Housing projects that provide identified community benefits specified in implementing ordinances A may request a maximum allowable ~~for building height not up to~~ exceed 40 feet and maximum allowable density up to 35 units per net residential acre, exclusive of City and State density bonuses. These housing projects will require a discretionary permit, following a public review process that will determine consistency with objective standards such as mass, scale, compatibility, affordable housing, open space, TDM measures and implementation of parking strategies. As an alternative, an objective points-based incentive program may be considered.
 - One hundred ~~100~~-percent affordable housing projects have a maximum allowable density up to 35 units per net residential acre, exclusive of City and State density bonuses, with no limitation on the number of stories within the 40-foot height limit. ~~are not subject to the requirements stated above. Those falling within an established threshold One hundred percent affordable housing projects of 50 or fewer units will be processed ministerially.~~
- **High Density Housing Development Parameters on Page 2.1-31**
 - Tier 1 – Base height not to exceed 30 feet and maximum allowable density up to ~~29~~35 units per net residential acre, exclusive of City and State density bonuses and consistent with the scale of existing development.
 - Tier 2 – Housing projects that provide identified community benefits specified in implementing ordinances may request a maximum allowable ~~A request for building height up not to exceed~~ 50 ~~45~~ feet and maximum allowable density up to 48 units per net residential acre, exclusive of City and State density bonuses. These housing projects will require a discretionary permit, following a public review process that will determine consistency with appropriate objective standards such as mass, scale, compatibility, affordable housing, open space, TDM measures and implementation of parking strategies. As an alternative, an objective points-based incentive program may be considered.
 - One hundred ~~100~~-percent affordable housing projects have a maximum allowable density up to 48 units per net residential acre, exclusive of City and State density bonuses, with no limitation on the number of stories within the 45-foot height limit.

~~One hundred percent affordable housing projects of 50 or fewer units are not subject to the requirements stated above. Those falling within an established threshold will be processed ministerially.~~

17. Add new policy T26.11 (Chapter 4.0 Circulation) to read:

- If the owners and operators of properties can demonstrate that they have more parking than is actually necessary to meet the needs of their various users (employees, visitors, etc.), consider developing parking efficiency strategies that include leasing their surplus parking to help alleviate parking shortages and avoid development of unnecessary parking.

18. Modify the text for Healthcare Mixed-Use Vision on Page 2.1-50 (Chapter 2.1 Land Use Policy) to read:

- A shared parking program (including the sharing of existing surplus parking with neighboring uses), along with a Transportation Demand Management program are detailed in the updated Hospital Area Specific Plan to ensure substantial reduction in automobile trips.

19. Modify the text for Healthcare District Strategic Approach on Page 2.6-48 (Chapter 2.6 Districts) to read:

- A key component is the development of a comprehensive parking program to identify shared parking strategies, such as allowing and encouraging properties with existing surplus parking to lease excess parking to neighboring uses.

20. Modify Policy D29.1 Healthcare District (Chapter 2.6 Districts) to read:

- Encourage a comprehensive parking district approach in order to determine parking needs on a district-wide basis rather than a project-by-project basis to take advantage of the potential to share parking (including sharing of existing parking) and reduce the total parking requirement.

21. Modify the third bullet point under ‘LUCE Comprehensive Transportation Policy’ on Page 3.1-4 (Chapter 3.1 Sustainability and Climate Change) to read:

- New development participation in TDM programs to reduce vehicle trips and provide incentives such as transit passes, carsharing, vanpooling and shared parking (including sharing of existing parking).

22. Modify the text under Parking Management Strategies on Page 3.1-10 (Chapter 3.1 Sustainability and Climate Change) to read:

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

23. Add new bullet to “Successful Parking Strategies” on Page 4.0-70 (Chapter 4.0 Circulation):

- Enable more efficient use of parking spaces through innovative technologies, such as stacked parking systems, where appropriate and well-screened from view.

24. Modify HP1.5 (Chapter 2.3 Historic Preservation) to read:

- Support rehabilitation and restoration of historic resources through flexible zoning policies and modifications to development standards, as appropriate, subject to discretionary review, required findings, and neighborhood compatibility such as: the in-kind replacement of nonconforming features, ~~and~~ reduced parking requirements, building height, parcel coverage, and building envelope requirements.

25. Modify text for Industrial Conservation Strategic Approach on Page 2.6-44 (Chapter 2.6 Districts) to read:

- The master planning process for the City Yards is based upon the City Yards staying at their existing location. However, in the future, if the City Yards are ever relocated, this area may be annexed to the Bergamot Transit Village District to provide expansion for the creative arts, park space and residential uses.

26. Modify Policy D27.4 Industrial Conservation District (Chapter 2.6 Districts) to read:

- Existing schools and non-profit/community uses are allowed to ~~remain~~ continue and expand, including expansion onto other nearby properties in the Industrial Conservation District. Such expansion will be subject to the Industrial Conservation Tier 2 discretionary process and development parameters. Rooftop areas used for school activities shall not count in calculating FAR.

27. Modify Main Street Current Conditions, Issues, and Trends on Page 2.6-53 (Chapter 2.6 Districts) to read:

- While Main Street has evolved to become a well-known regional attraction servicing Santa Monica and visitors from LA County and all over the world, it is ~~primarily~~ also a local-serving shopping district serving the Ocean Park neighborhood.

28. Modify Policy D31.2 for Main Street (Chapter 2.6 Districts) to read:

- ~~Locally-owned~~ Businesses and activities that provide distinctive experiences such as the California Heritage Museum, community gardens, and the farmer's market should be supported.

29. Modify Main Street Vision on Page 2.6-53 (Chapter 2.6 Districts) to read:

- Santa Monica's neighborhood commercial districts are not only central to our quality of life, but also reduce vehicles trips by putting many of the needs of daily life within walking distance. To continue to thrive and serve our neighborhoods, these districts will also remain regional attractions, allowing visitors from around the world to enjoy what Santa Monicans experience every day. Moreover, the LUCE creates new neighborhood commercial centers in places they are currently lacking, giving almost all Santa Monica residents and employees access to everyday goods and services.

30. Modify Policy LU16.1 (Chapter 2.1 Land Use Policy) to read:

- Design Buildings with Consideration of Solar Patterns. ~~The designs of~~ In designing new buildings, ~~to~~ consider the pattern of the sun...

31. Modify Policy N18.1 for Ocean Park (Chapter 2.2 Neighborhood Conservation) to read:

- Develop a program to encourage the protection of existing single family and multi-family residential properties in the Ocean Park neighborhood. Options ~~include~~ that could be explored...

32. Modify Policy HP1.10 (Chapter 2.3 Historic Preservation) to read:

- Review proposed developments for potential impacts on unique archaeological resources, ~~subsurface historical resources, and paleontological resources, and human remains or associated funerary objects,~~ and incorporate appropriate mitigation measures to protect or document the resource, ~~as appropriate to avoid significant impacts.~~

33. Modify Policy S1.3 (Chapter 3.1 Sustainability and Climate Change) to read:

- ~~Strive to achieve~~ Implement the LUCE policies in order to achieve GHG reduction targets as reflected in the Sustainable City Plan Goals.

34. Add Policy S1.7 (Chapter 3.1 Sustainability and Climate Change) to read:

- Amend the Santa Monica Sustainable City Plan to include the following target with regard to renewable energy use:
 - By 2030, 40% of all electricity use in Santa Monica should come from renewable sources.

35. Modify Policy S3.2 (Chapter 3.1 Sustainability and Climate Change) to read:

- Consider a requirement for all new residential buildings to use ~~“zero net”~~ net zero energy by 2020 and all new commercial buildings by 2030.

36. Modify Policy S5.2 (Chapter 3.1 Sustainability and Climate Change) to read:

- ~~Seek to achieve~~ Require all new municipal construction to achieve LEED Gold certification and all existing municipal facilities to achieve ~~Energy Star~~ LEED certification wherever feasible.

37. Add Policy S6.1 (Chapter 3.1 Sustainability and Climate Change) to read:

- Ensure sufficient water supplies for new development.

38. Renumbered Policy S6.12 (Chapter 3.1 Sustainability and Climate Change):

- Implement the recommendations of the 2005 Santa Monica Urban Water Management Plan...

39. Renumbered Policy S6.23 (Chapter 3.1 Sustainability and Climate Change):

- Implement landscape water conservation requirements for new construction projects.

40. Renumbered Policy S6.34 (Chapter 3.1 Sustainability and Climate Change):

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

41. Renumbered Policy S6.45 (Chapter 3.1 Sustainability and Climate Change):

- Continue the City’s water-using appliances retrofit...

42. Renumbered Policy S6.56 (Chapter 3.1 Sustainability and Climate Change):

- Continue to explore and expand additional potential water conservation measures...

43. Add Policy S6.7 (Chapter 3.1 Sustainability and Climate Change) to read:

- Increase the use of groundwater consistent with the safe yield of the Santa Monica Groundwater Basin and reduce reliance on imported surface water supplies from the Metropolitan Water District. As necessary, implement conservation measures as identified in the City’s Water Shortage Response Plan to insure that adequate water supplies are available to the City.

44. Add Policy S6.8 (Chapter 3.1 Sustainability and Climate Change) to read:

- Prepare a citywide Groundwater Management Plan, and as part of that effort, conduct groundwater studies to confirm or adjust as necessary the safe yields of the Arcadia and Olympic Subbasins.

45. Modify Policy CE1.14 (Chapter 3.5 Community Enrichment) to read:

- Manage sensitive and special status wildlife habitat in Santa Monica’s open spaces such as Monarch Butterfly roosting or protected migratory bird and raptor nesting sites, and protect these resources during active roosting, nesting or other crucial periods. The City shall protect Monarch Butterfly habitat located on City-owned property.

46. Modify Policy CE15.3 (Chapter 3.5 Community Enrichment) to read:

- Work with providers to achieve pick-up and drop-off for childcare, early education, and private school projects that are designed and operated to be sensitive to neighbors and the surrounding area.

47. Modify Policy CE16.3 (Chapter 3.5 Community Enrichment) to read:

- Continue to partner with SMMUSD and other organizations to transform schools into “learning communities” that offer preschool, childcare and early education, after school enrichment programs, after school sports and recreation programs, health services, social services and adult education at local schools that are accessible to people of all ages and abilities.

48. Modify Policy B1.11 for Wilshire Boulevard (Chapter 2.4 Boulevard) for clarifications and consistency with Mixed Use Boulevard land use designation, activity centers, and Healthcare District to read:

- Ensure that mixed-use developments include active ground floor uses that face the boulevard with residential ~~or office development~~ as the primary use located on the upper floors. Small floor plate, local-serving offices may be located on the upper floors within activity centers and medical uses may be located on the south side of Wilshire within the boundaries of the Hospital Area Specific Plan.

49. Modify Policy B4.7 for Santa Monica Boulevard (Chapter 2.4 Boulevards) to read:

- Ensure that mixed-use developments have active ground floor uses that face the boulevard with residential as the primary use located on the upper floors east of 23rd Street. ~~or Small floor plate, local-serving medical offices development~~ may also be located on the upper floors within the Healthcare Mixed-Use designation.

50. Modify Policy B5.3 for Santa Monica Boulevard (Chapter 2.4 Boulevards) to read:

- Ensure that mixed-use areas east of 20th Street contain a mix of local-serving retail or healthcare uses and primarily upper-level residential to create distinct neighborhood environments with 17 hour per day/7 day per week pedestrian activity.

51. Modify Policy B6.7 for Broadway (Chapter 2.4 Boulevards) to read:

- Ensure that mixed-use developments have active ground floor uses that face ~~the~~ Broadway with primarily residential located on the upper floors. Ground floor residential uses may be allowed in limited areas if designed in a pedestrian-oriented manner with features such as street-facing main entrances, stoops, patios, and fenestration.

52. Modify Policy 10.7 for Colorado Avenue (Chapter 2.4 Boulevards) to read:

- Ensure that mixed-use developments have active ground floor uses that face Colorado Avenue with primarily residential located on the upper floors. In the activity centers and Mixed Use Creative designation, creative arts uses may also be located on upper floors.

53. Modify Policy 15.8 for Olympic Boulevard (Chapter 2.4 Boulevards) for consistency with Bergamot Transit Village and Mixed Use Creative District policies and land use designation to read:

- Mixed-use developments should have active ground floor uses that face the boulevard with residential located on the upper floors. Entrances to upper-level uses, such as lobbies, should be limited in length along the sidewalk. Uses engaged in the creative arts may also be located on the upper floors within the Bergamot Transit Village and Mixed Use Creative designations. Within the Industrial Conservation designation, light industrial uses may be also be located on the upper floors.

54. Modify Policy 18.8 for Pico Boulevard (Chapter 2.4 Boulevards) for clarification and consistency with Neighborhood Commercial and General Commercial land use designation to read:

- Ensure that mixed-use developments have active ground floor uses that face the boulevard with residential as the primary use located on the upper floors. Small floor plate, local-serving offices may also be located on the upper floors within the Neighborhood Commercial and General Commercial designations.

55. Modify Policy 21.7 for Ocean Park Boulevard (Chapter 2.4 Boulevards) to read:

- Ensure that mixed-use developments have active ground floor uses that face the boulevard with primarily residential uses located on the upper floors.

56. Modify Policy 25.11 for Lincoln Boulevard (Chapter 2.4 Boulevards) for clarification and consistency with General Commercial land use designation to read:

- Ensure that mixed-use developments have active ground floor uses that face the boulevard with residential or small floor plate, local-serving offices located on the upper floors.

57. Modify Goal D17 for the Civic Center District (Chapter 2.6 Districts) to read:

- The Civic Center should participate in a comprehensive Civic Center, Downtown, Beach and Oceanfront Districts parking strategy to address the current and future parking needs of these districts, Santa Monica Pier, and the Santa Monica High School.

58. Add the following text to the Beach and Oceanfront District Strategic Approach on page 2.6-27 (Chapter 2.6 Districts):

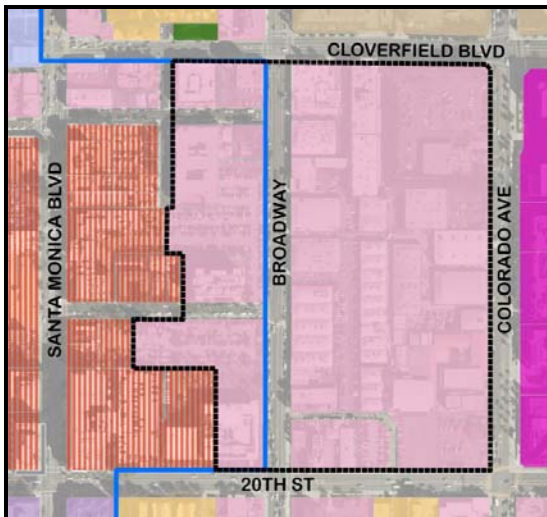
- Through the efforts of the Santa Monica Pier Restoration Commission, a renewed master plan for the Santa Monica Pier supports the continuation of the Pier's unique combination of commercial uses, public space, and celebration of historic character. Opportunities for renewal, potential expansion of existing operations, and new development that are within the existing Pier footprint are identified.

59. Modify Broadway/Colorado Activity Center Low Overlay Vision on Page 2.5-11 (Chapter 2.5 Activity Centers):

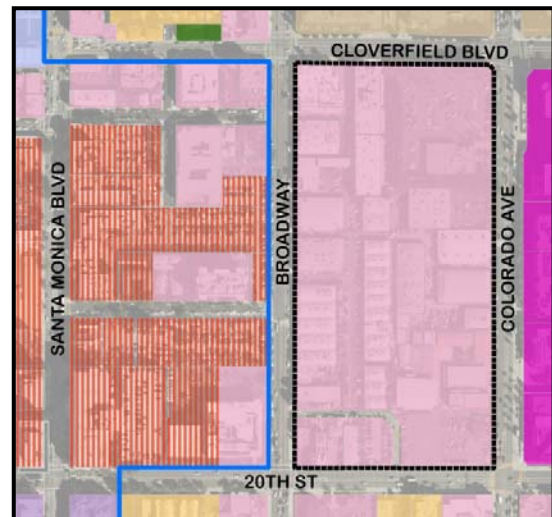
- Upper-floor uses will provide a needed balance of affordable, workforce and market-rate housing in addition to healthcare uses.

60. Changes to Land Use Map:

- Change land use designation from Mixed Use Boulevard Low to Healthcare Mixed-Use for properties within St. John’s Health Center South Campus (Chapter 2.1 Land Use Policy)

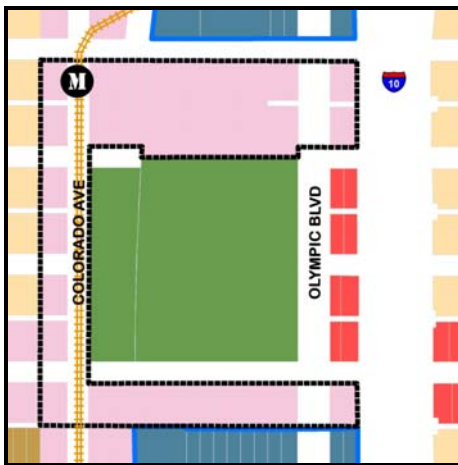


DRAFT LUCE

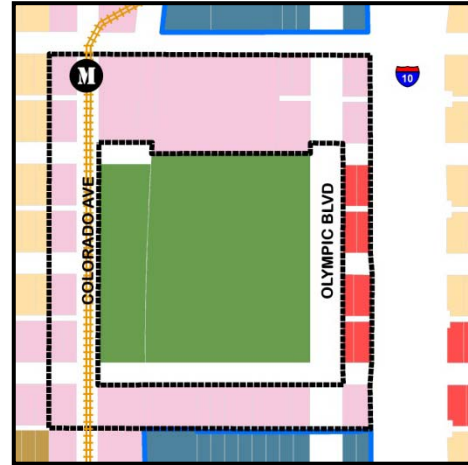


AS AMENDED

- Change boundaries of Memorial Park Activity Center Overlay to include Neighborhood Commercial parcels on the south side of Olympic Boulevard between 14th and 17th Streets (Chapter 2.1 Land Use Policy)



DRAFT LUCE



AS AMENDED

61. Modify building heights in the Development Parameters for the following Land Use Designations (Chapter 2.1 Land Use Policy)*:

Land Use Designation	Building Height**					
	TIER 1		TIER 2		TIER 3	
	LUCE	As Amended by CC	LUCE	As Amended by CC	LUCE	As Amended by CC
Mixed Use Boulevard Low	32' 35'	32' <u>36'</u>	35'	<u>36'</u>	45'	<u>47'</u>
Mixed Use Boulevard (100% residential above the ground floor)	32' 35'	32' <u>39'</u>	45'	<u>50'</u>	55'	<u>55' or up to 60' with corresponding percentage decrease in FAR over 55'</u>
Mixed Use Boulevard (all other projects)	32' 35'	n/a	45'	n/a	55'	n/a
General Commercial – Lincoln & Pico Boulevards	32' 35'	32' <u>36'</u>	35'	<u>36'</u>	None	None
Mixed Use Creative	32' 35'	32' <u>36'</u>	45'	<u>47'</u>	55'	<u>57'</u>
Bergamot Transit Village	32' 35'	32' <u>39'</u>	55'	<u>60'</u>	75' for 50% with 65' average	81' with 5' discount for ground floor – total of 86' – with a corresponding % decrease in FAR over 75'; 71' average height (see Exhibit B #62 for details)
Oceanfront	32' 35'	32' <u>36'</u>	45'	<u>47'</u>	None	None

*Note that this is a summary table only with the City Council’s height recommendations highlighted in yellow. Actual text changes to Tiers 1, 2, and 3 for each land use designation are not shown here.
 **Amended heights were based on either 15’ or 18’ (Mixed Use Boulevard and Bergamot Transit Village only) ground floor and 10.5’ upper floors. In all boulevards, internal height of 9’ can be achieved with 10.5’ floors. For office development, 13.5’ floors can be achieved.

62. Revise Bergamot Transit Village Development Parameters for Tier 3 on Page 2.1-41 (Chapter 2.1 Land Use Policy):

- Subject to a discretionary review process and an Area Plan, projects that provide additional community benefits, may request a height up to 75 feet and 3.5 FAR. Significant variation in rooflines and building form is required with specific standards to be included in the Bergamot

Transit Village Area Plan. Pursuant to the plan, projects may also request height up to 81 feet if there is a corresponding percentage decrease in FAR for the actual height above 75'. The ground floor floor-to-floor height above 13.5' shall not be counted towards the overall height of the building so long as it does not exceed an additional 5'. The average height cannot exceed 65'. The maximum allowable height of 75 feet may be achieved for not more than 50 percent of the area of the building footprint. The average building height shall be a minimum of 10 feet less than the maximum requested height. Development Agreements that have already had a float-up discussion or have submitted a Development Agreement application prior to July 1, 2010 shall be allowed to proceed to formal hearings and acted upon prior to the completion of the Area Plan, provided that the Development Agreement is consistent with the LUCE.

63. Add new Policy LU15.20 Streetwall and Height Measurement (Chapter 2.1 Land Use Policy):

- The zoning ordinance shall establish both a minimum and a maximum height for the streetwall, as measured from the average grade on the sidewalk at the property line.

64. Replace bullet regarding 9' or 18' average setbacks in Development Parameters for all non-residential Land Use Designations with the following text (Chapter 2.1 Land Use Policy):

- Above the maximum streetwall height, the building shall step back from the boulevard in a manner that will minimize the visual bulk of the overall building similar to the established setback standards of the zoning ordinance in effect as of May 27, 2010 and as viewed from the public sidewalks and roadway and ensure maximum light, air and sense of openness for the general public. Guidelines or standards for the building mass above the streetwall shall be established in the zoning ordinance.

65. Modify Policy LU15.15 and associated bullet regarding setbacks and setbacks for buildings that share a property line with residential properties in Development Parameters for all non-residential Land Use Designations (Chapter 2.1 Land Use Policy):

- Buildings that share a property line with a residentially-designated property are required to be setback at least 10 feet from the abutting residential property line. Further, to assure privacy and access to sunlight and air for the adjacent residential use, all new buildings and additions to existing buildings shall not project, except for permitted projections, beyond a building envelope commencing at 25 feet in height above the property line abutting the residential property or where there is an alley abutting the residentially-designated property, the centerline of the alley, and from that point, extending at a 45-degree angle from vertical towards the interior of the site.

66. Modify Policy B6.12 for Broadway (Chapter 2.4 Boulevards) to acknowledge special character of streetlamps:

- Enhance the streetscape environment to create an inviting pedestrian environment. The replacement of character-defining streetscape elements, such as street lamps, should respect the existing character of the boulevard to the greatest extent feasible, and be completed in accordance with City policy.

67. Modify Policy D20.8 for Bergamot Transit Village (Chapter 2.6 Districts) to acknowledge industrial character:

- Design buildings to be compatible with the existing industrial and creative arts character of the District with a variety of heights, and architectural building elements and shapes to create visual

interest. Create meaningful combinations of materials and incorporate three-dimensional articulation to create shadow patterns.

68. Modify text for Olympic Boulevard, 14th Street to Lincoln Strategic Approach on Page 2.4-40 (Chapter 2.4 Boulevards) to acknowledge the true terminus of Route 66:

- Residential uses are prohibited and building heights are limited; therefore, except for the enhanced streetscape and median, the boulevard is expected to maintain its existing character. The streetscape enhancements include acknowledgements to the historic terminus of Route 66 at Olympic and Lincoln Boulevards.

69. Modify Policy B25.1 for Lincoln Boulevard (Chapter 2.4 Boulevards):

- As businesses turnover, encourage façade improvements such as clearly defined signage and storefront glazing- that are compatible with the character of the boulevard.

70. Add bullet to General Commercial Development Parameters (Santa Monica Boulevard “Auto Row”) on page 2.1-37:

- For any new and expanded auto dealers that do not use the urban auto dealership format, a discretionary process will be required.

71. Add bullets to Mixed Use Boulevard Low Development Parameters (Santa Monica) on Page 2.1-33:

- For any existing auto dealers that expand without using the urban auto dealership format, a discretionary process will be required.

72. Add bullet to Mixed Use Boulevard Development Parameters (Wilshire and Lincoln) on Page 2.1-35:

- For any existing auto dealers that expand without using the urban auto dealership format, a discretionary process will be required.

73. Modify Policy S5.5 to provide guidance for future updates to green building ordinance:

- As part of future updates to the City’s Green Building Ordinance, explore Encourage a requirement for shade trees on south- and west-facing sides of all new buildings to reduce building energy loads.

74. Change bullets included in Santa Monica Spoke response to comments on the Draft EIR for Chapter 4.0 (Circulation) with respect to bicycle ‘Information and Education’ and ‘Policy and Projects’ on Pages 4.0-40 and 4.0-41:

- Create a program to promote bicycle safety through outreach to bicyclists and motorists- Including Big Blue Bus operators and drivers of city fleet vehicles.
- Work with the Convention and Visitors Bureau to provide bicycle rentals and information about cycling at hotels and popular tourist attractions- and market Santa Monica as a cycling destination.
- Improved connections with the City of Los Angeles, including Dewey Street between Marine Park and 23rd Street- and improvements facilitating access to UCLA and Santa Monica Boulevard, east of I- 405.

75. Add bullet to ‘Trip Reduction and Traffic Management’ on Page 2.1-9 (Chapter 2.1 Land Use Policy):

- Price parking separately from housing units

76. Correct typo in bullet for Policy D1.5 on Page 2.6-10 (Chapter 2.6 Districts):

- The area near 2nd ~~Street~~ Street and Santa Monica Boulevard

77. Correct typo for Policy D24.8 on Page 2.6-39 (Chapter 2.6 Districts):

- Design buildings with a variety of heights, and architectural building elements and shapes to create visual interest. Create meaningful combinations of materials and incorporate three-dimensional articulation to create shadow patterns and visual interest.

78. Replace the ‘by-right’ with ‘ministerial’ throughout LUCE document:**79. Modify Goal LU12 to clarify that historic preservation goals and policies apply citywide (Chapter 2.1 Land Use Policy):**

- Encourage Historic Preservation citywide – Preserve buildings and features which characterize and represent the City’s rich heritage.

80. Add action to ‘Neighborhood Conservation Overlay Districts ‘on Page 2.2-11 (Chapter 2.2 Neighborhood Conservation):

- Define terms such as “historic resource,” “historic character,” “landmark,” “character-defining resources,” and similar terms in the neighborhood conservation program.

81. Add action to Historic Preservation on Page 2.3-9 (Chapter 2.3 Historic Preservation):

- Define terms such as “historic resource,” “landmark,” “historic character,” “character-defining resources,” and similar terms in the preparation of area plans and specific plans.

82. On mixed-use boulevards, change “primarily” to “predominantly” and “primary” to “predominant” throughout LUCE document.**83. Modify Policy B25.4 for Lincoln Boulevard (Chapter 2.4 Boulevards):**

- In order to provide an incentive for redevelopment on Lincoln Boulevard, explore parking strategies such as ~~E~~ncourageing shared parking between adjacent properties and land uses and parking reductions in association with parking districts.

84. Modify Goal T9 for the Bicycle Network (Chapter 4.0 Circulation):

- Create a complete network of high-quality bicycle facilities including a minimum of one new north-south and one new east-west dedicated bicycle path, with the aim of increasing the number of people who use bicycles for everyday transportation.

85. Modify text on Page 3.2-3 to add education facilities as a priority category of community benefits (Chapter 3.2 Community Benefits):

- Social, ~~and~~ Cultural and Educational Facilities: This category of benefits could include space for preferred uses such as child care, senior care, ~~and~~ youth and teen services, and educational uses.

86. Add Policy D31.12 to Main Street District (Chapter 2.6 Districts):

- Ensure that disincentives for new and existing restaurants on Main Street as well as other issues of concern will be addressed in an updated Main Street Master Plan and the Zoning Ordinance update.

- 87. Modify incorrect segment titles for Santa Monica Boulevard to clarify that an existing automobile dealership is allowed to expand on Pages 2.4-12 and 2.4-13 in Chapter 2.4 (Boulevards):**
- Page 2.4-12: Centinela to ~~26th Street~~ Cloverfield
 - Page 2.4-13: ~~26th Cloverfield~~ to 20th Street
- 88. Modify Policy LU7.3 in Chapter 2.1 (Land Use Policy):**
- Encourage a variety of services and uses in the district, and in commercial districts throughout the City, to support the changing needs of the healthcare community and hospitals.
- 89. Modify Policy D32.7 for Main Street District (Chapter 2.6 Districts):**
- Mixed-use developments should have active ground floor uses that face the ~~boulevard~~ street with residential or office development located on the upper floors. Entrances to upper level uses, such as lobbies, should be limited in length along the sidewalk.
- 90. Modify Policy D32.8 for Main Street District (Chapter 2.6 Districts):**
- Offices and other limited pedestrian access uses are discouraged on the ground floor facing the ~~boulevard~~ street. Entrances to upper level uses, such as lobbies, shall be limited in length along the sidewalk.
- 91. Modify Tier 2 description on Page 3.2-5 (Chapter 3.2 Community Benefits):**
- Commercial Projects and Mixed-Use Projects with Commercial Uses above the First Floor between 35-45 Feet ~~by CUP~~ through a discretionary process:
- Unless a developer seeks a development agreement, a CUP discretionary process will apply to all commercial projects and mixed-use projects that provide at least a limited amount of neighborhood-serving or other non-residential uses above the first floor.
- 92. Remove references to a state density bonus for mixed-use projects in non-residential designations.**
- 93. Modify Tier 1 Development Parameters for all non-residential Land Use Designations (Chapter 2.1 Land Use Policy):**
- A project will receive a 3-foot height bonus above the 32-foot base height, allowing for an additional floor of housing, by ~~providing building~~ the required affordable housing units in accordance with the percentage requirements specified in the City's Affordable Housing Production Program for the project as a whole.
- 94. Add text to address Local Coastal Program Land Use Plan in 'Plans for the Districts' on Page 5.0-12 (Chapter 5.0 Measuring Progress):**
- Local Coastal Program Land Use Plan – Update the LCP Land Use Plan (LUP) to be consistent with the LUCE goals and policies for the Beach and Oceanfront District, Downtown, and residential neighborhoods within the Coastal Zone. Until the LUP update is complete, if any conflicts arise between the LUP and the LUCE, the policies of the LUCE shall take precedence in the Coastal Zone.
- 95. Modify Land Use Parameters for Mixed Use Creative on Page 2.1-42 (Chapter 2.1 Land Use Policy) to read:**

- At the ground floor, active, local-serving retail, service commercial, and creative arts uses are allowed. Above the ground floor, creative office and affordable, workforce, and market-rate residential uses are allowed, with a ~~maximum ratio~~ target of 50% residential to 50% nonresidential uses at 40/60 and no more than a 5% deviation in either direction. In order to monitor progress in achieving the desired mix of uses, the City shall evaluate the residential to nonresidential land use targets every two years. Uses that serve both employees and residents of the area, such as child care, community meeting spaces, small restaurants, and neighborhood markets are encouraged.

96. Modify Policy AC1.1 (Chapter 2.5 Activity Centers):

- An activity center overlay should create a true mixed-use development including uses such as a ~~grocery store~~, a drugstore; local serving retail and convenience services; with a moderately-priced, full-service grocery store/supermarket as a required anchor; and small floor plate, local-serving offices and a wide range of new housing.

97. Modify HP2.1 (Chapter 2.3 Historic Preservation):

- Establish a program for the Transfer of Development Rights for specified categories of significant historic resources and character-defining structures, which will be considered a community benefit. ~~in Neighborhood Conservation Districts or the Downtown area. Define such districts or individual resources as a community benefit and eligible as a sending area and/or sending site.~~ Identify receiving areas such as boulevards, transit corridors, activity centers, and ~~Mixed-Use Creative~~ Districts.

98. Add text regarding gateway features to vision statements for Wilshire Boulevard (Page 2.4-5) and Olympic Boulevard (Page 2.4-35):

- Wilshire Boulevard is Southern California’s grand street, connecting Downtown Santa Monica to Downtown Los Angeles. ~~Within~~ The installation of a gateway feature on Wilshire Boulevard at the border of Santa Monica creates a distinct and elegant entryway into the City.
- Olympic Boulevard is one of the important eastern gateways to Santa Monica and immediately establishes a sense of arrival through installation of a gateway feature while becoming the spine of the new Bergamot Transit Village District and the Mixed-Use Creative District.

99. Modify Policy LU15.13 for Gateways to add gateway features to freeway entries (Chapter 2.1 Land Use Policy):

- Buildings or features located at gateways to neighborhoods or ~~at~~ special focal point locations, such as major roadway and freeway entries to the City, should recognize the importance of the location with special architectural elements. Where possible, pairs of elements on each side of a gateway should be considered. The elements need not be “mirror images,” but could share architectural characteristics.

100. Add text to end of ‘Five Priority Categories of Community Benefits’ on Page 3.2-3 (Chapter 3.2 Community Benefits) to read:

- There are numerous factors in assessing the type and extent of community benefit that must be provided. Benefits that merely meet or go slightly beyond standard requirements for all projects, such as TDM or Green Building requirements, would not qualify as community benefits. Benefits that are for the immediate neighborhood should also be considered in addition to those that apply citywide.

101. Delete Policy B12.1 for Colorado Avenue (Chapter 2.4 Boulevards):

- ~~Allow arts and entertainment uses to continue as the predominant land use in the eastern end Colorado Avenue between Stanford and Stewart Streets.~~

102. Add Policy N11.6 for Pico Neighborhood (Chapter 2.2 Neighborhood Conservation):

- Acknowledging the historic burden on the Pico Neighborhood of community and regional infrastructure, evaluate future development changes in terms of environmental justice and cumulative impact. This could include:
 - Minimizing further facility and infrastructure burdens;
 - Further protecting residents from air, water, and soil pollution associated with existing infrastructure uses; and
 - Pursuing opportunities for increased green space, parks, and community gardens.

103. Modify text on Page 5.0-4 and 5.0-5 to ‘Sustainability and Climate Change Planning’ and ‘Managing and Monitoring Change’ to allow for reporting periods in accordance with a monitoring framework:

- Performance monitoring for the LUCE will be coordinated with the SCP and the biennial Sustainable City Report Card. The LUCE measures could be done with every other report card (every four years) or in accordance with a monitoring framework approved by the City Council.
- To coordinate with the monitoring schedule of the Sustainable City Report Card, the LUCE land use indicators could be reviewed at least every four years ~~with more frequent reporting for the transportation indicators~~ or in accordance with a monitoring framework approved by the City Council.

104. For consistency with #63, modify two bullets regarding minimum and maximum facade heights in Development Parameters for all Land Use Designations (Chapter 2.1 Land Use Policy) to read:

- New or remodeled buildings on property adjacent to the boulevard shall have a minimum ~~25-foot~~ façade height with at least two stories or have a façade that emulates a two-story façade to ensure the visual definition of the boulevard’s open space, to be defined in the zoning ordinance.
- Maximum height of the building façade adjacent to the property line along the boulevard or the intersecting side street shall ~~not exceed 25 feet~~ be defined in the zoning ordinance.

105. For consistency with #64, modify Policy LU15.11 (Chapter 2.1 Land Use Policy) to read:

- Buildings should generally conform to the minimum and maximum requirements for the street façade height established for their designated area. Portions of a building façade higher than the street frontage, 35 feet for most mixed-use areas, shall step back from the façade of the floor below an average of 9 feet. ~~Additional floors shall step back an average of 18 feet~~ in a manner that will minimize the visual bulk of the overall building similar to the established stepback standards of the zoning ordinance in effect as of May 27, 2010 and as viewed from the public sidewalks and roadway and ensure maximum light, air and sense of openness for the general public. Guidelines or standards for the building mass above the streetwall shall be established in the zoning ordinance.

106. For consistency with #63 and #64, modify the text accompanying Figures 1, 2, 3, 4, 8, 9, 10, 14, 16, 18, 19, 23, 24, 25, 29, 30, 31, 35, 36, 39, 40, 43, 44 for various Land Use Designations (Chapter 2.1 Land Use Policy):

- Figure 1:
 - ~~25'~~ Maximum Façade at Property Line
- Figure 2:
 - ~~25'~~ Maximum Façade at Property Line
 - 35' Maximum Building Height with ~~9' Average~~ Step Back
- Figure 3:
 - ~~25'~~ Maximum Façade at Property Line
 - ~~9' Average~~ Step Back ~~between 25' and 35'~~
 - ~~18' Average~~ Increased Step Back ~~between 35' and Maximum 45' Height~~
- Figure 4:
 - Minimum 15' Ground Floor Floor-to-Floor Height
 - Minimum ~~25' High~~ Façade ~~Emulating a Two-Story Façade~~
 - 32' Maximum Building Height
- Figure 8:
 - ~~35'~~ Maximum Façade at Property Line
 - ~~9' Average~~ Step Back ~~between 35' and 45' Maximum Height~~
- Figure 9:
 - 35' Base Height at Property Line
 - ~~9' Average~~ Step Back ~~between 35' and 45' Maximum Height~~
 - ~~18' Average~~ Increased Step Back ~~between 45' and Maximum 55' Height~~
- Figure 10:
 - Minimum 15' Ground Floor Floor-to-Floor Height
 - Minimum ~~25' High~~ Façade ~~Emulating a Two-Story Façade~~
 - 32' Maximum Building Height
- Figure 13:
 - ~~25'~~ Maximum Façade with Minimum 15' Ground Floor
 - 32' Maximum Building Height with Step Back
- Figure 14:
 - ~~25'~~ Maximum Façade with Minimum 15' Ground Floor
 - 35' Maximum Building Height with Step Back
- Figure 16:
 - Minimum 15' Ground Floor Floor-to-Floor Height
 - Minimum ~~25' High~~ Façade ~~Emulating a Two-Story Façade~~
 - 32' Maximum Building Height
- Figure 18:
 - ~~25'~~ Max Façade with Minimum 15' Ground Floor Floor-to-Floor
 - 32' Maximum Building Height with Step Back
- Figure 19:
 - Minimum ~~15' High~~ Façade
 - 32' Maximum Building Height
- Figure 23:
 - ~~45'~~ Maximum Façade at Property Line
 - ~~9' Average~~ Step Back ~~between 45' and 55' Height~~

- Figure 24:
 - ~~45' Maximum Façade at Property Line~~
 - ~~9' Average Step Back between 45' and 55' Height~~
 - ~~24' Average Increased Step Back between 55' and Max 75' Height~~
- Figure 25:
 - Minimum 15' Ground Floor Floor-to-Floor Height
 - Minimum ~~25' High Façade Emulating a Two-Story Façade~~
 - 32' Maximum Building Height
- Figure 29:
 - ~~35' Maximum Façade at Property Line~~
 - ~~9' Average Step Back between 35' and 45' Height~~
- Figure 30:
 - ~~35' Maximum Façade at Property Line~~
 - ~~9' Average Step Back between 35' and 45' Height~~
 - ~~18' Average Increased Step Back between 45' and Max 55' Height~~
- Figure 31:
 - Minimum 15' Ground Floor Floor-to-Floor Height
 - Minimum ~~25' High Façade Emulating a Two-Story Façade~~
 - 32' Maximum Building Height
- Figure 35:
 - ~~35' Maximum Façade at Property Line~~
 - ~~9' Average Step Back between 35' and 45' Height~~
- Figure 36:
 - Minimum 15' Ground Floor Floor-to-Floor Height
 - Minimum ~~25' High Façade Emulating a Two-Story Façade~~
 - 32' Maximum Building Height
- Figure 39:
 - ~~25' Maximum Façade at Property Line~~
 - ~~9' Average Step Back between 25' and 32' Height~~
 - ~~18' Average Increased Step Back between 32' and Maximum 45' Height~~
- Figure 40:
 - Minimum 15' Ground Floor Floor-to-Floor Height
 - Minimum ~~25' High Façade Emulating a Two-Story Façade~~
 - 32' Maximum Building Height
- Figure 43:
 - ~~35' Maximum Façade at Property Line~~
 - ~~9' Average Step Back between 35' and 45' Height~~
- Figure 44:
 - Minimum 15' Ground Floor Floor-to-Floor Height
 - Minimum ~~25' High Façade Emulating a Two-Story Façade~~
 - 32' Maximum Building Height

107. Modify Industrial Conservation District Policy D27.5 (Chapter 2.6 Districts):

- Service facilities for automobile dealerships are a permitted use. A discretionary approval process may be implemented to authorize auto sales subject to a project –specific environmental review that considers reasonably foreseeable land use changes within the Industrial Conservation District.

108. Modify Industrial Conservation Land Use Parameters on Page 2.1-48 (Chapter 2.1 Land Use Policy):

- Allowable land uses within this district include light industrial uses, including businesses engaged in design, development, manufacturing, fabricating, testing, or assembly of various products, which will provide employment for workers with various skills. This area also allows incubator business opportunities, including sustainable industries that are appropriate for the City, as well as small visual and performing arts studios. One hundred percent affordable housing is allowed in limited areas. Additionally, auto dealers are allowed to locate storage and service facilities in this area. A discretionary approval process may be implemented to authorize auto sales subject to a project-specific environmental review that considers reasonably foreseeable land use changes within the Industrial Conservation District.

109. Modify Policy N9.3 for Wilshire-Montana Neighborhood (Chapter 2.2 Neighborhoods):

- Facilitate, via market mechanisms, the efficiency of existing off-street parking and make the parking available to Wilshire-Montana residents, particularly those with insufficient on-site parking. Options that could be explored include...

110. Add Policy D24.14 for Mixed Use Creative District (Chapter 2.6 Districts):

- Explore means to sustain Village Trailer Park’s economic viability by incorporating it into a larger multi-property master plan, if feasible, or by the transfer of development rights that have as a goal, preserving existing housing as an integral part of a new mixed-use project.