

Santa Monica, CA  
Sustainable Neighborhood Assessment

March 19 - 21, 2014



GLOBAL  
GREEN  
USA



## Sustainable Neighborhood Assessment

Through the Sustainable Neighborhood Assessment Tool developed by Global Green USA, public officials and local government staff are using the LEED for Neighborhood Development (LEED-ND) rating system to determine ways for their communities to achieve high levels of environmental, economic, and social sustainability. LEED-ND integrates the principles of smart growth, walkable urbanism, and green building into the first national rating system for neighborhood design. In Santa Monica, Global Green used the tool to evaluate existing conditions for the Memorial Park neighborhood in order to identify opportunities to augment current planning efforts and the introduction of a light rail station and develop recommendations to increase the neighborhood's overall level of sustainability.

## Assessment Team + Funding

Global Green USA

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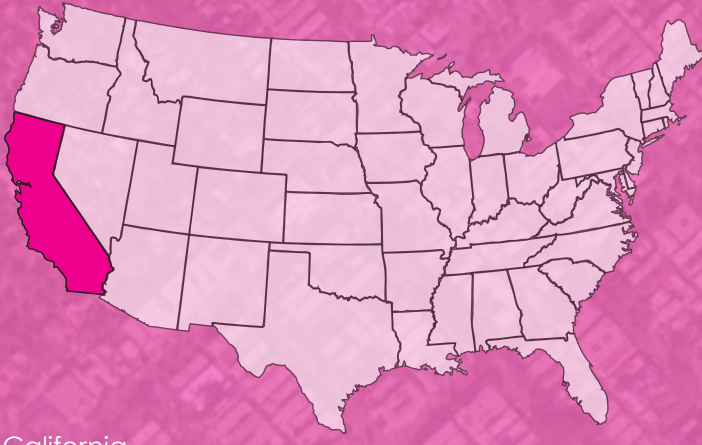
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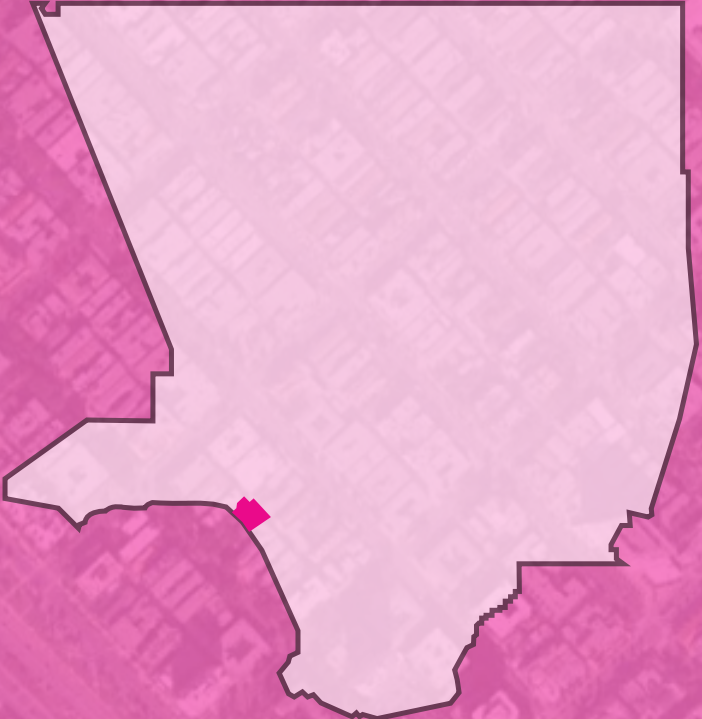
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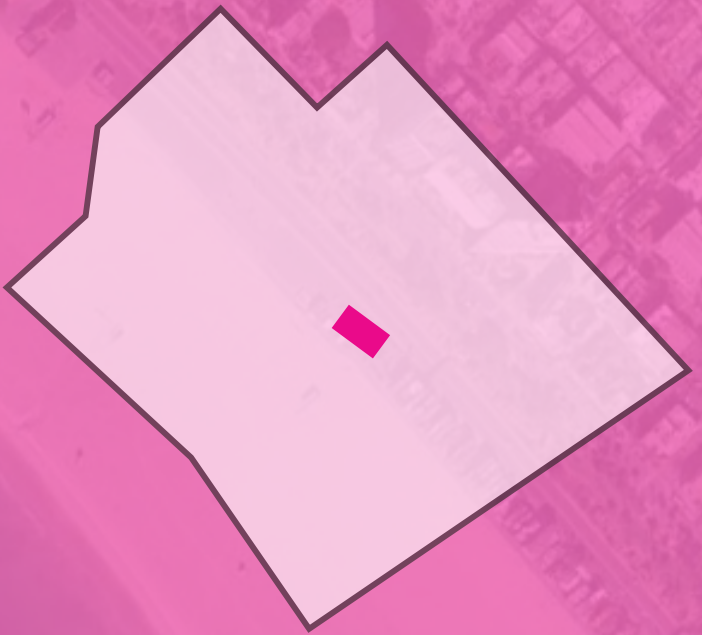




California



Los Angeles County and Santa Monica



Santa Monica and Memorial Park neighborhood





Wilshire Blvd

# Memorial Park Study Area

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Santa Monica Blvd

Memorial Park  
10 Acres



17th Street

14th Street

11th Street

Broadway

Colorado Ave

Olympic Blvd

I-10





# Sustainable Neighborhood Assessment Process

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The goal of the Sustainable Neighborhood Assessment process is to identify topical and physical focus areas where policy or planning changes can promote sustainable urban neighborhoods over the short and long term. These interventions can improve the neighborhood's day-to-day sustainability as well as increase its resilience during future weather events and conditions. Some of the defining characteristics of a sustainable neighborhood include focusing development in previously developed areas with high transit connectivity, avoiding building on habitat, agricultural land or wetlands, an urban form that encourages walking and cycling, access to nearby food and services, and energy and water efficiency in both buildings and infrastructure. To define these focus areas, Global Green USA and its team members utilize the Sustainable Neighborhood Assessment Tool, which is based on the LEED for Neighborhood Development (LEED-ND) criteria and checklist.

Prior to visiting the assessment area, the team conducted a review of existing planning documents, code requirements, maps, and stakeholder priorities. An initial assessment was then completed, with the credits in each of the three LEED-ND categories (Smart Location & Linkages, Neighborhood Pattern & Design, and Green Infrastructure & Building) marked as "achieved," "not achieved," "unknown," or "not applicable." Each credit is further ranked for the degree that it correlates to regional or local policy priorities, regulatory support, technical feasibility, market support, and stakeholder input. This analysis is described in more detail beginning on page 18.

This initial assessment serves as the point of departure for the Global Green team's three-day site visit and evaluation. During the visit, the team walks each block of the target neighborhood, photographs examples of positive qualities and areas for improvement, and conducts a series of meetings with targeted stakeholders, City staff, and representatives of relevant public agencies. Throughout the process, the preliminary checklist is edited and refined to incorporate the team's visual observations and contextual issues raised by stakeholders. The initial findings of the evaluation are grouped into broad categories noted on the next page. The final augmented checklist for the Memorial Park Neighborhood Plan (MPNP) can be found on pages 18-21.

The assessment process then enables the team to identify a series of recommendations based on LEED-ND credits to augment and increase the neighborhood's long-term sustainability. Recommendations also cover policy, planning, and land use and infrastructure changes which aim to realize a more resilient and sustainable future for the Memorial Park neighborhood and Santa Monica. Some recommendations can be implemented fairly quickly, while others will require long-term collaboration among public agencies, local institutions, and private sector partners, as well as multiple sources of funding.



# Neighborhood Assets



1. Diversity of housing types 2. Versatile light industrial buildings 3. Bicycle infrastructure on Broadway, 14<sup>th</sup> and 17<sup>th</sup> 4. Community identity 5. Access to recreational and public space



# Neighborhood Background

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The City of Santa Monica has a robust and demonstrated track record of environmental leadership, first with the adoption of its Sustainable City Plan in 1994, and more recently with the 2010 Land Use and Circulation Element (LUCE). A major objective of the LUCE is to direct development pressure away from the residential neighborhoods and toward commercial boulevards and areas served by transit. The Memorial Park Neighborhood Plan seeks to apply the LUCE framework to a neighborhood poised to evolve as the result of a new Los Angeles County Metropolitan Transportation Authority (Metro) Exposition Line (Expo) stop. Global Green's study area extends beyond the MPNP's boundaries and is principally bound by Colorado Avenue to the north, Interstate 10 to the south, 17<sup>th</sup> Street to the east and Euclid Court to the west. The broader area of influence stretches west to Lincoln Boulevard and east to 20<sup>th</sup> street along Colorado Avenue and includes the right of way along 17<sup>th</sup> street from Wilshire Boulevard to Pico Boulevard.

The Memorial Park neighborhood is characterized by a mixture of single family duplex and triplex structures, modest apartment buildings, and light industrial structures- some of which have been re purposed into facilities for film and television production. Colorado and Olympic are the primary commercial boulevards located within the neighborhood and are currently home to an assortment of industrial and commercial uses. Metro is currently constructing a station at the intersection of Colorado and 17<sup>th</sup> as part of its Expo Line expansion. When operational in 2016, the Expo Line expansion will connect Santa Monica to Culver City and Downtown Los Angeles. The neighborhood's namesake 10-acre park offers ball fields, tennis courts, a playground, a skatepark, a gym, and a community center. The Memorial Park Neighborhood Plan area is part of the larger Pico and Mid City Neighborhoods. The construction of Interstate 10 in the 1960's forever changed the Pico Neighborhood, dividing the neighborhood into portions described as "north of the freeway" and "south of the freeway."

Introduction of the Expo station at 17<sup>th</sup> and Colorado and the connection of Santa Monica into greater Los Angeles' urban rail network is a significant catalytic project that is poised to transition the Memorial Park neighborhood into a more walkable, transit-oriented community. Further solidifying multi-modal connectivity in Santa Monica, Metro is concurrently constructing a regional bikeway corridor that will mirror the Expo right of way and terminate at the 17<sup>th</sup> and Colorado station. The City is preparing the MPNP to help guide this evolution and shape these pressures so they meet the community's priorities. The Expo station will provide nearby residents with a new transportation option, and will also serve two major hospitals and Santa Monica College. The City's objective is for the MPNP to direct interest and transformative market forces to guide incremental change within the Plan area through policies that address the social, economic and environmental elements of sustainability. Future public and private investment creates numerous opportunities to create a more walkable and human-scaled urban realm, update infrastructure systems, adaptively reuse existing structures, and create an array of new housing opportunities at a variety of incomes.



# Neighborhood Challenges



1. Wide boulevards lacking adequate pedestrian crossing opportunities 2. "Stub streets" along Olympic disrupting connectivity and access to Colorado 3. Lack of street trees 4. Wide sidewalk intrusions located on main streets 5. Opportunity for enhanced bicycle facilities along 17<sup>th</sup> Street

# Recommendation Approach and Strategy

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The extension of the Expo Line into Santa Monica represents the arrival of a new era of connectivity for Los Angeles County residents and many additional benefits to local and regional economies, culture, and lifestyle. At the same time, however, the City must proceed in a deliberate manner to assure that the new projects and land uses that accompany the station at 17<sup>th</sup> and Colorado as well as infrastructural improvements are done so as to maximize social, economic, and environmental benefits. These benefits include improved walking and cycling infrastructure, encouraging increased economic development and retaining existing local jobs, reducing building and infrastructure energy and water use, and providing public spaces for civic and recreational interaction. The recommendations presented over the following pages were developed through careful study of regional and local planning documents, City staff and stakeholder interviews, and a thorough on-the-ground analysis of community characteristics. Each of the resulting recommendations have been informed by best practices as identified by LEED-ND and have been produced with specific attention given to long-term sustainability and resilience.

Four key overarching themes guide the specific recommendations: 1) Multi-Modal Transportation, 2) Human Scale Design, 3) Environmental Design and Engineering, and 4) Community Preservation. **Multi-Modal Transportation** seeks to leverage the completion of the Expo station in 2016 as an opportunity to strengthen complementary forms for transportation throughout the Memorial Park neighborhood. Primary objectives include enhancing and integrating walking, cycling, and bus service to and from the station and the surrounding Pico and Mid City Neighborhoods increasing ridership, reducing congestion, activating the urban realm, and benefiting public health. **Human Scale Design** highlights the many opportunities to articulate the built environment such that it prioritizes the needs of people as new projects occur. Architectural, landscape, and urban design interventions such as consistent delineation of building facades with ample set-backs to accommodate outdoor uses, street trees, and lighting can work in concert to create a welcoming environment for people to interact with one another and their surroundings. **Environmental Design and Construction** capitalizes on new or renovated buildings to improve the environmental performance of individual structures, and combines infrastructural systems to achieve superior efficiency. **Community Preservation** recognizes that, as part of the Pico and Mid City Neighborhoods, the Memorial Park neighborhood is one of Santa Monica's more diverse, historic and economically challenged communities. As such, the City must strive to preserve both the neighborhood's unique cultural identity and prioritize affordable housing to ensure long-term housing, economic and community sustainability.



## Recommendations

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1 Multi-Modal Transportation	2 Human Scale Design
3 Environmental Design and Construction	4 Community Preservation

# Multi-Modal Transportation

The station at 17<sup>th</sup> and Colorado presents many opportunities for urban design strategies that foster walking, cycling, transit use, and alternatives to private automobile use. Since the Memorial Park neighborhood is a former industrial area, existing transportation facilities- especially for walking and cycling- are limited, and there remains much room for improvement. As more people and housing are introduced to the neighborhood, a concurrent effort should be made to address missing sidewalks and amenities, provide pedestrian lighting to improved safety, increase public transportation options, and provide connectivity across the freeway. Broadway offers the most complete current cycling facility within the study area with 5 foot wide painted bike paths on either side of the road. 17<sup>th</sup> and 14<sup>th</sup> Streets also offer painted bike lanes, though they are narrower. Most block lengths in Memorial Park are modest in size, with a typical length of 600 feet, thus facilitating travel by foot, but blocks along the south side of Colorado are much longer - over 1,000 feet- and the coming light rail will block crossings unless this configuration is modified in the future. Building setbacks, frontages, sidewalk intrusions, and crosswalk treatments vary dramatically throughout the study area, presenting many opportunities for improving the pedestrian experience by strengthening the street edge and increasing the consistency of the pedestrian environment. Though public transit in Santa Monica is generally well-developed, this area must increase capacity to respond to the introduction of light rail and Big Blue Bus is currently rerouting its lines to respond to the new station. With a likely increase in residents in the neighborhood, there will be an increased demand and need for multi-modal transportation options in the neighborhood. As the integration of the Expo Line into this already robust network takes shape, opportunities abound to make an even more seamless system that further encourages residents and visitors alike to use the train and commute in a more active and sustainable way.

LEED-ND recognizes that reduction in private automobile use has many positive impacts relating to reduced emissions and energy consumption, while simultaneously contributing to social cohesion and public health. In anticipation of people being dropped off and picked up from the station by private vehicles and shuttles, the City should provide shuttle staging areas and kiss and ride spaces near the station so that traffic flow along Colorado is not impeded. Additionally, the City should explore the reduction of parking minimums for new developments within a ½ mile walk distance of the station. Many of the credits within LEED-ND focus on providing and integrating physical features that support and encourage walking, biking and public transportation. Both highlighted by stakeholder comments and consistent with *Smart Location and Linkage (SLL) credit 4, Bicycle Network and Storage*, the most important cycling recommendation in the MPNP is the addition of a cycletrack along 17<sup>th</sup> to connect the Expo station south to Santa Monica College on Pico and north to the medical facilities on Wilshire and Santa Monica Boulevard. Further, the City is presented with a great opportunity to link this cycletrack both to the surrounding bicycle facilities as well as the regional Expo Bikeway currently being constructed. In addition to this critical improvement, upgrades to bicycle facilities on Broadway and the introduction of short-term and long-term bicycle storage options near the station, along with additional storage facilities provided by new construction, will facilitate the transition to a fully integrated multi-modal transportation hub. *Neighborhood Pattern and Design (NPD) prerequisite 3, Connected and Open Community* encourages internal and external street connectivity which in turn facilitates travel by foot. While the existing intersection density is sufficient per LEED-ND criteria, LEED also requires public access every 800 feet along the project boundary. At least one of the existing stub streets along Olympic (9<sup>th</sup>, 10<sup>th</sup>, 12<sup>th</sup>, Euclid) should be extended through to Colorado to provide a minimum of non-motorized public access to Colorado in order to satisfy this criteria. In addition, *NPD credit 8, Transportation Demand Management (TDM)*, promotes unbundled parking, providing employee transit passes, and employer TDM programs. The City currently has TDM programs in place that require employers to develop emission reduction plans and levies impact fees to large developments projected to generate more traffic. With the introduction of the Expo Line, the City should require that Santa Monica College, the hospitals, and new private developments explore TDM options that best utilize the new transit service.



## Action Items

- 1. Cycling:** Upgrade bicycle facilities to accommodate and encourage additional riders traveling to and from the Expo station. A two-way cycletrack should be installed along 17<sup>th</sup> street, extending between at least Wilshire and Pico to connect cyclists to the hospitals and Santa Monica College. Consideration should be given to further retrofitting the existing Class II bike lane down Broadway so as to provide high-quality facilities for cyclists traveling both north-south and east-west. Particular attention should be paid to how the Expo Bikeway currently being constructed by Metro will interface with bicycle facilities on 17<sup>th</sup> street. The City should also make a concerted effort to provide long-term covered bike storage near the Expo station similar to the Bike Center in downtown Santa Monica and require the installation of short-term racks with all new commercial developments.
- 2. Walking:** Extend at least two of the stub streets along Olympic (9<sup>th</sup>, 10<sup>th</sup>, 12<sup>th</sup>, Euclid) through to Colorado to provide improved public access and increase connectivity for these currently long and impenetrable blocks. The connections could be limited to pedestrians and cyclists. Improve pedestrian amenities such as adequate sidewalks and pedestrian lighting, particularly in the former industrial areas. Improvements to pedestrian crossings over the freeway should be explored and future pedestrian crossings of the Expo right of way along Colorado should be regarded as a top priority. Require surface parking lots to be located behind any new structures in order to provide continuous facades and minimize sidewalk intrusions along the curb.
- 3. Transit:** Provide designated facilities near the station to accommodate shuttle staging and kiss and ride spots. Reduce parking minimums for new commercial and multi-unit residential developments within ½ mile of the station. Integrate bus service with Expo service. Explore the provision of car sharing facilities near the station and the implementation of fully integrated Transportation Demand Management programs that take advantage of the new light rail service for the hospitals and college.

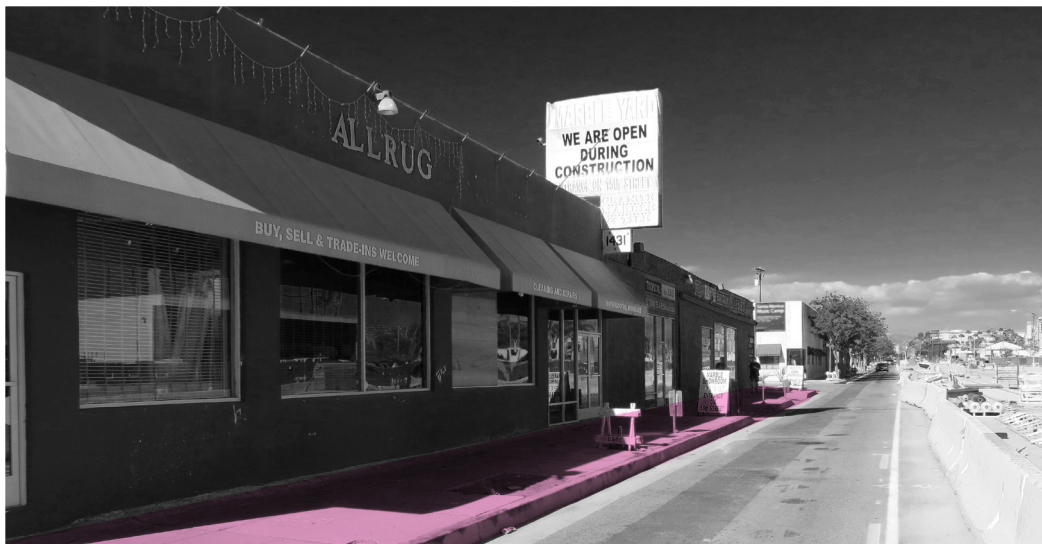
Stub street accessible from Olympic, that does not continue through to Colorado.



## Human Scale Design

As the Memorial Park neighborhood is an existing community without any large vacant parcels, the City should focus attention on architectural and urban design improvements that contribute to the creation of a welcoming public realm. Many of the existing buildings in the neighborhood, especially along Colorado, are large structures- echoing the legacy of industrial uses in the area, and in turn do not frame public spaces well. Human Scale Design is the result of many smaller design decisions that together yield an urban fabric oriented towards and readily intelligible to people. The Memorial Park neighborhood has a large degree of variation in street widths, building frontages, and land uses and lacks continuity and a coherent neighborhood identity. With the introduction of the Expo station and new land uses, the City is presented with a unique opportunity to guide the physical arrangement of individual structures and public spaces toward a stronger, more cohesive whole. The City should review its Land Use and Circulation Element's (LUCE) development standards in the Memorial Park neighborhood to ensure that Tier 1 projects will help guide the transformation of the area in a manner consistent with Human Scale Design. Tier 2 and 3 projects trigger development agreements under the LUCE, and the design review component of these agreements should focus on further encouraging such improvements.

LEED-ND credits in the Neighborhood Pattern and Design (NPD) category focus heavily on the creation of communities that facilitate and encourage walking, cycling, and transit use- the core elements of Human Scale Design. *NPD prerequisite 1 and credit 1, both named Walkable Streets*, promote the creation of a walkable environment through a 1:3 building height to street width ratio, requiring building frontages to face public spaces, minimizing curb cuts in sidewalks, and street designs that are safe for pedestrians and cyclists. *NPD prerequisite 2, Compact Development*, contributes to this vision by providing the requisite number of people to activate a public space by requiring a minimum of 12 dwelling units an acre or a .8 floor area ratio. Again, prioritizing pedestrian experience over vehicles, *NPD credit 5, Reduced Parking Footprint*, places parking lots at the rear or side of new non-residential buildings and multi-unit residential or mixed-use buildings. *NPD credit 14, Tree-Lined and Shaded Streets* further contributes to a welcoming urban realm through the introduction of street trees at an average interval of 40 feet or less.



Colorado is well positioned for major gains with the introduction of human scale urban design strategies



## Action Items

- 1. The Urban Living Room:** Develop land use policies and architectural review guidance that recognizes the importance of creating spaces suited for people to interact with one another and their surroundings. Key contributors to such an environment include striving for a 1:3 building height to street width ratio, continuous building facades with transparent ground floors, limiting surface parking lots, requiring lots that are built to be located along the side or behind buildings, and densities of at least 12 dwelling units per acre.
- 2. Pedestrian Prioritization:** Ensure that a physical form that promotes walkability is prioritized in future planning documents, development agreements and engineering improvements. Given the neighborhood's legacy as a former industrial site, areas for particular attention include providing pedestrian lighting, wide and continuous sidewalks, consistent application of street trees in accordance with the City's Urban Forest Master Plan, and formalized crossings along the Expo right of way on Colorado and across the 10 freeway.
- 3. Coordinate Improvements with Sustainability Goals:** The implementation of several of the Sustainability Goals identified in the MPNP can be used as catalysts for simultaneously improving Human Scale Design within the neighborhood. Stormwater Retention and Reclamation (Goal 1), Complete Streets (Goal 3), and Reduced Heat Island Effect (Goal 7) all present opportunities to improve upon existing conditions and create multiple benefits that yield a neighborhood character optimized for a vibrant street life.

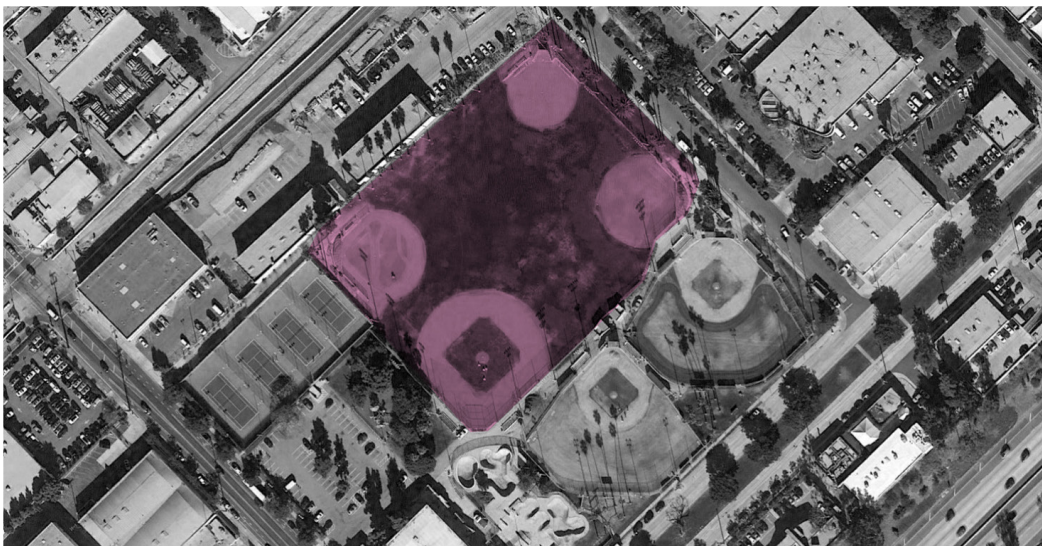


The design and experience of the streetscape throughout the neighborhood varies dramatically.

## Environmental Design and Engineering

As the Memorial Park neighborhood and the greater Pico and Mid City Neighborhoods are poised to evolve around the new Expo station, there are many instances in which specific attention to increased environmental design and engineering standards can offer substantial dividends. While the City's Sustainable City Plan aspires to have all buildings larger than 10,000 square feet achieve LEED certification, many additional opportunities present themselves, some of which function best as strategies for public infrastructure while others operate at the individual building level. New private residential and commercial structures, new public buildings at Memorial Park, and a proposed plaza near the Expo station can all contribute to a healthier, less energy intensive neighborhood with less impact on its surroundings.

Two key categories present themselves for improvement in the Memorial Park neighborhood, both of which are represented in LEED-ND's Green Infrastructure and Building (GIB) category. The City should consider making LEED certification for structures over 10,000 square feet compulsory and requiring reductions in building energy and water consumption for new structures. *GIB prerequisite 2, Minimum Building Energy Efficiency* and *GIB prerequisite 3, Minimum Building Water Efficiency* both set standards for substantive reductions over baseline conditions. As suggested in the draft MPNP, the City should require all Tier 2 and 3 projects under the LUCE to achieve at least 20% energy and water savings, along with renewable energy generation. Finally, the City should strive to encourage the reuse of the existing building stock- particularly the industrial facilities located on Colorado and Olympic, as encouraged by *GIB credit 5, Existing Building Reuse*. The City has begun exploring the implementation of district scale renewable energy production as well as heating and cooling systems, and *GIB credit 11, On-Site Renewable Energy Production* and *credit 12, District Heating and Cooling* both encourage such approaches. Finally, as encouraged by *GIB credit 8, Stormwater Management*, the playing fields of Memorial Park present an opportunity to retain stormwater runoff in underground cisterns, reducing loads on the Pico-Kenter storm drain and providing opportunities for reusing captured water to irrigate the fields.



Memorial Park's abundant field space presents opportunities for stormwater retention.



## Action Items

- 1. Buildings:** Require all new Tier 2 and 3 structures to produce at least 20% of energy through on-site renewable production. Require all new commercial and residential structures to exceed minimum building water and energy efficiency standards 20% beyond what is required by California Title 24, Part 6 and CalGreen. Encourage the adaptive reuse of existing structures- particularly the light-industrial warehouses located along Olympic and Colorado.
- 2. Infrastructure:** Explore the installation of a stormwater catchment system capable of capturing rainfall from the 85<sup>th</sup> percentile or greater storm. Memorial Park's playing fields coupled with its location and topography lends an excellent location for placing underground storage cisterns or infiltration galleries. As Memorial Park is currently irrigated using recycled water, captured water can be allowed to infiltrate back into local groundwater or discharged into the storm drain system at a rate that can be managed by the City's urban runoff recycling facility.

Commercial and light-industrial land uses remain important in the neighborhood, and the adaptive reuse of existing structures should be encouraged.



# Recommendation 4

## Community Preservation

A common theme throughout stakeholder meetings conducted by the assessment team, was a desire to preserve and enhance the affordability of the Pico and Mid City Neighborhoods (of which the Memorial Park neighborhood is a part) and offer nearby job opportunities that fit the education and skill level of the community. Recognizing that the availability of affordable housing and maintaining employment opportunities for local residents in the region are paramount, these recommendations seek to preserve community character while adapting to new economic pressures.

As the Memorial Park neighborhood and the larger Pico and Mid City Neighborhoods evolve, acute attention must be paid to ensuring that current residents, particularly renters, can continue to occupy their units and that new housing stock offers a robust number of affordable units. Concurrently, the City should strive to retain existing manufacturing and production jobs along Colorado Avenue and Olympic Boulevard and make a concerted effort to attract new skill-based employment options such as film production companies to the area by encouraging the adaptive reuse of warehouses. LEED-ND provides additional guidance with three separate credits that relate to affordable housing and jobs. *Neighborhood Pattern and Design (NPD) credit 4, Mixed-Income Diverse Communities* promotes equitable neighborhoods by encouraging a spectrum of housing types and affordable units. *Smart Location and Linkage (SLL) credit 5, Housing and Jobs Proximity* encourages a balanced community through the generation of jobs within a half mile of housing units. The City has many community programs in place and should focus these efforts to partner with Santa Monica College, the Police Activities League, and local businesses to offer relevant job training and placement programs to neighborhood youth. *Green Infrastructure and Building (GIB) credit 5, Existing Building Reuse* recognizes the value and embodied energy found in existing buildings and seeks to encourage their reuse through retrofitting structures to meet the needs of new uses. This strategy is particularly salient for the warehouses along Colorado and Olympic.



Memorial Park is home to many beloved Santa Monica establishments which the City should strive to retain in the neighborhood.



## Action Items

- 1. Housing:** Preserve and increase affordable housing options in the Memorial Park neighborhood and the larger Pico and Mid City Neighborhoods to maintain community diversity. The existing criteria found in the City's Affordable Housing Production Program (AHPP) aligns with the goals and intent of LEED-ND, but efforts should be made to ensure that efforts are made to preserve existing affordable housing units and new affordable units are produced within the boundaries of the Memorial Park neighborhood.
- 2. Jobs:** Partner with Santa Monica College, the Police Activities League, and local businesses- both those involved in physical manufacturing and digital production processes- to provide job training and placement opportunities for neighborhood youth. Maintain community identity by supporting and encouraging light industrial uses and adaptive reuse of industrial buildings.



(L) The Co-Op provides fresh and natural foods in the community (R) The Police Activities League (PAL) provides many after school programs.

# Sustainability Assessment

The Sustainable Neighborhood Assessment tool includes an annotated LEED-ND checklist created by Global Green. It is a key component of the process used to document and compare the assessment area against the LEED-ND prerequisites and credits. Each credit within the three credit categories (Smart Location & Linkage, Neighborhood Pattern & Design, and Green Infrastructure & Building) is marked as “achieved,” “not achieved,” “unknown,” or “not applicable” under baseline conditions. Each credit was then evaluated based on 6 assessment categories: local planning policy, regulatory support, technical feasibility, market support, and stakeholder input. The preliminary checklist analysis was edited after site visits, stakeholder meetings, and conversations with City staff. This information was then translated into an overall assessment of sustainable neighborhood performance.

Based on the in-field assessment, planning document review, various stakeholder meetings, considering existing conditions, technical feasibility, policy readiness, financial burden, and applicability to neighborhood conditions, the Global Green team estimated which LEED-ND credits had significant support / no technical issues, lacked explicit support / minor technical issues, faced opposition / significant technical issues or were not applicable. The bar graph summary identifies the overall level of sustainable neighborhood performance for the Memorial Park neighborhood. Many credits fall into the “Likely” category, and of the remaining credits, a significant percentage fall within the “Possible with Effort” category, which shows the large potential for improving the sustainability of the neighborhood, specifically by pursuing the high-priority recommendations described in this report.

The recommendations listed in the previous pages are largely a response to LEED-ND criteria which achieving was identified as “Possible with Effort” by the assessment team. While these values do not correlate to specific LEED-ND points, they provide an estimate of the neighborhood’s potential level of future achievement. It should be noted that this is a rough measure of performance and not an exact representation of the neighborhood’s level of possible certification. It should also be noted that all the prerequisites need to be achieved if certification will be pursued. While recognizing these constraints, the categories generated through the assessment serve as a useful metric for estimating formal LEED-ND certification. Global Green’s LEED-ND assessment tool was then used to determine which credits were likely achievable with current conditions, and which were likely possible with effort- determined by measuring the rating each credit was given across the 6 assessment categories described above. Given the presumption that all those designated as “Achievable with Current Conditions” by the assessment tool would be achieved, providing a baseline point tally of 46, and those ranked as “Possible with Effort,” are aggressively pursued and achieved, affording an additional 30 points, the analysis shows that the Memorial Park neighborhood would likely earn a rating of gold from the USGBC.

	Total	Achievable with Current Conditions	Possible with Effort
Smart Location And Linkage	27	11	3
Neighborhood Pattern and Design	44	25	16
Green Building and Infrastructure	29	10	12
	<b>100</b>	<b>46</b>	<b>30</b>
<u>LEED-ND Certification Thresholds:</u>			
	Certified: 40-49	Gold: 60-79	Silver: 50-59
			Platinum: 80+

This summary table shows the credit points likely to be achieved through current conditions, and those likely to be reached with effort.



# Sustainability Assessment

Baseline Conditions
Local/Regional Planning Priority
Regulatory Support
Technical feasibility
Market Support
Neighborhood Need/ Stakeholder Input

Legend	
✓	Achieved
?	Unkown
X	Not Achieved
-	Does not exist/ NA
■ (Teal)	Explicit support/ no technical issues
■ (Yellow)	Lack of explicit support/ minor technical issues
■ (Red)	Opposition/ significant technical issues
■ (Grey)	Not Applicable

Smart Location and Linkage		Total Points
✓ ■ ■ ■ ■ ■	P 1 <b>Smart Location</b>	Required
- ■ ■ ■ ■ ■	P 2 <b>Imperiled Species and Ecological Communities</b>	Required
- ■ ■ ■ ■ ■	P 3 <b>Wetland and Water Body Conservation</b>	Required
- ■ ■ ■ ■ ■	P 4 <b>Agricultural Land Conservation</b>	Required
- ■ ■ ■ ■ ■	P 5 <b>Floodplain Avoidance</b>	Required
✓ ■ ■ ■ ■ ■	C 1 <b>Preferred Locations</b>	
✓ ■ ■ ■ ■ ■	C 2 <b>Brownfield Redevelopment</b>	
✓ ■ ■ ■ ■ ■	C 3 <b>Locations with Reduced Automobile Dependence</b>	
✓ ■ ■ ■ ■ ■	C 4 <b>Bicycle Network</b>	
✓ ■ ■ ■ ■ ■	C 4 <b>Bicycle Storage</b>	
✓ ■ ■ ■ ■ ■	C 5 <b>Housing and Jobs Proximity</b>	
- ■ ■ ■ ■ ■	C 6 <b>Steep Slope Protection</b>	
- ■ ■ ■ ■ ■	C 7 <b>Site Design for Habitat or Wetland and Water Body Conservator</b>	
- ■ ■ ■ ■ ■	C 8 <b>Restoration of Habitat or Wetlands and Water Bodies</b>	
- ■ ■ ■ ■ ■	C 9 <b>Long-Term Conservation Management of Habitat or Wetlands an</b>	
<div style="display: flex; justify-content: space-between; align-items: center;"> <span>42%</span> <span>10% 0%</span> <span>48%</span> </div>		

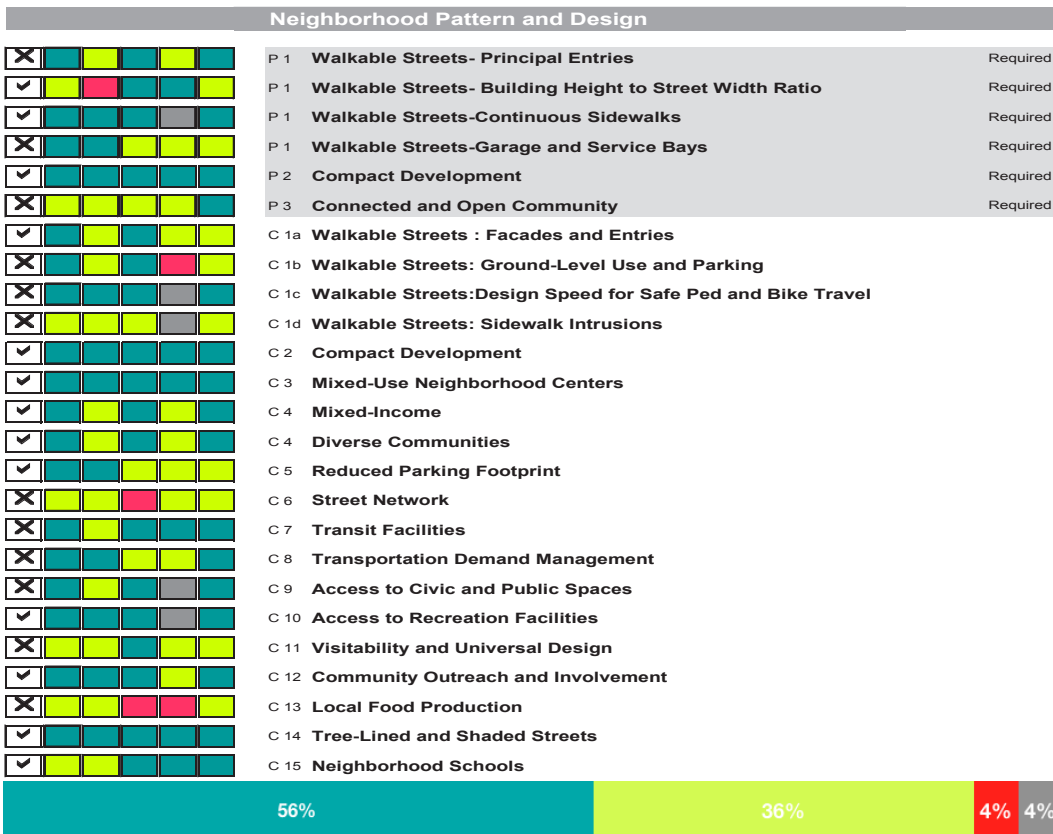
## Smart Location and Linkage

Smart Location and Linkage focuses primarily on existing site conditions to ensure that developments are not located in floodplains, on steep slopes, or cause damage to ecological communities or local water bodies. Since the Memorial Park neighborhood is not located near any of these sensitive areas, has access to transportation systems, and does not have large vacant sites, any new development will not adversely impact these criteria.

# Sustainability Assessment

Baseline Conditions
Local/Regional Planning Priority
Regulatory Support
Technical feasibility
Market Support
Neighborhood Need/ Stakeholder Input

Legend	
✓	Achieved
?	Unkown
✗	Not Achieved
-	Does not exist/ NA
Teal	Explicit support/ no technical issues
Yellow	Lack of explicit support/ minor technical issues
Red	Opposition/ significant technical issues
Grey	Not Applicable



## Neighborhood Pattern and Design

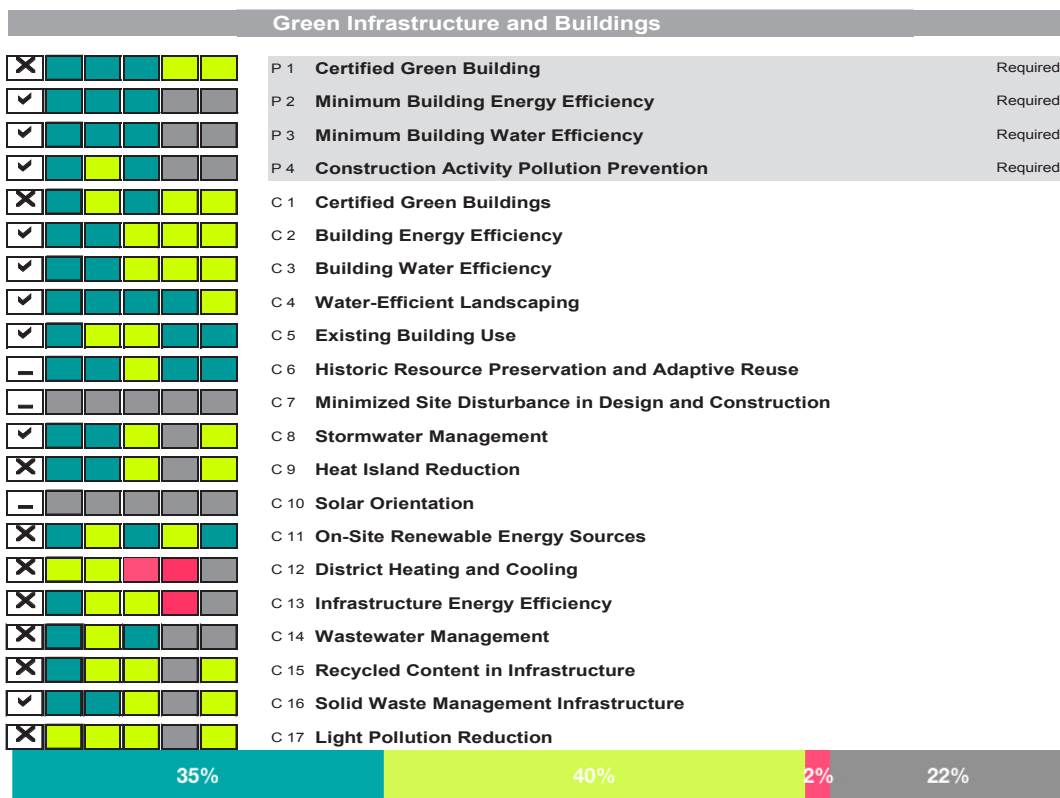
Neighborhood Pattern and Design aims to influence the physical layout and design of the community to yield walkable communities with a variety of land use types. The Memorial Park neighborhood can be characterized as having a strong underlying framework of block size, density, and basic public amenities including sidewalks, streetlights, and street trees. Areas for specific improvement in this category include providing non-motorized access through some of the stub streets along Colorado, installing pedestrian lighting, providing crossings along the Expo right of way and the freeway, and limiting surface parking lots in the neighborhood.



# Sustainability Assessment

Baseline Conditions
Local/Regional Planning Priority
Regulatory Support
Technical feasibility
Market Support
Neighborhood Need/ Stakeholder Input

Legend	
✓	Achieved
?	Unkown
X	Not Achieved
-	Does not exist/ NA
Teal	Explicit support/ no technical issues
Light Green	Lack of explicit support/ minor technical issues
Red	Opposition/ significant technical issues
Grey	Not Applicable



## Green Infrastructure and Building

Green Infrastructure and Building seeks to optimize individual buildings and surrounding infrastructure systems to reduce their energy and water consumption and associated emissions. By nature of Santa Monica being located in California, many of the efficiency standards in this category's prerequisites are satisfied by Title 24 and CalGreen standards, in combination with the City's own green building ordinance. Two key areas for City attention include exploring expanded stormwater management opportunities underneath the playing fields at Memorial Park and requiring more stringent building energy and water efficiency standards for all Tier 2 and 3 developments in the neighborhood.

# Global Green USA

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