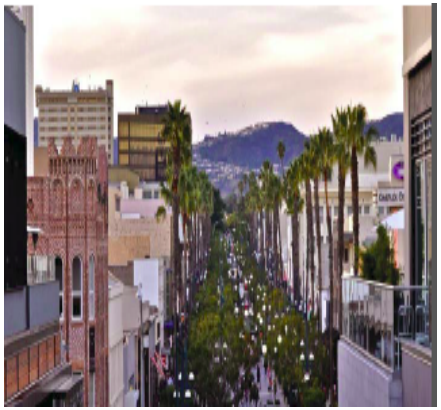


# DCP Vision & Recommendations

Downtown Plan – Neighborhood Council Working Group
DRAFT March 30, 2016

# Vision - Downtown is Our Urban Neighborhood

- Deliver on Goals for Circulation, Mobility and Parking
- Meet Residents' Needs for Open Space
- Incentivize Housing, Local Business, Retail, Restaurants and Night Life
- Height Limits for All Projects
- >30% Affordable Housing Required
- Deliver on Sustainability Goals  of Air, Power, Water, Solar, Public Protection and Schools

# DCP and DSP Concerns

- DCP 2016 a repackaging and marketing of DSP 2014 with focus of maximizing growth in Downtown
  - Allows Tier 3 projects of up to 100,000 sq. ft. e.g., black building at NW corner 2nd and Wilshire (was 60,000 in DSP) to be built using a checklist of benefits and a DR (only public comment is at Planning Commission with no City Council input unless appealed )
  - Focus on consolidation of lots and incentivizing  big projects
  - Added a 9th Opportunity Site (Vons – Lincoln & Broadway)
  - GAMP (Gateway Access Master Plan) is a separate plan for large lots on south side of Downtown and freeway realignment (Sears. BBB, Expo and Wyndam Hotel)

# DCP and DSP EIR Concerns

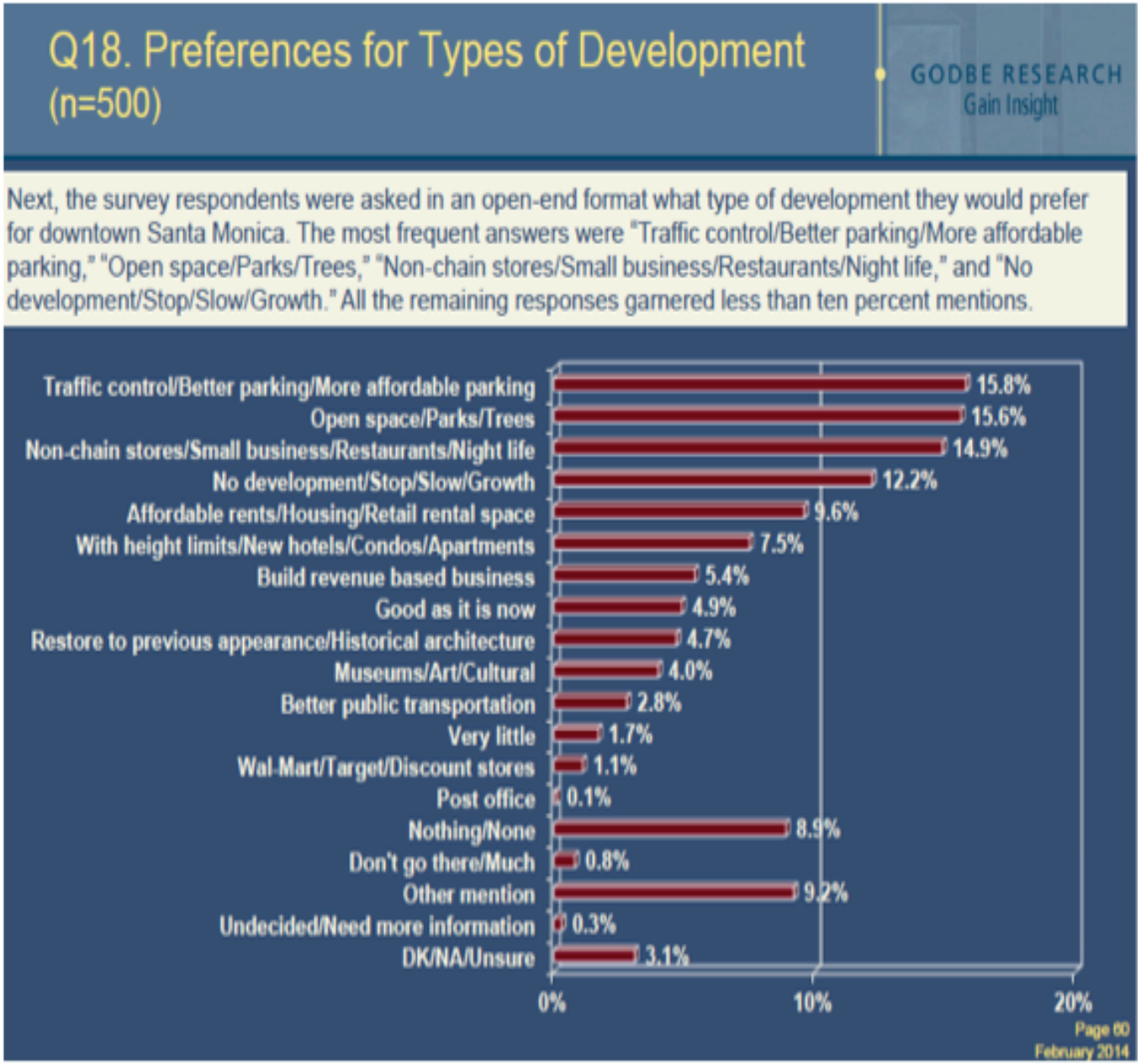
- Throughout DSP/DCP there was no comparison to existing zoning or size of existing physical structure and no rationale for changes
- Open space may be public or private; no difference between at grade open vs. private balconies, rooftops, etc.
- Plan has 6 sub-districts which could easily be consolidated (consolidate mixed-use neighborhood, core neighborhood, Ocean transition and Promenade under Downtown Core) (consolidate Lincoln and Wilshire as Mixed-Use Blvd. Low)

# DCP and DSP Concerns

- Community Benefits are enhanced project mitigations, amenities and elements required by Santa Monica ordinance & State/Federal law
  - Historic Preservation omitted from Community Benefits
- Traffic & Parking continues to focus on goals & aspirations not definition, design and placement
- DSP EIR states that best environment project is – Alternative 2 – Elimination of Tier 3 Projects

# What type of development would you prefer for downtown Santa Monica?

**Godbe Research Survey; 500 Santa Monica residents (18+ years old); February, 2014**



# Circulation and Mobility

- Fund a Circulator Bus Connecting Neighborhoods with Expo, Downtown, Beach, Pier and Civic Center
- Create a TMO as Mandatory/Incentivize and Publicly Report TDM Compliance (AVR Reports)
- Remove Sufficient Street Parking to Widen Sidewalks, Allow Drop-Offs/Pick-Ups and Create Bus/Bike Lanes on Ocean, Olympic and 4th

# Circulation and Mobility (contd.)

- Seek Long Term Pedestrian/Vehicle Separation with new Over/Underpasses on 4th/Colorado and Ocean/Colorado
- Consider One-Way Streets for East and North/ South Traffic
- Sidewalk Widths of 20 feet Throughout Downtown
- Provide Parking Near Freeway Exits

# Open Space

- Require minimum 30% Open Space per each project – Santa Monica is "park poor"
  - Allow in-lieu payments to encourage larger open spaces
  - Privately-Owned Public Space (POP), Streets and Sidewalks are not Open Space or a Community Benefit
- Create a Downtown Urban Park/Plaza at 4th/ 5th & Arizona with at least 60% Open Space

# Development Standards

- Simplify to Three Zones:
  - Downtown Core (Ocean to 7th and Wilshire to Santa Monica/Broadway)
  - Neighborhood Adjacent/MUB-Low (North Side of Wilshire and East Side of Lincoln from 2nd St. to Lincoln/Freeway)
  - Transit Adjacent (Ocean to Lincoln from Santa Monica/Broadway to Freeway)

# Three Downtown Sub-Area Designations

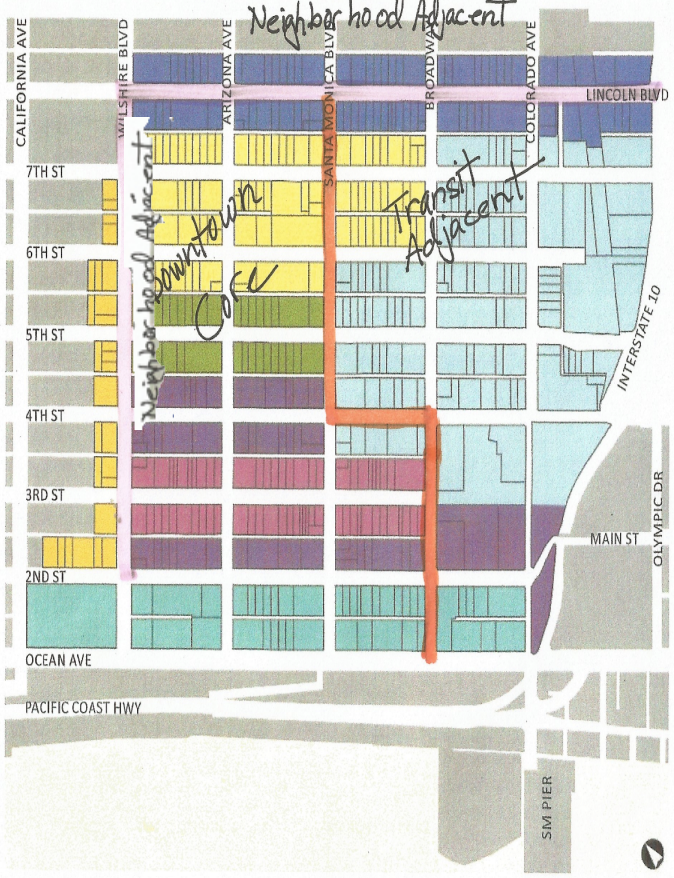


## 6.2 SUB-AREA DESIGNATIONS

The community's expectation for the Downtown to maintain its position as an energetic, equitable and sustainable urban neighborhood is addressed through careful land use planning integrated with circulation policies. Many of the policies throughout this document are woven through the standards and guidelines included in this chapter, such as scale, height, and design.

The Downtown area is made up of different character areas that vary in overall density, land use mix, height, massing, and even the permeability of the buildings along the street. The walk down Santa Monica Boulevard or Arizona Avenue from Ocean to Lincoln reveals clearly legible 'layers' of character areas. This variety is presented through these standards and guidelines. At the same time, the DSP also enhances those areas of the Downtown, that are not covered in the Bayside District Plan, and brings the careful concepts of that plan to capture new areas of the Downtown created by the LUCE boundaries.

Illustration 6.1 Map of Downtown Sub-Area Designations




KEY

- Mixed-Use Boulevard
- Mixed-Use Neighborhood
- Core Neighborhood Transition
- Transit Adjacent
- Promenade Conservation
- Wilshire Transition
- Ocean Transition
- Downtown Core

# Development Standards (contd.)

- Limit Lot Consolidation to Two Parcels (100 feet Façade Width)
- Lower Development Review Approval < 50,000 SF
- Include All Large Sites in DCP Zoning
- Projects that exceed Zoning Go on Ballot
- Encourage Mid-Block Passages (Paseos) as Required Open Space with Small Rentable Business Spaces

# Development Standards (contd.)

- Encourage outside dining tables with minimal fees and enforcement standards
- Eliminate Tier 3 Height Incentive for Landmark Parcels or Adjacent Parcels and Structures of Merit(transfer of development rights)
- All Buildings LEED Platinum, Incentivize Adaptive Reuse and Renewable Energy

# Community Benefits

- Simplify Tier 2 & 3 Community Benefits to Increases above Tier 1 Plus Findings
  - Applicable to Projects <50,000 SF
  - Raise Bar with Significant Fees
  - Consider Historical Preservation Fee
  - Consider Annual Community Benefits Payments for Transportation Circulator

# Infrastructure

- Require Projects to Pay for Infrastructure Expenses e.g., larger water & sewer pipes, power transmission upgrades

- Require 2030 Plans for Schools, Police, Fire, Sewer, Water, Parks, Open Space and Energy
  - Require Analysis of Future Expenses & Financing Alternatives
  - Require Shading Consideration for Renewable Energy/Solar

# Infrastructure (contd.)

- Focus on Water Retention to Recharge Aquifer with permeable surfaces and more ground level open space

- Require identification and linkages via DCP to all projects throughout Downtown e.g., Fire Station, Police, Emergency Response to Disaster