

ATTACHMENT 3: LOCAL COASTAL PROGRAM SLURP POLICIES

LOCAL COASTAL PROGRAM POLICIES RELATING TO THE SAN LORENZO URBAN RIVER PLAN (SLURP) DRAFT AMENDMENTS FOR PLANNING COMMISSION DISCUSSION – JULY 21, 2016

Front Street (Significant Riverfront Areas = SRFA)

The nine existing SLURP policies can be deleted and substituted with the following two policies that will better support the land use objectives for this area.

Require new development projects to incorporate design features that encourage active engagement with the Riverwalk such as; filling adjacent to the Riverwalk and landscaping, providing direct physical access to the Riverwalk, including appropriate active commercial and/or residential uses adjacent to the Riverwalk, or providing a combination of these and/or other design features that support the resource enhancement and river engagement policies of the San Lorenzo River Plan.

Require new development projects to incorporate pedestrian and/or bicycle connections between Front Street and the Riverwalk at appropriate locations such as the extensions from Maple Street and near Elm Street. Support a pedestrian bridge in the general vicinity between the Riverwalk near the Maple Street terminus to the Mimi de Marta Dog Park on the east side of the river.

~~SRFA 1 — Maintain existing development standards in the Downtown Recovery Plan (DRP) for the Front Street Riverfront Area including principal permitted uses for ground-level and upper floors, conditional uses, and height and step-back requirements. Maintain maximum height restriction to 50 feet with development above 35 feet in height stepping back at least 10 feet at an angle not to exceed 42 degrees. (DRP, p. 47-50)~~

This policy language was a recommendation from the SLURP from a process that is now outdated. The SLURP was intended as a resource protection programmatic guide and not a land use planning document. The SLURP process did not have the benefit of any land use planning guidance for architecture or urban design. Since the adoption of the SLURP, the City has undertaken a comprehensive effort to update the principal land use document for the area – the Downtown Recovery Plan. Development standards for this area are appropriately located in the DRP and not within the Local Coastal Plan.

~~SRFA-2 — Maintain the ten-foot setback area between residential and commercial uses adjacent to the levee trail from the western edge of the trail. The setback area should be filled to raise the adjacent ground-level use to the same elevation as the levee trail. This area should also incorporate outdoor public seating or visually accessible garden space for residential development. Trees planted as~~

~~part of the San Lorenzo Flood Control Improvement Project should be maintained and incorporated into new development. (DRP, p. 51)~~

This policy language is not necessary to define the 10-foot setback to the trail since the trail is already at least 10-feet away from the property line. The remainder of this language is overly prescriptive for the LCP and internally inconsistent: it is not possible to preserve all trees planted with the San Lorenzo Flood Control Improvement Project while simultaneously requiring the bank to be filled to encourage better access from adjacent development.

~~SRFA-3 — Maintain design guidelines for residential and commercial development with the exception of limiting building materials to more natural wood, brick and stone; avoid overuse of concrete and stucco. (DRP, p. 51)~~

This language is not appropriate for the LCP. It is too detailed and most of the downtown is outside of the Coastal Zone.

~~SRFA-4 — The “river promenade” proposed in the original San Lorenzo Design Concept Plan between Soquel Drive and Laurel Street should be re-conceptualized as a more natural, less formal looking “trail” with adjacent garden space and native trees to be accommodated in the ten foot setback area.~~

Levee Trail complete; referenced area mostly outside the Coastal Zone.

~~SRFA-5 — Establish a river plaza or park within the Front Street Riverfront Area between Soquel Drive Avenue and Laurel Street on the west bank (upstream orientation). Redevelopment of the Metro Station affords an opportunity for connecting a plaza or park with a public area on the east side of Front Street. Other favorable sites are the terminus with Cathcart Street and the terminus with Maple Street (Figures 49 & 50).~~

This policy should be deleted due to the fact that the primary location of the concept of a public plaza is outside of the Coastal Zone.

~~SRFA-6 — Maintain the wooden roof truss buildings along Front Street as architectural artifacts to demonstrate the “working waterfront” character of the area.~~

It is unclear where this policy came from. The ‘historic’ buildings were constructed in the 1920’s to 1940’s and relate to the auto-service industry and automobile culture.

~~SRFA-7 — Ensure that any parcel consolidation strategy provides for public access from the Front Street sidewalk to the levee. Maintain the ten foot step back requirement between buildings included in the Downtown Recovery Plan for any development. Encourage pedestrian traffic through creative inviting design and incorporate water features, gardens, paving, and stairways up the levee as design features.~~

The proposed policies better reflect the combined intentions and direction for

land use in this area.

~~SRFA — 10 — Maintain views from both taller downtown buildings to the River and from the River trail to distant mountains and ridges, avoiding creation of a development “wall” between the downtown and the River.~~

Taller downtown buildings are outside of Coastal Zone; the Riverwalk path creates the view corridor.

~~SRFA-11 — Preserve views along the Front Street area to and from Beach Hill, a significant historic feature in this area.~~

This policy is too vague and is not a resource-related policy that follows the other parts of the SLURP.