

## Revisions to the Final Draft Bergamot Area Plan

The following list summarizes the changes that have been made to the DRAFT Bergamot Area Plan since the publication in February 2013. The list attempts to capture major changes, but is not intended as an exhaustive summary of all modifications.

### **General edits throughout the document:**

In the final draft plan, some sections have been re-ordered for better flow and easier use as a Code document. There was a careful review to ensure that Plan goals and intents were followed through in terms of requirements and standards to implement them. Graphics have been improved throughout the document, including additional boxes to highlight key points and updated maps and other illustrations. The draft has been further edited to improve its readability.

The following highlights the changes in each chapter.

### **Executive Summary**

This new section highlights the ideas and concepts that underpin the Plan and summarizes some of the specific features of the Plan. Key plan graphics are included in the executive summary.

### **Chapters 1, 3 (Introduction, Setting the Stage, Vision and Guiding Principles)**

In these chapters, minor typographical edits and language clarifications have been made, but there are no substantive changes.

### **Chapter 2 (Setting the Stage)**

- a) Content has been added to the discussion on Housing in an Employment District to reflect new policies that have been included in Chapter 4e, Economic Sustainability.

### **Chapter 4 (Core Components)**

**4A, 4B:** In these sections, minor typographical edits and language clarifications have been made, but there are no substantive changes.

#### **4.0c Circulation and Mobility**

- a) Content has been added to the discussion of Transit and future Big Blue Bus operations:
  - A more detailed description of potential shuttle services, both public and private that serve both employees and Santa Monica residents, including older adults, has been added.
  - A layover space for Big Blue Bus operations adjacent to the Expo station has been inserted into the future vision to create seamless connections between multiple modes of transit.
- b) A new section on the Transportation Management Association (TMA) has been added to describe the role of the TMA in managing the shared parking district, incentivize existing surface parking lots to share parking, setting daily parking pricing rates, and managing the area wide parking information system.
- c) A section on Park and Ride has been added that describes the methodology and implementation approach for reducing impacts caused by park and ride, including a preferred parking rate for registered members of the TMA, which can include residents.

- d) A thorough review of parking policies has been undertaken to refine standards based on community comment and to ensure that policies are being implemented through applicable standards in Chapter 5, Development Standards:
- e) Circulation policies have been extensively revised in order to be more Bergamot Plan area specific. For instance, several of the new policies target vehicle speeds and reduction of cut-through traffic, address No Net New PM Peak Hour trips, expand transit connections and ridership opportunities, set a higher Average Vehicle Ridership (AVR) for the Plan area of 2.0, and identify specific bicycle facility enhancements.

#### **4.0d Art and Culture**

- a) Minor typographical edits have been made

#### **4.0e Economic Sustainability**

- a) Minor typographical edits have been made.
- b) Content has been added to the discussion of Sustainable Housing Choice to add specificity to the spectrum of housing choices encouraged by the Plan's policies.
- c) Additional policies have been added to address housing affordability:
  - Policy E.4.4. Conduct community benefits negotiations with developers focused on affordable housing that seek to address the need for a continuum of housing affordability ranging from extremely low income (30 percent of AMI) to workforce housing (defined as 120 percent to 180 percent of AMI).
  - Policy E.4.5. Encourage non-profit or other affordable housing developers to acquire a site and build a 100 percent affordable housing project where "affordability" is defined to include an income spectrum ranging from extremely low income to workforce.
  - Policy E.4.6. Work with Bergamot Plan area and other nearby employers to create employer-sponsored housing benefit programs such as a pooled housing assistance program which could provide financial assistance to potential homeowners to supplement down payments, closing costs, or other expenses associated with obtaining housing in the area.
  - Policy E.4.7. Allow developers to build housing units with all parking unbundled from the rental lease and with reduced parking once plan targets are achieved. These units would be less expensive for the developer to build than units with parking, and units without parking typically have a discounted price, making them more affordable, especially to households in the 120-180 percent of AMI income range.
  - Policy E.4.8 Strive to achieve a target of 30% of new housing that is affordable to households earning between 30% and 180% of area median income.
- d) Policy E.5.6 has been added to promote business-to-business spending through the City's Buy Local program

#### **4.0f Utility Infrastructure**

- a) Minor typographical edits have been made
- b) Minor graphic changes have been made
- c) The need for a new water main on Olympic Boulevard to accommodate new development has been added to Table 4.F.01 (Bergamot Plan Area Infrastructure Assessment) and to the discussion on Water and Sewer Utilities.

## 5.0 Development Standards

- a) Chapter 5 has been significantly revised to better implement the Plan, including substantively revised proposals, clarification of language, and re-organization. The revised chapter has been made consistent with the necessary format for use as a zoning document.
- b) No changes have been proposed to the maximum floor area ratios and height, which remain reduced from the standards in the LUCE for the entire area. The most significant substantive changes to the Project Standards are:
  - Changes to the use table to ensure appropriate uses are allowed or prohibited in each district and to correct footnote references.
  - Pursuant to Council discussion on increased affordability of housing in the area, a provision was added that allows floor area in Tier I and Tier II projects for deed-restricted affordable and workforce housing units provided above and beyond the minimum AHPP requirements to be calculated at 75 percent of actual floor area in order to incentivize additional affordable and workforce housing production.
  - Open Space standards have been adjusted in the BTV district to require increased size of required primary open space for Tier 1 to foster better site design.
  - The community benefit requirements for Tiers II and III have been clarified, with Tier II defined with more certainty for these projects that will be approved by CUP rather than DA.
  - Section B.3, Transitional Height Zones, has been reworked to provide standards for the 3 distinct conditions in which Bergamot Plan area properties face existing residential properties outside the Plan area. The 45 degree angle standard that was included in the Draft Plan has been eliminated, and replaced with a volumetric requirement that meets the stringent scale and massing objectives, while providing flexibility in its execution.
  - Pursuant to Council discussion and direction, Section B.8, Average Size of Residential Units has been removed.
  - A new section, B.12, Non-Conforming Uses and Standards, has been added that modifies the Zoning Ordinance requirements to support Plan goals in two ways:
    - To ensure a finer grain block pattern and human-scale buildings, existing buildings over 300 feet in length that are adaptively reused are required to be modified to provide a pedestrian throughway at ground level.
    - Existing structures in the two Conservation districts are allowed to add mezzanines and not count it as floor area and to utilize the State Historic Building Code.
- c) The section on Parking and Bicycle Standards has been expanded to include Parking and Loading standards and Transportation Demand Management (TDM) (Section B.14). The most significant substantive changes are:
  - Commercial/Residential Parking Standards: In order to achieve the goals for shared parking, parking requirements have been split between Tiers 1-2, and Tier 3 projects. Tier 3 projects are required to provide shared parking, whereas Tiers 1-2 are incentivized to provide shared parking if additional parking is provided above the required level.

- Table 5.10, Ridesharing and Zero-Emission Vehicle Parking Requirements have been split into separate requirements.
  - The applicability of parking exemptions for Minor Additions of New Floor area has been reduced to 500 square feet, from 1,000 square feet originally proposed.
  - Standards for Long- and Short-term bicycle Parking have been clarified and increased for short term parking to be more appropriate for certain uses, and provisions added to allow for an in-lieu fee payment that could be used to provide efficient bike parking in the public right of way.
  - A new section, B.14.C, Loading and Design Standards have been added to ensure adequate areas for loading purposes for all on-site uses.
  - The section on TDM & TMA (formerly B.11.C) has been moved to Section B.14.D, “TDM and TMA Establishment,” and has been strengthened to prioritize the establishment of a TMA in the Bergamot Plan area, and to require membership for projects or additions over 5,000 SF for the first 25 years from the date of Certificate of Occupancy.
- d) Some flexibility has been provided for Parking Pricing (B.14.A.11.b) allowing parking rates charged to residents and TMA members to vary from those of non-area users, such as for Expo park-and-ride. A variable parking pricing rate is also described which will allow all users to park more cheaply during off-peak hours such as weekends and evenings.
- e) Section B.14.A.11.c addresses Parking for Deed-Restrict Affordable units, and includes a methodology for determining the appropriate rent reduction for opting out of a parking space.
- d) Revision to clarify that tandem parking is not permitted in the Bergamot Plan area for residential uses, but is permitted for commercial uses with a valet. Stacked parking (mechanical lift mechanisms) are also allowed for commercial parking.

## **6.0 Design Guidelines**

As feedback on the Guidelines was very positive in the previous draft, this section has been altered very little. A new guideline has been added to Architectural Character Design Guidelines requiring that when multiple buildings are developed on a single parcel, each building shall be differentiated through architecture, materials and site design.

## **7.0 Street Standards and Design Guidelines**

- a) The Street Network Map has been inserted into this Chapter.
- b) Street Trees species have been indicated based on direction from the Urban Forest Task Force.
- e) A design guideline has been added to encourage planting of trees in native soils rather than in planters.

## **8.0 Implementation and Monitoring**

- a) In order to provide more complete information to decision-makers about the challenges ahead and need for public investment to implement the Plan, Table 5.05 has been revised with a column including rough order magnitude (ROM) costs for public improvements in Phase 1 and for major non-project-dependent capital improvements in Phase 2.
- b) A detailed description of the Community Facilities District (CFD) process, one option that has potential to fund a variety of district improvements, has been added to page 224.