ATTACHMENT 3: LOCAL COASTAL PROGRAM SLURP POLICIES

September 15, 2016

No additional changes were made since the 8-18-2016 Planning Commission meeting.

LOCAL COASTAL PROGRAM POLICIES RELATING TO THE

SAN LORENZO URBAN RIVER PLAN (SLURP)

DRAFT AMENDMENTS FOR PLANNING COMMISSION DISCUSSION – JULY 21, 2016

The second proposed policy was amended by the Planning Commission at the July 21, 2016 meeting to delete the second sentence as shown with yellow highlighting. Note that NONE of the resource protection policies from the SLURP are proposed to be modified.

**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.~~

This policy language was a recommendation from the SLURP from a process that is now outdated.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.

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.

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

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

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.

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.

The proposed policies better reflect the combined intentions and direction for land use in this area.

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

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