



DCP

Sat, Jul 8, 2017 at 7:23 AM

Reply-To:

To: clerk.mailbox@smgov.net, council@smgov.net

Council Members:

Please be advised that at WILMONT'S annual meeting late last month, the following resolutions were passed by large majorities regarding issues before you in the Downtown Community Plan. Your consideration for our members views is appreciated.

Approved Wilmont Member Resolutions (Annual Meeting – June 2017) & Approved Wilmont Executive Board Resolutions

The Wilmont Membership approved the following seven resolutions regarding the Downtown Community Plan at its annual meeting on June 24, 2017.

Resolution 1: Wilmont supports an urban park at 4th/5th and Arizona (resident-owned land) to serve as a vibrant, green gathering point for our community.

- At least 80% of the land must be ground-level open space.
- The remainder must not exceed the zoning height limit.

Background

The Downtown Specific Plan proposes a 12-story building on this 2.5 acre site. With limited ground-level open

space, the proposed structure would offer mostly commercial space, including office space and a luxury hotel, but little housing. This Plan will increase traffic down Wilshire because of the work/housing imbalance.

Resolution 2: Wilmont supports a 4-3-2 city: 4-stories Downtown, with 3 stories on boulevards and two stories in neighborhoods.

- The 4-3-2 model is sustainable for water, solar power, parking, traffic, public services and our ability to survive serious events e.g., earthquakes.
- Downtown boulevards that transition to neighborhoods (like the north side of Wilshire), must not exceed 3-stories.

Background

Downtown now includes the north side of Wilshire from Lincoln to Ocean. Most apartments and condos next to Wilshire are 1-3 stories high. 4-storey buildings would shade Wilmont homes next door. North Wilshire is also beyond walking distance of Expo, so high, dense housing would increase parking and traffic in Wilmont.

Resolution 3: Wilmont supports the halt of commercial invasion and expansion into residential neighborhoods.

Background

The Downtown area has been expanded by 30% - pushed east of Lincoln Blvd. and to the north side of Wilshire Blvd. The Downtown Community Plan proposes dense 50' buildings on Wilshire with minimal parking. Developers continue their pressure to rezone residential parcels on 2nd Street to commercial in Wilmont. The Palihouse is a 24/7 hotel that disrupts our neighborhood and the Miramar Hotel expansion is a threat to the quality of life all surrounding residents.

Resolution 4: Wilmont supports the elimination of all “Super Large Sites”/”Opportunity Sites” in the Downtown Community Plan and all future city plans including the Gateway Access Master Plan (GAMP)

Background

- Super Large sites filled with luxury hotel rooms and office spaces exacerbate our housing/jobs imbalance, use up our limited water supplies, stress city services and increase traffic to our city.
- The Fairmont Miramar, Gehry Hotel (Ocean Hotel), 4th/5th and Arizona development, Wyndham Hotel, Sears property, BBB property and Expo Metro Yards could all be 130 feet tall.
- The proposal for the 4th/5th and Arizona development is 2.5 acres/ 12-stories, but only offers 48 Affordable Housing units. That project would bring thousands of additional cars down Wilshire every day.

Resolution 5: Wilmont supports the development of a circulator system (small buses, jitneys, trolleys) that moves throughout the City and connects to Expo.

Background

- The Big Blue Bus is a regional service that does not prioritize Santa Monica residents.
- Residents need realistic transit options, not mandates, elimination of parking or PR campaigns to stop using cars.

Resolution 6: Wilmont supports parking standards that allow existing residents to park on the street near their homes.

- Parking standards must not allow hotel and motel guests, banquet and wedding attendees, employees and visitors to use already-scarce residential parking spaces.
- The City must revise parking standards, including the Downtown Specific Overlay, that push traffic and parking problems deep into residential neighborhoods.

Background

The Downtown Specific Plan allows developers to offer much less parking than the rest of the city, including

Wilshire. For example: the 4-story buildings on Wilshire would have ½ parking space per studio and one bedroom apartment and one parking space per every two or more bedroom apartment. Buildings would have one guest space for every 15 units.

The Plan proposes 50% less parking for hotels and motels. It offers no alternative for employee parking except parking on residential streets, no real plans for large banquets/conferences held by the proposed “Opportunity Site” hotels, or on-site guests or visitors to the spa/gym, restaurants or other amenities. These Opportunity Sites/lux hotel complexes are across from the beach, Palisades Park, 3rd Street Promenade and California Incline – areas already drawing significant local and regional drivers.

Resolution 7: Wilmont supports the concept that all City policies, programs and plans, including area plans, should prioritize residents.

· Businesses (especially locally-owned businesses), tourists, visitors and employees are important but residents are the backbone of our community.

Background

When City plans and policies are being considered, non-residents’ views carry the same or more weight than that of residents. The City’s Zoning Codes and the draft Downtown Community Plan prioritize the welfare of employees and tourists over residential quality of life. Examples: the City allows the Palihouse Hotel to disrupt the surrounding Wilmont neighborhood. Only 30% of spaces in the Civic Center’s new Early Childhood Education Center are reserved for the children of Santa Monica. Employees and valet services are permitted to park on residential streets, forcing residents to park far from their homes. 50 feet (4-5 story) buildings are planned for Wilshire. Adjacent to 2-3 story apartments and condos will be thrown into shade, and traffic and parking problems will escalate throughout Wilmont.

The Wilmont Executive Board approves the following resolutions regarding the Downtown Community Plan.

Resolution A: City Council should increase the onsite inclusionary housing requirements in each downtown district in light of the “Financial Feasibility” analysis performed by its consultant HR&A

Background

Chair Soloff of the Housing Commission identifies that the draft DCP onsite requirements are consistently lower than what HR&A found was “financial feasible” for inclusionary housing in their November, 2016 report. To make matters worse, the disparity grows as the size of the project grows. This is particularly troubling because of the following:

- The largest projects will be permitted in the Transit Adjacent District. Affordable housing is particularly important near transit because lower income residents are both more likely to need and use public transportation. The maximum amount of inclusionary housing should be enforced, at a minimum, for the Transit Adjacent District.
- Under the affordability mix required by the draft DCP, the **developers’ revenues** associated with an equal number of onsite affordable housing units will be **higher under the draft DCP than the highest revenues modeled in the HR&A analysis**

HR&A analysis does not take into account the new economic benefit to developers of a more certain and expedited approval process for Tier 2 and non-negotiated Tier 3 projects which only require a Development Review Permit

Resolution B: City Council should limit all inclusionary affordable housing to units affordable to and to be occupied by households at 100% or less of Los Angeles County Area Median Income (AMI) in accordance with voter-approved Prop R and the City Charter

Background

The draft DCP requires inclusionary affordable housing for “moderate income” households in Tier 2 and non-negotiated Tier 3 housing projects. The definition of “moderate income” incomes for the draft DCP is households earning up to 120% of Los Angeles County area median income. As well, the draft DCP also encourages the inclusion of at least 10% affordable housing for “middle income” households earning from 130% to 180% of Los Angeles County area median income as part of the negotiated development agreements in the Transit Adjacent District. The voter approved Prop. R, Section 630 of the SMCC states “low income household” means a household with an income not exceeding 60% of the Los Angeles County median income ... and “moderate income household” means a household with income not exceeding 100% of the Los Angeles County median income”. **Public resources are best spent helping those with the most pressing economic needs.**

Resolution C: City Council should require 25% more units for offsite inclusionary affordable housing consistent with existing AHPP requirements.

Background

Consistent with the values of our community, the **AHPP permits offsite inclusionary housing only when it will generate at least 25% more units than is required onsite. This same requirement should prevail in the DCP.** This should be even more trued in the City Council adopts the Planning Commission recommendations to:

- Permit the offsite option anywhere in the Downtown, which means placing the affordable housing further away from Expo
- Allow enhanced administrative approval
- Allow a 0.5 FAR boost for such projects

Resolution D: City Council should eliminate Office and Retail above the ground floor as a permitted use in the draft DCP

Background

Eliminating office and retail as permitted uses above the ground floor should serve to incentivize housing with deep inclusionary affordable housing requirements. Given that 75,000 jobs in Santa Monica are held by persons living outside of the city, there is no reason to create additional traffic generating office and retail above the ground floor.

Resolution E: The Public Must Vote on Projects 6 Stories or Higher and Those on Public Land

Background

To get the best projects and increase public input, the DCP should require: at least 5 councilmember votes (out of 7) for projects 5 stories and higher; and voter approval for projects 6 stories and higher, as well as on projects on public land such as at 4th and Arizona. Common sense exemptions (police, fire, earthquake, remodel, etc.) should apply.

--