

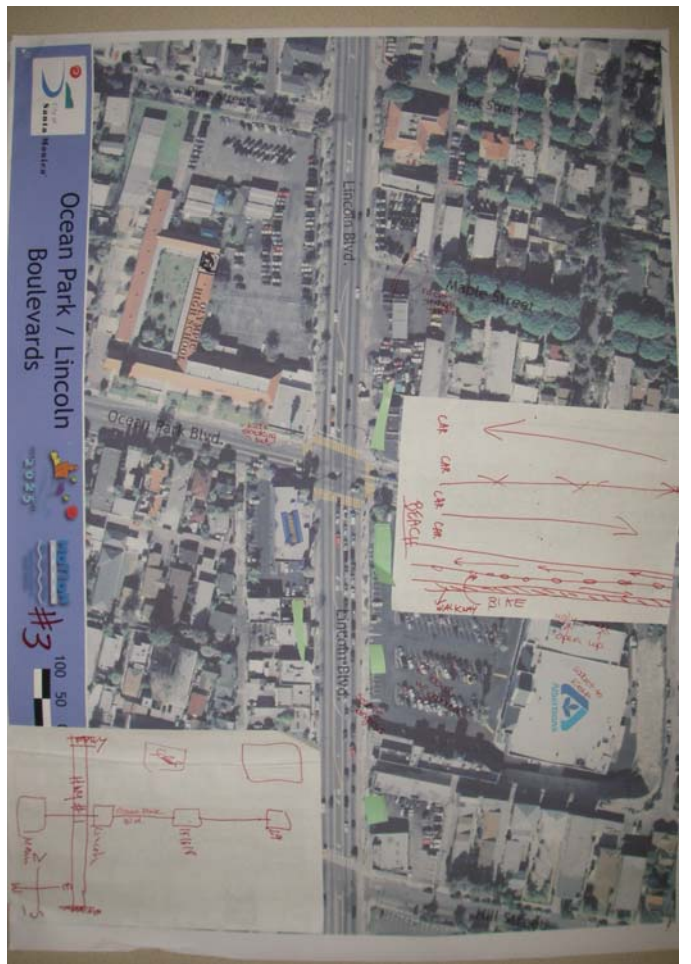


Ocean Park / Sunset Park Placemaking Workshop April 5, 2007 Olympic High School



Wall Graphic Notes from Placemaking Workshop

OCEAN PARK & LINCOLN BOULEVARD - WORKSHOP #3				
Transportation, Connections & Parking	Streetscape / The Blvd.	Design & Zoning	Services / Amenities	Other notes
<ul style="list-style-type: none"> • Move people out of cars (fumes / noise) • Remove street parking during peak hours* • Use alleys for parking • Bus Lanes - Both sides of Lincoln Blvd ** • Ocean Park Boulevard easier to improve ** • Pedestrian Bridge over Lincoln / OPB • Flex Car / Shuttle Service • Bike Lanes on Lincoln ** (or is it too unsafe?) • More crosswalks • Get cars out of residential neighborhoods • Protect parking for businesses • Connect Regionally through Monorail • Dedicated bus lanes on Ocean Park Blvd.* • Connect to other nodes • Shared parking ** • Underground parking * • Put Lincoln Blvd. under ground • Alternative travel lanes on Lincoln Blvd to improve traffic flow • Paid parking on Lincoln in Multi-level shared structure • #3 Rapid Bus Line works well. 	<ul style="list-style-type: none"> • Improve greenscape*** • Outdoor dining* • Lincoln is undesirable for living, working and walking • Large public plaza • Pocket parks • Wider sidewalks* • Lincoln Blvd. needs BIG change before its walkable • Better lighting • Green Walls • Clean it up 	<ul style="list-style-type: none"> • Albertson's is an opportunity site • Arts complex • Increased multi-use area • Mixed use a hazard for kids? • Median enhancement* • Mixed use office/retail • Height = Community Benefit? * • Make Albertsons multi-story • Flexible Zoning • Land Banking (raise capital to help finance 	<ul style="list-style-type: none"> • Grocery store good • Art galleries • Cleaners • Salons • Cafes* • Public restrooms • Clustering of business amenities • Change Albertson's to create a park 	<ul style="list-style-type: none"> • Protect our neighborhoods



- Bicycle lane (N/S route)
 - safety
- Wider sidewalks/Pedestrian oriented
- Protect neighborhoods
 - traffic barriers to decrease unwanted traffic
- Public spaces cutting into lots
 - pocket parks
 - protection from noise pollution on main street
 - controllable parks
 - public amenities
 - restrooms
 - water fountains (drinking)
 - benches
- Parking
 - underground parking
 - pathways in parking lots

- PEDESTRIAN ORIENTATION
- PLAYA VISTA CONTRIBUTES TO TRAFFIC
- DO NOT REDUCE TRAFFIC LANES ON DP BLVD.
- CREATE PEDESTRIAN ZONES THROUGH HARDSCAPE OPTIONS
- MAKE LINCOLN BETTER TO TAKE TRAFFIC OFF OF RESIDENTIAL STREETS.

13 more open space / Green w/ step backs
8) Sound decibels @ Lincoln

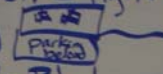
- PHYSICAL BARRIERS DURING OFF PEAK LANES FROM OFF PEAK.
- BRIDGES OVER LINCOLN FOR Peds.
- LINCOLN IS AUTO-ORIENTED, BUT WE USE IT AS OUR NEIGHBOR CENTER!
- BUS LANES
- BIKE LANES
- SERVICES NEED CAR DRIVING CUSTOMERS

- WIDER SIDEWALKS
- STREET DEDICATION OF 10' TO GET PARKING + WIDER SIDEWALKS
- PARKING IN THE ALLEYS
- PROTECT THE BUSINESSES
- GREEN SPACE PKWY ON DP BLVD.
- GARDENS ON LINCOLN RECLAIM URBAN SPACES

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- SLOW DOWN OP BLVD. THROUGH PHYSICAL CHANGES
- "DUST OFF" OPA BEAUTIFICATION PLAN
- NEED MORE PLACES TO SIT ON LINCOLN.
- ALLOW COMM. VEHICLES WITH NEW DEV.

- 1) Dedicated Bus Lane on Lincoln
more mass transit - light Rail
- 2) underground parking 
- 3) Medians on Lincoln Blvd
- 4) Crossing OP Blvd only at 5th / Lincoln
dangerous to cross OP especially at top of Hill
- 5) OP / Lincoln more parkway trees
- 6) on street bike lane - *on Blvd & Lincoln*
- 7) higher on Lincoln if trade off
40' max is more open space / green space w/ step backs
- 8) Sound decibels @ Lincoln / OP is very high
- 9) Banks / Trader Joes
+ Movie theater. Walkable / city from OP to Trader Joes
- 10) Pedestrian friendly safe Lincoln

- 11) Art galleries
- 12) River of concrete on OP Blvd
- 13) convenient neighborhood uses near to residential
- cleaners, salon, cafes.

STREET LANDSCAPE

- HIGH VOLUME NOT PEDESTRIAN FRIENDLY
Fumes - noise
- ORGANIZE THE FLOW OF TRAFFIC TO THE TRAFFIC VOLUME
- STREET PARKING ON LINCOLN IS BETTER THAN DIVERTING CARS INTO NEIGHBORHOODS
- IMPLEMENT PARKING ON NIELSON AFTER 2 PM.
- NEED WIDER SIDE WALKS NIELSON *CITY WIDE*
- OCEAN PARK BLVD
DEDICATED BIKE LANE
3 LANES (CENTER LEFT TURN)
PARKING IN BUSINESS DISTRICTS AS NEEDED
WIDER SIDE WALKS LANDSCAPING
in business districts
- LANDSCAPE MEDIANS RESTRICT FIRE / LEFT TURN
- WIDER SIDE WALKS BUSINESS DISTRICT
ALLOW SIDE WALK DINING

*you can find your...
challenges are difficult.*

We are designing
in a way...

Border of S.M.

- Parking Structure.
connected to Transit

- "Express Sections" ?
"curb cuts" ?
less

Option of Undergrounding Lincoln

- The Street does function
you can find parking on the street.

- Rush hours are difficult.

- Public investments to replace
parking to keep small business.

- low parking standards for affordable.
to keep building viable.

A mix of market rate + affordable
housing

Additional Comments Summarized by Planners from Their Tables at the Ocean Park / Sunset Park Workshop

Lincoln Blvd. Comments

- ⇒ Improve pedestrian Orientation
- ⇒ Play Vista contributes to traffic on Lincoln
- ⇒ Make Lincoln a better auto-oriented street so that traffic is reduced on residential streets
- ⇒ Utilize physical barriers (such as electric ballards) to open up parking lanes during peak hours for vehicle transit
- ⇒ Build pedestrian bridges over Lincoln Blvd
- ⇒ Lincoln is auto-oriented, but we use it as our neighborhood center
- ⇒ Dedicated bus lanes
- ⇒ Bike lanes
- ⇒ Businesses need car driving customers
- ⇒ Wider sidewalks
- ⇒ Require 10' street dedication from new developments to get parking and wider sidewalks
- ⇒ Parking in the alleys
- ⇒ Protect the businesses
- ⇒ Community gardens on Lincoln Blvd. to reclaim urban space
- ⇒ Need more places to sit on Lincoln
- ⇒ More mass transit (light rail?)
- ⇒ Underground parking instead of surface lots
- ⇒ Medians on Lincoln Blvd.
- ⇒ More trees on Lincoln/Ocean Park
- ⇒ Build higher on Lincoln (with stepbacks) if it means more open space/green space
- ⇒ More services like banks, Trader Joe's, a movie theater, art galleries, cleaners, salon, cafes
- ⇒ Improve street landscape
- ⇒ Street parking on Lincoln is better than diverting cars into neighborhoods
- ⇒ Implement parking on Nielson after 8 PM
- ⇒ Connect new parking structures to mass transit
- ⇒ Underground Lincoln Blvd.
- ⇒ Street parking works on Lincoln. Maintain.
- ⇒ Public investments to replace parking to keep small businesses
- ⇒ Lower parking requirements for affordable housing to keep building this type of housing viable.
- ⇒ A mix of market rate and affordable housing.
- ⇒ Pocket parks
- ⇒ Use public space to buffer noise pollution on Main street
- ⇒ Restrooms
- ⇒ Water fountains
- ⇒ Benches
- ⇒ Manage parking at Albertson's lot
- ⇒ Flexible zoning code
- ⇒ Friendlier street frontage

- ⇒ Residential above commercial—use 30” height allowance
- ⇒ Bike parking elevated light rail in future (monorail, rapid transit)
- ⇒ Free up parking lanes during peak traffic flow
- ⇒ Shared parking *
- ⇒ Maintain / preserve small mom & pop businesses
- ⇒ Greener streets
- ⇒ Pedestrian friendly
- ⇒ Lincoln BLVD has an image problem...it’s undesirable from the perspective of pedestrians, bicyclists, and motorists
- ⇒ Make Lincoln BLVD more livable
- ⇒ Keep traffic moving!
- ⇒ Effective bus lanes
- ⇒ Landscaped medians
- ⇒ Public plazas w/underground parking (Albertsons site &/or Olympic HS)
- ⇒ Keep grocery store
- ⇒ Put Lincoln BLVD underground
- ⇒ Changeable traffic lanes to accommodate traffic flow
- ⇒ BBB important
- ⇒ Modest increase in height – ok
- ⇒ Sound @ Lincoln BLVD
- ⇒ Art galleries!
- ⇒ Cleaners / salons / cafes
- ⇒ Lincoln BLVD is a River of Concrete
- ⇒ More trees / landscaping throughout
- ⇒ High traffic volume is not pleasant
- ⇒ Organize traffic flow
- ⇒ Street parking on Lincoln BLVD
- ⇒ Neilson Way, Wider Sidewalks – Slow traffic
- ⇒ Dedicated bike lanes – one lane in each direction on OPB
- ⇒ Sidewalk cafes
- ⇒ No hope of bicyclists
- ⇒ Public parking @ Albertsons (mixed use, parks, community garden)
- ⇒ Need public restrooms
- ⇒ Bike Parking
- ⇒ Elevated light rail / monorail on Lincoln BLVD
- ⇒ Rapid 3 is great
- ⇒ Create two-way bike path from beach to Bundy w/extra space
- ⇒ Better lighting on Lincoln BLVD
- ⇒ Partner with businesses to get more landscaping
- ⇒ More pedestrian friendly north of freeway on Lincoln BLVD
- ⇒ Land banking

Ocean Park Blvd. Comments

- ⇒ Do not reduce traffic lanes on Ocean Park Blvd.
- ⇒ Green space parkway on Ocean Park Blvd.
- ⇒ Slow down Ocean Park Blvd. through physical design (serpentine)
- ⇒ “Dust Off” OPA beautification plan

- ⇒ More crosswalks on Ocean Park Blvd.
- ⇒ Bike lanes on Ocean Park
- ⇒ Allow sidewalk dining on Ocean Park Blvd.
- ⇒ Create pedestrian zones through the use of hardscape options
- ⇒ More trees on Lincoln/Ocean Park
- ⇒ Improve Street landscape
- ⇒ OPB truly pedestrian friendly
- ⇒ More crosswalks on OPB
- ⇒ '93 & '95 OPB to Beach Plan (old TMD plan for OPB)
- ⇒ No parking on one side of OPB
- ⇒ OPB clumps of businesses w/pedestrian oriented uses (OPB & 15th, 16th, 18th, 29th Streets)

Map Comments

Table One

Streetscape/Transportation:

- Pedestrian overpass
- Restricted bike lane as part of car lanes with physical barrier
- Less curb cuts on Lincoln Blvd.
- More landscaping on Lincoln regardless of size of public space
- Move residential off of Lincoln Blvd.
- Move parks off of Lincoln Blvd. by one or two blocks.

On **east** side of Lincoln:

- Albertson's site:
 - Underground shared parking structure
 - Shared community plaza/open space above ground
 - Keep grocery store
 - Multifamily housing above grocery store to activate plaza
 - Medical marijuana clinic
 - Outdoor dining
 - Restaurants

On **west** side of Lincoln:

- Mixed use residential/retail/offices along Lincoln Blvd.
- Underground shared parking at Olympic High school
- Green space above parking for community use

General comments:

- Why do we have to keep building? Why denser?
- A concentrated auto center is a needed use

Table Two

Streetscape/Transportation:

- No recommended lane adjustments
- "Lincoln is too big of a problem. Let's focus on Ocean Park Blvd. instead"
- Ocean Park Blvd:

- Wider sidewalks
- Landscaped median

On **east** side of Lincoln:

- Albertson's site:
 - Underground parking at site.
 - Existing parking lot is converted into open space
 - Activated by cafes, restaurants and general retail
 - Maintain existing grocery store use

On **west** side of Lincoln:

- Community Park on corner of Lincoln Blvd. and Ocean Park Blvd.
- Shared parking facility

Table Three

Streetscape/Transportation:

- Lincoln is a dangerous street. Improve pedestrian situation

On **east** side of Lincoln:

- No cut through traffic on Maple Street
- Albertson's site:
 - Keep grocery store use
 - Open up access to site from Ocean Park Blvd (essentially demo existing buildings flanking Ocean Park Blvd.)
 - 2 level parking with garden
- Pocket parks along Lincoln Blvd.
- Ocean Park Blvd. configuration:
 - Two lanes of traffic in each direction
 - Two directions of bike lanes on south side of street (like in Eugene, Oregon)

On **west** side of Lincoln:

- Pocket parks along Lincoln.

Table Four

Streetscape/Transportation:

- Art exhibition banners along Lincoln Blvd.
- Pedestrian bridges over Lincoln Blvd.
- Bike lanes running from Santa Monica to Marina del Rey along Lincoln Blvd.

On **east** side of Lincoln:

- General retail uses along Lincoln Blvd. punctuated by large street-facing pocket park
- Albertson's site:
 - Large central park surrounded by layers of restaurants, retail and multi-family housing.
 - Shared parking facility
 - Minimal density

On **west** side of Lincoln:

- Olympic High School site:
 - Underground parking
 - Art center that helps commercial business with aesthetic design of their buildings.
 - Shared facilities (incubators) at
 - Public park at corner of Ocean Park and Lincoln.
- Office space
- Mixed-use residential/retail (although some group members were concerned with child safety)

Table Five

Streetscape/Transportation:

- Light rail option with monorail. Underlay of dedicated bus lane and two lanes of traffic in both directions.
- Wider sidewalks
- Shade trees

On **east** side of Lincoln:

- Albertson's site:
 - Shared parking structure
 - Multiple park spaces
 - Office and entertainment uses
 - Multi-family housing
 - Retain grocery store use

On **west** side of Lincoln:

- Housing in place of existing auto-oriented uses flanked by park space adjacent to Lincoln Blvd.
- Shared parking facility at Olympic High

Table Six

Streetscape/Transportation:

- Dedicated Big Blue Bus lane
- Landscaped median on Lincoln Blvd.
- Dedicated bike lane
- Wider sidewalks on Lincoln and Ocean Park Blvds.
- Shade trees on Lincoln and Ocean Park
- Trees and landscaped parkway on Ocean Park
- Green connections on both axial streets

On **east** side of Lincoln:

- Mixed use residential and neighborhood retail/entertainment uses on Lincoln Blvd. north of Ocean Park Blvd (across from high school)
- Albertson's site:
 - General retail
 - Community Use
 - Park space
 - Additional restaurants

- Shared parking structure
 - Office space
- Right turn only lane on Ocean Park onto Lincoln

On **west** side of Lincoln:

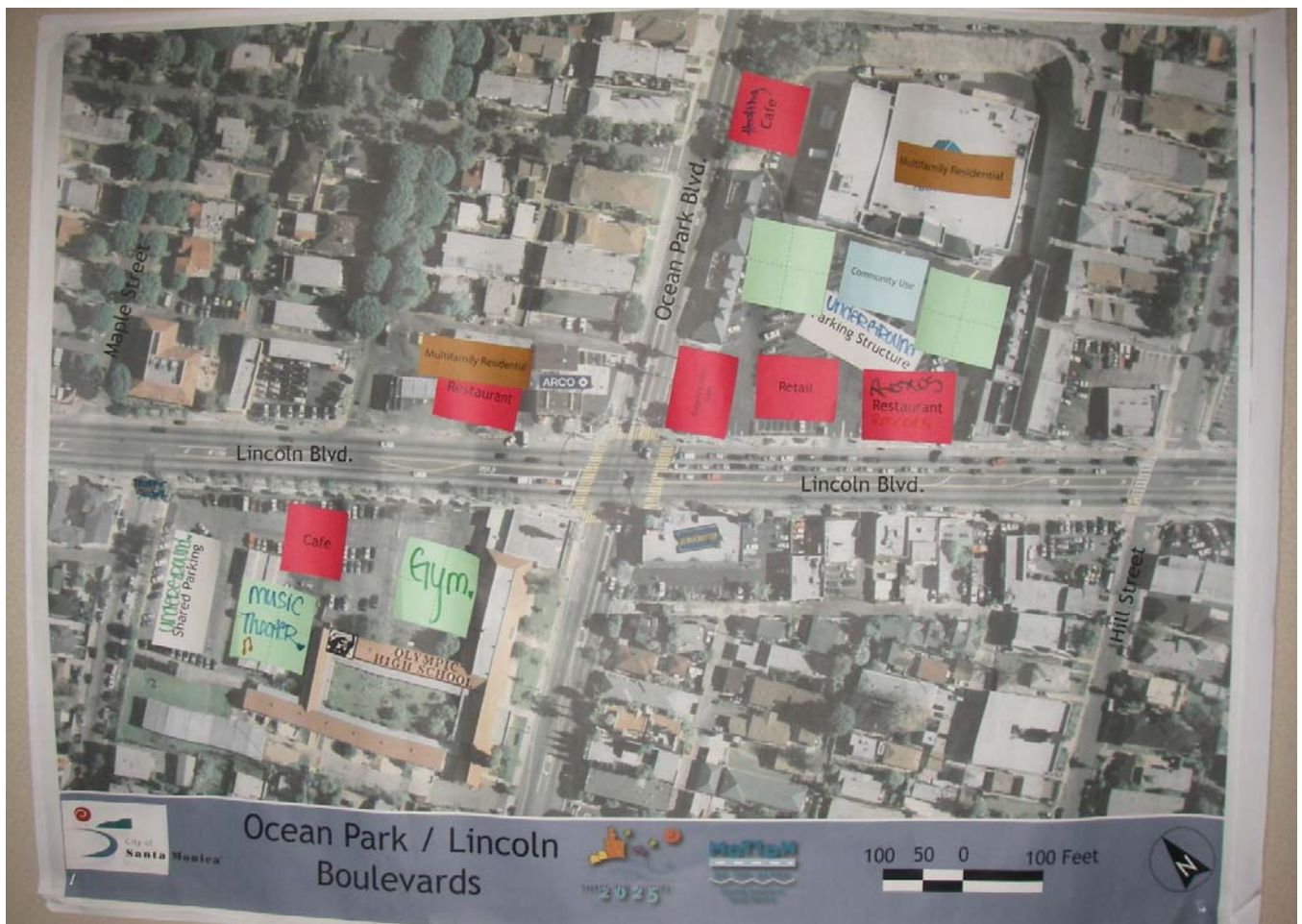
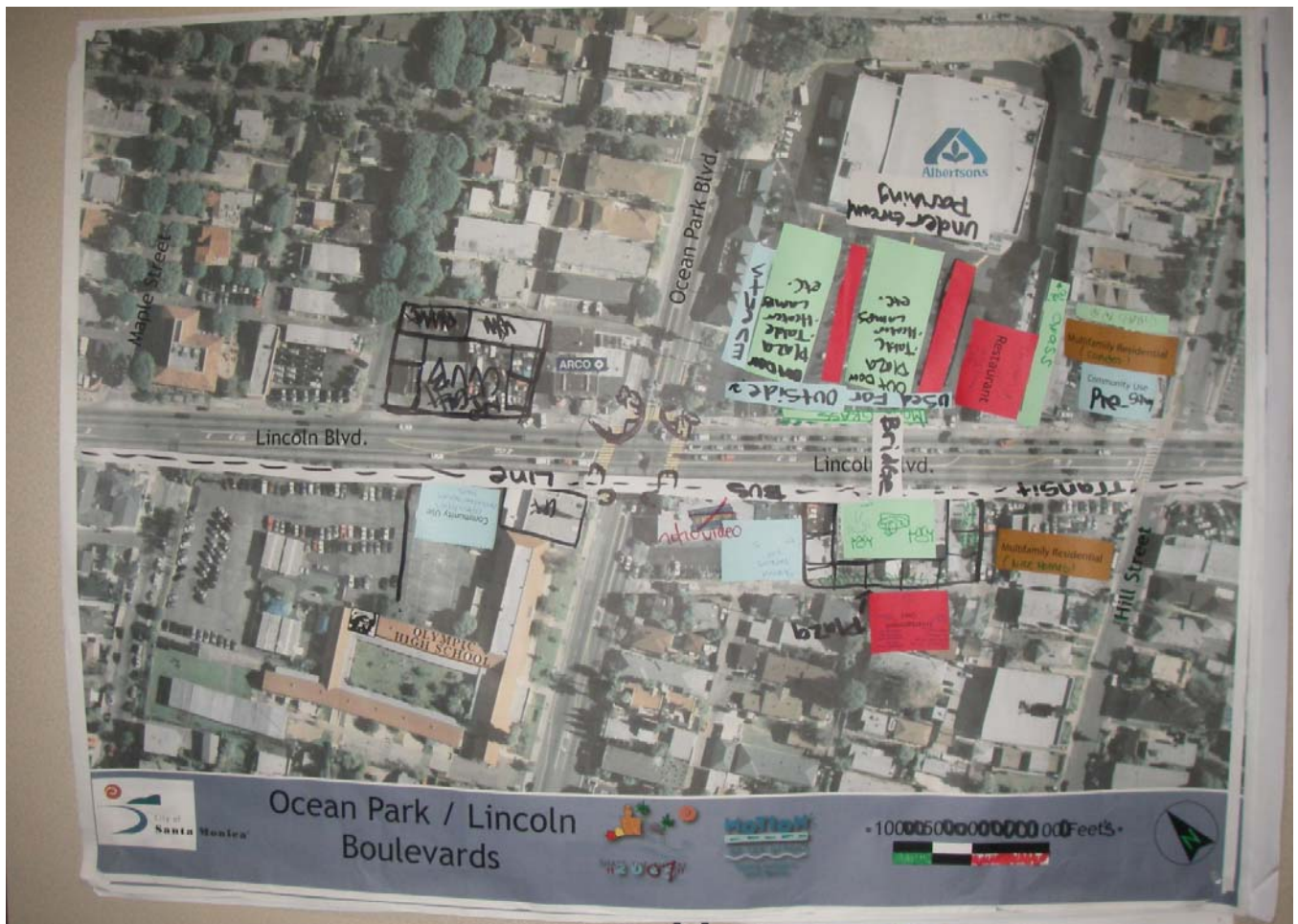
- Shared parking structure at high school site
- Office uses adjoining shared parking structure
- Community uses incorporated into shared parking development
- Wider cross walks
- Park space (100' by 100') at Blockbuster site
- Mixed use residential/retail/restaurant/office with underground parking on block between Ocean Park and Hill



Youth Program: Urban Design/Placemaking

In order to hear the perspective of Santa Monica's future residents in the year 2025, Planning & Community Development's planners met with some of them to talk about Placemaking and to get some of their ideas about changes they would like to see in their surroundings.

These maps are the work of students at Olympic High School. These teens, from all over Santa Monica, know this area well, and as you can see from their work, had many interesting and innovative ideas for improving Lincoln Boulevard and creating a neighborhood center that embraces their school and its surroundings.



Olympic High School Class

Map: Lincoln and Ocean Park Boulevards

Land Uses

- NW corner of Hill & Lincoln: Multi-family residential housing (nice buildings)
- NE corner of Hill & Lincoln: Condos with pre-school use on the ground floor.
- At Albertson's site:
 - Group 1: Keep Albertson's; make underground parking and put outdoor plaza with tables, heater lamps, etc. in front part of site, with commercial uses on either side and a good restaurant (suggestions: Chili's, Olive Garden or CPK) on the front south portion of the site. The outdoor plaza should be used for outside events and would be connected with another, smaller plaza on the west side of Lincoln, which would have a variety of shops and entertainment uses, such as a Jamba Juice, cleaners, Laundromat, clothing store, healthy food store, Panda Express, good Mexican restaurant
 - Group 2: Entertainment uses, retail, Roscoe's Chicken & Waffle, plaza and community uses over underground parking structure all in front of Albertson's. Keep Albertson's and add multi-family residential above. Healthy café on northeast corner of property (on the hill below OP Blvd.).
- Shared parking between Blockbuster and uses to south.
- Nightclub on east side of Pico next to ARCO./Group 2 put restaurant with housing above at same spot

Transportation/ROW comments

- Curb extensions at OP/Lincoln intersection
- Dedicated lane for transit line or buses
- Bridge between Albertson's site and new plaza across Lincoln
- More grass and trees on Lincoln sidewalks
- Close alley south of Albertson's where it abuts commercial and make it a green space
-

Landscaping/Parks & other

- At school: New gym that opens onto Lincoln Boulevard; open it after school hours for the community
- At school: Underground shared parking, music theater, café