MALIBU CIVIC CENTER DESIGN STANDARDS

Task Force Meeting #2 – Design Charrette
March 25 and 26, 2015
Thursday, March 26, 2015

- Recap of Wednesday’s ideas
- Connectivity Options
- Design Standards Options
- What Can Be Done Now
- Recommendations for Additional Actions
- Task Force Discussion
- Public Comment
Charrette Topic Area Groups

• Topic 1: Character and Place

• Topic 2: Connectivity

• Topic 3: Implementation and Parking
Character and Place

- **EVERYONE DISLIKED**: Suburban
- **EVERYONE LIKED**: Culture, Views, Ocean, and Creek
- **STONG SUPPORT**: Parks, Everyday/Local Uses, Rural and Village character
Character and Place

General agreement that the Character and Place of Malibu Civic Center should:

- Maintain a low FAR and building heights
- Emphasize the landscape and natural setting
- Lean toward a coastal, rural village character
- Actively engage pedestrians
- Consider residential and hotel uses
Connectivity Options

- Limit vehicles through the Civic Center area
- Consider one-way traffic flow
Connectivity Options

• Best route to Malibu Canyon Road
  • PCH?
  • Civic Center Way (west of Stuart Ranch Road)?

• Provide safe pedestrian crossing(s) of PCH
Connectivity Options

• Consider an option for a “north” road
• Provide pedestrian (and vehicle?) connections between properties
• Build out planned Malibu Creek and Malibu Pacific trails
• Ensure access to Malibu Creek
• Provide a trail connection to Pepperdine
Connectivity Summary
Parking Ideas/Options

• Consider shared parking in a structure or clustered lots
• Create a parking management district
• Plan parking locations in concert with an improved circulation plan
• Remove car parking from Civic Center Way (temporarily or permanently)
Parking Ideas/Options

• Restrict (prohibit?) truck parking on Civic Center Way
• Encourage subterranean parking
• Require that parking lots be hidden by buildings and other design features
• Require high design quality/screening for parking structures
Parking Ideas/Options

• Design surface lots with forest-like groups of trees

• Design parking lots, roads, and pedestrian ways as *woonerfs* or shared/flexible streets

• Rethink current zoning standards for parking stall numbers and sizes
INTRODUCTION: DESIGN STANDARDS

• Design Standards shape the form of uses
• Existing Malibu Design Standards Context – Section 3.8 Commercial Development Standards – a starting point
• Workshop/Charrette Design Standards Themes

- “Rural and Village” character
- Maintain low FARs
- Emphasize landscape and natural setting

- Engage pedestrians
- Staff-level design review
- Better standards guidance for Commission
- Design creativity
PRELIMINARY DESIGN STANDARDS GOALS

1. Support the evolution of the Malibu Civic Center as a walkable coastal village with rural characteristics.

2. Foster views and a sense of connection to the ocean and mountains.


4. Enhance pathway opportunities through, between, and around projects.

5. Support Planning Commission and staff approval of projects that meet community design expectations and standards.
PRELIMINARY DESIGN STANDARDS OBJECTIVES

1. Incorporate, strengthen and illustrate meaning of “rural coastal village” concept and definition.

2. Enhance standards for landscape, plant materials, setbacks, and on-site open spaces and pathways.

3. Provide additional building orientation, scale, and modulation standards to emphasize landscape first and buildings second.

4. Review and amend parking standards for lots and structures.

5. Provide alternate overlay standards for different Civic Center Districts.

6. Provide alternative setback, form, and character standards that facilitate “coastal town” experience.
PRELIMINARY DESIGN STANDARDS APPROACH

Adopt a Walkable “Design Districts Overlay” with alternative design standards options
Design Standards - Directions

PRELIMINARY DESIGN STANDARDS

APPROACH

Adopt a Walkable “Design Districts Overlay” with alternative design standards options
### Design Standards – Directions

**PRELIMINARY DESIGN STANDARDS APPROACH**

Provide alternative design standard approval paths

<table>
<thead>
<tr>
<th>Design Standards PATH A  (all Districts)</th>
<th>Design Standards PATH B  (some Districts)</th>
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</thead>
<tbody>
<tr>
<td>Rural Village Standards</td>
<td>Coastal Town Low Standards</td>
</tr>
<tr>
<td>Maintain (e) FARs and Heights</td>
<td>Maintain (e) FARs; some flexibility</td>
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<tr>
<td>Maximize open space and plantings</td>
<td>Minimize presence of surface parking</td>
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<tr>
<td>Generous setbacks</td>
<td>Sidewalk orientation</td>
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<tr>
<td>Anticipate Lot “Retirement”</td>
<td>Anticipate clustering &amp; mixed-uses</td>
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What Can Be Done Now?

• New Design Standards
• Prohibit/limit truck parking on Civic Center Way
• Revisit parking requirements: number of spaces and stall sizes
Recommendations for Additional Actions

• Expand list of allowed uses (requires General Plan and LCP amendments)
  • Mixed Use
  • Hospitality
  • Residential
  • Senior Housing options
• Reclassify and redesign streets
• Facilitate lot retirement and TDR (transfer of development rights)
Task Force Discussion

• Did we hear you correctly?
• Does the direction for the Design Standards make sense?
• Does our understanding of next steps meet your expectations?
TASK FORCE DISCUSSION
PUBLIC COMMENTS