

City of Watsonville

General Plan Amendment

Chapter 4: Land Use

Land Use Designations and Standards of Density and Intensity

Add two new mixed use land use designations as follows:

DOWNTOWN MIXED USE

Mixed use development includes residential and commercial uses on a single parcel. Residential development density is described in units per new acre (Net acre is defined in the glossary). The total and commercial development is described as floor area ratio (FAR). The total FAR governs and includes both residential and commercial development on the parcel.

Downtown Central Core (Total FAR 3.0, Minimum Commercial FAR 0.15, Maximum Residential Density up to 125 du/acre)

This land use category provides an active and intense development pattern generally flanking Main Street in Downtown Watsonville. Active ground floor uses are required. Upper floors may contain residential units or office space.

Downtown Mixed Use (Total FAR 2.0, Maximum Residential Density up to 85 du/acre)

This land use category provides a similar mix of active and residential uses as the Downtown Central Core designation. The intensity of development is lower than the Downtown Central Core designation with residential uses permitted on the ground floor.

The two new Downtown Mixed Use land use designations will replace the Central Commercial designation which generally is applicable in the area in and around Downtown Watsonville. Hence the following land use designation is deleted:

Central Commercial

~~General categories of allowed uses include: retail sales; personal, professional, financial and medical services; lodging; entertainment; and restaurants serving the needs of the community. Intensities in this area may not exceed a Floor Area Ratio of 2.75 inside of the Central Downtown Parking District and a Floor Area Ratio of 0.45 outside of the Parking District.~~

Goals for Land Use and Community Development Policies and Implementation Measures

Revise Implementation Measure 4.A.3 to Policy 4.A as follows:

Downtown Intensification – The City shall **allow FARs up to 3.0 and residential densities up to 125 dwelling units per net acre** permit an increase in residential density for R-HD lands (up to 36.99 dwelling units per net acre, or 42.99 if development is SRO housing) within the **Downtown Watsonville Specific Plan area** central business district if adequate off-street parking can be provided and a Level of Service D (see Transportation and Circulation chapter (10) for description) can be maintained on adjacent collector streets.

Revise Implementation Measure 4.C.6 to Policy 4.C as follows:

Downtown ~~Design-Specific Plan~~ – The City shall prepare, consider, and implement a **Downtown Watsonville Specific Plan** ~~downtown design plan~~ for the central business district. This plan shall contain elements for building appearance, **zoning regulations**, street landscaping, circulation, sign control and parking.

Updated General Plan Land Use Diagram for the DWSP area



Chapter 10: Transportation and Circulation

The *Watsonville 2005* General Plan requires street improvements when traffic volumes exceed LOS D except for those accepted to operate at less than an LOS D in the *1988-2005 Major Streets Master Plan* as updated in 1992. The proposed changes to the street network in the DWSP result in traffic volumes that exceed LOS. In addition, the vision in the DWSP emphasizes the importance of the pedestrian experience over that of the automobile. As such, the policy is being modified to exclude the DWSP area as follows:

Goals for Transportation and Circulation Policies and Implementation Measures

Revise Implementation Measure 10.C.2 to Policy 10.C as follows:

Project Funding – Except for projects in the Downtown Watsonville Specific Plan area, the City shall require as a condition of approval that all development or rezoning which would contribute to a deterioration of existing service levels below LOS D, provide the necessary improvements, contribute to their provision through the payment of impact fees, or otherwise mitigate impacts to maintain at least an LOS D. Where existing conditions are already below LOS D, any new development must mitigate traffic conditions to the extent of preventing further deterioration in level of service or, if possible, improving level of service.