



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: July 12, 2007
AGENDA DATE: July 19, 2007
PROJECT ADDRESS: 116 E. Yanonali Street (MST2006-00361)

TO: Planning Commission
FROM: Planning Division, (805) 564-5470
 Jan Hubbell, AICP, Senior Planner
 Peter Lawson, Associate Planner

I. PROJECT DESCRIPTION

The project consists of the demolition of an existing 7,343 square foot (gross) commercial building and the construction of a 19,935 s.f. (gross) mixed use, three story, 42 foot tall building. Six commercial units totaling 4,456 s.f. (gross) and six residential dwellings, totaling 9,446 s.f. (gross) are proposed. A tentative subdivision map is proposed that would create six condominiums. Each condominium would include a residence and commercial space. Three residential units are proposed as one-bedroom units, two units would be two-bedroom units and one unit is proposed as a studio. The ground level would consist of commercial usage and a 17 space, 6,033 s.f. (gross) covered parking area. Additionally, 2 uncovered parking spaces are proposed, for a total of 19 on-site parking spaces. The second level would be a mix of commercial and residential use and the top level would include two residential units, each with a roof deck. The applicant is requesting a modification to the parking requirements to reduce the number of spaces by eleven.

II. REQUIRED APPLICATIONS

The discretionary applications required for this project are:

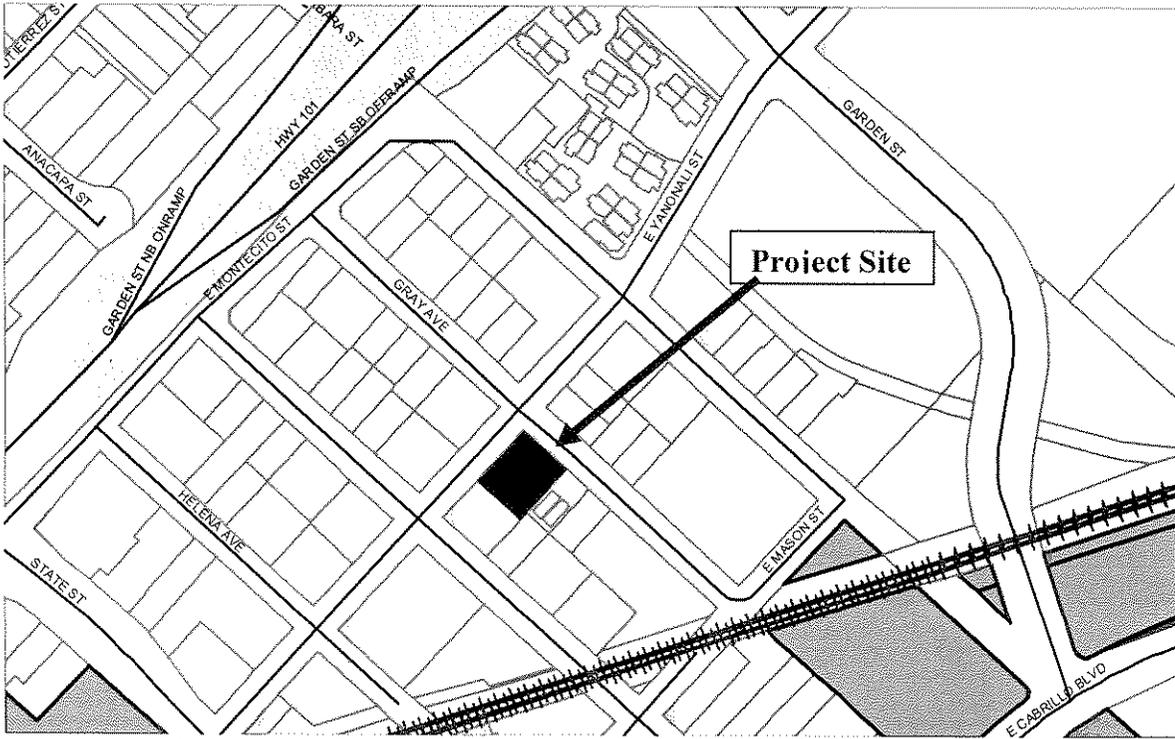
1. A Modification to allow a reduction of parking spaces (SBMC §28.92.026.A);
2. A Coastal Development Permit (CDP2007-00008) to allow the proposed development in the Non-Appealable Jurisdiction of the City's Coastal Zone (SBMC §28.45.009);
3. A Tentative Subdivision Map for a one-lot subdivision to create six residential/commercial condominium units (SBMC 27.07 and 27.13).

III. RECOMMENDATION

With the Modification to reduce the amount of parking, the proposed project conforms to the City's Zoning and Building Ordinances and policies of the General Plan and Local Coastal Plan. In addition, the size and massing of the project are consistent with the surrounding neighborhood. Therefore, Staff

recommends that the Planning Commission approve the project, making the findings outlined in Section VII of this report, and subject to the conditions of approval in Exhibit A.

Vicinity map



APPLICATION DEEMED COMPLETE: June 6, 2007
DATE ACTION REQUIRED PER MAP ACT: August 27, 2007

IV. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant: Conceptual Motion	Property Owner: DBN Yanonali LLC
Parcel Number: 033-083-018	Lot Area: 11,900 square feet
General Plan: Hotel & Related Commercial	Zoning: OC/S-D-3
Existing Use: Warehouse	Topography: 0-2%
Adjacent Land Uses: North - Commercial South - Residential East - Commercial West - Commercial	

B. PROJECT STATISTICS

	Existing	Proposed			
		Unit #	# of Bedrooms	Size of Unit (s.f.)	% of Req. Lot Area
Living Area	None	Unit A	1	1,146 s.f.	62%
		Unit B	Studio	1,148 s.f.	62%
		Unit C	1	1,236 s.f.	67%
		Unit D	2	1,760 s.f.	76%
		Unit E	2	1,696 s.f.	73%
		Unit F	1	1,238 s.f.	67%
					Total – 8,224 s.f
Commercial Area	7,343 s.f.	Unit#		Size of Commercial Space	
		Unit A		714 s.f.	
		Unit B		885 s.f.	
		Unit C		668 s.f.	
		Unit D		504 s.f.	
		Unit E		504 s.f.	
		Unit F		721 s.f.	
		3,996 s.f.			
Covered Parking	None	6,033 s.f. @ 15 Spaces			
Uncovered Parking	13 spaces	4 spaces			

V. ZONING ORDINANCE CONSISTENCY

Standard	Requirement/ Allowance	Existing	Proposed
Setbacks			
-Front	None	None	Yanonali – 2 ft. & Gray – 0
-Interior	None	None	None
-Rear	None	None	None
Building Height	45 feet	18 feet	42.5 feet

Standard	Requirement/ Allowance	Existing	Proposed
Parking Commercial	1/250 s.f gross = 18	15	1/300 s.f. = 13
Parking Residential	1.25/studio @ 1 unit = 1.0	N/A	1 per unit = 6 spaces
	1.5/1 bedroom @ 3 unit = 5.0		
	2.0/2 + bedroom @ 2 unit = 4		
Guest Parking	1.0 space/4 units = 2.0		None
Lot Area Required for Each Unit (Variable Density)	a. Studio unit - one (1) unit per 1,600 s.f. of lot area; b. 1 bedroom unit - one (1) unit per 1,840 s.f. of lot area; c. 2 bedroom unit - one (1) unit per 2,320 s.f. of lot area; d. 3 or more bedroom unit - one (1) unit per 2,800 s.f. of lot area.	N/A	1 - studio unit - 1,600 3 - 1 bedroom units - 5,520 <u>2 - 2 bedroom units - 4,640</u> Lot Area Required 11,760 Parcel Size 11,900 <u>Lot Area Required 11,760</u> +140
10% Open Space		None/ Commercial	10%
Private Outdoor Living Space (2 nd floor & above units)	Studio - 60 s.f. 1-Bedroom - 72 s.f. 2 - Bedroom - 84 s.f.	N/A	Unit A - 558 Unit B - 558 Unit C - 804 Unit D - 340 Unit E - 379 Unit F - 990
Lot Coverage			
-Building	N/A	62%	82%
-Paving/Driveway	N/A	34%	10%
-Landscaping	N/A	2%	3%

The proposed project would meet the requirements of the O-C Zone District and the R-3/R-4 Zone District, for the residential component, with the exception of a Modification for reducing the parking from the required 30 spaces to 19 spaces. A parking demand study (Exhibit F) was provided demonstrating that parking would be adequate for the site as proposed and staff supports this reduction of parking spaces.

VI. ISSUES

A. DESIGN REVIEW

The Architectural Board Review (ABR) reviewed the project twice (see Exhibit D). On September 11, 2006, the ABR recommended some changes, such as providing more of a human scale, defining the landscaping and lowering the height of the building. At the second

meeting of November 13, 2006, the applicant provided responses to the ABR comments, including providing a lower height by approximately two feet. The project received a recommendation, with comments, to move forward to the Planning Commission.

B. PLANNING COMMISSION CONCEPTUAL REVIEW

The project was presented to the Planning Commission on February 5, 2007 to receive input on the massing of the structure, the floor plan configuration and the proposed parking modification. Overall, the Commission was supportive of the project; however, there were some reservations about the massing along Yanonali Street and the floor plan configuration. The applicant responded to these comments by providing more articulation to both the Yanonali and Gray Avenue elevations and is proposing unique material for the building. Additionally, the applicant has reduced the direct, internal connection between the commercial and residential spaces. This was accomplished with most of the units by providing secondary access off of the required private open space balconies, which would require a resident to exist the residence to gain access to the stairs. Finally, the applicant has demonstrated that the square footage of the residential units will be less than the maximum lot area allowed under variable density.

While some commissioners supported backing out of the uncovered spaces onto Gray Avenue, staff could not support this option. There were several reasons for not supporting this option including, but not limited to, inconsistencies with ADA requirements, the alignment with the existing sidewalk on Gray Avenue and the lack of pedestrian friendly appearance to any of the proposed sidewalk configurations. Finally, the Commission was in support of the parking modification, which continues to be proposed unchanged from the conceptual review hearing.

C. COMPLIANCE WITH THE GENERAL PLAN AND LOCAL COASTAL PLAN

The project site is identified in the General Plan as being in the Lower State Street area and in the Local Coastal Plan (LCP) in Component 4. This neighborhood is a mix of residential, hotel/motel and commercial uses. It is considered a business and tourist link between the waterfront and the Central Business District. The proposed project site is in the center of this area, which is also known as the "Funk Zone", where an arts related community can be found. As proposed, the project would include six condominiums; each unit would include a residential and commercial component. The project, as conditioned, would be used in a live/work manner, with the uses ranging from art studios to single proprietor business, such as architects, lawyers or other businesses that would attract a low numbers of visitors and would be allowed by the zone.

The project would have minimal aesthetic impacts from major public viewing areas, due to its location in an area of buildings of various heights and dimensions. It would not be visible from the beach corridor, nor would it be visible from the 101 Freeway. It is not located within the El Pueblo Viejo District, but it subject to design review and, as stated above in Section A, the ABR has provided favorable comments on the project. Finally a noise study was prepared by RK Engineering for the project and updated on March 27, 2007, which included

recommendations for sound walls of approximately five feet. These sound walls have been included as part of the project.

Consistent with the LCP, parking would be provided off street. As stated below in Section D, the project does include a parking modification to reduce the parking; however, a parking demand study demonstrates that the reduced parking would still meet the project demands. Pedestrian access along both Yanonali Street and Gray Avenue would be provided by an existing sidewalk and a new sidewalk, respectively. On Gray Avenue, the new sidewalk would connect to the existing sidewalk to the south of the project site, which would complete the entire west side of the block. Therefore, staff has found the project in compliance with both the General Plan and the Local Coastal Plan.

D. PARKING MODIFICATION

The proposed project includes a parking modification request to reduce the amount of parking from the required 30 spaces to 19 spaces. Based upon the current submittal, staff supports the reduction of spaces. The number of spaces for the commercial component is based upon a Parking Demand Study, which recommends three spaces per 1,000 square feet of commercial space as opposed to four spaces per 1,000 square feet. The residential component typically requires parking spaces based upon the number of bedrooms per unit and guest parking based upon one for every four units. Based upon the commercial space being tied so closely to the residential use, one parking space per unit, with the commercial parking spaces providing additional guest parking for the evenings and weekends, is proposed. The CC&R's for the project have strict provisions on the use of the commercial spaces, as well as the use of the parking area. Therefore, staff supports this reduction of parking spaces.

E. ENVIRONMENTAL REVIEW

The Environmental Analyst has determined that the project is exempt from further environmental review pursuant to the California Environmental Quality Guidelines Section 15332, Infill Projects, for the development of a mixed use, six-unit condominium, as follows:

General Plan & Zoning Consistency – The project is consistent with the O-C Zone District and the Local Coastal Plan (LCP), as well as the General Plan policies as discussed in the staff report. The Zoning Ordinance allows for modifications and the applicant has provided a parking demand study demonstrating that adequate parking will be provided on the project site.

Site Location and Size – The project site is within the city limits on a project site of no more than five acres substantially surrounded by urban uses.

Habitat Value - The project site is currently fully developed, and has no value as habitat for endangered, rare or threatened species.

Significant Effects – The proposed project would not result in a significant increase in traffic and parking will be accommodated on site as demonstrated in a traffic and parking demand study, dated April 3, 2007. Uses of the site would consistent with the zone district and not cause any significant noise impacts. Residential uses on the site would be protect

from adverse noise impacts as described in a noise study dated March 28, 2007. Standard dust mitigation measures would address short term air quality impacts and given the allowed uses of the zone district, long term impacts would be minimal. Standard measures for water quality, consistent with the Storm Water Management Program, are included as conditions of approval.

Utility Service - The site is currently and will continue to be served by all required utilities and public services.

VII. FINDINGS

The Planning Commission finds the following:

A. MODIFICATION (SBMC §28.92.110)

The Planning Commission may permit a modification or waiver of the parking or loading requirements where, in the particular instance, the modification will not be inconsistent with the purposes and intent of this Title and will not cause an increase in the demand for parking space or loading space in the immediate area. Based on the analysis in the Parking Demand Study dated April 3, 2007, and accepted by the Transportation Planning staff, the Planning Commission can find the project consistent with this finding.

B. THE TENTATIVE MAP (SBMC §27.07.100)

The Tentative Subdivision Map is consistent with the Local Coastal Plan, the General Plan and the Zoning Ordinance of the City of Santa Barbara. The site is physically suitable for the proposed development, the project is consistent with the variable density provisions of the Municipal Code, the Local Coastal Plan and the General Plan, and the proposed use is consistent with the vision for this neighborhood of the Local Coastal Plan and the General Plan. The design of the project will not cause substantial environmental damage, and associated improvements will not cause serious public health problems.

C. THE NEW CONDOMINIUM DEVELOPMENT (SBMC §27.13.080)

1. There is compliance with all provisions of the City's Condominium Ordinance.
2. The project complies with density requirements. Each unit includes laundry facilities, separate utility metering, adequate unit size and storage space, and the required private outdoor living space.
3. The proposed development is consistent with the General Plan and Local Coastal Plan (LCP) of the City of Santa Barbara.
4. The project can be found consistent with policies of the City's General Plan and Local Coastal Plan, including the Housing Element, Conservation Element, and Land Use Element. The project will provide infill development that is compatible with the surrounding neighborhood.

5. The proposed development is consistent with the principles of sound community planning and will not have an adverse impact upon the neighborhood's aesthetics, parks, streets, traffic, parking and other community facilities and resources.
6. The project is an infill residential project proposed in an area where residential development is a permitted use. The project is adequately served by public streets, will provide adequate parking to meet the demands of the project and will not result in traffic impacts. The design has been reviewed by the City's design review board, which found the architecture and site design appropriate.

D. COASTAL DEVELOPMENT PERMIT (SBMC §28.45.009)

1. The project is consistent with the policies of the California Coastal Act.
2. The project is consistent with all applicable policies of the City's Local Coastal Plan, all applicable implementing guidelines, and all applicable provisions of the Code.
3. The project is consistent with the Chapter 3 (commencing with Section 30200) Policies of the Coastal Act regarding public access and public recreation.

The project can be found consistent with the Coastal Act. Adequate parking will be provided on the project site. The project will not have adverse impacts on coastal views, nor will it impact access to the coastline or public recreation.

Exhibits:

- A. Conditions of Approval
- B. Site Plan
- C. Applicant's letter, dated April 5, 2007
- D. ABR Minutes, September 11, 2006 & November 13, 2006
- E. Planning Commission Minutes dated February 5, 2007
- F. Parking Demand Study dated April 3, 2007

PLANNING COMMISSION CONDITIONS OF APPROVAL

116 E YANONALI STREET
COASTAL DEVELOPMENT PERMIT AND PARKING MODIFICATION
JULY 19, 2007

In consideration of the project approval granted by the Planning Commission and for the benefit of the owner(s) and occupant(s) of the Real Property, the owners and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession, and enjoyment of the Real Property:

- A. **Recorded Agreement.** Prior to the issuance of any Public Works permit or Building permit for the project on the Real Property, the Owner shall execute an "Agreement Relating to Subdivision Map Conditions Imposed on Real Property", which shall be reviewed as to form and content by the City Attorney, Community Development Director and Public Works Director, recorded in the Office of the County Recorder, and shall include the following:
1. **Uninterrupted Water Flow.** The Owner shall provide for the uninterrupted flow of water through the Real Property including, but not limited to, swales, natural watercourses, conduits and any access road, as appropriate.
 2. **Recreational Vehicle Storage Prohibition.** No recreational vehicles, boats, or trailers shall be stored on the Real Property.
 3. **Landscape Plan Compliance.** The Owner shall comply with the Landscape Plan approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the ABR. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan. If said landscaping is removed for any reason without approval by the ABR, the owner is responsible for its immediate replacement.
 4. **Storm Water Pollution Control and Drainage Systems Maintenance.** Owner shall maintain the drainage system and storm water pollution control devices intended to intercept siltation and other potential pollutants (including, but not limited to, hydrocarbons, fecal bacteria, herbicides, fertilizers, etc.) in a functioning state (and in accordance with the Operations and Maintenance Procedure Plan approved by the Building Official). Should any of the project's surface or subsurface drainage structures or storm water pollution control methods fail to capture, infiltrate, and/or treat, or result in increased erosion, the Owner shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the applicant shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Coastal Development Permit is required to authorize such work. The Owner is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health, or damage to the Real Property or any adjoining property.

5. **Approved Development.** The development of the Real Property approved by the Planning Commission on July 19, 2007 is limited to approximately 19,935 square feet (gross) of building area that includes six (6) condominiums, each comprised of a dwelling unit and a commercial unit, along with 19 on-site parking spaces, and the improvements shown on the Tentative Subdivision Map signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.
6. **Required Private Covenants.** The Owners shall record in the official records of Santa Barbara County either private covenants, a reciprocal easement agreement, or a similar agreement which, among other things, shall provide for all of the following:
 - a. **Common Area Maintenance.** An express method for the appropriate and regular maintenance of the common areas, common access ways, common utilities and other similar shared or common facilities or improvements of the development, which methodology shall also provide for an appropriate cost-sharing of such regular maintenance among the various owners of the condominium units.
 - b. **Garages Available for Parking.** A covenant that includes a requirement that all garages be kept open and available for the parking of vehicles owned by the residents of the property in the manner for which the garages were designed and permitted.
 - c. **Landscape Maintenance.** A covenant that provides that the landscaping shown on the approved Landscaping Plan shall be maintained and preserved at all times in accordance with the Plan.
 - d. **Trash and Recycling.** Trash holding areas shall include recycling containers with at least equal capacity as the trash containers, and trash/recycling areas shall be easily accessed by the consumer and the trash hauler. Green waste shall either have containers adequate for the landscaping or be hauled off site by the landscaping maintenance company. If no green waste containers are provided for common interest developments, include an item in the CC&Rs stating that the green waste will be hauled off site.
 - e. **Gates.** Any gates that have the potential to block access to any designated commercial space shall be locked in the open position during business hours at a minimum of between the hours of 8 a.m. and 7 p.m.
 - f. **Covenant Enforcement.** A covenant that permits each owner to contractually enforce the terms of the private covenants, reciprocal easement agreement, or similar agreement required by this condition.
7. **Use Limitations.** Due to potential parking impacts, bars, restaurants and small stores are not permitted without further environmental and/or Planning Commission review and approval. Prior to initiating a change of use, the Owner shall submit a letter to the Community Development Director detailing the

proposal, and the Director shall determine the appropriate review procedure and notify the Applicant.

8. **BMP Training.** Employee training shall be provided on the implementation of Best Management Practices (BMPs) in order to prevent or reduce the discharge of pollutants to storm water from buildings and ground maintenance. The training shall include using good housekeeping practices, preventive maintenance and spill prevention and control at outdoor loading/ unloading areas in order to keep debris from entering the storm water collection system.

B. **Public Works Submittal Prior to Final Map Approval.** The Owner shall submit the following, or evidence of completion of the following, to the Public Works Department for review and approval, prior to processing the approval of the Final Map and prior to the issuance of any permits for the project:

24. **Final Map.** The Owner shall submit to the Public Works Department for approval, a Final Map prepared by a licensed land surveyor or registered Civil Engineer. The Final Map shall conform to the requirements of the City Survey Control Ordinance.
25. **Dedication.** Easement as shown on the approved Tentative Subdivision Map, subject to approval of the easement scope and location by the Public Works Department and/or the Building and Safety Division:
 - a. All street purposes along Gray Avenue in order to establish a two (2)-foot wide public right-of-way for purposes of a sidewalk.
0. **Water Rights Assignment Agreement.** The Owner shall assign to the City of Santa Barbara the exclusive right to extract ground water from under the Real Property in an "Agreement Assigning Water Extraction Rights." Engineering Division Staff will prepare said agreement for the Owner's signature.
0. **Required Private Covenants.** The Owner shall submit a copy of the recorded private covenants, reciprocal easement agreement, or similar private agreements required for the project. If the private covenants required pursuant to Section A.6 above have not yet been approved by the Department of Real Estate, a draft of such covenants shall be submitted.
0. **Drainage Calculations.** The Owner shall submit drainage calculations prepared by a registered civil engineer or licensed architect demonstrating that the new development will not increase runoff amounts above existing conditions for a 25-year storm event. Any increase in runoff shall be retained on-site.
0. **Drainage and Water Quality.** Project drainage shall be designed, installed, and maintained such that stormwater runoff from the first inch of rain from any storm event shall be retained and treated onsite in accordance with the City's NPDES Storm Water Management Permit. Runoff should be directed into a passive water treatment method such as a bioswale, landscape feature (planter beds and/or lawns), infiltration trench, etc. Project plans for grading, drainage, stormwater treatment methods, and project development, shall be subject to review and approval by City

Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants, or groundwater pollutants would result from the project. The Owner shall maintain the drainage system and storm water pollution control methods in a functioning state.

0. **Yanonali Street and Gray Avenue Public Improvement Plans.** The Owner shall submit C-1 public improvement for construction of improvements along the property frontage on Yanonali Street and Gray Avenue. The C-1 plans shall be submitted separately from plans submitted for a Building Permit. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: sidewalk, driveway apron modified to meet Title 24 requirements, curbs, gutters, access ramp, asphalt concrete, concrete pavement on aggregate base, crack seal and slurry seal the street along entire subject property frontage and a minimum of 20 feet beyond the limit of all trenching, underground service utilities, public drainage improvements with supporting drainage calculations and/or hydrology report for installation of (drainage pipe, curb drain outlets, slot/trench drain, drop inlet, detention, erosion protection (provide off-site storm water BMP plan), etc.), supply and install two residential standard street light(s), style to be determined by the Public Works Department and the Architectural Review Board, preserve and/or reset survey monuments and contractor stamps, supply and install directional/regulatory traffic control signs, storm drain stenciling, new street trees and tree grates per approval of the City Arborist and provide adequate positive drainage from site. Any work in the public right-of-way requires a Public Works Permit.
0. **Land Development Agreement.** The Owner shall submit an executed "Agreement for Land Development Improvements," prepared by the Engineering Division, an Engineer's Estimate, signed, and stamped by a registered civil engineer, and securities for construction of improvements prior to execution of the agreement.
0. **Encroachment Permits.** Any encroachment or other permits from the City or other jurisdictions (State, Flood Control, County, etc.) for the construction of improvements (including any required appurtenances) within their rights of way (easement).
0. **Removal or Relocation of Public Facilities.** Removal or relocation of any public utilities or structures must be performed by the Owner or by the person or persons having ownership or control thereof.
0. **Maintenance Agreement Required.** The Owner shall submit an Executed Agreement for Maintenance of the proposed driveway, subject to the review and approval of the Public Works Director and City Attorney.

D. **Design Review.** The following items are subject to the review and approval of the Architectural Board of Review (ABR). ABR shall not grant preliminary approval of the project until the following conditions have been satisfied.

1. **Minimize Visual Effect of Paving.** Textured or colored pavement shall be used in paved areas, such as the common open space, of the project to minimize the visual effect of the expanse of paving, create a pedestrian environment, and provide access for all users.
2. **Screened Check Valve/Backflow.** The check valve or anti-backflow devices for fire sprinkler and/or irrigation systems shall be provided in a location screened from public view or included in the exterior wall of the building.
2. **Permeable Paving.** Incorporate a permeable paving system for the walkways and parking areas that will allow a portion of the paved area runoff to percolate into the ground, except as necessary to meet Fire Department weight requirements. Materials in driveways and parking areas must be approved by the Transportation Manager.

E. **Public Works Requirements Prior to Building Permit Issuance.** The Owner shall submit the following, or evidence of completion of the following to the Public Works Department for review and approval, prior to the issuance of a Building Permit for the project.

7. **Recordation of Agreements.** After City Council approval, the Owner shall provide evidence of recordation to the Public Works Department.
8. **Approved Public Improvement Plans and Concurrent Issuance of Public Works Permit.** Upon acceptance of the approved public improvement plans, a Public Works permit shall be issued concurrently with a Building permit.

Community Development Requirements Prior to Building or Public Works Permit Application/Issuance. The following shall be finalized prior to, and/or submitted with, the application for any Building or Public Works permit:

0. **Neighborhood Notification Prior to Construction.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the Contractor(s), site rules and Conditions of Approval pertaining to construction activities and any additional information that will assist the Building Inspectors, Police Officers and the public in addressing problems that may arise during construction. The language of the notice and the mailing list shall be reviewed and approved by the Planning Division prior to being distributed. An affidavit signed by the person(s) who compiled the mailing list shall be submitted to the Planning Division.

0. **Contractor and Subcontractor Notification.** The Owner shall notify in writing all contractors and subcontractors of the site rules, restrictions, and Conditions of Approval. Submit a copy of the notice to the Planning Division.
0. **Traffic Control Plan.** A traffic control plan shall be submitted, as specified in the City of Santa Barbara Traffic Control Guidelines. Traffic Control Plans are subject to approval by the Transportation Manager.
0. **Geology Report.** Submit to the Building and Safety Division a geology report prepared by a licensed engineer or geologist and implement the recommendations outlined in the report.
0. **Soils Report.** Submit to the Building and Safety Division a soils report and implement the recommendations outlined in the report.
0. **Structural Engineering Report.** Submit to the Building and Safety Division a structural engineering report, prepared by a structural engineer, as required by the Building Official and implement the recommendations outlined in the report.
0. **Prepare a Structural Crack Survey and Video Reconnaissance.** At least twenty (20) days prior to the issuance of a demolition permit, Owner shall notify owners and occupants of structures within 100 feet of the project site property lines of the opportunity to participate in a structural crack survey and video reconnaissance of their property. Prior to the issuance of a demolition permit, Owner shall prepare a structural crack survey and video reconnaissance of the property of those owners or occupants who express a desire to participate in the survey. The purpose of the survey shall be to document the existing condition of neighboring structures within 100 feet of the project site property line and more than 50 years old. After each major phase of project development (demolition, grading, and construction), a follow-up structural crack survey and video reconnaissance of the property of those owners and occupants who have elected to participate in the survey. Prior to issuance of a certificate of occupancy, Owner shall meet with the owners and occupants who have elected to participate in the survey to determine whether any structural damage has occurred due to demolition, grading or construction at the project site. Owner shall be responsible for the cost of repairing any structural damage caused by project demolition, grading, or construction on properties that have elected to participate in the survey.
0. **Green Building Techniques Required.** Owner shall design the project to meet Santa Barbara Built Green Two-Star Standards and strive to meet the Three-Star Standards.
0. **Letter of Commitment for Pre-Construction Conference.** The Owner shall submit to the Planning Division a letter of commitment that states that, prior to disturbing any part of the project site for any reason and after the Building permit has been issued, the General Contractor shall schedule a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements. The conference shall include representatives from the

Public Works Department Engineering and Transportation Divisions, the assigned Building Inspector, the Planning Division, the Property Owner, the Architect, the Project Engineer, and the Contractor and each subcontractor.

Building Permit Plan Requirements. The following requirements/notes shall be incorporated into the construction plans submitted to the Building and Safety Division for Building permits.

1. **Design Review Requirements.** Plans shall show all design, landscape and tree protection elements, as approved by the Architectural Board of Review, outlined in Section D above.
2. **Pre-Construction Conference.** Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Building Division, Planning Division, the Property Owner Architect, Project Engineer, Contractor and each Subcontractor.
3. **Grading Plan Requirement for Archaeological Resources.** The following information shall be printed on the grading plans:

If archaeological resources are encountered or suspected, work shall be halted or redirected immediately and the Planning Division shall be notified. The archaeologist shall assess the nature, extent, and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

0. **Post-Construction Erosion Control and Water Quality Plan.** Provide an engineered drainage plan that addresses the existing drainage patterns and leads towards improvement of the quality and rate of water run-off conditions from the

site by capturing, infiltrating, and/or treating drainage and preventing erosion. The Owner shall passive water quality methods, such as bioswales, catch basins, or storm drain on the Real Property, or other measures specified in the Erosion Control Plan, to intercept all sediment and other potential pollutants (including, but not limited to, hydrocarbons, fecal bacteria, herbicides, fertilizers, etc.) from the parking lot areas and other improved, hard-surfaced areas prior to discharge into the public storm drain system, including any creeks. All proposed methods shall be reviewed and approved by the Public Works Department and the Building and Safety Division. Maintenance of these facilities shall be provided by the Owner, as outlined in Condition B-6, above, which shall include the regular sweeping and/or vacuuming of parking areas and drainage and storm water methods maintenance program.

0. **Trash Enclosure Provision.** A trash enclosure with adequate area for recycling containers (an area that allows for a minimum of 50 percent of the total capacity for recycling containers) shall be provided on the Real Property and screened from view from surrounding properties and the street.

Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs, unless protected with fire sprinklers.

0. **Commercial Dumpsters.** Commercial dumpsters shall be provided, including, at a minimum, an equal area for recycling containers. Dumpsters shall not be placed within five feet (5') of combustible walls, openings, or combustible roof eaves lines unless sprinkler coverage is provided.
0. **Utilities.** Provide individual water, electricity, and gas meters, and sewer lateral for each residential unit. Service lines for each unit shall be separate until a point five feet (5') outside the building.
0. **Conditions on Plans/Signatures.** The final Planning Commission Resolution shall be provided on a full size drawing sheet as part of the drawing sets. Each condition shall have a sheet and/or note reference to verify condition compliance. If the condition relates to a document submittal, indicate the status of the submittal (e.g., Final Map submitted to Public Works Department for review). A statement shall also be placed on the above sheet as follows: The undersigned have read and understand the above conditions, and agree to abide by any and all conditions which is their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

Property Owner

Date

Contractor

Date

License No.

Architect	Date	License No.
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Engineer	Date	License No.
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Construction Implementation Requirements. All of these construction requirements shall be carried out in the field by the Owner and/or Contractor for the duration of the project construction. (Community Development Department staff shall review the plans and specifications to assure that they are incorporated into the bid documents, such that potential contractors will be aware of the following requirements prior to submitting a bid for the contract.)

- 0. **Demolition/Construction Materials Recycling.** Recycling and/or reuse of demolition/construction materials shall be carried out to the extent feasible, and containers shall be provided on site for that purpose, in order to minimize construction-generated waste conveyed to the landfill. Indicate on the plans the location of a container of sufficient size to handle the materials, subject to review and approval by the City Solid Waste Specialist, for collection of demolition/construction materials. A minimum of 90% of demolition and construction materials shall be recycled or reused. Evidence shall be submitted at each inspection to show that recycling and/or reuse goals are being met.
- 0. **Construction-Related Truck Trips.** Construction-related truck trips shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). The purpose of this condition is to help reduce truck traffic on adjacent streets and roadways.
- 0. **Construction Related Traffic Routes.** The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods, subject to approval by the Public Works Director.
- 0. **Haul Routes.** The haul route(s) for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Public Works Director.
- 0. **Traffic Control Plan.** All elements of the approved Traffic Control Plan shall be carried out by the Contractor.
- 0. **Construction Hours.** Construction (including preparation for construction work) is prohibited Monday through Friday before 7:00 a.m. and after 5:00 p.m., and all day on Saturdays, Sundays and holidays observed by the City of Santa Barbara, as shown below:

New Year's Day	January 1st*
Martin Luther King's Birthday	3rd Monday in January
Presidents' Day	3rd Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4th*
Labor Day	1st Monday in September

Thanksgiving Day	4th Thursday in November
Following Thanksgiving Day	Friday following Thanksgiving Day
Christmas Day	December 25th*

*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the Chief of Building and Safety to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out night construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.

0. **Construction Parking/Storage/Staging.** Construction parking and storage shall be provided as follows:

. During construction, free parking spaces for construction workers and construction shall be provided on-site or off-site in a location subject to the approval of the Public Works Director. Construction workers are prohibited from parking within the public right-of-way, except as outlined in subparagraph b. below.

. Parking in the public right of way is permitted as posted by Municipal Code, as reasonably allowed for in the 2006 Greenbook (or latest reference), and with a Public Works permit in restricted parking zones. No more than three (3) individual parking permits *without extensions* may be issued for the life of the project.

. Storage or staging of construction materials and equipment within the public right-of-way shall not be permitted, unless approved by the Transportation Manager.

0. **Water Sprinkling During Grading.** During site grading and transportation of fill materials, regular water sprinkling shall occur on-site, using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied on-site to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement on-site damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

0. **Expeditious Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used, as directed by the Building Inspector.
0. **Gravel Pads.** Gravel pads shall be installed at all access points to the project site to prevent tracking of mud on to public roads.
0. **Street Sweeping.** The property frontage and adjacent property frontages, and parking and staging areas at the construction site shall be swept daily to decrease sediment transport to the public storm drain system and dust.
0. **Construction Best Management Practices (BMPs).** Construction activities shall address water quality through the use of BMPs, as approved by the Building and Safety Division.
1. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor(s) and telephone number(s), work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval. The font size shall be a minimum of 0.5 inches in height.
2. **Construction Equipment Maintenance.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.
3. **Graffiti Abatement Required.** Owner and Contractor shall be responsible for removal of all graffiti as quickly as possible. Graffiti not removed within 24 hours of notice by the Building and Safety Division may result in a Stop Work order being issued, or may be removed by the City, at the Owner's expense, as provided in SBMC Chapter 9.66.
4. **Unanticipated Archaeological Resources Contractor Notification.** Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and the applicant shall retain an archaeologist from the most current City Qualified Archaeologists List. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the

remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

Prior to Certificate of Occupancy. Prior to issuance of the Certificate of Occupancy, the Owner of the Real Property shall complete the following:

7. **Repair Damaged Public Improvements.** Repair any damaged public improvements (curbs, gutters, sidewalks, roadways, etc.) subject to the review and approval of the Public Works Department per SBMC §22.60.090. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.
8. **Complete Public Improvements.** Public improvements, as shown in the improvement/building plans, including utility service undergrounding and installation of street trees.
9. **Record Drawings.** Submit Record Drawings identifying “as-built” conditions of public improvements to the Public Works Inspector for verification and approval.
10. **Fire Hydrant Replacement.** Replace existing nonconforming type fire hydrant(s) with commercial-type hydrant described in Standard Detail 6-003.1 Paragraph 2 of the Public Works Department Standard Details.
11. **Manholes.** Raise all sewer and water manholes on easement to final finished grade.
12. **Noise Measurements.** Submit a final report from a licensed acoustical engineer, verifying that interior and exterior living area noise levels are within acceptable levels as specified in the Noise Element. In the event the noise is not mitigated to acceptable levels, additional mitigation measures shall be recommended by the noise specialist and implemented subject to the review and approval of the Building and Safety Division and the Architectural Board of Review (ABR).
13. **Existing Street Trees.** Submit a letter from a qualified arborist, verifying that the existing street tree(s) have been properly pruned and trimmed.
14. **New Construction Photographs.** Photographs of the new construction, taken from the same locations as those taken of the story poles prior to project approval, shall be taken, attached to 8 ½ x 11” board and submitted to the Planning Division.

15. **Evidence of Private CC&Rs Recordation.** Evidence shall be provided that the private CC&Rs required in Section A have been recorded.

Litigation Indemnification Agreement. In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant/Owner hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any third party legal challenge to the City Council's denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the California Environmental Quality Act (collectively "Claims"). Applicant/Owner further agrees to indemnify and hold harmless the City and the City's Agents from any award of attorney fees or court costs made in connection with any Claim.

Applicant/Owner shall execute a written agreement, in a form approved by the City Attorney, evidencing the foregoing commitments of defense and indemnification within thirty (30) days of the City Council denial of the appeal and approval of the Project. These commitments of defense and indemnification are material conditions of the approval of the Project. If Applicant/Owner fails to execute the required defense and indemnification agreement within the time allotted, the Project approval shall become null and void absent subsequent acceptance of the agreement by the City, which acceptance shall be within the City's sole and absolute discretion. Nothing contained in this condition shall prevent the City or the City's Agents from independently defending any Claim. If the City or the City's Agents decide to independently defend a Claim, the City and the City's Agents shall bear their own attorney fees, expenses, and costs of that independent defense.

NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:

The Planning Commission's action approving the Coastal Development Permit shall expire two (2) years from the date of approval, per Santa Barbara Municipal Code §28.45.009.q, unless:

1. Otherwise explicitly modified by conditions of approval of the development permit, or unless construction or use of the development has commenced.
2. A Building permit for the work authorized by the coastal development permit is issued prior to the expiration date of the approval.
3. A one (1) year time extension may be granted by the Planning Commission if the construction authorized by the permit is being diligently pursued to completion and issuance of a Certificate of Occupancy. Not more than three (3) extensions may be granted.

NOTICE OF TENTATIVE SUBDIVISION MAP (INCLUDING NEW CONDOMINIUMS AND CONDOMINIUM CONVERSIONS) TIME LIMITS:

The Planning Commission's action approving the Tentative Map shall expire two (2) years from the date of approval. The subdivider may request an extension of this time period in accordance with Santa Barbara Municipal Code §27.07.110.

April 5, 2007

Planning Commission
City of Santa Barbara
630 Garden Street
Santa Barbara Ca 93101



**Re: 116 East Yanonali Street – DART RE-SUBMITTAL
MST #2006-00361, APN #033-083-018**

Dear Planning Commissioners,

We are pleased to re-submit a DART application for DBN Development's Live / Work project located at 116 East Yanonali Street. Our re-submittal addresses staff comments and suggestions within your DART letter dated January 23, 2007 and comments and suggestions provided by the Planning Commission at the conceptual review hearing on February 15, 2007.

We have provided an item by item response to your DART letter comments and it is attached for your review. Our plans have also been updated to reflect the changes and our response to your comments and suggestions.

At your suggestion, we visited with the Planning Commission to get their conceptual input into four areas related to the project:

1. Consistency with OC Zone District
2. Massing of the Project
3. Internal stair Access in Live / Work Units
4. 90 Degree Parking Alternative

We have addressed each of these four areas and the associated Planning Commission input and suggestions.

1. Consistency with the OC Zone:

We note that the Planning Commission appreciated our efforts toward preserving the "Funk Zone" and agreed that Spanish Colonial architecture not be used in favor of preserving the "Funk" in the Funk Zone and that they are supportive of the project and the vision behind it.

Although not reflected in the Planning Commission minutes, we understand that the Planning Commission – "were supportive of the project and find it to be consistent with the OC zone."

There were several comments relating to the mix of commercial versus residential floor area and even the possibility of adding an additional (affordable) residential unit. We have studied

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each of these suggestions carefully; however, we believe these changes would make the project non-compliant with the OC Zone.

2. Massing of the Project:

The Planning Commission reviewed the project's size, bulk and scale at the concept hearing on February 15th. Per the minutes of that meeting, the Planning Commission found "the height of the building and its design are consistent with the waterfront area design criteria."

There was a comment from the Planning Commission that the Yanonali elevation appeared "too boxy". We have addressed this by modifying the Yanonali Elevation to reduce its apparent façade length by 15%, and setting back from the property line for the section closest to the westerly property line. Additionally, we are considering alternative materials, which could include, for example, a galvanized metal, for those areas of the elevations that have been additionally stepped back. This approach would further mitigate any concerns of the Planning Commission relating to building mass and we look forward to reviewing these material options with the ABR.

Other than the mass and scale of the building, there were a number of comments and suggestions regarding the appearance of the building. The Planning Commission suggested that we take care to incorporate more "funk" and not make the project look "new". We have incorporated some architectural details to this end and have altered the design of window fenestration to incorporate these comments. These design changes are reflected in the re-submitted plans.

3. Internal Stair Access in Live / Work Units:

We hear the concern of staff and the Planning Commission that an internal stair connection between the residential and commercial areas of each unit might encourage an occupant to use the commercial portion for residential purposes. We feel, however that direct linkage between the residence and the workplace is an important element of "live/work". We heard there was consensus among Planning Commissioners that this would not be an issue for those two commercial units on grade at Yanonali Street. Concern pertained primarily to those commercial spaces located above the parking garage and accessed via the upper atrium. In order to retain this integral project feature we have addressed these concerns several ways:

- We have re-designed the stairs so that there is no longer direct internal access between the residential portion of the units and the commercial portions above the

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garage. Private stair access is still provided, however, an occupant must use their private terrace to enter their commercial space from the residence, and visa versa.

- Additionally, we have provided more design detail to illustrate to you the commercial storefront nature of the commercial spaces looking onto the atrium to demonstrate how inappropriate an occupant would find using one of these spaces for residential purposes.
- We would include a clause within the project CC&R's whereby each of the commercial spaces shall be "open for business" during regular business hours. This CC&R requirement would further prevent the use of these commercial areas for residential purposes.
- We propose that the CCRs would require each commercial space to obtain and maintain a business license from the City.

4. 90 Degree Parking:

We were delighted that the Planning Commission supported our proposal for ninety degree parking on the proviso that a design could be developed that satisfied the concerns of staff. However, we understand, on advice from staff, that the Local Coastal plan requirement for all parking to be on site precludes the granting of an easement that would allow this 90D parking to work and therefore withdraw our request for this option to be considered.

New Issues:

You have recently raised concern at the inclusion of a gate at the entry to the covered parking area. Your concern is related to conjunctive use of the parking garage and the accessibility of parking for the commercial portion of the project during normal business hours. Once again, as with the gated entry to the ground floor atrium and the "Open During Business Hours Requirement" for the commercial spaces above the garage, the gate to the parking garage will be required by the CC&Rs to remain open during normal business hours.

Thank you very much for helping us work through these issues over the past 6 months. Our revised project description follows:

PROJECT DESCRIPTION:

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Our application (MST #2006-00361) is for a mixed-use, live/work project to be located on APN #033-083-018, an 11,761 gross sq. ft. lot located at 116 E. Yanonali Street in Santa Barbara.

The site currently contains an austere single-story CMU block warehouse building of 7,343 gross sq. ft. built in 1974 with 13 on-site parking spaces behind CMU block walls at the property line. Additional cars are parked on Gray Avenue, perpendicular to the ROW, and on Yanonali Street. The existing building is occupied by the Caribbean Coffee Company and used as a distribution warehouse.

The neighborhood for this project is informally known as the "Funk Zone" and can be characterized by its existing land use pattern of small owner occupied visitor serving businesses and its creative, artisan community. A primary goal of the City of Santa Barbara's zone change to OC in 2005, was the retention and continuation of this land use pattern. Our client, DBN believes a mixed-use, live/work project, consistent with the OC ordinance, will support the retention and continuation of the "Funk Zone" by providing a property tailored to the needs of small owner occupied visitor serving businesses and the creative, artisan community that define the "Funk Zone" today.

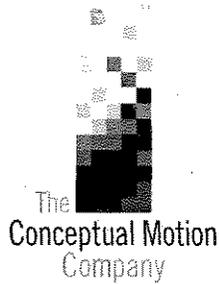
The site we have selected is ideally suited to a mixed-use, live/work project and to the application of smart growth principles that reduce project related parking and traffic demand. The site is ideal for a pedestrian oriented development. It is within an urban area of the city and is contiguous to many amenities for the residents / business owners of the project. For example, within a five (5) minute walk, the project occupants have access to:

- | | | |
|---|---|--------------------------|
| Inter and Intra Regional Transportation | - | Train Station |
| Inter City Transportation | - | Bus Services |
| Local / Surface Transportation | - | MTD (State Street) |
| Parks & Recreation | - | Santa Barbara Beachfront |
| | | Passive Recreation |
| | | Active Recreation |
| Restaurant(s) | - | Multiple |
| Entertainment | - | Nightclubs |
| | - | Art Galleries |
| | - | Retail Services |
| Food Market and Deli(s) | | |
| Coffee Houses | | |

Within a ten (10) minute walk, the project occupants have access to:

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- | | |
|--|--|
| Cultural/Educational Amenities | <ul style="list-style-type: none"> - Stearns Wharf: Sea Center - Ronald Reagan Young Republicans - Veterans Center - Brooks Photographic Institute - County Arts Commission |
| Fitness Amenities | <ul style="list-style-type: none"> - Marshall Arts - Ballet - Spa and Wellness services |
| Convenience / Grocery Stores
Business Retail / Services | |

The occupants of this project will have full access to a full range of urban amenities and transportation services that will allow them to lead healthy pedestrian oriented lifestyles in a manner that substantially reduces their dependence on conventional auto-related mobility.

DBN proposes to demolish the existing warehouse and build a Mixed Use project comprised of six (6) Live/Work units and nineteen (19) parking spaces. Each Live/Work unit will have its own separate residential and commercial areas. The residential and commercial areas of each unit are physically separated, by either a doorway or stairs and can only be accessed via internally-connected private terraces. Their separated functions (commercial vs. residential) will be further defined via deed restriction and private Covenant, Conditions and Restrictions ("CCRs").

This application includes a Tentative Map for a one lot sub-division to create six (6) "for sale" Live/Work condominium units.

The proposed development includes:

- | | |
|--|--|
| <ul style="list-style-type: none"> - Commercial - Residential - Sub-Total | <p>4,456 gross sq. ft.</p> <p><u>9,446 gross sq. ft.</u></p> <p>13,902 gross sq. ft.</p> |
| <ul style="list-style-type: none"> - Parking Garage - Total Development | <p><u>6,033 gross sq. ft.</u></p> <p>19,935 gross sq. ft.</p> |

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Note: Per Section 28.71.020 of the OC zoning ordinance, the proposed Residential portion of the project does not exceed 70% of the total building floor area of the development project

Within the project there are six (6) individual and independent commercial spaces with six individually assigned residences. There is 1 Studio-Unit, 3 One-Bedroom Units, and 2 Two-Bedroom Units, thus:

	<u>Commercial</u>	<u>Residential</u>	<u>Bedrooms</u>	<u>Total</u>	
Unit A	714	1,146	One Bedroom	1,860	net sq. ft.
Unit B	885	1,148	Studio	2,033	net sq. ft.
Unit C	668	1,236	One Bedroom	1,904	net sq. ft.
Unit D	504	1,760	Two Bedroom	2,264	net sq. ft.
Unit E	504	1,696	Two Bedroom	2,200	net sq. ft.
Unit F	721	1,238	One Bedroom	1,959	net sq. ft.
TOTAL	3,996	8,224		12,220	net sq. ft.

We anticipate the six (6) owner / occupants of this project will be primarily from creative, visitor serving and arts related communities and will perceive significant value from living and working in the Funk Zone with its historic creative / arts related energy.

Some occupations that we believe will have a strong interest in this project are:

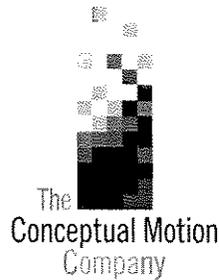
- Art Gallery Owners
- Creative Artists, et al
- Photographers
- Small Business Owners (engaged in ocean-related or visitor serving activities)
- Professional Services (engaged in ocean-related or visitor serving activities)

The primary goal is to create a building with ownership opportunities that are attractive to the creative and artisan members of our community and who demonstrate an active interest in the Funk Zone as a place to work and live. As a part of the project, DBN is reaching out to artists who work within the 'Funk Zone' to offer ongoing opportunities for artist involvement in the project elements and artwork.

Without fully knowing who is most likely to appreciate the advantages of the proposed development program, we can identify those uses for who this project would not be suitable, either due to their market-based conflict with intended uses, their potential for undue intensification of the property, or extraordinary parking requirements. A list of such uses that would be restricted in spite of otherwise being allowed in the OC Zone would be:

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- Restaurant
- Bar / Nightclub

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We intend, in addition to the land use constraints within the existing OC zone regulations, to preclude this list of potential uses from occupancy of the project via Deed Restriction and/or project CCRs.

The average size (NSF) of the commercial area of each of the Live / Work units is 730 sq. ft. As intended, this size commercial space is very suited to use by an owner / occupant / small business owner and categorically not suited to more intensified retail and visitor serving uses such as listed above.

The proposed project is a three story building with a maximum height of 42'-3" on Yanonali Street. It is well within the 45'0" Height Limit per the City of Santa Barbara OC Zoning Ordinance.

Our plans are arranged so that two (2) of the six (6) commercial spaces are located on the ground floor and oriented toward East Yanonali Street. A central atrium at the ground level extends the open area of the Yanonali side walk and will serve to promote street level activity on Yanonali Street. It also provides circulation to the covered parking at the rear of the property and to the upper atrium on a deck above the integral parking garage space. There are four (4) additional commercial spaces arranged around the upper atrium level. The second level contains four (4) residential units and their associated private open spaces. The third floor contains two (2) additional residential units with their associated private open spaces and project common open space. Private and Common open spaces within the project are in excess of those required by Ordinance (refer project data sheet).

Our consultant, ATE, has prepared a parking analysis for the project, using ITE standards, to determine the actual parking demand for the project. Our consultant used the standard ITE rate 3/1,000 gsf for the specialty retail / commercial portion of the project. This results in a Commercial Parking Demand of 13 Spaces (4,456 gross sq. ft. x 3/1,000 = 13).

Once these rates were established, our consultant then calculated an expected reduction in the overall parking demand due to the Live / Work nature of the project. Since each of the six (6) commercial spaces within the project are owned and occupied by the occupants of the associated six (6) residential spaces it can be assumed that at least one employee for each of the six commercial spaces will already be resident and parked at the property, and therefore will not require additional parking.

The Residential parking Demand is calculated as follows:

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One x Studio Unit	@	1.5 spaces per Unit	1.5
Three x One Bedroom Units	@	1.5 space per Unit	4.5
Two x Two Bedroom Units	@	2.0 spaces per Unit	4.0
Guest parking	@	.25 spaces per unit	2.0
Less Live Work configuration	@	-1.0 spaces per unit	<u>-6.0</u>
Total Residential Parking Demand			6.0 spaces

13 x Commercial spaces + 6 Residential Parking spaces = 19 spaces overall, as provided.

PREVIOUS CONTACT WITH CITY STAFF

1. A number of telephone calls directly related to this project in order to clarify the intent of the OC ordinance.
2. Discussion with Jake Jacobus.
3. Previous involvement and discussion with the City of Santa Barbara when developing the OC ordinance language and development standards
4. Voluntary planning initiative – Funk Zone study, produced by TCMC in 2004 and shared with Bettie Wiess and Brian Barnwell.
5. 08/23/06 PRT review with Planning and City Staff
6. 12/12/06 Meeting to review DART response from the City of Santa Barbara
7. 01/30/07 Meeting to review DART response from the City of Santa Barbara

PRIOR REVIEW:

1. June 6, 2006 - PRT submittal
2. City Planning Staff site visit
3. August 23, 2006 - PRT review with City Planning Staff
4. September 11, 2006 - ABR initial conceptual review
5. November 13th, 2006 – ABR second conceptual review
6. November 13th, 2006 – Initial DART submittal
7. December 6th, 2006 – DART response from City Planning Staff
8. December 12th, 2006 – meeting to review City DART comments
9. January 30th 2007– meeting to review City DART comments
10. February 15th – 2007 Planning Commission Concept Review

CONCLUSION:

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We are delighted to have the opportunity, on behalf of Mr. Steve Delson and DBN Yanonali, LLC, to present this exciting project to you. It is one of the first initiatives within the Funk Zone since the implementation of the OC zoning ordinance in 2005 and we believe we have very successfully interpreted and addressed the intent of that ordinance change. This project will add significantly to the community's efforts to define and articulate a special area within the City of Santa Barbara known as the "Funk Zone". We have designed a project specifically targeting the artisan community in a way that will add to and enhance the street experience that so defines this unique area.

We look forward to our application being deemed complete and returning to the Planning Commission to share the improvements to the project that have resulted from their input. Thank you for your assistance. If you have any questions, please do not hesitate to call.

Regards,

Steve Yates
President / CEO

CC Steve Delson
Gerhard Mayer

DBN Yanonali, LLC
Project Architect - TCMC

1501
Chapala Street
Santa Barbara, CA

93101

CONCEPT REVIEW - NEW ITEM**1. 116 E YANONALI ST**

OC/SD-3 Zone

Assessor's Parcel Number: 033-083-018
 Application Number: MST2006-00361
 Owner: 116 East Yanonali, LLC
 Owner: DBN Yanonali, LLC
 Architect: The Conceptual Motion Company

(Proposal to construct a three story mixed use building consisting of six residential units totaling 8,588 square feet and six new commercial spaces totaling 4,615 square feet. The proposal includes demolition of the existing 7,343 square foot warehouse/office on the 11,880 square foot parcel, located in the Coastal Zone. Modifications would be required to provide fewer than the required number of parking spaces and less than the required open yard area.)

(This item was continued from August 14, 2006.)

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND PLANNING COMMISSION APPROVAL FOR A COASTAL DEVELOPMENT PERMIT, DEVELOPMENT PLAN APPROVAL FINDINGS AND MODIFICATIONS.)

(3:16)

Present: Steve Yates, CEO, Conceptual Motion; Gerlurd Meyer, Architect, Conceptual Motion; Steve Gelson, DBN Yanonali, LLC, Owner. Peter Lawson, Case Planner, City of Santa Barbara.

Public comment opened at 3:41 p.m.

Nils Hammerbeck, in favor.

A letter from Joseph Garred expressing traffic concerns was read into the record.

A letter from Mark Kirkhart, stating parking, outdoor space, and privacy concerns was read into the record.

Public comment closed at 3:48 p.m.

Summary

Motion: Continued indefinitely to the Full Board with the following comments:
 1) The Board finds the site planning approach of keeping the building mass along the Yanonali frontage to be consistent with previous building patterns of large industrial type structures on that street. 2) The applicant is to prepare a 3-dimensional massing study, nestling the proposal into the existing neighborhood context. 4) The Board would like the architecture to be more industrial in nature and less of an architectural statement, allowing flexibility for the occupants to add their own style. 5) Most of the Board supports the 90 degree parking on Gray Avenue, with the following changes:
 a. the applicant is to study ways to continue the aesthetic feel of the pedestrian paseo at the corner along the entire length of Gray Avenue; b. incorporate landscaping such that the 90° parking at the front is not precluded. 6) Although the open space can not be fully met at the ground level, there are sufficient private outdoor use areas throughout the project, such as the atrium and upper level decks. 7) Some Board members are

concerned about the lack of apparent grounding of the upper level concrete portion of the building, therefore: a. study ways to ground the structure at certain areas, and b. restudy the human aspect of the proposed entry gate of the central atrium. 8) Provide more human scale, especially at street level. The proposed 22 feet floor-to-floor height appears tall, and needs further articulation to have less retail appearance. 9) The applicant shall seek opportunities at street frontages to include landscaping outside the central of atrium. 10) The Board prefers the site plan diagram as presented, as opposed to the option containing parallel parking. 11) The Board is concerned with the human scale of many elements. Restudy the ground plane façade, and some of the larger upper level windows, especially on the north elevation.

Action: LeCron/Sherry, 6/0/0. Manson-Hing and Wienke absent.

CONCEPT REVIEW - CONTINUED ITEM

2. 1480 LOU DILLON LN

A-2 Zone

Assessor's Parcel Number: 015-202-040

Application Number: MST2006-00162

Owner: Albert W Fink

Architect: James Zimmerman

(This is a revised description: Proposal to construct a 2,532 square foot, two-story residence with an additional 728 square feet of cellar space. The proposal includes a 1300 square foot detached accessory structure connected to the main residence trellised walkway. The accessory structure consists of a 440 square foot, two-car garage and 272 square feet of storage space on the ground floor and a 500 square foot accessory living space above the garage. There will be 778 square feet of lanai, 757 square feet of second floor veranda and 203 square of first floor patio. The project also includes a sod green roof, a pool, a jacuzzi, a retaining wall, landscaping, 136 cubic yards of cut grading and 75 cubic yards of fill grading, and is located on a 2.26 acre lot in The Hillside Design District.)

(Second Concept Review.)

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND NEIGHBORHOOD PRESERVATION ORDINANCE FINDINGS AND A PLANNING COMMISSION SUBSTANTIAL CONFORMANCE DETERMINATION.)

(4:41)

Present: James Zimmerman, Architect; Albert Fink, Owner; Mark Shulback, Contractor;

Public comment opened at 4:55 p.m.,

Bruce Bartlett, neighbor, concerned that although the project has improved some improvements are still needed relating to retaining wall heights, grading and landscape plan integration, and the second story deck.

Chris Morgan, opposed, expressed concern with hillside instability.

Jill Shalhoob, opposed, expressed concern with grading, and length of the proposed structure.

Public comment closed at 5:07 p.m.

Motion: Continued indefinitely to the Full Board with the following comments:

Public comment closed at 6:30 p.m.

- Motion:** **Preliminary Approval and continued to Full Board with the following conditions:**
1) Study using siding or shingles from the base up, and possibly using stucco from the base down. **2)** Study relocating the walking path, and using an enhanced permeable driveway path. **3)** Study lowering the finished floor height and the roof height of the secondary dwelling unit by approximately 2 to 3 feet.
- Action:** Wienke/Sherry, 7/0/0. Motion carried. (LeCron absent)

CONCEPT REVIEW - CONTINUED ITEM

6. 116 E YANONALI ST OC/SD-3 Zone

Assessor's Parcel Number: 033-083-018
 Application Number: MST2006-00361
 Owner: 116 East Yanonali, LLC
 Owner: DBN Yanonali, LLC
 Architect: The Conceptual Motion Company

(Proposal to construct a three-story mixed use building consisting of six residential units totaling 8,588 square feet and six new commercial spaces totaling 4,615 square feet. The proposal includes demolition of the existing 7,343 square foot warehouse/office on the 11,880 square foot parcel, located in the Coastal Zone. Modifications would be required to provide fewer than the required number of parking spaces and less than the required open-yard area.)

(Second Concept Review.)

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND PLANNING COMMISSION APPROVAL FOR A COASTAL DEVELOPMENT PERMIT, DEVELOPMENT PLAN APPROVAL FINDINGS AND MODIFICATIONS.)

(5:45)

Present: Steve Yates, CEO, Conceptual Motion; Gerlurd Meyer, Architect, Conceptual Motion; Steve Gelson, DBN Yanonali, LLC, Owner. Peter Lawson, Case Planner, City of Santa Barbara.

Staff comment: There is continued concern with the massing along Yanonali Street. Staff is concerned that there is not a clear delineation of where the residential portion ends and the commercial begins. The amount of required parking will be affected.

- Motion:** **Continued indefinitely to the Planning Commission with the following comments:**
1) Carried forward from the meeting of 9/11/2006*: 1.* The Board finds that the site planning approach of keeping the building mass along the Yanonali frontage is consistent with existing large industrial type structures on the street. **2)** The three dimensional massing model as presented does a good job of putting the proposed project into its neighborhood context. **3)** The Board understands the architecture motif of making the new building appear as a remodeled or recycled earlier industrial structure but encourages the applicant to bring forward a detailed set of refinements to the windows, railings, corners of the buildings upper setback cornices that add more character to the structure. **4)** The Board finds the façade on Yanonali Street, though it does not set back, is in

keeping with the larger examples in the neighborhood. 5) The proposed street improvements, with numerous street trees, are a sufficient buffer from the public street to the proposed building. 6) The applicant is encouraged to continue the street trees onto Gray Avenue, and to provide modulation to allow parking options between the trees. The majority of the Board prefers the 90 degree parking angle as it continues the paseo effect along the sidewalk. 7) Most of the Board supports either the metal cladding or exposed concrete at the base of the building, and appreciates that the materiality carries into the plaza. 8) The Board finds that the stepping on the south side is respectful of adjacent neighbors, and the attempt to save the existing vined masonry wall is appropriate for the neighborhood. 9) Some Board members continue to feel the 20-foot, or higher, first to second finished floor height is excessive. Continue studying ways to lower the building or add other design features to visually diminish the height. 10) One Board member feels that the location of street furniture should be restudied to not preclude access to the central atrium. 11) The applicant is encouraged to continue the art trellis element around to the Grey Avenue side of the building, but closer to the building to allow space for street trees. 12) The Board supports the use of the Demand Analysis for parking, and finds that it diminishes the amount of parking in public view. The Board looks for staff and the Planning Commission to consider ways to determine the appropriate way to delineate residential interior work space to allow the parking reduction to occur.

Action: Wienke/Sherry, 7/0/0. Motion carried. (LeCron absent)

***** THE BOARD RECESSED FROM 7:05 P.M. UNTIL 7:32 P.M. *****

CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING

7. 740 DOLORES DR

E-1 Zone

Assessor's Parcel Number: 035-033-013
 Application Number: MST2006-00606
 Owner: City of Santa Barbara
 Applicant: Omnipoint
 Agent: Karl Forrester

(Proposal for a T-mobile wireless telecommunication facility located at the Vic Trace Reservoir. The six-panel antenna array would be installed on an existing wireless carrier tower.)

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND A FINDING OF NO ADVERSE VISUAL IMPACTS.)

(7:32)

Present: Karl Forrester, Agent.

Public comment opened at 7:35 p.m.

A letter received from Ricardo Nargie, resident, expressing concern that adding to the wireless facility will be an eyesore, was read into the record by Ms. Brodison.

Public comment closed at 7:36 p.m.

Chair Jacobs announced a break at 3:30 P.M. and reconvened the meeting at 3:50 P.M..

IV. CONCEPT REVIEW ITEM.

ACTUAL TIME: 3:50 P.M.

APPLICATION OF CONCEPTUAL MOTION, ARCHITECT/AGENT FOR DBN YANONALI LLC, 116 E. YANONALI STREET, APN: 033-083-018, OC/S-D-3 OCEAN-ORIENTED COMMERCIAL ZONE/COASTAL OVERLAY ZONES, GENERAL PLAN DESIGNATION: HOTEL AND RELATED COMMERCIAL (MST2006-00231)

The project proposes demolition of an existing 7,343 square foot commercial building and constructing a 12,783 s.f. (net) mixed use, three story, 42 foot tall building. Six commercial units totaling 4,283 s.f. (net) and six residential dwellings, totaling 8,800 s.f. (net) are proposed. Four one-bedroom units and two two-bedrooms are proposed. The ground level would consist of commercial usage and a 15 space covered parking area. Additionally, 4 uncovered parking spaces are proposed, for a total of 19 on site parking spaces. The second level would be a mix of commercial and residential use and the top level would include two residential units, each with a roof deck. A Modification to reduce the parking from the required 30 spaces to 19 spaces is requested. Access to the parking area would be provided by a driveway from Gray Avenue.

The purpose of the concept review is to allow the Planning Commission and the public an opportunity to review the proposed project design at a conceptual level and provide the Applicant and Staff with feedback and direction regarding the proposed land use and design. **No formal action on the development proposal will be taken at the concept review, nor will any determination be made regarding environmental review of the proposed project.**

Upon review and formal action on the application for the development proposal, the proposed project will require the following discretionary applications:

1. Coastal Development Permit to allow development in the non-appealable jurisdiction of the Coastal Zone (SBMC§28.45.6);
2. Modification to reduce the required number of parking spaces from 30 spaces to 19 spaces (SBMC §28.90.100.G.3); and
3. Tentative Subdivision Map for a one-lot subdivision with six condominium units (SBMC §27.07).

Case Planner: Peter Lawson, Associate Planner
Email: plawson@santabarbaraca.gov

Pete Lawson, Associate Planner, gave the Staff presentation.

Steve Yates and Gehard Meyer of Conceptual Motion gave the applicant presentation. Steve Delson, Owner, also addressed the Commission.

Steve Foley, Supervising Transportation Planner, and Ms. Hubbell answered Planning Commission questions on parking safety surrounding the 90 degree parking layout on Gray Avenue.

Mr. Yates, Mr. Meyer, and Mr. Delson, answered Planning Commission questions on shading over Yanonali Street, green building technique considerations, plate heights, open space, and the intended use of outdoor corner tables.

Mark Wienke, Architectural Board of Review (ABR) Chair, reviewed the ABR's actions.

Chair Jacobs opened the public hearing at 5:12 P.M. and read the comments left by Nils Hammerbeck who supports the project but was unable to remain for the hearing. Chair Jacobs closed the hearing at 5:13 P.M.

Commissioner's comments:

1. The Commission appreciated the project efforts and the request for concept review.
2. Suggested some of the funk zone elements be brought into the residential units to create a more welcoming effect.
3. Would like to find a way to keep the 90 degree parking, perhaps by considering removal of one of the three parking spaces or putting sidewalks between building and parking.
4. Asked how far across Yanonali Street the building's shadow would go. The third floor massing seems to be large for Yanonali. The mixed use raises some concern, specifically when looking at the commercial above podium and whether it is truly residential space as opposed to commercial.
5. Many Commissioners expressed a desire to reduce the size of the residential units in favor of more commercial space. Would rather see bonafide studios and one-bedrooms, and perhaps more commercial space rather than oversized units. Suggested inclusion of an affordable unit.
6. Many Commissioners suggested not having internal connections between residential units and commercial spaces; extra stairs add too much bulk to the building.
7. Many Commissioners were concerned with the 90 degree parking and would like to see other considerations on the 90 degree parking layout. Would like to see consideration given to parallel parking. Suggested a parking study to show that the parking demand is being met.
8. Suggested variety in commercial space use and did not want to see another coffee shop materialize.
9. Suggested that the building incorporate more 'funk' and not look 'new', and that older elements be included in the fenestration of the building. Would not support large plate glass windows in building.
10. Yanonali Street elevation appears too boxy, but Gray Avenue elevation is good. Liked atrium.

11. Stated that the height of the building and its design are consistent with the Waterfront Area Design Criteria. Consider more window articulation to look less modern.
12. Live work spaces almost appear to be dead spaces. Encouraged commercial condos developed to be separate from residential condos.
13. Suggested the artisan spaces be encouraged to be open during work hours to increase pedestrian activity and vital streetscape.
14. Encouraged green building wherever possible and allowances for bicycles.
15. The Commission was appreciative of the efforts made to preserve the funk zone. Appreciated that Spanish Colonial was not being used in favor of funk preservation.

The Commission was asked by Mr. Yates if it would consider a parking modification for less parking if bonus density were offered. The Commission did not feel it could support the requested modification.

V. **DISCUSSION ITEM: Continued to March 1, 2007**

PLANNING COMMISSION STANDARD CONDITIONS OF APPROVAL ANNUAL REVIEW / CONSTRUCTION RELATED CONDITIONS WORKSHOP.

Staff's annual review of proposed changes to the Planning Commission Standard Conditions of Approval Template, including discussion on construction related conditions. Proposed revisions to the Conditions of Approval are intended to provide a more efficient and concise document. A discussion will be held with the Planning Commission.

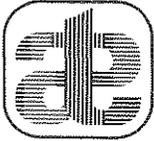
Case Planner: Jan Hubbell, Senior Planner
Email: jhubbell@SantaBarbaraCA.gov

Mr. Vincent left the hearing at 5:50 P.M.

VI. **ADMINISTRATIVE AGENDA**

- A. Committee and Liaison Reports.
 1. Commissioner Bartlett reported on the Santa Barbara Safe Streets event held at the Municipal Golf Course.
 2. Commissioner Bartlett reported on the Architectural Board of Review meeting and the Whole Foods project being considered.
 3. Commissioner White reported on the Staff Hearing Officer's meeting and two projects heard.
- B. Review of the decisions of the Staff Hearing Officer in accordance with SBMC §28.92.026.

None were requested.



ASSOCIATED TRANSPORTATION ENGINEERS

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Richard L. Pool, P.E.
Scott A. Schell, AICP

April 3, 2007

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CITY OF SANTA BARBARA
PLANNING DIVISION

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Steve Yates
TCMC
1501 Chapala Street
Santa Barbara, CA 93101

TRAFFIC AND PARKING STUDY FOR THE 116 E. YANONALI STREET MIXED-USE DEVELOPMENT, CITY OF SANTA BARBARA, CALIFORNIA

Associated Transportation Engineers (ATE) has prepared the following traffic and parking study for the 116 E. Yanonali Street Mixed-Use Development, proposed in the City of Santa Barbara. The traffic study reviews the project's trip generation estimates and parking demands.

PROJECT DESCRIPTION

The project site is located at 116 E. Yanonali Street between Santa Barbara Street on the west and Gray Street on the east, in the City of Santa Barbara's Waterfront area. The site is currently occupied with a 7,312 square-foot (sf) commercial building. The project is proposing to demolish the existing building and construct a mixed-use development with 6 condominiums and 4,456 sf (gross) of commercial space which would be deed restricted for use to the attached condominium units. The gross square feet measurement was calculated by the project architect, and is comprised of outside wall to outside wall measurements. The gross square feet does not include outdoor areas for general circulation or service. Parking for the project would be provided within an on-site surface parking lot containing 19 spaces.

EXHIBIT F

PROJECT TRIP GENERATION

In determining whether the traffic impacts generated by a project are significant, the traffic analysis compares the potential traffic generation of a project with pre-project environmental conditions. This is generally referred to setting the "baseline" for the environmental review. A trip generation analysis was therefore completed to compare the level of traffic that would be generated by the proposed development with the level of traffic generated by the existing on-site uses.

Existing Building

Trip generation estimates were developed for the existing building based on the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual¹ for General Office (Land Use #710) and General Light Industrial (Land Use #110) uses. Of the total building square footage, 15% was assumed to be Office and 85% was assumed to be industrial. Table 1 shows the calculations completed for the project.

Table 1
Existing Trip Generation

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Office	1,097 sf	22.66	25	2.97	3	3.40	4
Light Industrial	6,215 sf	6.97	43	0.92	6	0.98	6
TOTAL	7,312		68		9		10

The data presented in Table 1 shows that the existing building generates 68 average daily, 9 A.M. peak hour, and 10 P.M. peak hour trips.

Proposed Project

Trip generation estimates for the proposed project were calculated based on the ITE average rates for Residential Condominium/Townhouse (Land Use #230) for the residential components of the project. Adjusted rates were developed for the condominium units as they are associated with live-work space, including a 15% "mixed-use" trip reduction. No A.M. or P.M. peak trip generation rates are applied, accounting for trips not generated as a result of residing at the same location as the work space. For example, a resident of a traditional condominium would drive to work in the morning, and drive home from work in the evening, generating a morning and an evening trip. These peak hour trips would be eliminated by living in the same location as the workplace.

¹ Trip Generation, Institute of Transportation Engineers, 7th Edition, 2003

The ITE average rates for Specialty Retail (Land Use #814) were used for the commercial components of the project. The A.M. peak hour factor from the San Diego Association of Governments (SANDAG) Trip Generators Manual² was used to develop the Specialty Retail A.M. rate. A 10% "mixed-use" trip reduction was applied to the specialty retail trips to account for the mixed-use and live-work aspect of the project. This reduction accounts for the morning and evening peak hour trips not generated by commercial space because the owner or employee resides in the same location as the business. Table 2 shows the proposed project trip generation estimates.

**Table 2
Proposed Project Trip Generation**

Land Use	Size	Mixed Use	ADT		A.M. Peak Hour		P.M. Peak Hour	
			Rate	Trips	Rate	Trips	Rate	Trips
Condominiums	6 units	15%	5.86	30	0.00	0	0.00	0
Specialty Retail	4,456 sf	10%	44.32	178	1.33	5	2.71	11
TOTAL				208		5		11

Table 2 shows that the proposed project would generate 208 ADT, 5 A.M. PHT, and 11 P.M. PHT. Table 3 compares existing traffic levels with the traffic generated by the proposed project.

**Table 3
Net Trip Generation**

Scenario	ADT	A.M. Peak Hour	P.M. Peak Hour
Existing Building	69	9	10
Proposed Project	208	5	11
Difference	139	-4	1

Table 3 shows that the project would result in a net increase of 139 average daily trips, a net reduction of 4 A.M. peak hour trips, and a net increase of 1 P.M. peak hour trips.

PARKING ANALYSIS

Parking demand estimates for the project were developed to determine the adequacy of the number of spaces proposed for the site. For this analysis, the following parking

² San Diego Traffic Generators, San Diego Association of Governments, 2002

demand rates from the ITE Parking Generation³ manual were used:

Specialty Retail. The average rate (50th percentile) presented in the ITE parking generation report for Retail Centers is used for this analysis (3.02 spaces/1,000 sf). The rate applies to gross square-foot and includes demands from both retail customers and employees.

Condominiums. City staff requested that the Zoning Ordinance ratios be used for the Residential Condominium/ Townhouse land use (1.5 spaces per unit for the four one-bedrooms, 2 spaces per unit for the two two-bedroom units, and two guest spaces).

Live-Work Adjustment. As the specialty retail parking generation rate includes both customers and employees, and the retail space would be deed restricted to the associated condominium unit, a live/work adjustment was applied to account for the number of spaces that would not be required for the proprietor of the retail space. The analysis assumes a reduction of 6 parking spaces resulting from the live/work nature of the project, which accounts for one person per unit working the attached retail area.

Table 4 shows the parking demand calculations completed for the individual project components based on the rates reviewed above.

Table 4
Parking Demand

Land Use	Size(a)	Rate	Parking Demand
Specialty Retail	4,456 sf	3.02 spaces/1,000 sf	13 spaces
Condominiums			
One bedroom units	4 units	1.5 space/unit	6 spaces
Two bedroom units	2 units	2 spaces/unit	4 spaces
Guests	-	-	2 spaces
Subtotal			25 spaces
Live/Work Adjustment			-6 spaces
Total			19 spaces
Total Provided			19 spaces

(a) Gross square feet of building area

The total parking demand for the proposed project would be 19 spaces. The project proposes to provide 19 spaces as indicated by the project site plan, which accommodates the estimated peak demand.

³ Parking Generation, Institute of Transportation Engineers, 3rd Edition, 2004

Shared Parking Consideration

The shared parking theory recognizes that the peak parking accumulations for individual land uses occur at different times of the day, and that parking spaces can be shared by different uses at different times of the day and evening. In the case of the proposed project, the commercial uses will generate the highest parking demands during the mid-day periods and the residential units have their highest demands during the early morning and evening periods. The project parking lot therefore is used by the retail and office uses during the day when condominium guests are gone, and used by the condominium residents and guests at night after the retail and office facilities are no longer in use. Thus the mixed-use nature of the project would result in a greater availability of spaces during the day for retail uses, and a greater availability at night for residential uses.

This concludes the traffic and parking study for the 116 E. Yanonali Mixed Use Project.

Associated Transportation Engineers



Scott A. Schell
Principal Transportation Planner

SAS/JSL/LDH

