



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: February 28, 2008

AGENDA DATE: March 6, 2007

PROJECT ADDRESS: 1330 Chapala Street (MST2007-00371)
Arlington Village Project – Concept Review

TO: Planning Commission

FROM: Planning Division, (805) 564-5470
Jan Hubbell, AICP, Senior Planner
Irma Unzueta, Project Planner

I. PROJECT DESCRIPTION

This is a concept review of a proposed project that involves the construction of a mixed-use development consisting of 15,000 square feet of commercial space and 29 residential units, including five affordable units, and an underground parking garage containing 85 parking spaces. The project site is approximately 91,000 square feet and includes the Arlington Theater on the southern portion and a commercial parking lot on the northern portion (Exhibits A and B).

Upon review and formal action on the application for the development proposal, the proposed project would require approval of a Development Plan for the non-residential floor area and approval of a Tentative Subdivision Map for the residential condominiums and an undetermined number of commercial condominiums. Other possible discretionary applications could include approval of Modifications for yard setbacks and distance between buildings and approval of a Transfer of Existing Development Rights (TEDR) to transfer non-residential floor area from another property.

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 scope of the project, its size, bulk and scale and neighborhood compatibility. In addition, the applicant is seeking feedback from the Planning Commission regarding three issues; 1) the traffic analysis for the project, 2) the level of commercial uses within the project; and 3) the possible transfer of commercial development rights and associated traffic trip credit from an adjacent project. 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.



1330 CHAPALA STREET VICINITY MAP

II. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant: Peikert Group Architects, LLP	Property Owner: Metropolitan Theatres Corporation
Parcel Number: 039-131-001 & 007	Lot Area: 91,000 sq. ft. (2.1 acres)
General Plan: Offices and Residential	Zoning: C-2, Commercial
Existing Use: Arlington Theater and Surface Parking Lot	Topography: 0.3% slope
Adjacent Land Uses:	
North – Sola Street/Commercial	East – Commercial
South – Vons Grocery Store	West – Chapala Street/Residential

III. PROJECT BACKGROUND/INFORMATION

The project site is approximately 2.1 acres (91,000 square feet) consisting of the Arlington Theater and a surface commercial parking lot. The commercial parking lot is operated by Santa Barbara Valet, which provides monthly parking for local employees and short-term hourly parking for patrons of the theater and local shops and businesses. It is estimated that approximately 120 parking spaces are leased by Santa Barbara Valet and approximately 26 parking spaces are leased by the Vons grocery store at the corner of Chapala and Victoria Streets.

The project proposes to remove the surface parking lot (approximately 60,900 square feet) and develop a mixed-use project consisting of 15,000 square feet of commercial development, 29 residential units (24 market and 5 affordable housing units = 17% affordable), and an underground parking garage. In response to feedback from City staff and direction from the Historic Landmarks Commission (HLC), the proposed development has been broken up into five separate buildings and planned around a central green space with three outward leading paseos.

Two historic resources, the Arlington Theater and the Arlington Hotel Garden Arch currently exist on the project site. The Arlington Theater was designated a City Landmark in 1983 and the Arlington Hotel Garden Arch located at the corner of Chapala and Sola Street was designated a City Structure of Merit in 1982. The HLC has requested that a Historic Structures Report (HSR) be prepared to evaluate potential impacts to these historic resources.

According to the applicant, the project is designed to complement the architecture and ambiance of the Arlington Theater, and help complete the City's original vision for this block "where the Arlington Theater serves as a central anchor and the buildings support the theatre's stature". Also, the applicant believes that there is an opportunity to house arts-related organizations within the proposed commercial space (Exhibit C).

The project has received concept review comments from the HLC, and has been preliminarily reviewed by City staff. The HLC and staff expressed concerns regarding the project's proposed scope, size, bulk and scale, relationship to the existing historic Arlington Theater and Arlington Garden Hotel Arch, parking, circulation and access. These comments are detailed in Sections IV.A and B of this report.

To address some of these concerns, an alternative site plan has been developed by the applicant (Exhibit B). The alternative plan shows the development broken up into five separate buildings to address concerns related to size, bulk and scale. Also, the historic Arlington Hotel Garden Arch has been better integrated into the project design and additional paseos have been included to access the common courtyard area. Although not reflected on the alternative plan, the applicant has indicated that consideration is being given to reducing the overall commercial development from 15,000 square feet to 10,000 square feet and increasing the residential units from 29 to 34 units. Information was not provided regarding whether the number of affordable units would also increase (four affordable units would be required under the Inclusionary Housing Ordinance if 34 units are proposed).

IV. ISSUES

A. DESIGN REVIEW

This project was reviewed by the HLC on August 22, 2007 (meeting minutes are attached as Exhibit D). The HLC stated that the size, bulk and scale of the proposed project is unacceptable and felt that too much was being proposed on the site. Staff shares many of the HLC's concerns about the proposal's size, bulk, and scale.

The applicant was directed to breakdown the massing, suggesting use of the "Spanish Village" in the Arlington Theater as a model in terms of architecture and massing. In addition, the use of paseos was encouraged, but the HLC directed that they meander through the site. The Commission requested that the open space be inviting and that a children's play area be included. Concern was expressed with the removal of parking in an area "already impacted". Also, adequate maneuverability of trucks used for special events at the Arlington Theater was identified as a concern. The HLC voiced both concern and support for the Chapala Street access and suggested that the access be placed on Sola Street due to the volume of traffic on Chapala Street. The Commission acknowledged the following elements as "better aspects" of the proposal: a) the creation of the "Village Green"; b) the combination of commercial and residential spaces; c) the creation of more public paseos; d) the placement of parking underground; and e) the relatively acceptable setbacks from both Sola and Chapala Streets.

B. PRELIMINARY REVIEW TEAM (PRT) COMMENTS

In September 2007, the project underwent preliminary review of conceptual plans and materials by the Pre-Application Review Team (PRT). A PRT letter was sent to the applicant outlining preliminary comments regarding the project and identifying additional information needed to continue through the City's development review process (Exhibit E). Staff identified issues and concerns related to the proposed size, bulk and scale of the project, potential adverse visual impacts to the existing setting and surrounding neighborhood, and potential adverse historic resource impacts associated with the proposed project's proximity to the Arlington Theater and Arlington Hotel Garden Arch. Concern was also expressed about traffic, parking, access and circulation associated with the proposed project. Additionally, staff strongly encouraged a project design that provides more height variation and that celebrates the Arlington Hotel Garden Arch as a project entry with a paseo and view corridor to the Arlington Theater.

Based on the proposed scope of the project, Planning Staff strongly encouraged the applicant to have their proposal conceptually reviewed by the Planning Commission in order to allow the Commission an opportunity to review the proposed project scope, layout and design at a conceptual level and to identify questions or concerns regarding the proposed development.

C. NEIGHBORHOOD COMPATIBILITY

General Plan

The General Plan designation of the Arlington Village project site is Offices and Residential and the zoning designation is C-2, Commercial. The project site is located in the Downtown

Neighborhood, an area delineated in the City's General Plan by Sola Street on the north, Ortega Street on the south, Santa Barbara Street on the east and De la Vina Street on the west.

The General Plan Land Use Element characterizes the Downtown Neighborhood primarily as commercial and office use with a small number of residences. Residences range from cottages and second story apartments to residential hotels and institutions. The 1975 General Plan acknowledged that, with the expansion of office uses into the downtown, the residential uses would decline. As part of the 1989 General Plan Update the City recognized the importance of housing and included policy 4.1 requiring that residential development be given the highest priority in future development. The Circulation Element also encourages the development of housing and mixed-use development in the Downtown in order to decrease the need for parking and promote transit use.

In addition, the Land Use Element recommends that a Performing Arts Center be established within the two-block area bounded by Sola Street on the north, Anacapa Street on the east, Victoria Street on the south, and Chapala Street on the west. Included in the Performing Arts Center would be a high-quality, large-capacity, performing arts auditorium, or concert hall, and a public assembly building suitable for meetings, exhibits, conferences and banquets. The General Plan also supports the renovation of the Arlington Theater in order to function as the Concert Hall; however, cautions that any renovation must preserve the interior and exterior integrity of the building.

The applicant believes that the commercial space associated with the proposed project could serve as an opportunity to house arts-related organizations, which would assist in promoting a cultural arts district in this area. Although, discussions with local art organizations have taken place and there appears to be interest, the applicant indicates that a possible tenant for the proposed commercial space has not been secured.

Size, Bulk and Scale/Neighborhood Compatibility

As proposed, the new development would be primarily three stories, with a subterranean parking garage. Approximately 10,000 square feet of office space and 5,000 square feet of retail space are proposed to be developed on the existing surface parking lot. Additionally, 29 residential units, including five affordable units, would be developed as part of the project. Complete elevations were not provided to determine the proposed maximum height of the buildings; however, the applicant's letter indicates that the height of the structures would not exceed 45' in order to maintain the views of the Arlington Theater.

As part of staff's preliminary review of the project, significant concern was identified regarding the change in massing resulting from the proposed development and its potential to adversely impact the existing streetscape along Chapala and Sola Streets, as well as the views of the Santa Ynez Mountains and the Arlington Theater, a City Landmark. Therefore, a visual representation of the streetscape changes resulting from the proposed three-story buildings has been requested.

As discussed above, the HLC has conceptually reviewed the project and found that the size, bulk and scale are unacceptable, stating that "too much is being proposed for the site". The applicant was directed to break down the massing. In response to this direction, the project has

been broken up into five separate buildings to reduce the size, bulk and scale of the development and the applicant indicates that an alternative project consisting of 10,000 square feet of commercial space and 34 residential units could instead be considered. However, a site plan and elevations depicting this alternative have not yet been formally submitted for review.

In addition, a Historic Structures Report (HSR) will be prepared for the project, addressing the potential visual impacts to the Arlington Theater, nearby landmarks, the historic use of the archway and the historic use of the site. Depending on the analysis and conclusions of the report, design elements may require revision to the project design and architecture in order to avoid potential adverse impacts to existing and surrounding historic structures and the neighborhood.

As part of project approval review at some future date, the Planning Commission would be required to make Development Plan Approval findings related to the project's: 1) consistency with the General Plan and Zoning Ordinance; 2) consistency with the principles of sound community planning; 3) compatibility with neighborhood aesthetics and character; and 4) potential adverse impacts to housing, water and traffic. **Staff requests that the Planning Commission provide comments related to the project's scope, size, bulk, and scale and neighborhood compatibility. In addition, the applicant is requesting that the Planning Commission provide direction on the desired amount of commercial space for the project site.**

D. PARKING/TRAFFIC

Parking

In 1980, the City deliberately reduced the availability of downtown parking to encourage the use of alternative transportation for employees, while providing ample customer parking. This was done through a combination of decreased parking requirements and the development of additional public parking. These strategies were implemented to reduce traffic congestion and encourage transit use within the downtown Central Business District (CBD). The parking requirement in the CBD was changed to require one parking space per 500 square feet of non-residential floor area.

Because the project is located in the CBD, one parking space per 500 square feet of commercial space and one space for each residential unit is required. In addition, the project site is within a 10% zone of benefit. Therefore, the parking requirement for the project would be 27 spaces for the commercial area and 29 parking spaces for the residential units, totaling 56 parking spaces for the project.

The project would also be required to provide parking for the Arlington Theater which currently exists on the property. According to City records, in 1930 the property had approximately 265 parking spaces. The original Safeway supermarket (now Vons) eliminated about 50 parking spaces with construction of the store and took over approximately 100 parking spaces for its use. At present, the number of parking spaces associated with the Arlington Theater is about 115 spaces. However, using the current parking standard for the CBD, the required parking for the Arlington Theater is 55 spaces. Therefore, the total number

of parking spaces required for the project would be 111 parking spaces (56 spaces for the project + 55 spaces for the Arlington Theater).

The project proposes 32 parking spaces for the commercial space and 53 parking spaces for the residential units, for a total of 85 parking spaces. The proposed residential component of the project is over-parked by 24 parking spaces and the commercial component is over-parked by five spaces. Staff has advised the applicant that providing additional parking spaces in the CBD beyond what is required by the zoning ordinance is not supported.

The applicant has stated that the parking garage level will be redesigned to ensure preservation of the required parking for the Arlington Theater. The applicant has also stated that the 26 parking spaces currently leased to Vons are under a lease agreement with the store and is not parking recorded through a parking agreement with the City and are not intended to be retained as part of the project. Therefore, the total number of parking spaces that would be proposed by the project is 140 (85 for the project + 55 for the Arlington). In addition, the Vons market requires 40 parking spaces under the current parking requirements, and would continue to provide approximately 57 spaces.

Traffic

Staff believes there could be a potentially significant traffic impact associated with the currently proposed project. A Traffic and Parking Assessment was prepared for this project by Associated Transportation Engineers (ATE) on July 19, 2007 (Exhibit F). The traffic study assumes that the traffic trips associated with the existing parking lot will be eliminated with the implementation of the proposed project. The study subtracts the existing peak hour trips from the total estimated project-related peak hour trips to come up with a net change of 19 less A.M. peak hour trips and an increase of 9 P.M. peak hour trips. Staff has concerns with the study's methodology and conclusion, and believes that no trip credits for the existing parking should be applied to this site. Although not reflected in the ATE study, the applicant indicates that removing the existing commercial parking lot would "eliminate some existing traffic and redirect some of the trips to other parking opportunities within the downtown area."

In April, 2007, Transportation Staff presented a paper to the Planning Commission, *Transportation and Parking Policy: Making the Connection*. As the applicant points out, the paper indicates that reduced parking options, particularly for employees, may result in a reduction of traffic trips as those using the eliminated spaces will begin to seek alternative forms of transportation. This conclusion works when there are policies and programs in place that also limit the amount of parking that can be provided in a given area. Currently, Santa Barbara does not have an ordinance in place that limits available parking through applied parking maximums. Therefore, the deficits can be recognized by the open market by providing additional parking spaces to accommodate the loss of parking in other areas. This is one reason why staff believes that the elimination of at least a portion of the existing parking lot would not necessarily result in the elimination of the existing trips to the area.

Further, the ITE Trip Generation Manual does not include parking facilities as a separate category as they are not generally considered to be true traffic generators the way a building would be, rather they are considered "trip facilitators" with the generators being neighboring

commercial attractions. Therefore, the existing trips associated with the parking lot are not anticipated to go away due to the attractors (Arlington Theater, offices, etc.) remaining in-place. More importantly, 55 parking spaces must be incorporated into the project to maintain the required number of parking spaces for the Arlington Theater. With these parking spaces remaining, it is likely that the existing trips associated with this lot, which are primarily employee trips in the peak hours, will continue to exist.

Based on the number of project-related trips estimated in the ATE study, if no trip credits for the existing parking lot were applied, the proposed project would result in 630 new average daily trips (ADT), 50 new A.M. peak hour trips, and 72 new P.M. peak hour trips. The study does not account for the existing trips that would remain associated with the Arlington Theater parking. A study has not been presented to staff which analyzes trip distribution for this scenario, and staff has concerns regarding impacts to the closest known impacted intersections, for example, Carrillo St/ U.S. 101 and Mission St/ U.S. 101.

In the letter dated January 18, 2008, the applicant describes possible ways to address potentially significant traffic impacts associated with the project, including: 1) an all residential, 26-unit project; and 2) a mixed-use project with 10,000 square feet of commercial floor area and 31 residential units, applying trip credits from the existing on-site parking lot and traffic trip credit associated with the transfer of existing development rights (TEDR). The applicant believes that the combined approach of allowing trip credits from the existing parking lot and an adjacent property would not result in a potentially significant traffic impact because there would be little or no change in average daily trips and peak hour trips in the area. This information is the assumption of the applicant at a conceptual level, and to date, supporting studies to substantiate this approach have not been presented to staff.

As explained below, transferring traffic trip credits connected with Measure E non-residential floor area from another property is not allowed as part of a TEDR and, as such, this approach would not be supported by staff. Please refer to Section F for a more detailed discussion of staff's position and issues associated with the applicant's proposal for traffic credit associated with the TEDR process.

E. MEASURE E/COMMUNITY PRIORITY SQUARE FOOTAGE

Initially, it was believed that the commercial parking lot was on a separate legal parcel from that of the Arlington Theater. However, it has been determined that the Arlington Theater and the parking lot both occupy the same legal parcel. This being the case, the proposed 15,000 square feet of non-residential space cannot be allocated from the Measure E, Vacant Land Category. Rather, the Measure E non-residential development potential for the project would be 3,000 square feet for the parcel, less than what is being requested by the proposed development. Because the project site does not have sufficient Measure E development potential, non-residential square footage may be obtained through a transfer of existing development rights (TEDR), or allocated from the Community Priority or the Economic Development Categories.

The applicant has indicated that discussions are in progress with an adjacent property owner to purchase and transfer non-residential development rights to the proposed project site.

Additionally, there may be an opportunity as part of this project to incorporate arts-related commercial space, which could be eligible as Community Priority square footage. Please note that a statement of overriding considerations can be made for Community Priority projects that result in significant, unavoidable traffic impacts. **The applicant is asking the Planning Commission to provide feedback as to whether overriding considerations could be made for the residential and arts-related commercial components of the project.**

F. TRANSFER OF EXISTING DEVELOPMENT RIGHTS/TRAFFIC TRIP CREDITS

Applicant's Request

The applicant believes that the best use for the project site is a mixed-use development with a balance of commercial and residential uses, including an underground parking garage. It is believed that such a development would use the project site wisely, as well as meet the objectives for revitalizing the downtown by providing limited commercial growth, housing opportunities, underground parking, and open paseos and gathering spaces for residents and the public.

The applicant acknowledges that such a project would likely result in potentially significant traffic impacts. In fact, the applicant states that a project consisting of 4,000 square feet of commercial space and more than two residential units would likely result in a significant traffic impact. Based on this, the applicant has requested that traffic trip credits from the existing parking lot be applied to the project, and also that the transfer of traffic trip credits associated with the TEDR from an adjacent property be allowed.

According to the applicant, this approach would allow a mixed-use development with approximately 10,000 square feet of commercial space and 31 residential units on the project site without resulting in a significant traffic impact. Otherwise, to avoid a significant traffic impact, the project would have to be revised to consist of 26 residential units, which the applicant does not feel is the best use for the project site or the community in general.

Staff's Position

As indicated above, the amount of non-residential square footage that could be developed on the subject parcel is 3,000 square feet. The project proposes 15,000 square feet of commercial space, which exceeds the non-residential building potential of the project site. Therefore, as part of the project, the applicant is proposing a TEDR from a nearby sending site in order to develop the non-residential square footage proposed for the project. In addition, because the proposed mixed-use development is expected to result in significant traffic impacts, the applicant has requested that the project also be granted traffic trip credits from the adjacent sending site.

In accordance with Chapter 28.95 of the Municipal Code, a TEDR could be pursued in order to transfer the non-residential floor area from the sending site to the project site. However, Chapter 28.95 is very clear that only non-residential floor area can be transferred as part of a TEDR (Exhibit G). The ordinance specifically states, "*a transfer of Existing Development Rights shall transfer to the receiving site only nonresidential floor area governed by City Charter Section 1508 and implementing ordinances, and shall not transfer any other right,*

permit or approval. A transfer of Existing Development Rights shall not transfer credit for resource use by existing development on the sending site to the receiving site for purposes including but not limited to environmental review, development fees, or conditions of approval."

It is staff's position that Chapter 28.95 is explicit that only non-residential floor area can be transferred as part of a TEDR and was not intended to transfer credit for "resource use", such as traffic trips, from the existing development on the sending site. Based on this, the applicant's request to allow traffic trip credits to be transferred from the sending site to the project site in order to avoid a potentially significant traffic impact is not consistent with the purpose and intent of the ordinance and could only be considered if the code is amended.

The applicant states that the City could consider amending the TEDR Ordinance in a limited manner to allow the transferring of traffic trip credits. The applicant believes that allowing transfers of traffic trip credits in "very limited circumstances" could assist in meeting the City's objectives for the downtown area without creating significant traffic impacts. Additionally, the applicant recommends that findings be applied that would require projects that receive a transfer of traffic trip credit to: 1) be in close proximity to the sending site (i.e., one City block or 500 feet), and 2) to meet the purpose and intent of the TEDR Ordinance. **The applicant is requesting feedback from the Planning Commission regarding such an amendment to the ordinance.**

Staff recognizes the applicant's desire to develop the subject property wisely and shares the applicant's objective of developing the project site with the best and most suitable use. However, staff would caution that the implications of such an amendment are not known at this time. Analysis would be required to assess the potential impacts that could result from allowing the transfer of resources (i.e., water, traffic, etc.) to occur as part of a TEDR. In addition, the number and location of where the TEDR with a resource transfer would occur citywide would be too speculative to predict.

As part of the *Plan Santa Barbara* work effort, the Measure E categories and available square footage allocations will be reviewed. Staff believes that *Plan Santa Barbara* could be an appropriate vehicle to consider such an amendment to the TEDR Ordinance, but not on a project specific basis, rather as part of a larger comprehensive planning policy analysis. However, if it is determined that amending the TEDR Ordinance is appropriate at this time, then a Zoning Ordinance Amendment would be initiated concurrent with the processing of this application.

The applicant believes that waiting to amend the TEDR ordinance as part of *Plan Santa Barbara* would be detrimental to the ultimate development of the site. The applicant contends that they currently have an opportunity to transfer square footage and traffic trips from a nearby site that is reducing the amount of commercial floor area significantly, as well as their average daily trips and peak hour trips. If amending the TEDR ordinance is folded into the *Plan Santa Barbara* work program and is postponed for two to three years, the applicant fears that trips associated with the sending site would be off the road for several years, and the reduction in traffic would be viewed as a reduction in baseline traffic levels in the project vicinity.

Therefore, the applicant argues that, if the City wants to see a balanced mixed use on the project site, now is the appropriate time to consider the amendment to the TEDR Ordinance.

While it is potentially true that waiting to amend the TEDR Ordinance as part of *Plan Santa Barbara* may cause the traffic baseline to change in the vicinity and consequently jeopardize the project's ability to transfer non-residential square footage and traffic trip credits from an adjacent property, staff believes that amending the TEDR Ordinance for the purpose of allowing an individual project to develop is not good planning practice. It makes better sense to consider and allow the discussion to occur during the review of the Measure E categories and square footage allocations that will take place as part of *Plan Santa Barbara*.

Also, as previously discussed, the applicant has the ability to achieve their objective of developing a balanced mix of commercial and residential uses without amending the TEDR Ordinance. The project could be proposed as a community priority project, consisting of non-residential floor area that offers a public benefit. The applicant has already indicated that they are working with arts-related organizations in an effort to secure a possible tenant for the commercial space, thereby advancing the cultural arts district and art-related events in the area. Therefore, if the proposed commercial space were intended to promote the cultural arts and a generous number of residential units were proposed as affordable, a Community Priority designation could be considered. Significant traffic impacts can be overridden by the decision-makers for a community priority project.

V. RECOMMENDATION

Staff recommends that the Planning Commission conceptually review the proposed project and provide comments regarding the issues outlined in this report. Additionally, the applicant's letter (Exhibit C) poses specific questions regarding issue areas where Planning Commission feedback and direction is sought. Please note that this review is not meant to imply any approval of, or formal position on, the proposed project.

Exhibits:

- A. Site Plans
- B. Alternative Site Plans
- C. Applicant's letter, dated January 18, 2008
- D. HLC Minutes dated August 22, 2007
- E. Pre-Application Review Team letter dated September 20, 2007
- F. Associated Transportation Engineers (ATE) Phase 1 Traffic and Parking Assessment dated July 19, 2007
- G. Transfer of Existing Development Rights (TEDR) Ordinance

Project Data

Owner: Metro Theater Group, 8727 W. Third Street, LA 90048

Project Address: 1330 Chapala Street, Santa Barbara, CA 93101

APN: 039-131-001

Zoning: C-2

Gross Site Area: 1.4 Acres (60,900 SF)

Existing Use: Parking Lot

Proposed Use: Mixed Use
 15,000 SF Commercial
 1,500 SF Storage/Mechanical
 5 Affordable Residential Units
 24 Market Rate Residential Units

Residential Unit Mix:
 3 Affordable 2 Bedroom Units
 2 Affordable 3 Bedroom Units
 14 Market Rate 2 Bedroom Units
 10 Market Rate 3 Bedroom Units
 29 Total Units

Site Data:

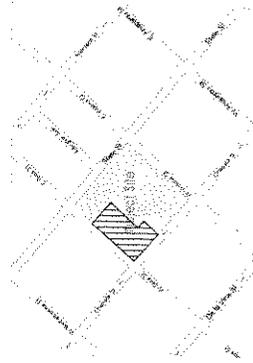
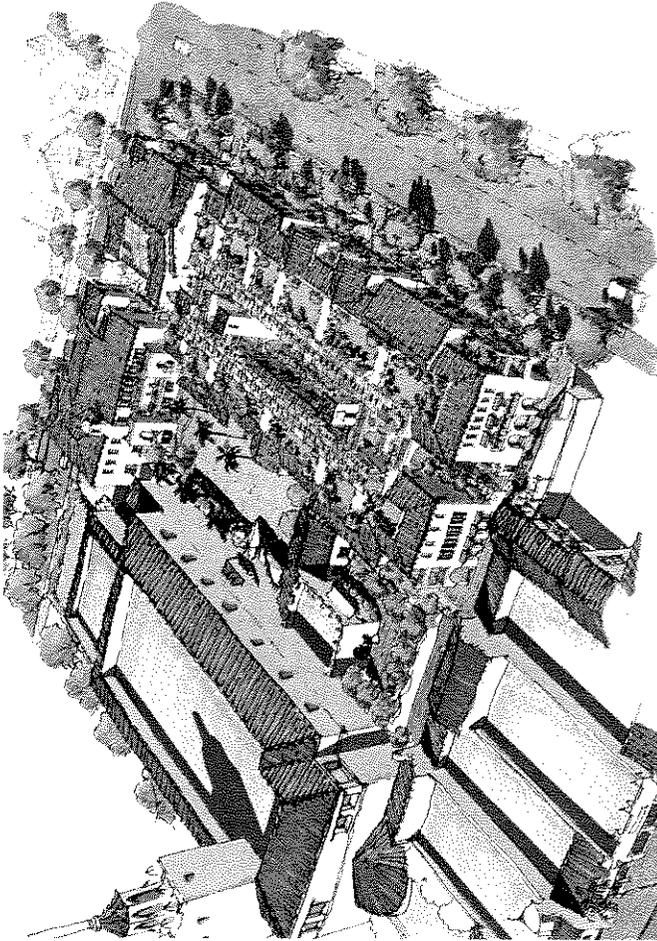
Total Lot Size	60,900 SF
Building Coverage	26,306 SF (43%)
Open Area	28,283 SF (47%)
Landscape	13,537 SF
Hardscape	14,746 SF
On Grade Parking and Driveway	6,311 SF (10%)
Underground Parking/Storage	41,055 SF
Common Open Space (Village Green & Common Courtyard)	11,817 SF (19% of total lot size)

Parking Required:

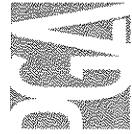
27 Commercial Spaces
 29 Residential Spaces

Parking Provided:

53 Residential Spaces
 32 Commercial Spaces



Vicinity Map



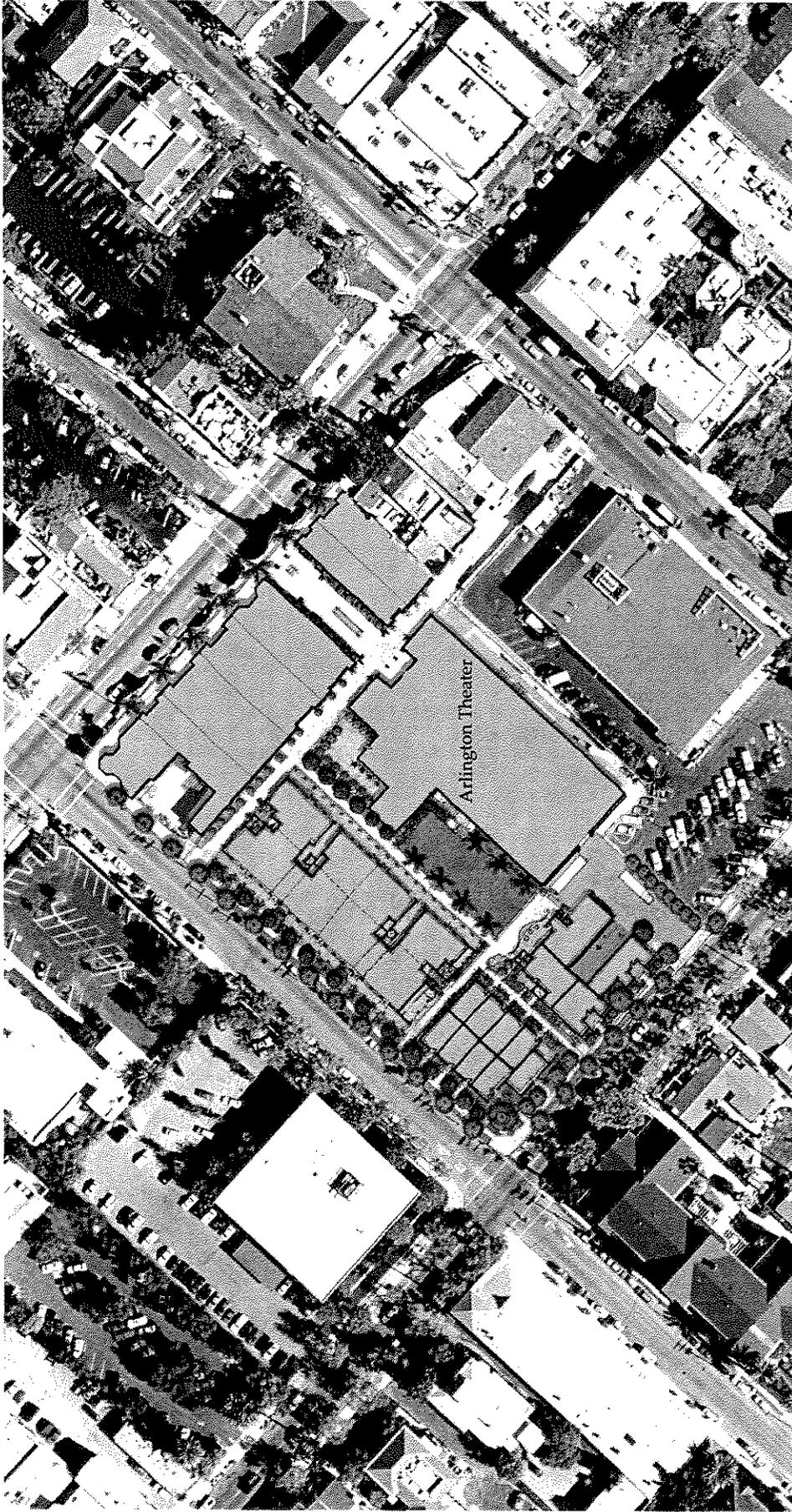
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Arlington Village
 Santa Barbara, California



Metropolitan
 Theater
 Corporation



Aerial Site Plan

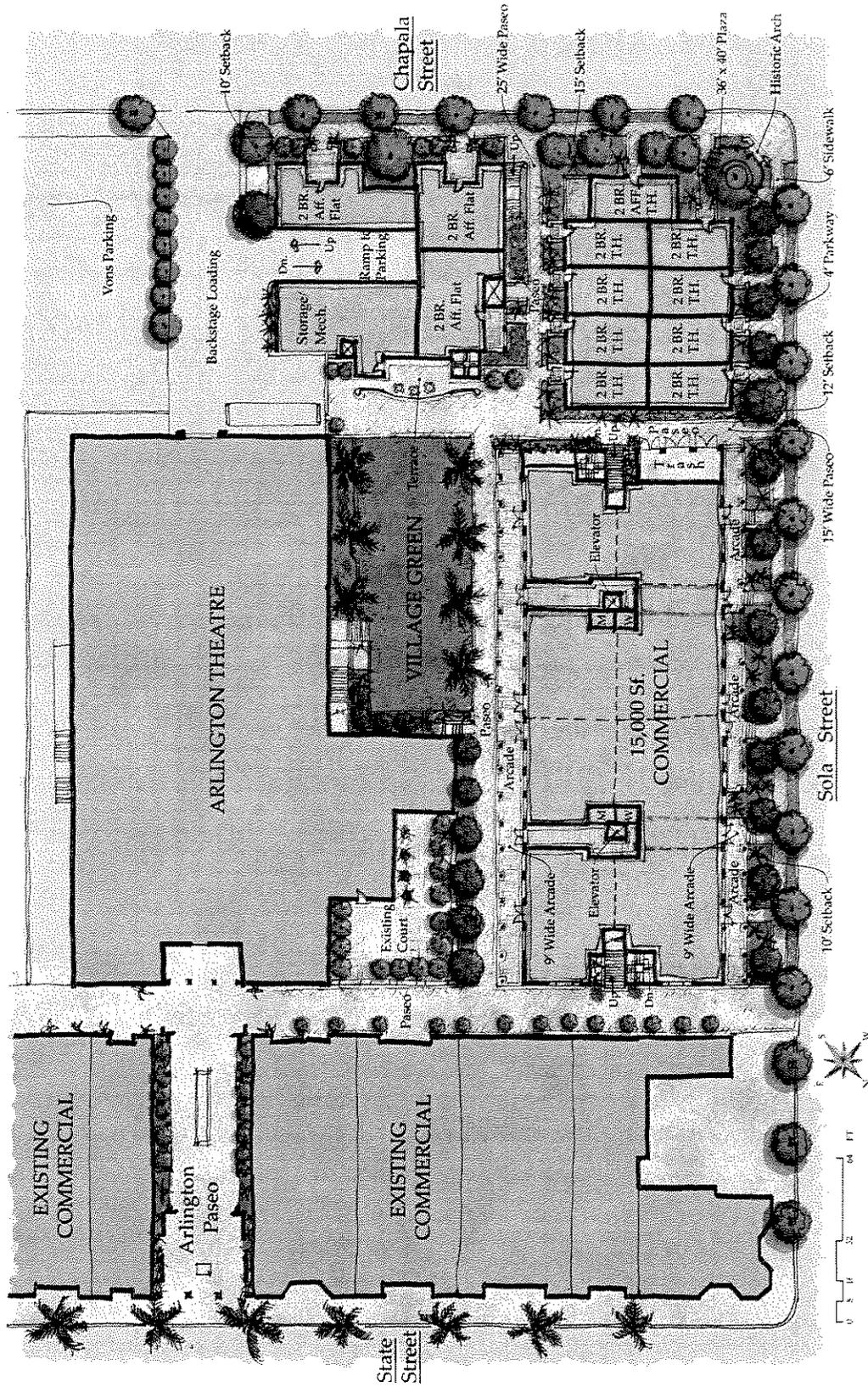
Arlington Village

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Street Level Site Plan

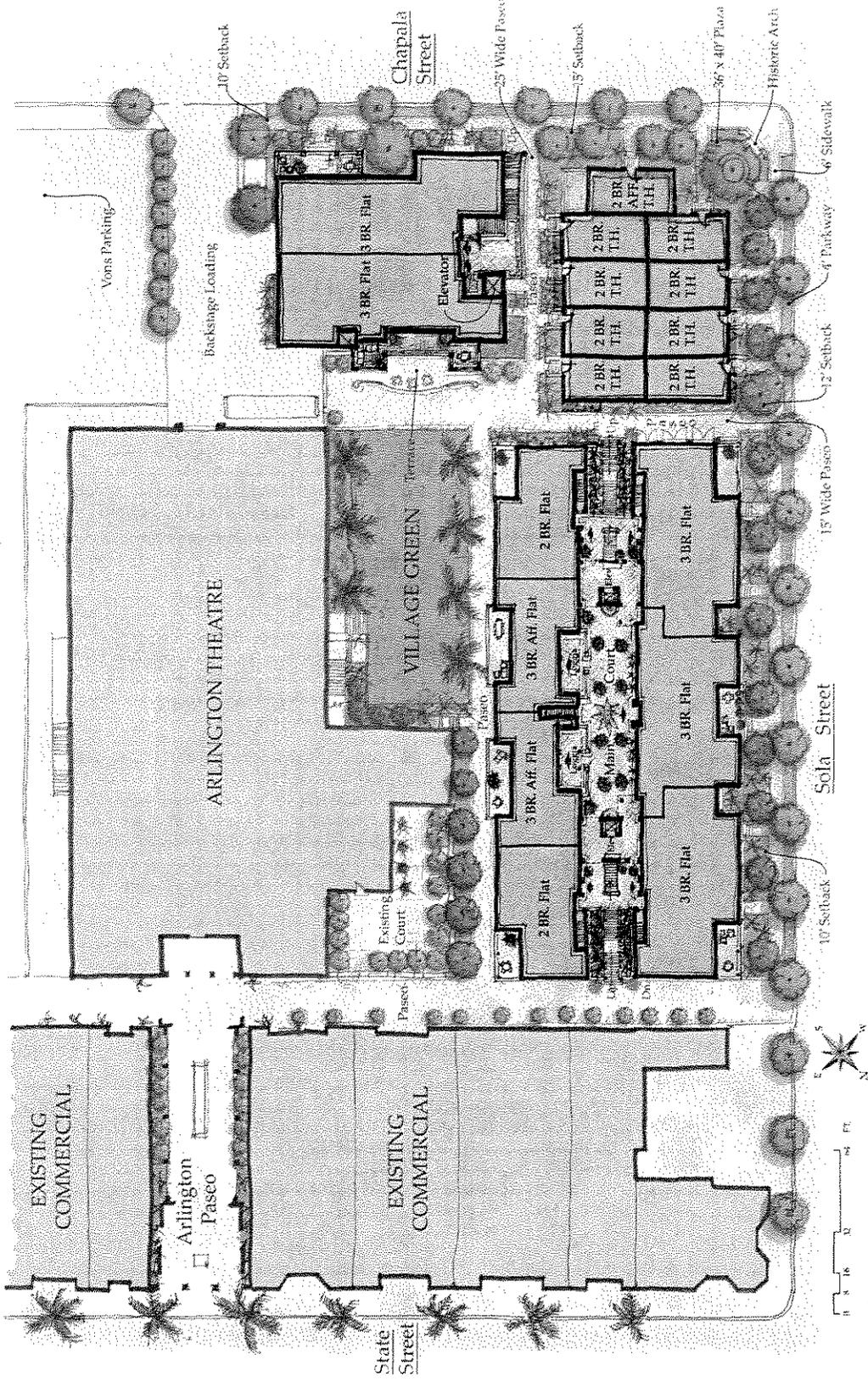
Scale: 1" = 20'-0"

Arlington Village

Santa Barbara, California



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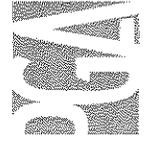
Scale: 1" = 20'-0"

Second Level Site Plan

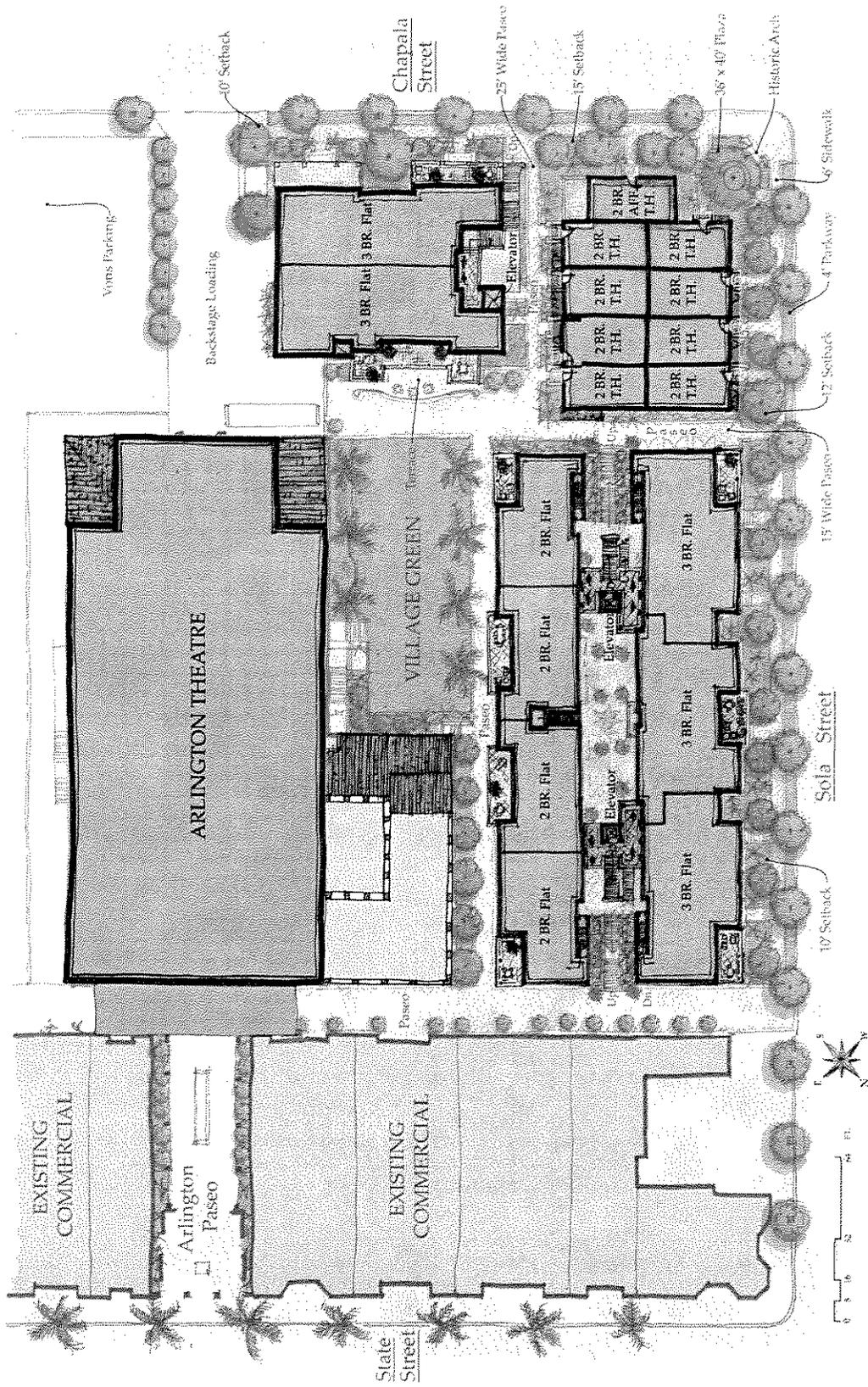
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Third Level Site Plan

Scale: 1" = 20'-0"

Arlington Village

Santa Barbara, California



Metropolitan
Theater
Corporation

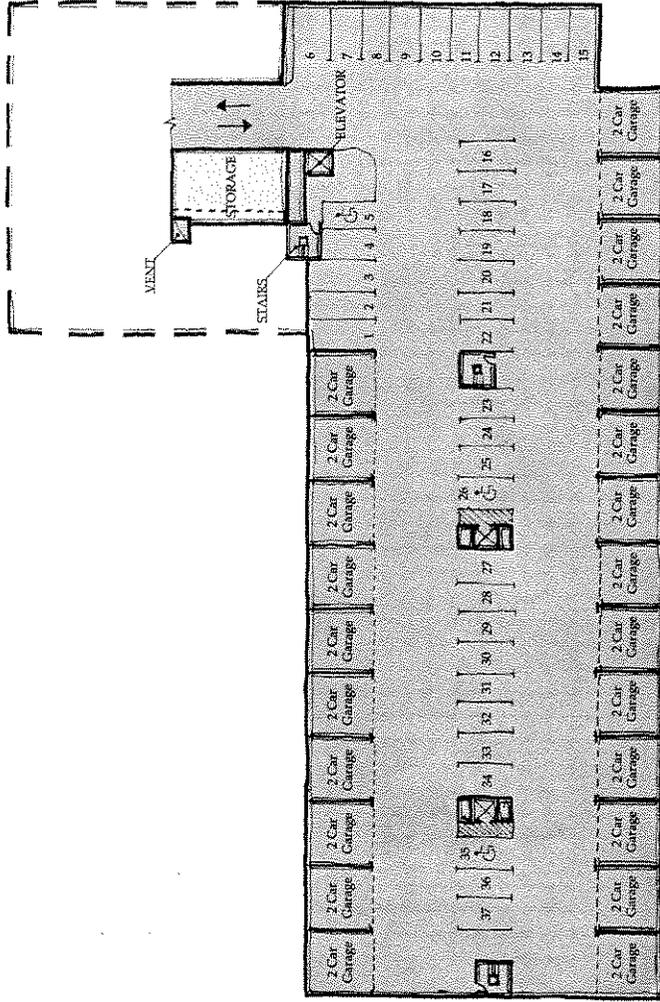


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July 20th, 2007



Underground Parking Plan

Scale: 1" = 20'-0"

Arlington Village
 Santa Barbara, California

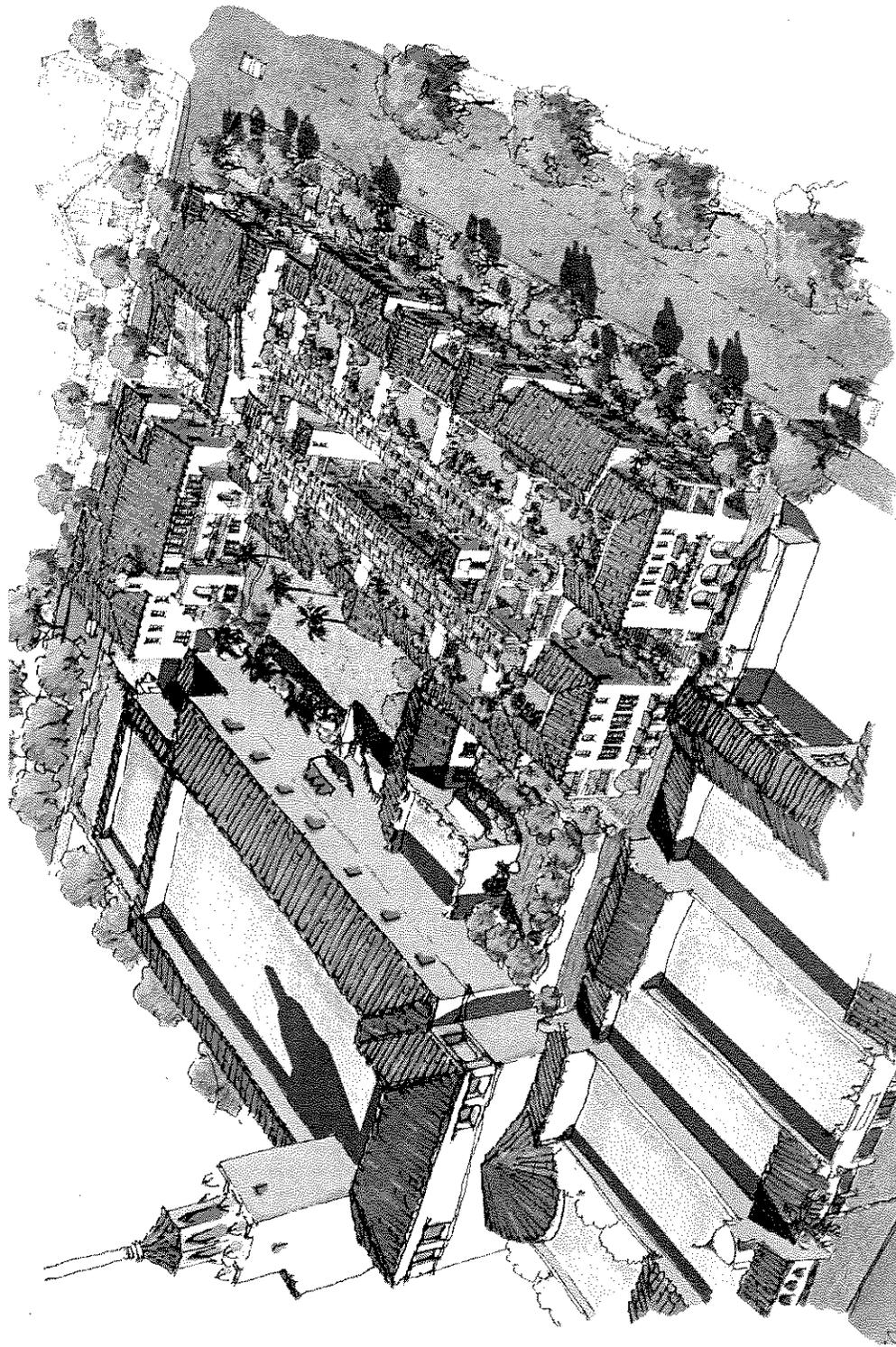
Metropolitan
 Theater
 Corporation



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July 20th, 2007



Aerial View

Arlington Village

Santa Barbara, California



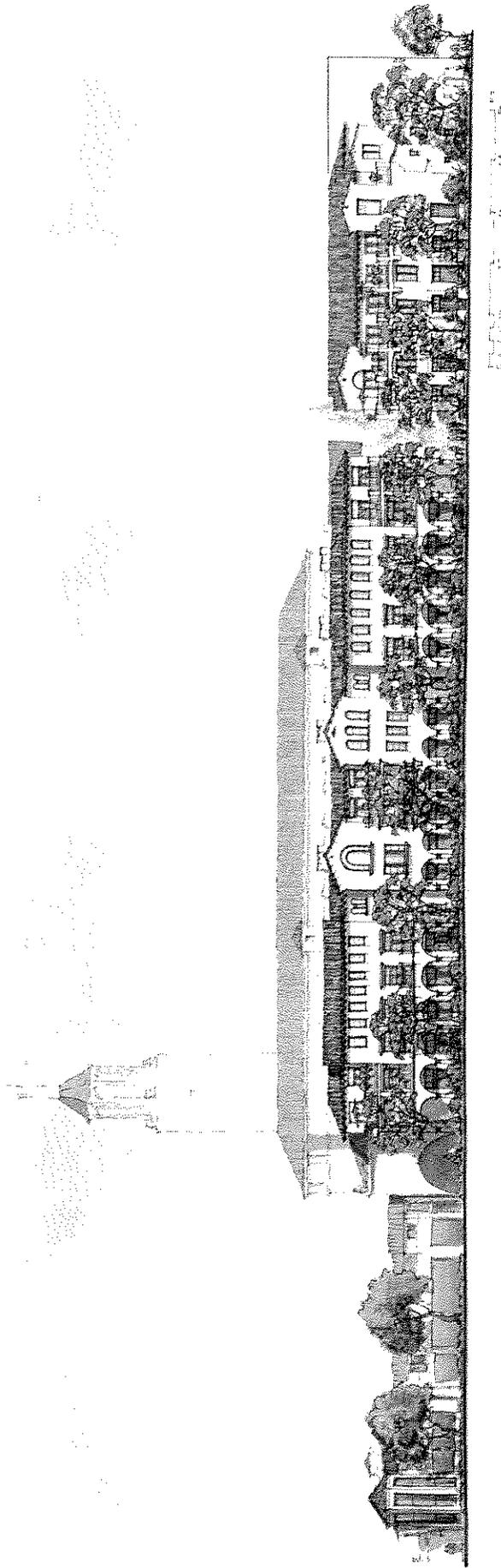
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Corporation



Peikert Group Architects, LLP.
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www.peikertgroup.com

7

July 20th, 2007



Sola Street Elevation

Scale: 1/16" = 1'-0"

Arlington Village

Santa Barbara, California



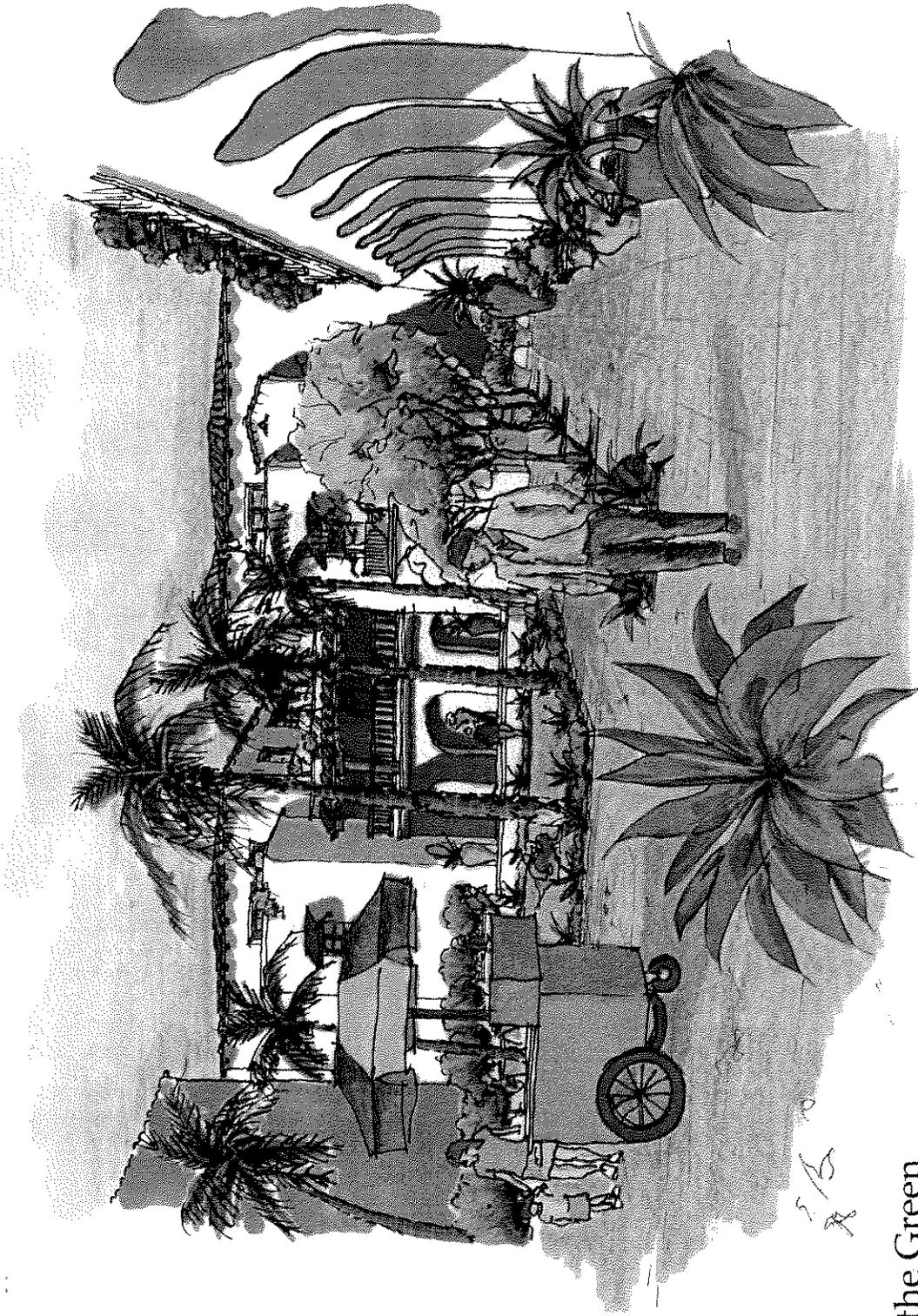
Metropolitan
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8

July 20th, 2007



View of the Green

Arlington Village

Santa Barbara, California



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View from Chapala and Sola

Arlington Village

Santa Barbara, California



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Project Data

Owner: Metro Theater Group, 8727 W. Third Street, LA 90048

Project Address: 1330 Chapala Street, Santa Barbara, CA 93101

APN: 039-131-001 & 039-131-007

Zoning: C-2

Gross Site Area: 2.1 Acres (91,000 SF)

Existing Use: Parking Lot & Arlington Theatre

Proposed Use: Mixed Use:
 Existing Arlington Theatre
 15,000 SF Commercial
 1,500 SF Storage/Mechanical
 5 Affordable Residential Units
 24 Market Rate Residential Units

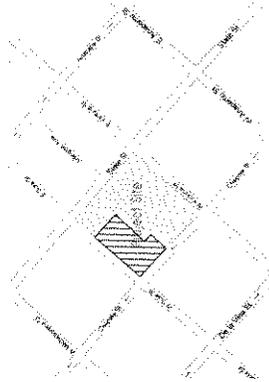
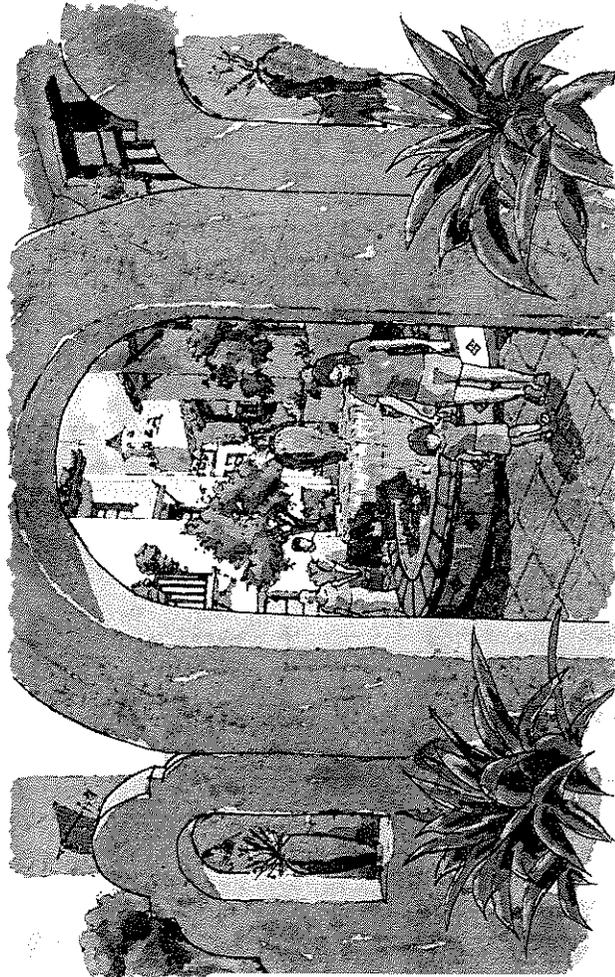
Residential Unit Mix:
 3 Affordable 3 Bedroom Units
 2 Affordable 2 Bedroom Units
 14 Market Rate 2 Bedroom Units
 10 Market Rate 3 Bedroom Units
 29 Total Units

Site Data:

Total Lot Size	91,000 SF
Building Coverage	56,306 SF (61%)
Open Area	28,383 SF (31%)
Landscaping	13,537 SF
Hardscape	15,746 SF
On Grade Parking and Driveway	6,311 SF (6%)
Underground Parking/Storage	41,055 SF
Common Open Space (Village Green & Common Courtyard)	11,817 SF (13% of total lot size)

Parking Required: 27 Commercial Spaces
29 Residential Spaces

Parking Provided: 53 Residential Spaces
32 Commercial Spaces



Vicinity Map

Arlington Village

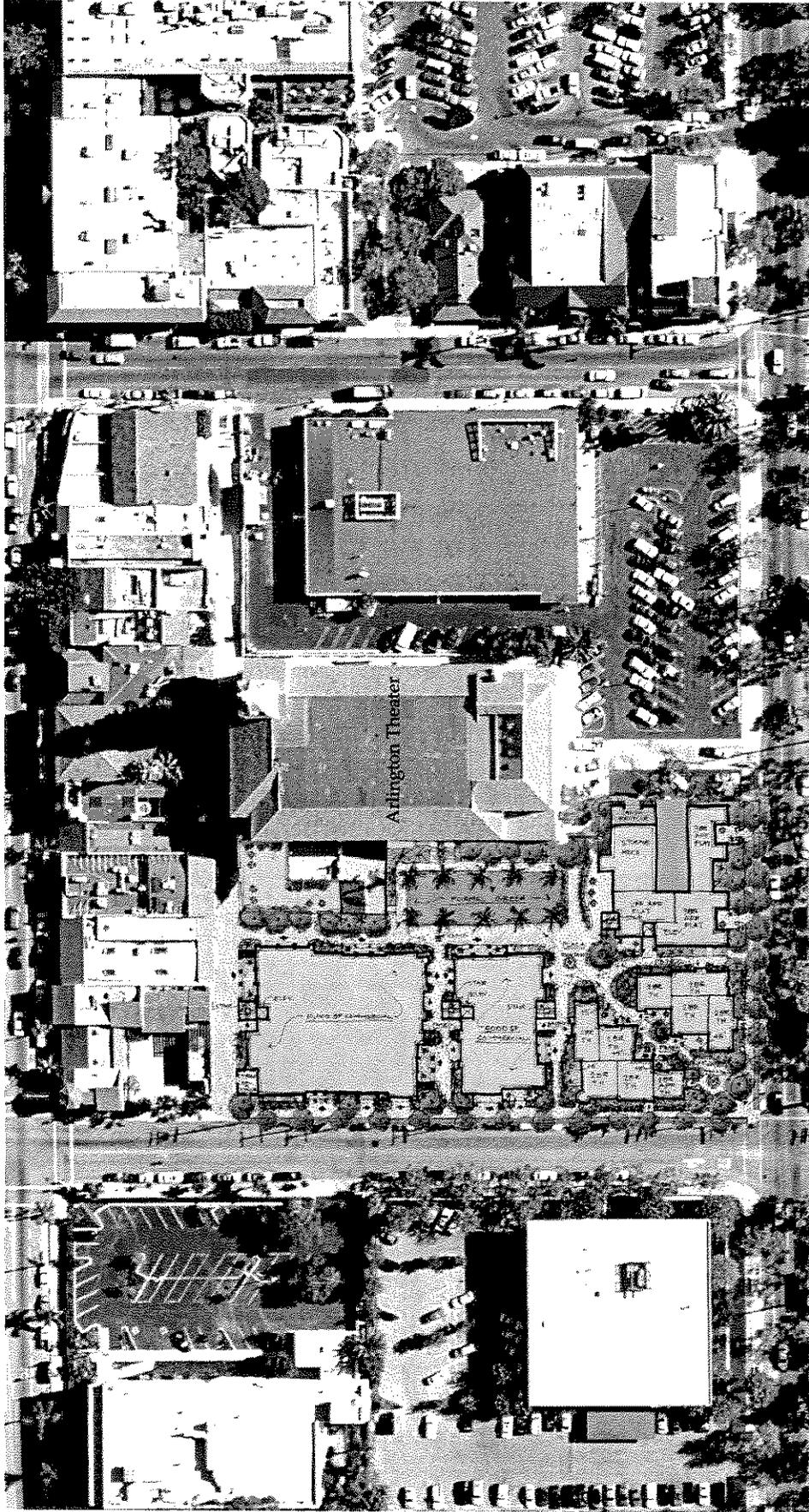
Response to HLC Comments
 Santa Barbara, California



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 Theater
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Aerial Site Plan

Arlington Village

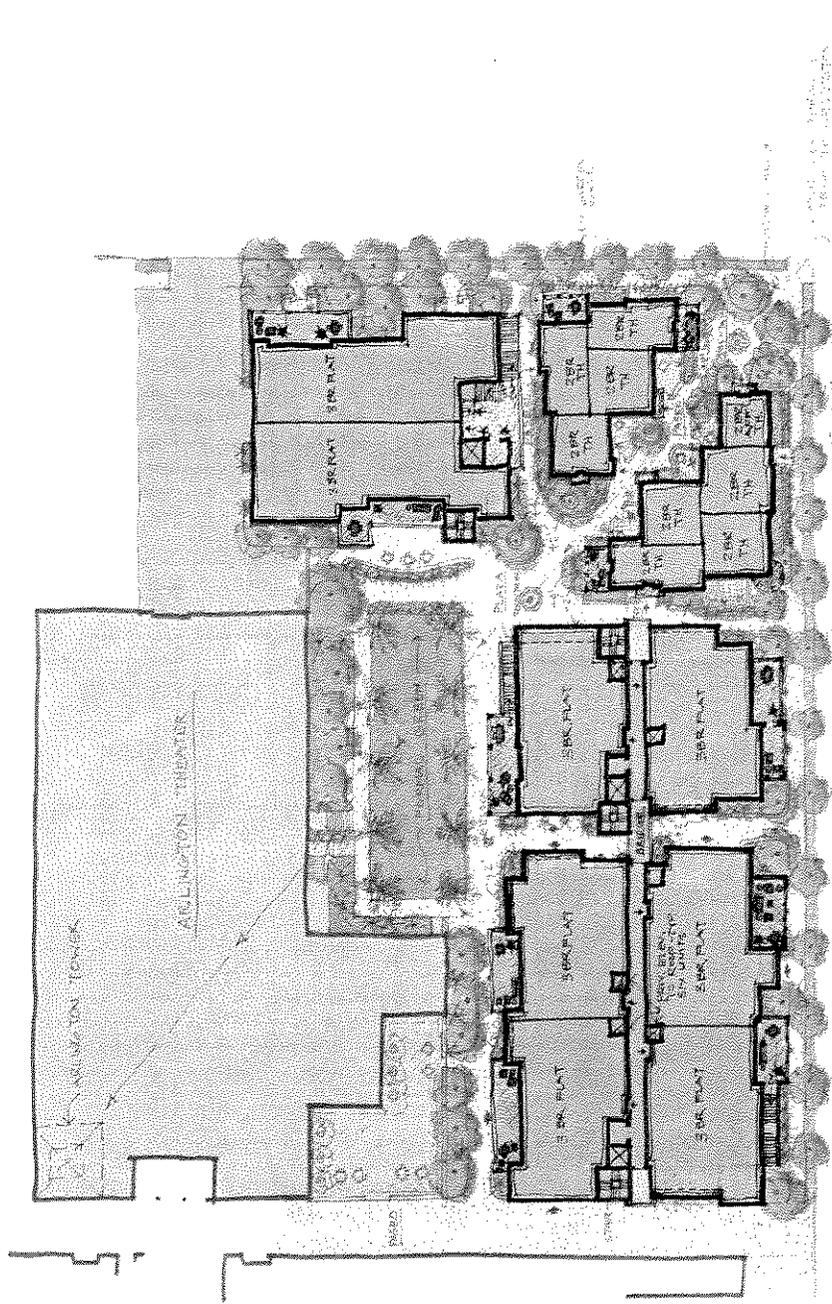
Response to HLC Comments
Santa Barbara, California



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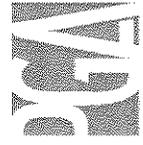
Second Level Site Plan

Arlington Village

Response to HLC Comments
 Santa Barbara, California

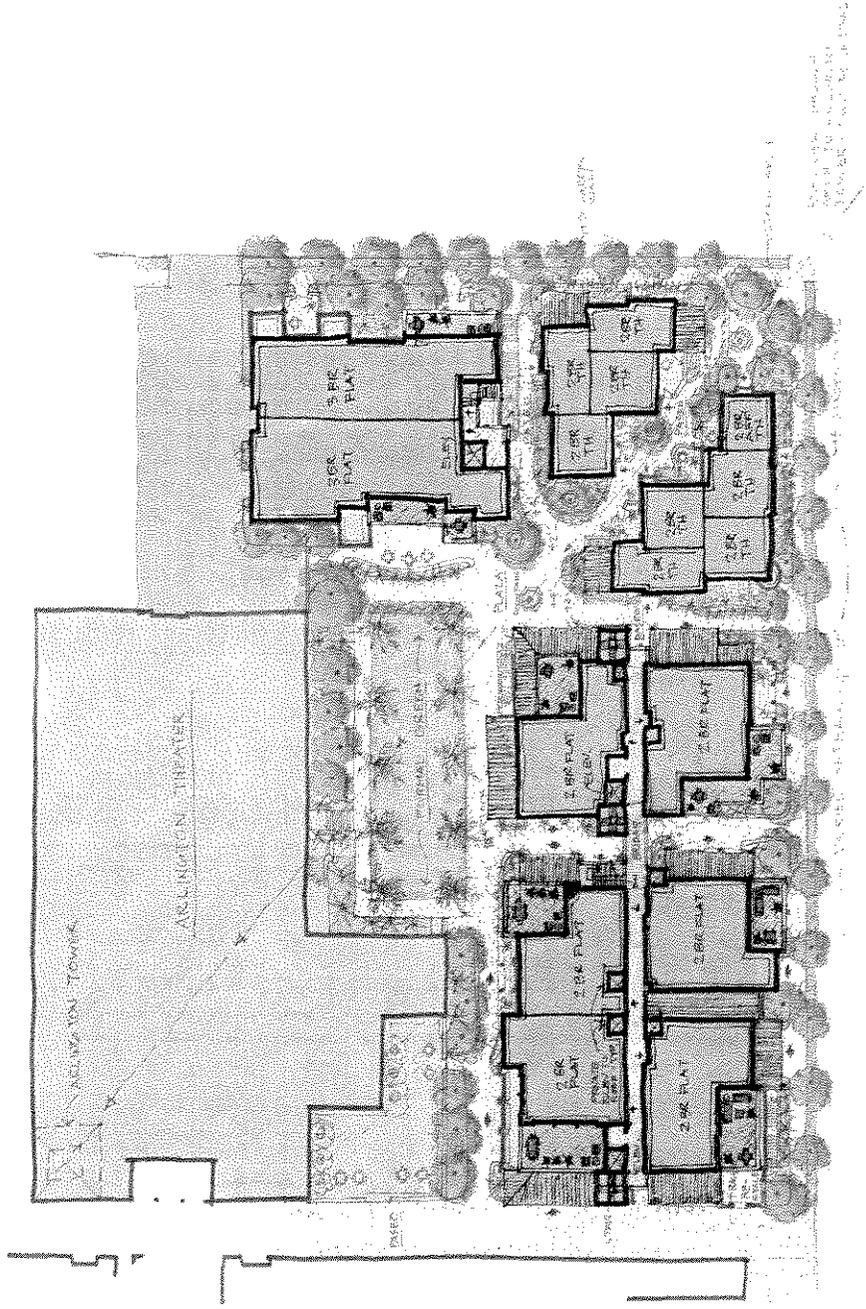
Scale: 1" = 40'-0"

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Third Level Site Plan

Arlington Village

Response to HLC Comments
 Santa Barbara, California

Scale: 1" = 40'-0"

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5

Feb 21st, 2008



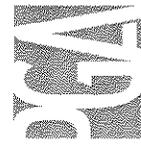
Aerial Context

Arlington Village

Response to HLC Comments
Santa Barbara, California



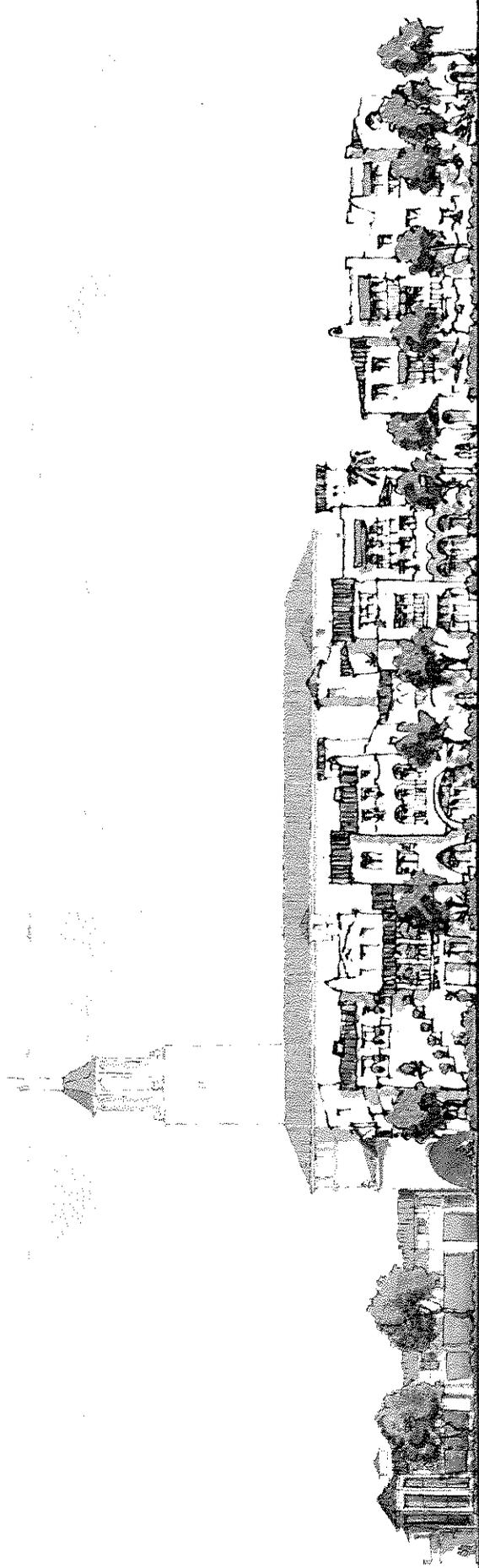
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6

Feb 21st, 2008



Sola Street Elevation

Arlington Village

Response to HLC Comments
Santa Barbara, California



Metropolitan
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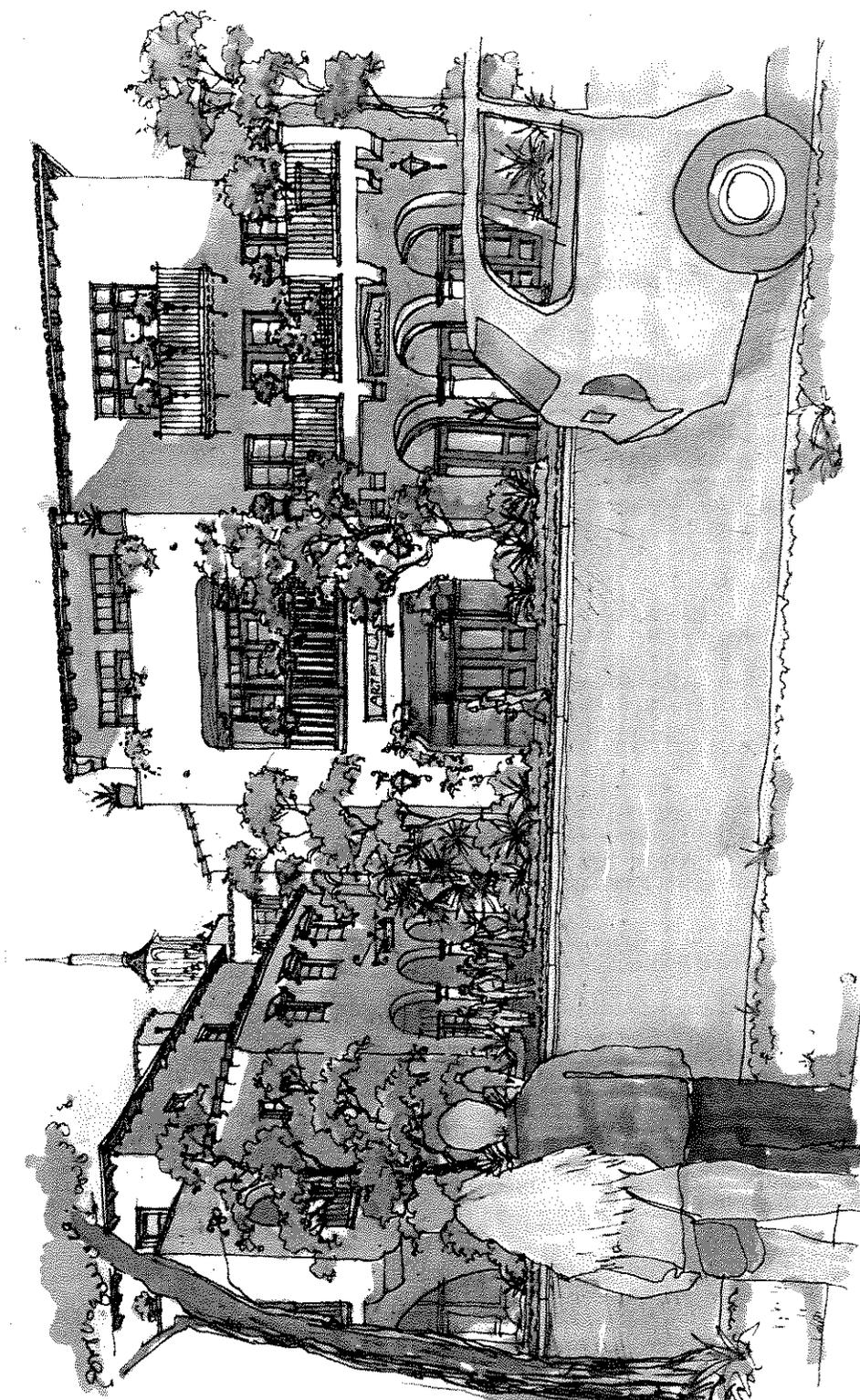


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Scale: 1/32" = 1'-0"

7

Feb 21st, 2008



View from Sola

Arlington Village

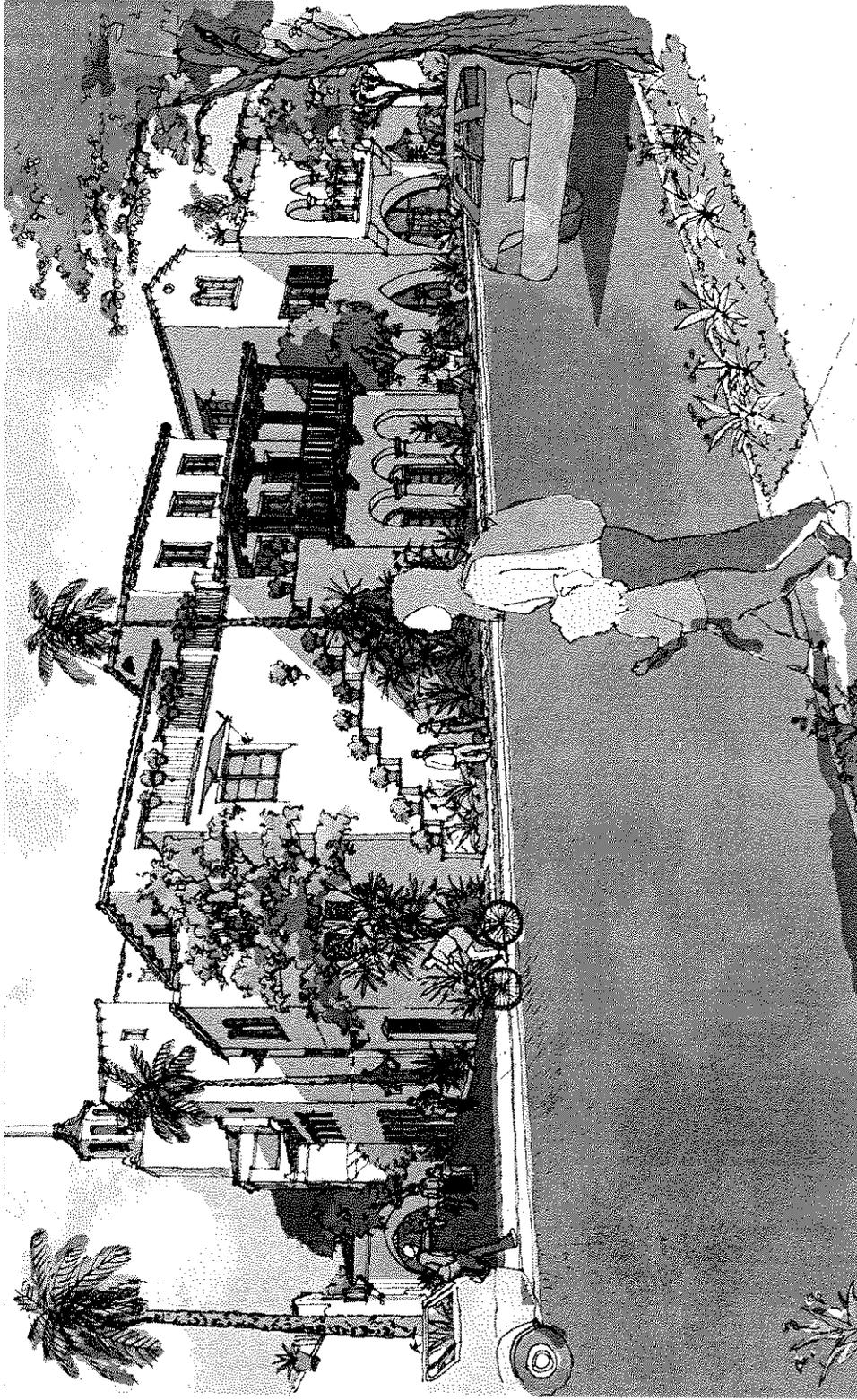
Response to HLC Comments
Santa Barbara, California



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View from Chapala

Arlington Village

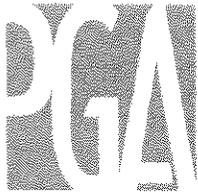
Response to HLC Comments
Santa Barbara, California



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PEIKERT GROUP ARCHITECTS, LLP

January 18, 2008

Mr. Dave Gustafson
Community Development Department – Planning Division
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93101

Subject: 1330 Chapala Street – Arlington Village

Dear Mr. Gustafson:

On behalf of Metropolitan Theatres Corporation (MTC), Peikert Group Architects (PGA), LLP would like to request a conceptual review before the Planning Commission for the proposed project at 1330 Chapala Street. The project site is approximately 91,000 square feet and includes the Arlington Theatre on the southern portion and a commercial parking lot leased by Santa Barbara Valet, an unrelated third party, on the northern portion. Please note that in the PRT application it was thought that the Arlington Theatre and the parking lot were on separate legal parcels. Since the submittal of the application we've determined that the theatre and the parking lot are on a single legal parcel. The current zoning is C-2 Commercial.

We are seeking Planning Commission approval of a development plan and residential subdivision for a mixed use project. The proposed project submitted for preliminary review included 15,000 square feet of commercial space, 29 residential units (24 market and 5 affordable units) and underground parking. The development was broken up into three separate buildings and organized around a central green space with three outward leading paseos. In designing the project, PGA sought to address development issues that might be of concern in advance. For example: 1) the height of the structure does not exceed 45 feet to ensure views of the Arlington remain (the existing tower exceeds 100 feet and the theatre is approximately 55 feet); 2) setbacks have been provided along the street frontage to allow for a soft transition between the commercial and mixed neighborhood; and 3) the parking is proposed to be subterranean.

Arlington Village Concept

The Arlington Theater is an important Santa Barbara landmark. The development along this block of State Street was designed in a manner where the Arlington Theatre serves as a central

anchor and the surrounding buildings support the theatre's stature – it reflects the design of a small Spanish village. As noted in the book Santa Barbara El Pueblo Viejo – A Walking guide to the Historic Districts of Santa Barbara (Conrad & Nelson) *“With its magnificent spire tower above the city, the theater was to have been the center of a full block of small shops connected by a cross-axis paseo. Although the full scheme was never realized because of the 1930s depression, a paseo parallel to the theater façade connects Victoria and Sola Streets, and a gracefully arched courtyard loggia links the entrance to State Street, the latter an elegant reminder of what might have been.”* The Arlington Village design is intended to complement the architecture and ambiance of the theatre and help to complete this original vision for this city block. A central component of the design is the inclusion of paseos, courtyards and open spaces so residents and visitors can stroll through the project or gather in the courtyards to enjoy the ambiance of the existing and proposed development.

With the Granada Theater, the Art Museum, and the Arlington, this area of town has become the cultural heart of the community. The City has designated the area north of Carrillo Street as the Cultural Arts District and has created a Plan to enhance the District. We see an opportunity for the commercial space to house arts related organizations which would help to realize the vision of the District. We have been working with these organizations to identify a possible tenant in this ideal location and while there is interest we have not yet secured one. In addition, we believe that the overall redevelopment of this site and the introduction of residents in this area will help to support the District and the art related events.

Conceptual Review

The project received preliminary review from staff and a letter outlining the planning issues associated with the project was provided on September 19, 2007. In addition, the project received concept review by the Historic Landmarks Commission (HLC) on August 22, 2007. Staff and the HLC provided comments and direction regarding the size, bulk and scale, the site's important relationship to the Arlington Theatre and the historic Arlington Hotel arch, and the placement of paseos. Staff further commented on parking and transportation/circulation issues.

In an effort to address the comments presented by HLC and staff, PGA developed an alternative site plan. This plan reduces the overall size, bulk and scale by breaking up the project into five separate buildings. The site has been reorganized to create a diagonal access from the historic arch into the proposed courtyard which provides a unique view of the Arlington tower and more fully integrates this Arlington Hotel arch into the project. Additional paseos have been provided that access the common courtyard area. While it is not reflected on the alternative site plan, we are considering reducing the overall commercial development to 10,000 square feet and increasing the residential units up to 34. These additional units could be designed to be one-bedroom lofts. In addition, the parking level will be redesigned to ensure preservation of the required parking for the Arlington Theatre as well as the required parking for the proposed project. We request that these revised site plans be forwarded to the Planning Commission as part of their Concept Review package.

Requested Planning Commission Feedback

PGA is seeking feedback from the Planning Commission on three important and interrelated issues; the traffic analysis for the project, the importance of including commercial uses within the project, and the possible transfer of commercial development rights and associated traffic trip credit from an adjacent project. This feedback is critical to help guide PGA and the landowner as we further refine the project concept.

Traffic Analysis

As noted above, staff provided comments on possible transportation and circulation issues in the PRT. In the preliminary review package, we submitted a traffic report prepared by Associated Transportation Engineers (ATE) dated July 19, 2007. This report concluded that the existing commercial parking lot operated by Santa Barbara Valet, which provides monthly parking for local employees and short-term hourly parking for patrons of the theatre and local shops and businesses, generates 69 a.m. and 63 p.m. peak hour trips. The report also concluded that the proposed project would result in 50 a.m. and 72 p.m. peak hour trips. Therefore, the proposed project is anticipated to generate 19 fewer a.m. peak hour trips and 9 net new p.m. peak hour trips. This level of additional traffic during the p.m. peak hour is not anticipated to result in a significant traffic impact.

The primary cornerstone of ATE's analysis was that the commercial parking lot generates traffic trips that would be either eliminated or diverted due to reduced parking options within the downtown. ATE based this assumption on three facts. First, the environmental analysis prepared for the recently constructed Granada Garage determined that the operation of the expanded parking lot would result in new traffic trips. The additional trips were to be generated because additional parking would encourage more visitors (shoppers, diners, and those conducting business) to the downtown. Second, in March of this year staff held a Parking Policy Workshop where they presented information regarding the relationship between transportation and parking to the Planning Commission. Staff prepared a paper entitled *Transportation and Parking Policy: Making the Connection*. This paper indicates that reduced parking options, particularly for employees, actually results in a reduction of traffic trips as those using the eliminated spaces will begin to seek alternative forms of transportation. Lastly, city staff has begun to advise other applicants that the provision of abundant parking in downtown mixed use projects has the potential to generate traffic. For example, in the recent PRT letter for 800 Santa Barbara Street, staff made the following comment, "*There have been discussions with the Planning Commission and other discretionary bodies about not providing excess parking because the extra parking spaces may result in additional traffic.*"

In addition, Donald Shoup a Professor at UCLA and leading expert in the relationship of parking and traffic congestion explores the link between the provision of off-street parking and the proliferation of vehicles in Cities in his recent book the *High Cost of Free Parking*. Professor Shoup recognizes the direct link between off-street parking and traffic congestion,

stating that "off-street parking requirements [increase the number of cars]..." and that "Cities insist on ample off-street parking for every land use. As a result, most of us drive almost everywhere we go."

During the preliminary review of the project, staff employed the traditional impact assessment method and stated that the existing commercial lot would not be considered a traffic generator. Based on the current thinking presented by staff in other forums and transportation planning experts like Donald Shoup, we respectfully disagree with staff's determination. We do, however, understand that the elimination of this commercial parking lot will probably eliminate some existing traffic and redirect some of the trips to other parking opportunities within the downtown area. We are requesting that the Planning Commission direct staff to work with PGA to assess the number of traffic trips that would be eliminated and those that would be redirected.

Commercial Uses

We believe that a mixed use project with a balance of commercial and residential uses and underground parking utilizes the site most wisely and also best meets City objectives for the downtown. These objectives include the provision of limited growth of commercial space and general revitalization, the provision of housing opportunities, underground parking which further enhances the City's aesthetics, and the creation of projects with open paseos and gathering spaces for residents and visitors. However, if the project is to include what we believe to be the right balance of commercial space (approximately 10,000 square feet), it could result in a potentially significant traffic impact. To be more specific, a project with 4,000 square feet and more than 2 residential units would likely trigger a significant traffic impact.

There are multiple ways to address the potential traffic impacts associated with a mixed use project. First, the City has a policy that allows the decision makers to override significant unavoidable traffic impacts associated with projects that the City considers beneficial or furthers the goals of the General Plan. The potential impacts associated with the housing component can be overridden as the creation of housing opportunities in the commercial core help to meet the City's Housing Element objectives. The City also has the ability to override significant unavoidable traffic impacts for community priority projects such as arts related space within the Cultural Arts District. We request feedback regarding the possibility of overriding the traffic impacts associated with the proposed housing and art related space.

An alternative approach to this issue is to 1) grant some traffic trip credit for the existing commercial parking lot use as discussed above and 2) allow the transfer of traffic trip credit with transferable Measure E credit from an adjacent project. With this combined approach a mixed use project that includes 10,000 square feet of commercial development and 31 residential units could be approved on-site without creating a traffic impact as there would be little or no change in average daily trips and peak hour trips in the area. A detailed discussion of the proposed transfer of the traffic trip credit and how it could be accomplished is provided below.

A third way to address the potential traffic impact is to submit a 100% residential project with 26 units. This residential project would not result in a traffic impact, but would result in a significantly different site plan. The revised plan would include the preservation of existing on-grade parking for the Arlington and a podium structure with on-grade parking and residential units on the second and third levels. We don't believe this is the best project for the site or the community in general. The area is predominantly commercial and the site has a history of commercial use, including the Arlington Hotel. If the commercial component is eliminated, the opportunity to enhance the cultural arts district and fulfill the original vision in the immediate vicinity of the historical Arlington Theatre would also be lost. In addition, placing the theatre parking underground would be much more difficult to accomplish due to the high cost of underground parking garages.

We request that the Planning Commission provide direction regarding the preferred project type for the site; mixed use or residential. If the Commission prefers mixed use we request direction regarding the desired balance of residential and commercial uses and the best method to address the potential traffic impact.

Transfer to Development Rights and Associated Traffic Credit

As discussed above, if some traffic trip credit for the existing on-site use is granted and the traffic trip credit associated with the transferable development rights were transferred to the site, a well balanced mixed use project which could include up to 10,000 square feet of commercial space and 31 residential units, could be approved on-site without creating a significant traffic impact. More specifically, MTC is seeking to purchase Measure E square footage from a project that is reducing their overall commercial square footage by approximately 12,000 square feet. The new project replacing this existing commercial development will result in significantly less traffic and the two sites are in very close proximity and essentially send trips through the same intersections. The transfer of traffic credit would be straight forward and it would be simple to demonstrate that they shared traffic patterns.

Chapter 28.95 of the Municipal Code regulates the transfer of existing development rights associated with Measure E. This section of the code was adopted after the approval of Measure E to address how credits would be tracked and formally transferred from one site to another. One of the key issues discussed at the time of adoption was the transfer of credits for "resource use" associated with the commercial square footage. In particular, the potential transfer of traffic trip credit from one site to another was discussed and it appears that the decision makers determined that because most projects do not share the same traffic patterns the transfer of traffic credits could be problematic and therefore undesirable. Consequently, the ordinance prevented such transfers. The only way to allow a transfer of traffic trip credit is to amend the ordinance.

We believe that allowing transfers of traffic trip credit in very limited circumstances could help the City achieve its objectives for the downtown without creating significant traffic impacts. As previously discussed, some of these objectives include: revitalization; enhancement of the cultural arts district; increasing the housing stock through mixed use development, and allowing

Mr. Dave Gustafson
January 18, 2008
Page 7 of 7

Conclusion

We believe that a mixed use project on the subject site has the potential to benefit the community in a number of ways. It would help complete the vision for the Arlington Theatre as it was originally conceived by enhancing the theatre and city block and creating housing opportunities in the Cultural Arts District. We look forward to the opportunity to ascertain the Planning Commission's perspective and feedback on the critical issues discussed herein.

If you have any questions regarding this request, please do not hesitate to contact me at 963-8283.

Sincerely,



Lisa Plowman,
Planning Manager

ATTACHMENTS:

1. Alternative Project Plans

xc: Mr. David Corwin, President, Metropolitan Theatres Corporation
Mr. Allen Gilbert, Executive Vice-President, Metropolitan Theatres Corporation.

**HISTORIC LANDMARKS COMMISSION
MINUTES**

Wednesday, August 22, 2007 David Gebhard Public Meeting Room: 630 Garden Street
1:30 P.M.

COMMISSION MEMBERS: WILLIAM LA VOIE, *Chair* – Present
ALEX PUJO, *Vice-Chair* – Present
ROBERT ADAMS – Present
LOUISE BOUCHER – Present
KEN CURTIS – Present at 1:47 p.m.
STEVE HAUSZ – Present at 1:47 p.m.
FERMINA MURRAY – Absent
SUSETTE NAYLOR – Present
DONALD SHARPE – Present

ADVISORY MEMBER: DR. MICHAEL GLASSOW – Absent

CITY COUNCIL LIAISON: ROGER HORTON – Present 2:00 p.m. to 3:00 p.m.

PLANNING COMMISSION LIAISON: STELLA LARSON – Present at 3:00 p.m.

STAFF: JAIME LIMÓN, Design Review Supervisor – Present 2:19 p.m. to 3:13 p.m.
JILL ZACHARY, Assistant Parks and Recreation Director – Present at 3:00 p.m.
JAN HUBBELL, Senior Planner/Supervisor – Present at 3:25 p.m.
JAKE JACOBUS, Urban Historian – Present
PETER LAWSON, Associate Planner – Present at 3:10 p.m.
SUSAN GANTZ, Planning Technician II – Present
GABRIELA FELICIANO, Commission Secretary – Present

CONCEPT REVIEW - NEW

2. 1330 CHAPALA ST C-2 Zone
(1:56) Assessor's Parcel Number: 039-131-001
Application Number: MST2007-00371
Owner: Metropolitan Theatres Corporation
Applicant: Peikert Group Architects

(There is a Structure of Merit on this site: "Arlington Hotel Garden Arch." Proposal for a three-story mixed-use project on a vacant parking lot site. The commercial portion would include 15,000 square feet and the residential portion would include 70,600 square feet and consist of 29 residential condominium units, including 24 market rate units and five affordable units. The project would include a 41,055 square foot underground parking garage providing 85 parking spaces and would require Planning Commission approval.)

(PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND PLANNING COMMISSION APPROVAL OF THE CONDOMINIUM DEVELOPMENT.)

(Continued review of Historic Structures/Sites Report prepared by Alexandra C. Cole, Preservation Planning Associates.)

Present: Detlev Peikert, Gordon Brewer, and Lisa Plowman from Peikert Group Architects

Public comment opened at 2:17 p.m.

Dave Jenkins, from a neighboring business, expressed concern about parking displacement.

Paula Westbury, local resident, commented about the project being oversized and the importance of not cutting down the trees.

Richard Yates, from a neighboring business, agreed that there would be parking difficulties causing an impact on businesses; not only once the project is complete, but during the construction process as well. He commented that 85 spots in the underground parking garage would not be enough to replace what is being displaced. *Chair La Voie responded that those concerns can be addressed to the Planning Commission. (The speakers will be placed on the agenda distribution list for future Planning Commission meetings for this project.)*

Jason Sunukjian, neighboring property manager, expressed support for the project and commented that this project will bring increased vitality to this portion of State Street, especially for the commercial businesses.

Public comment closed at 2:22 p.m.

Motion: **Continued indefinitely to the Planning Commission with the following comments:** 1) Most Commissioners concur that too much is being proposed for the site. 2) The size, bulk, and scale are unacceptable. 3) There is too much proposed on the roof. 4) While the use of *paseos* is encouraged, the proposed *paseos* should meander and not be an arcade on each side. Break down the massing. 5) The open space ("Village Green") needs to relate more to the public and invite the public to use that space visually, if not physically. 6) Provide a children's play area. 7) The concern was raised about the adequacy of the proposed parking and the removal of parking in an area already impacted. 8) There is concern about the provision for the maneuverability of trucks used for special events at the Arlington Theater. 9) Solar panels must be hidden if they are to be proposed, at least from the horizontal plane. 10) Study incorporation of alternative forms of transportation into the site planning. 11) There is both concern and support for the access to the garage on Chapala Street. It was suggested that garage access be on Sola Street due to the volume of traffic on Chapala Street. 12) The architecture needs more refinement and brought more in line with the spirit of the Arlington Theatre. 13) The location of the Eucalyptus tree mentioned to be in the parking lot should be shown on the drawings and as many existing

trees as possible should be incorporated as the site plan develops. **14)** The village on the outside of the project should look as a village in the inside of the building. **15)** The Commission's concerns and comments are based on not having seen an Historic Structures Report to study the visual impacts of this project on the Arlington Theater, nearby landmarks, the historic use of the archway, and the historic use of the site. The requested Historic Structures Report should also include a historic site plan and photographs of the site. **16)** Following are elements found to be the better aspects of the proposal: **a)** The creation of the "Village Green." **b)** The combination of commercial and residential spaces. **c)** The creation of more *paseos* open to the public. **d)** The placement of parking underground, and making the parking practically invisible. **e)** The relatively acceptable setbacks from both Sola and Chapala Streets.

Action: Hausz/Adams, 7/1/0. (La Voie opposed. Murray absent.) Motion carried.



City of Santa Barbara

Planning Division

PRE-APPLICATION REVIEW TEAM COMMENTS

September 20, 2007

Lisa Plowman
10 E. Figueroa Street
Santa Barbara, CA 93101

SUBJECT: 1330 CHAPALA STREET, MST#2007-00371, APN 039-131-001

PRT MEETING DATE: September 24, 2007, 2:00 p.m. – 3:00 p.m., 630 Garden Street, Housing & Redevelopment Conference Room, 2nd Floor

Dear Ms. Plowman:

I. INTRODUCTION/PROJECT DESCRIPTION

Staff from various City Departments/Divisions have reviewed your conceptual plans and correspondence for the subject project. This letter will outline our preliminary comments on your proposal. Please review this letter carefully prior to our scheduled meeting date. We will answer your questions at that time. The specificity of our comments varies depending on the amount of information available at this time. In many cases, more issues arise at later steps in the process. However, our intent is to provide applicants with as much feedback and direction as possible at this pre-application step in the process.

The project consists of a mixed use development consisting of 15,000 square feet of commercial space and 29 residential units (including four affordable) and an underground parking garage containing 85 parking spaces. The total on-grade development would be approximately 72,100 square feet. The project site is directly adjacent to the Arlington Theater and is currently used as a commercial parking lot.

II. COMMENTS AND ISSUES

A. Planning Division

1. The City Council has initiated discussions about possible amendments to the City's Inclusionary Housing Ordinance (IHO) that may affect this project. The current IHO provides that residential ownership projects (including "dry lot" subdivisions, new condominiums and condominium conversions that propose ten or more parcels or residential units) are subject to inclusionary housing requirements such as providing affordable units or paying an in-lieu fee. The City's Housing Policy Steering Committee has recommended several changes to the current IHO, including lowering the project size threshold from ten units to two units. Projects of two to four units would be required to pay a pro-rated in-

lieu fee (currently estimated at \$95,000 for a two-unit project). Projects of 5 or more units would choose between paying an in-lieu fee or providing a specified percentage of affordable (middle income) inclusionary units on site. The recommended inclusionary percentage could vary between 10% and 20% depending on the size and location of the project. City Council is expected to decide on the IHO amendments later this year. At this time, it is unclear how projects already in the process, such as yours, may be affected.

2. Staff has significant concerns regarding the change in massing resulting from the proposed development and its potential to adversely impact the existing streetscape along Chapala and Sola Streets, as well as the views of the Santa Ynez Mountains and the Arlington Theater a City Landmark. We request that you provide visual representation of the streetscape changes as a result of the proposed three-story buildings. Visually understanding the mass, bulk, and scale in relationship to neighboring properties as well as changes to surrounding mountain views, as seen from the south side of Chapala Street will be important to our environmental analysis (See comment IV.A.3)
3. Staff generally concurs with the comments made by the Historic Landmarks Commission (HLC) on August 22, 2007, especially regarding the size, bulk and scale, open space, access, circulation, and the integration of the historic archway into project. Conceptual review of the project by the Planning Commission is strongly encouraged. In addition, the applicant is urged to submit the Historic Structures Report for review and acceptance by the HLC prior to the Planning Commission concept review. Staff strongly encourages a design that provides more height variation and that celebrates the arch as a project entry with Paseo and view corridor to the theater.
4. The proposed project will result in a significant change to the project site and streetscape. Staff would advise the applicant to begin early discussions with the surrounding neighbors, especially Vons, in order to inform them of the impending project and allow an opportunity to receive feedback and identify issues and concerns related to the proposed development, including the effect on the Vons parking lot circulation.
5. Staff has concerns regarding the adequacy of the loading area for the theater, as well as the potential for conflict between access to the underground garage and the loading of sets. Where would theater employees park during set construction, rehearsals and performances?

B. Engineering Division

1. This is a typical subdivision, subject to the Subdivision Map Act and Municipal Code Title 27. Subdivisions.
2. A mid-block Residential Street Light is/will be required on the property frontage along W. Sola Street.
3. A dedicated fire line is/will be required to support the fire sprinklers.

4. Identify how drainage will be handled. See Engineering handout for more specific requirements.
5. **PUBLIC IMPROVEMENT APPLICATION:** All Applications for Public Works begin at the Public Works counter by filling out a Master Application (Generic application form) and describing what you are applying for (ie. New driveways, sidewalk, curb, gutter, storm drain connections, street lights, etc.), including an approximate valuation of the improvements.
6. *If* existing sewer laterals are intended for re-use, a videotaped sewer lateral inspection is required prior to the issuance of any BLD permit. Please see handout available at the Public Works counter for detailed guidelines & course of action. A list of 30 qualified closed-circuit television survey & recording contractors is available for your use - contact Manuel Romero (Wastewater Collection Super.) at 568-1020. If the results of the inspection require replacement, please plan to obtain a separate Public Works permit. If the results are positive, please reproduce the clearance letter on the plans. See SBMC § 14.46.040 (new) for reference and the Public Works front counter, or call as needed. A partial rebate may be available.
7. Preliminary Conditions of Approval will be generated at the time of formal DART submittal.

C. Fire Department

1. A minimum 20' wide driveway access is required to within 150' of all exterior walls.
2. A fire hydrant has to be within 300' of all exterior walls of the proposed project with a minimum of 1250 gpm water flow.
3. Fire sprinklers will be required throughout, installed under a separate permit.
4. A mixed-use fire alarm system will be required, installed under a separate permit.
5. A class 1 Standpipe system will be required, installed under a separate permit.
6. Note all requirements on plans.

D. Transportation Division

1. Indicate where the required parking for the Arlington Theater is going to be located as part of this project. In reviewing Street and Planning files for this parcel and the Theater parcel, it is clear that the majority of the existing parking is required parking for the Arlington Theater.
2. It appears that a significant number of parking spaces located on the project site are currently utilized by Vons. Please provide information on whether this is required parking for Vons and what type of lease agreement exists (provide a copy of the lease agreement).
3. Are there any existing recorded parking agreements on the site? If only leases exist, please describe how the leases for the parking spaces work.

4. Staff does not support providing additional parking spaces that would exceed the Zoning Ordinance requirement for this project, due to being located within the Central Business District (CBD). Staff requests that parking be limited to one space per residential unit and the minimum number of required commercial spaces per the Zoning Ordinance requirement. Any *required* parking for the Arlington Theater and Vons that currently exist on-site would also have to be maintained.
5. The landscaping proposed on the southern property line adjacent to the Vons parking lot would obstruct the circulation of vehicles using the Vons lot. As currently proposed, vehicles would not be able to access the row of parking closest to Chapala Street and would also be limited to utilizing only the driveway closest to the Victoria and Chapala Street intersection, which creates circulation conflicts at the intersection. Explain how the project would affect the circulation of the Vons parking lot as currently proposed. Further, is there currently a reciprocal access agreement for utilization of the driveway that leads to the backstage loading area?
6. Please address the following issues associated with the Traffic Assessment prepared on July 19, 2007:
 - (a) Staff has concerns that there could be a traffic impact associated with the proposed project. The ITE Trip Generation Manual does not include parking facilities as a separate category as they are not generally considered to be true traffic generators the way a building is, rather they are considered "trip facilitators" with the generators being commercial attractions. Therefore, the existing trips associated with the parking lot are not anticipated to go away due to the attractors (Arlington Theater, offices, etc.) remaining in-place. The existing trip generation based on the counts presented in the Traffic Analysis may not be used as credits. Please amend the study to look at the proposed trip generation and distribution without factoring in trip credits for the existing parking lot.
 - (b) It is understood that a total of 15,000 *net* square feet of commercial development is currently proposed. The proposed trip generation should be based on *gross* square feet.
 - (c) Did the traffic counts include trips associated with the Vons parking that is also located on the project parcel?
 - (d) Is there an explanation for the significant reduction in the number of trips counted on Wednesday during the noon hour compared to the previous two days?

Building & Safety Division

1. As there are numerous utility lines that will be affected by this project that feed the Arlington Theater and other tenant spaces in this block, an approval from So Cal Gas and Edison will be required at time of DART submittal.

2. The State of California is scheduled to adopt new codes based on the 2006 International Building Code, 2006 Uniform Plumbing Code, 2006 Uniform Mechanical Code, and the 2005 National Electrical Code, in June of 2007 to be effective no later than January 1st, 2008.
 - (a) The City of Santa Barbara will be adopting these codes between November 15 and December 31, 2007
 - (b) Projects submitted for a ***building permit*** after the date that the City adopts these codes will be under the requirements of these new codes. Please be advised that this may require changes to the design or specs of your project.

III. APPLICATIONS REQUIRED

The purpose of this review is to assist you with the City's review processing including Planning Commission (PC) application requirements, and to identify significant issues relevant to the project. In order to submit a complete PC application, please respond to the following items (see attached Planning Commission Submittal Packet).

Based on the information submitted, the required applications would be:

A. Planning Division

1. Development Plan Approval to allow the non-residential development that exceeds 3,000 square feet (SBMC §28.87.300)
2. A Tentative Subdivision Map for a one-lot subdivision to create 29 residential condominium units (SBMC Chapters 27.07 and 27.13);
3. A Lot Area Modification to allow five over-density units (bonus density) on a lot in the C-2 Zone (SBMC §28.21.080);
4. Additional Modifications may be required if yard and/or distance between buildings requirements are not met;
5. Historic Landmarks Commission review and approval of the Phase 1 Archaeological Resource Report and the Phase 1 Historic Structures Report; and
6. Design Review Approval by the Historic Landmarks Commission Review (SBMC §22.68).

B. Engineering Division

Following Planning Commission:

1. Final Map Application: The majority of the agreements are prepared by staff, recorded prior to or concurrently with the Final Map, and prior to issuance of Public Works or Building Permits:

After the 10-day appeal period following Planning Commission approval, submit Final Map prepared by a licensed surveyor to the Public Works counter, with the current fee for the map review. A handout is available upon request.

2. City Council approval is required for an Agreement Relating to Subdivision Map Conditions Imposed on Real Property. This agreement is prepared by staff and recorded concurrently with the Parcel/Final Map, prior to issuance of Public Works or Building Permits.
3. Apply at the Public Works counter for an Agreement Assigning Water Extraction Rights, which reaffirms the City's pre-existing Pueblo water rights. Submit a copy of a Preliminary Title Report dated within 3 months of application date, or a copy of a Vesting Deed, so the agreement can be prepared by staff and recorded prior to or concurrently with the Final Map, and/or prior to issuance of Public Works or Building Permits.
4. **COUNTY NOTICE – The County Recorder will not record the Parcel Map without written verification of the prepayment of the property tax:** Prior to the recordation of Final Map, contact the County Tax Collector's Office, 568-2493 and fill out the County Subdivision application which is used to obtain new APN's from the County Assessor's office. Obtain prepayment of taxes letter/statement or memo from the County Tax Collector after pre-paying property taxes, and then submit a copy directly to your assigned Engineering staff person.

Required prior to issuance of permits:

5. New Address Assignment Application: After the 10 day appeal period following Planning Commission approval, go to the Public Works counter at 630 Garden Street to begin investigation of acquiring new addresses with Mr. David Postada, Engineering Technician III.
6. Provide a schematic of water meter layout and proposed addressing. New addresses will be assigned by Public Works and Fire Department staff using this schematic.
7. Please note the new water meters must be set up in sequential order correlating to the addresses per SBMC 22.60.090 and City standard detail no. 6-005.2.
8. Water & Sewer Service Application: Apply for new water service connections and provide hydraulic calculations for all services greater than 5/8-inch.
9. Prior to issuance of any permits, Water and Sewer Buy-In fees are due in addition to hot tap fees for new sewer laterals. A Buy-In credit will be applied based on the number of existing water meters.
10. Public Improvement Permit Application: *Public Works Permits* are separate from all other City permits and shall be obtained for all public improvements and utility connections in the right of way, and for any work in *Natural Water Courses and Storm Drain Systems* per Municipal Code Chapter 14.56, and Municipal Code Chapter 16.15, *Urban Pollution controls, Non-point discharge Restrictions*.

Required prior Certificate of Occupancy:

11. **PRIVATE CC&R NOTICE:** This document is prepared by the Applicant's Land Use Attorney and reviewed and approved by the State Department of Real Estate (DRE).
12. In addition to the subdivision agreement, private agreements or Private CC&R's are required for all commonly shared features including but not limited to shared sewer laterals, driveway maintenance, and storm drain system. Include long term plan for handling of Solid Waste and Recycling. Questions regarding solid waste issues can be directed to Karen Gumtow, Environmental Services Specialist at 897-2542. See Space Allocation Guide to help with trash / recycling design at <http://www.santabarbaraca.gov/Business/Forms/PW/>. Proof of recordation of this document is required prior to obtaining Certificate of Occupancy.

IV. REQUIRED ADDITIONAL INFORMATION FOR APPLICATION SUBMITTAL

Staff has identified the following additional information as necessary in order to adequately review the proposed development project. Please ensure that your formal application submittal contains at least the following:

A. Planning Division

1. **Application Letter:** Your formal application letter should be addressed to the Planning Commission and should clearly identify what you are proposing, why you are making the proposal, and the permits/approvals for which you are applying. This letter becomes a main attachment to the Planning Commission Staff Report. Also, include in a separate letter to staff how the comments contained in this PRT letter have been addressed.
2. Please see the attached Planning Commission Submittal Packet for information required upon submittal of the formal Planning Commission application. **Please ensure that all applicable information is included in the application letter and on the project plans.**
3. View simulations of the proposed project will be required to assess potential visual changes to the existing Chapala and Sola streetscapes. These view simulations need to take into account both views of the mountains and of the Arlington Theater. Provide photo simulations that include, but are not limited to views of the Chapala and Sola streetscapes associated with the project, views from the north side of Sola Street looking into the project site, looking east along Sola Street toward State Street and the mountain views, and the west side of Chapala Street looking into the project site and toward the mountains. The photographic submittal should contain:
 - (a) Current color photographs of the site, each elevation of the building, adjacent properties, surrounding neighborhood and streetscape.
 - (b) A map showing locations of where the photographs were taken.

- (c) Composite panoramic view of the site and neighboring properties (including view points identified above) showing how the new buildings would look in the context of the site, street and neighborhood.
 - (d) Photographs must be clear (including showing the mountains beyond the property), visually legible, and a minimum of 3" x 5" size.
 - (e) Mount and label each photograph for submittal on foldable 8 ½" x 11" heavy paper. Please include the project address and the relationship of the photograph to the project site.
4. Provide a "shadow study" of the buildings, illustrating how the proposed building shadows would impact the proposed project's various components and the surrounding area, including the Arlington Theater.
5. Due to the size of the proposed project and the amount of grading involved, an air quality analysis prepared by a qualified air quality consultant following Santa Barbara County Air Pollution Control District's Scope and Content of Air Quality Sections in Environmental Documents is required. Utilizing URBEMIS 2007 version 9.2 for air quality modeling, the air quality analysis is to include the following elements:
- (a) Existing environmental setting of the area affected by the project, in terms of climate and current air quality;
 - (b) A discussion of all direct and indirect, long term and short-term, air quality impacts of the proposed project and the classification of the significance of long-term impacts using established criteria.
 - (c) A discussion of significant cumulative air quality impacts of the project including greenhouse gases;
 - (d) A discussion of estimates of greenhouse gases from the project documenting literature estimates of worldwide and regional greenhouse gas emissions;
 - (e) Consistency and conformity of the project with local and regional plans, including the most recent Clean Air Plan and other plans;
 - (f) Required mitigation measures to avoid or reduce potentially significant air quality impacts, including effectiveness of mitigation measures and discussion of residual impacts;
 - (g) Recommended mitigation measures to reduce/minimize project air emissions; and
 - (h) Appendices containing all calculations and assumptions used in assessing air quality impacts.
6. Provide a Construction Schedule with information describing demolition and construction activities, including:
- (a) Estimated duration of demolition
 - (b) Estimated duration of grading

- (c) Estimated duration of construction activity
 - (d) Identify the number of workers, type of equipment necessary for each phase of demolition, grading and construction
 - (e) Identify staging areas for construction equipment and materials
7. Provide a preliminary grading plan that provides more detailed cross sections of the underground parking garage. Provide amounts of earthwork proposed for the project in terms of cubic yards of cut and fill. If soil will be exported from the project site, identify the disposal site, as well as type and number of trucks required to export materials.
8. Provide a hydrology and drainage study that addresses changes in off-site drainage and infiltration/groundwater recharge; storm water runoff and flooding; and water quality.
9. Provide a Tree Protection Plan prepared by an ISA Certified Arborist with experience evaluating trees using the ISA Guide to Tree Appraisal. The Tree Protection Plan shall consist of an Existing Tree Survey, Proposed Tree Retention Plan, and Proposed Tree Removal and Impact Mitigation Plan.
- (a) **Existing Tree Survey Plan:** Provide a Plan showing each tree with a diameter at breast height (DBH) 54 inches above existing grade of 4 inches or greater, including its dripline (the dripline of the tree is defined as the outside edge of the leaf canopy). On the Plan, call out the tree's DBH and provide a reference (e.g. abbreviated common name and number). For each tree shown, include a reference table identifying each tree (by reference number), botanic and common name, and its condition rating based on the ISA Guide to Tree Appraisal, indicating if the tree has decay, disease, insects or other damage. In addition, indicate the number of trees on site that will be removed that are below 4 inches DBH.

On the same plan, show all proposed development, including structure footings, changes in grade, and utilities, with potential for impacts to existing trees (4 inch diameter or greater). All trees to be removed shall be indicated with an "X" drawn through the tree.
 - (b) **Proposed Tree Retention Plan:** Provide a Plan for the retention of trees including a fencing plan that shows trees to be retained with temporary protective fencing to be installed prior to any on-site ground disturbance. Fencing will be placed a minimum of 5'0" outside of actual dripline of the tree. Include other methods to protect trees during construction. These items include but are not limited to, root cutting and pruning techniques, use of hand tools, minimizing disturbance, etc.
 - (c) **Tree Removal and Impact Mitigation Plan:** Provide a Mitigation Plan for the removal or substantial encroachment of 20 % or more into the dripline of any "healthy" existing surveyed tree (4 inches diameter or greater).

10. The project site is located in several archaeological resource sensitivity zones: Hispanic-American Transition Period (1850-1870), American Period (1870-1900), and Early Twentieth Century (1900-1920). Given the scope of the proposed project, a Phase 1 Archaeological Resources Report will be required to be prepared and submitted for review and acceptance by the HLC. Please note that three (3) copies of this report will need to be submitted in draft form for review by Staff prior to it being submitted for HLC's review and acceptance. Please be sure that one copy of the report contains the original photographs, and that the remaining copies contain legibly reproduced photographs. Also note that there is a fee associated with the HLC's review of this report.
11. The historic Arlington Hotel Garden Arch located on the property is identified in the City of Santa Barbara Potential Historic Structures/Sites List as a Structure of Merit. Additionally, the Arlington Theater directly adjacent to the proposed project site is designated as a City Landmark. A Historic Structures Report is required to evaluate the potential adverse impact of the proposed project to existing historic resources on and/or surrounding the property. The Report shall include specific information and analysis regarding the proposed project's potential impacts to the historic arch on the subject property and the Arlington Theater. The report shall be submitted to staff for review prior to review and acceptance by the HLC.
12. The City's Master Environmental Assessment indicates that the project site is located in areas exposed to noise levels of 60 to 65 dBA (average A weighted sound level over a 24-hour day). An acoustical analysis is required to assess the noise levels of the entire project site and particularly for the interior of habitable structures and required private outdoor living areas for the residential units. The analysis should follow the protocols outlined in the latest Caltrans Traffic Noise Analysis Protocol and ASTM E1014 publication or similar equivalents.

For CEQA purposes, outdoor living areas with noise exposure levels below 70 dBA would not be considered a significant noise impact. However, ordinance required outdoor living areas must have a noise level of 60 dBA or lower to be consistent with the General Plan. The General Plan consistency determination will be made on a case-by-case basis by the decision-makers based on the findings of the Acoustical Analysis prepared and accepted for the project.

Maximum interior noise levels shall not exceed 45 dBA for residential units and 50 dBA for office space. Compliance with these maximum interior noise levels are to be demonstrated by the acoustical analysis. An acoustical analysis, prepared by a qualified acoustical engineer, shall be prepared and submitted for Staff's review. At a minimum, the report shall evaluate the following:

- (a) Analysis of the existing and future (15 years out) noise environment.
- (b) A review of the project's site and building floor plans for analysis and possible mitigation of the predicted post construction noise levels for required outdoor living spaces and interior living spaces.

- (c) Measures to reduce noise levels for outdoor or interior living spaces below the thresholds.

Based on the extent of demolition and construction activities proposed for this project, short-term construction noise impacts will likely occur. Identify in the acoustical analysis the anticipated noise exposure levels at surrounding sensitive receptors, including residential uses, Arlington Theater, offices etc. Of particular concern is that the Arlington Theater has a guideline noise threshold of 35 dBA Ldn interior and an exterior range of up to 60 dBA Ldn. If construction is proposed to be undertaken during performance hours these guidelines may be exceeded. A sound attenuation plan to mitigate construction noise should also be included as part of the report.

- 13. Would the project involve the creation of new noise sources? If yes, describe the source and its location.
- 14. SBMC §28.21.080.F. requires that there be an open space area of not less than ten percent (10%) of the total lot area. Please indicate on the plans, and in the application letter, how the project would meet this requirement.
- 15. Provide information regarding recreational facilities proposed for the common open space.
- 16. Indicate whether or not the commercial space would be divided into smaller condominium units. Also state the proposed use of the commercial space (i.e., retail, office, restaurant, etc.).
- 17. Indicate whether the 1,500 square feet of storage/mechanical space referenced in the applicant letter and project plans is associated with the proposed residential or commercial use. If it is for the commercial use, this square footage must be counted as part of the proposed 15,000 square feet of commercial space.
- 18. Per SBMC §28.21.081, private outdoor living space for the residential units shall be provided in one of the following manners:
 - (a) Private outdoor spaces shall be provided for each dwelling unit, per SBMC §28.21.081.a.(1); or
 - (b) A common open yard shall be provided, subject to the following conditions:
 - i. The ten percent (10%) open space as stated in SBMC §28.21.080.F. is waived when using this option;
 - ii. Open yard areas shall consist of at least fifteen percent (15%) of the total lot area; and
 - iii. At least one open yard shall have a minimum dimension of twenty feet (20') in any direction.

Please indicate in your letter and on the plans which option will be pursued for this project. Label and provide the necessary dimensions for the private outdoor living area(s).

19. Pursuant to SBMC §28.66.060, buildings used exclusively for residential purposes shall comply with the setback provisions of the R-4 zone. As proposed, portions of the project would be subject to this provision, therefore setback requirements of the R-4 zone would apply. Please demonstrate that the project complies with this requirement, otherwise a modification(s) must be requested.
20. Pursuant to SBMC §28.66.070, buildings or portions of buildings used exclusively for residential purposes shall comply with the distance between buildings provision of the R-4 zone. As proposed, the project would be subject to this provision, please demonstrate that the project complies with this requirement, otherwise a modification(s) must be requested
21. Would the project involve use or disposal of hazardous materials or is there any known site contamination from hazardous materials? If yes, has remediation been completed in accordance with State requirements? If yes, provide evidence of compliance. Also, has a Phase 1 Hazardous Material Assessment been prepared for the site? If yes, provide with the DART submittal.
22. Provide a lighting plan for the proposed project, including locations, type, height, etc.
23. Provide a landscape plan in conformance with the ABR submittal requirements. If any street trees are proposed for removal, approval for removal and planting of new trees will be required from the Street Trees Advisory Committee.
24. Provide the following information on the project plans (refer to the Planning Commission Submittal Packet):
 - (a) Provide site plan showing existing condition (include parking lot configuration).

Site Plan – Project Data:

- (b) Provide square footages of existing lot area in gross and net square feet. Provide average slope of property.
- (c) Provide detailed breakdown of amount of cut and/or fill under main building footprint and outside main building footprint (in cubic yards).
- (d) Proposed uses of all new buildings or structures.
- (e) Provide gross and net square footages for all proposed new buildings (including underground garage) and residential units.
- (f) Provide site statistics showing both square footages and percentage of coverage of building, landscaping and paved areas.
- (g) Include scope of work delineating all work proposed as part of the project.

Site Plan – Building Location/Property Information:

- (h) Show dimensions of the property and buildings. Show dimensions of setbacks from property lines to all buildings and structures. Show and

dimension distance between buildings. Show all fences, walls, gates and hedges and indicate heights and widths. Show locations and dimensions of all required private outdoor living spaces and open yard areas.

- (i) Location and dimensions of all existing and proposed easements. Location of existing and proposed utility connections. Show existing and proposed curb cuts and driveways. Identify sidewalk widths and nearest transit stop. Show all existing trees and significant vegetation.

Elevations:

- (j) Provide elevations (clearly labeled) from all sides of the buildings. Check accuracy of the Arlington Theater tower. Show height from natural grade to top of ridge. Identify existing and finished grades. Provide cross-sections of land areas being cut or filled. Show outline of buildings and structures on adjacent parcels.

Floor Plans:

- (k) Provide floor plans for commercial space and residential units. Label all rooms.

Landscape Plan:

- (l) Provide landscape plan in conformance with the HLC submittal requirements (refer to Planning Commission Submittal Packet)

B. Engineering Division

1. See attached PRT Handout for DART requirements.
2. Show containers for trash and recycling on site plan and indicate size of containers. There must be equal capacity for trash and recycling. For help with waste design and requirements, see the Trash and Recycling Space Allocation Guide at <http://www.santabarbaraca.gov/Business/Forms/PW/>
3. Either show green waste containers or include an item in the CC&R that the material will be hauled offsite by landscapers.

C. Transportation Division

1. Submit a site plan that shows the adjacent street width, lane markings, existing and proposed curb cuts, fire hydrants, driveways, sidewalk and parkway dimensions, along the property frontage and within 50' of the property frontage.
2. Show the location of the existing MTD bus stop along Sola Street on the site plan and indicate improvements per current MTD bus stop standards, including a shelter, bench, waste receptacle, information display, and night lighting. Please contact Cynthia Boche, 963-3364, at MTD for further information on their standards. Wherever possible, stops should be incorporated into the architecture of existing or proposed buildings.
3. List the number of existing parking spaces on the property on Sheet 1.

4. Show the location of any proposed vehicular gates on the property and indicate how they will function (e.g., open during business hours and closed at night).
5. Show a profile of the garage ramp (include the slope expressed as a percentage), ramp transitions and overhead and adjacent wall clearances. Please note that, if the ramp is 65' or less, the ramp grade shall not exceed 16%, with the first and last 10' of the ramp not exceeding 8%. Staff recommends going beyond the minimum requirement by providing a maximum of 5% grade for the first 15 feet of the ramp in order to achieve maximum visibility while exiting the garage. Finally, the maximum slope of all drive aisles and maneuvering areas is 5%.
6. Please dimension all parking space widths and bay widths. Consult the City of Santa Barbara Standards for Parking Design for the minimum dimensions for parking. All parking garages are evaluated on an individual basis, but at a minimum begin with the standard dimensions. Further, show all vertical obstructions within the parking garage, as they will affect the function of the parking spaces.
7. The project should be designed to meet the recommendations of the City's Pedestrian Master Plan (PMP). In particular, please review the Pedestrian Design Guide, Chapter 8, for appropriate parkway, sidewalk, and "frontage zone" dimensions. A copy of the PMP may be found on the City's website at: http://www.santabarbaraca.gov/Government/Departments/PW/Pedestrian_Maste_r_Plan_Table_of_Contents.htm/
8. Explore providing pedestrian crossing enhancements, such as a bulb out at the intersection of Chapala and Sola Streets.
9. Show the pedestrian sight triangle at the Chapala Street sidewalk/project driveway intersection.
10. Please show the location and provide dimensions for proposed bicycle spaces, both for the commercial areas and also for the residential units (see SBMC §28.90.045.5). Short-term bicycle parking could be located in the arcade area and long-term, covered bicycle parking for employees should also be provided. Staff also recommends providing at least one bicycle parking space per residential unit, in a lockable room.
11. Please redesign the trash areas, so that the doors do not open up into the pedestrian paseo.
12. Indicate where trash service pickup will occur, and how commercial loading and unloading activities will take place on-site.
13. Explore ways to enhance the pedestrian path that runs along the southeast side of the Arlington Theater, to improve the connection to the Arlington paseo.
14. Please provide a Conceptual Right of Way Use/Traffic Control plan for review and conceptual approval prior to Planning Commission review. Please address in the next DART submittal letter how staging is anticipated to occur. Staging is not to occur within the public right-of-way unless approved by the Transportation Division Manager.

D. Building & Safety Division

1. A building code analysis containing the following is/will be required for DART review or submittal to Building & Safety for permit issuance:
 - (a) Occupancy group(s) per chapter 3 or 4
 - (b) Type of construction per chapters 5 & 6
 - (c) Opening protection requirements per chapters 3, 4 & 5
 - (d) Fire resistive walls and their location per chapter 3, 4 & 5
 - (e) Allowable area calculation per chapter 5
 - (f) Occupant load(s) and number of exits per chapter 10
2. Provide an Erosion & Sedimentation Control Plan. This plan is to incorporate all Best Management Practices to prevent the migration of dirt and other pollutants offsite or from entering a new or existing City Storm Drain System. This BMP's may include, but not necessarily be limited to; Silt Fences, Hay Bale Dams, Gravel Bag Dams, Hydroseeding, Straw Mulch, Fiber Rolls, etc. The ESC Plan policy is available on the City website at: <http://www.santabarbaraca.gov>
3. Provide an accessible path of travel to the basement and upper levels as near as possible to the two stairs at either "end" of the commercial portion of the project. The use of the two exit passageways as the accessible path to the elevators that serve the basement and upper floors is not allowed. CBC Sect. 1005.3.4.1.
4. Show the location of the mechanical ventilation system vent terminations for the underground garage.
5. Provide floor plans of the residential units showing the accessibility requirements of CBC Chapter 11A.
6. Show the accessible path into the commercial spaces from the public sidewalk along Sola St. It appears that all of the entrances into this "arcade" area have steps.
7. Show the location of any real or assumed interior property lines and all exterior wall openings on the floor plan sheets.
8. The second and third floor level sheets show the townhomes with exterior doors without a stair or deck. Are these three story townhomes? Please clarify.
9. The ground floors of a minimum of 10% of the townhomes are required to be accessible and on an accessible path. Clarify if those are steps at the "entry" to each of these units.
10. Each residence on the third floor is required to have access to two exits that remain $\frac{1}{2}$ the diagonal distance apart. This distance must be maintained down to grade. It appears that the exits converge at the second level on the northern most complex while the 2 units on the southern portion do not have two exits at all.

- (a) While the 2007 CBC will allow elevators installed for accessibility purposes to be used as part of the emergency egress system, there are higher levels of requirements for these elevators as noted in the 2007 CBC Sect 1007.

V. ENVIRONMENTAL REVIEW:

Staff anticipates that once the necessary information is submitted and the formal application is deemed complete, an Initial Study will need to be prepared to determine the appropriate level of environmental review (i.e., Negative Declaration or Environmental Impact Report).

VI. FEES

Please be informed that fees are subject to change at a minimum annually. Additionally, any fees required following Planning Commission Approval will be assessed during the Building Plan Check phase and shall be paid prior to issuance of the building permit. Based on the information submitted, the subject project requires the following additional fees for the following reasons:

A. Planning Division

Prior to the application being deemed complete:

Development Plan Approval Fee	\$10,550.00
Tentative Subdivision Map Fee.....	\$18,160.00
Historic Landmarks Commission Review Fee	\$3,300.00
Environmental Review Fee	TBD
Modification for Lot Area Fees.....	\$1,525.00
Each Additional Modification Fee (if needed).....	\$770.00
Mailing Service Fee.....	\$135.00

Following Planning Commission approval:

Plan Check Fee	TBD
Land Development Team Recovery Fee	TBD*

*** 30% of the total of the above fees.**

B. Engineering Division

Following Planning Commission approval:

Final Map review (11 or more lots/units).....	\$8,108.70
Multi-family Water buy-in (based on ea. new legal residence)	\$1,431.00
Multi-family Sewer buy-in (based on ea. new legal residence)	\$1,143.00
1. 2" service w/ manifold (holds up to 8 x 5/8" meters)	\$2,567.00
2. Meter set fee (each meter)	\$229.00
Dedicated fire line (depends on size of main and tap)	TBD
Sewer Tap (6")	\$597.00
Driveway Apron, access ramps, subsurface work (each).....	\$176.20
Curb and gutter (> than 30 lf).....	\$274.60 + \$4.00/lf over 30'
3. Trenching in R/W (w/ac or w/conc)	\$290.70 +\$1.60/sf >100 sf

Sidewalk Inspection Fee (over 30 lf)	\$247.60 + \$3.60/lf over 30'
Curb Drain Outlet Inspection Fee (ea.)	\$64.60
4. On street parking restriction waiver (all signed zones)	\$15/day
Traffic Control Inspection	\$92.50/hr
PW Building Plan Check (major w/PW permit)	\$390.70
Civil Plan Check	% of Right of Way Construction Costs
Civil Inspection	% of Right of way Construction Costs
Securities/Bonding	100% of approved Engineer's Estimate
5. Labor & Materials	100% of approved Engineer's Estimate
Oversized vehicles permit (if applicable).....	\$16.00/trip

C. Transportation Division

Following Planning Commission approval:

Fee TBD

D. Building & Safety Division

Following Planning Commission approval:

Fee TBD

VII. NEXT STEPS:

1. HLC Concept Review
2. Make an appointment with the case planner to submit a Planning Commission application at the Planning & Zoning Counter.
3. Planning Commission Concept Review
4. Planning Commission application submitted for completeness review.
5. Application reviewed for completeness.
6. Determination of Environmental Review process. This may include the preparation of an Initial Study and a determination as to whether a Mitigated Negative Declaration or an Environmental Impact Report would be required.
7. Planning Commission review.
8. City Council Final on review of pertinent land development documents, Community Priority Designation, easements, abandonments, rezoning, etc.
9. HLC Preliminary and Final Approvals

Please Note: The Planning Commission conducts regular site visits to project sites, generally the Tuesday morning prior to the scheduled hearing date. The Commission has requested that markers be provided on the site for all projects that may have size, bulk and scale, visual impacts or view issues, to provide a basic visual representation of project size and scale.

Please be sure to place stakes at the corners of the proposed new buildings/additions and story poles located at the roof ridge line (the highest point of the roof) and the eave. Any large trees to be protected/removed should also be identified.

Also note that you will also be required to post the public notice on the site in accordance to current noticing requirements.

VIII. CONTACTS

The following is a list of the contact personnel for the various City departments and/or divisions working on the processing of your application:

Planning Division, 564-5470..... Irma Unzueta, Project Planner
Fire Department, 564-5702 Gina Sunseri, Fire Inspector II
Engineering Division, 564-5363 Victoria Johnson, Project Engineer I
Transportation Division, 564-5385 Steve Foley, Supervising Transportation Planner
or Chelsey Swanson, Assistant Transportation
Planner
Building & Safety Division, 564-5485..... Chris Hansen, Building Inspection/Plan Check
Supervisor

IX. CONCLUSIONS/GENERAL COMMENTS

These comments constitute your PRT review. The project is scheduled for review at a meeting on Monday, September 24, 2007 at 2:00 p.m. with staff from the Planning, Transportation, Engineering, Building & Safety Divisions and the Fire Department. Please review this letter carefully prior to our scheduled meeting date. We will answer your questions on the PRT comments at that time. If you do not feel it is necessary to meet with Staff to discuss the contents of the letter or the project, please call me at (805) 564-5470. If we do not hear from you by this date, we will assume that you will be attending the scheduled meeting.

Prior to submitting a formal Planning Commission application, please make an appointment with me to review the materials and ensure that all of the required items are included in the application package. If you have any general or process questions, please feel free to contact me.

Sincerely,

Irma Unzueta

Irma Unzueta, Project Planner

Attachments:

1. Engineering Handout
2. Planning Commission Submittal Packet

cc: (w/o attachments)
Metropolitan Theatres Corporation, 8727 West Third Street, Los Angeles, CA 90048
Planning File
Debra Andaloro, Environmental Analyst
Mark Wilde, Supervising Civil Engineer

Victoria Johnson, Project Engineer I
Karen Guntow, Environmental Services Specialist
Joe Poiré, Fire Inspector III
Gina Sunseri, Fire Inspector II
Steve Foley, Supervising Transportation Planner
Chelsey Swanson, Assistant Transportation Planner
Chris Hansen, Building Inspection/Plan Check Supervisor
Manuel Romero, Wastewater System Superintendent;
Peggy Avila, Cross Connection Specialist;
Rocky Peebles, Water System Superintendent;



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

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

July 19, 2007

07031L03.wpd

Lisa Plowman
Peikert Group
10 E. Figueroa Street
Santa Barbara, CA 93101

RECEIVED

JUL 20 2007

CITY OF SANTA BARBARA
PLANNING DIVISION

PHASE I TRAFFIC AND PARKING ASSESSMENT FOR THE ARLINGTON VILLAGE PROJECT - CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following Phase I traffic and parking assessment for the Arlington Village Project, located in the City of Santa Barbara.

PROJECT DESCRIPTION

The project site is located at the southeast corner of the Chapala Street/Sola Street intersection in the City of Santa Barbara. The project is proposing to develop the existing private parking lot with 5,000 square feet (SF) of retail space, 10,000 SF of office space, and 29 condominiums (24 market rate/5 affordable). One level of underground parking is proposed to serve the project. The underground parking garage would provide a total of 85 spaces, with 53 spaces reserved for residents, and 32 spaces reserved for the commercial/office uses and residential guests. The residential parking would be provided in two-car garages with 48 spaces reserved for the market rate units and 5 open spaces for the affordable units. It is noted that the project is located in the City's Central Business District (CBD) and in a parking "Zone of Benefit". According to the City's Zoning Ordinance, the project is entitled to a parking requirement reduction of 10% for the "Zone of Benefit".

PROJECT TRIP GENERATION

A trip generation analysis was completed to determine the level of traffic that would be generated by the proposed development compared to the baseline level of traffic that is currently generated by the existing private parking lot use. This analysis is intended to provide

City staff with the traffic data needed to determine the level of environmental review required for the project. The trip generation analysis is based on building floor area measured in gross square-feet (g.s.f.), consistent with the Institute of Transportation Engineers (ITE) methodology. The trip generation rates and assumptions used to determine trip estimates for the existing and proposed site uses are listed below.

Existing Private Parking Lot. ATE conducted 48-hour driveway counts at the existing parking lot to determine the amount of traffic currently generated by the private parking lot. The driveway count data is attached for reference.

Retail. The trip rates presented in the ITE Trip Generation Report ¹ (7th Edition) for Specialty Retail (Land Use Code #814) were used for this component of the project. The trip rates were developed assuming a 10,000 g.s.f. retail center, and then applied to the proposed project retail area. This step was completed because the equation rates produced by the ITE formulas are faulty for small size retail centers (less than 10,000 g.s.f. in size). Because no A.M. peak data is available in the ITE Trip Generation manual, 3% of the Average Daily Trips (ADT) was assumed per the San Diego Association of Governments (SANDAG) Trip Generation Manual ².

Office. The trip rates presented in the ITE Trip Generation Report (7th Edition and 5th Edition) for General Office (Land Use Code #710) were used for this component of the project. The equation rates from the 7th Edition ITE report were used to estimate average daily and A.M. peak hour trips. The equation rates from the 5th Edition ITE Report ³ were used to estimate P.M. peak hour trips. The P.M. peak hour equations from the 5th Edition were used because the equations contained in the 7th Edition report are faulty for small size office projects.

Condominiums. The ITE average rates for Residential Condominium/Townhouse (Land Use Code #230) were used for the residential component of the project.

Table 1 compares the trip generation estimates developed for the existing and proposed site uses.

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

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

³ Trip Generation, Institute of Transportation Engineers 5th Edition, 1997.

Table 1
Existing and Proposed Land Uses Trip Generation Comparison

Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate (a)	Trips	Rate (a)	Trips	Rate (a)	Trips
<u>Proposed Use</u>							
Retail	5,000 g.s.f.	46.55	233	1.40	7	4.55	23
Office	10,000 g.s.f.	22.66	227	2.97	30	3.40	34
Condominiums	29 Units	5.86	<u>170</u>	0.44	<u>13</u>	0.52	<u>15</u>
Subtotal			630		50		72
<u>Existing Use</u>							
Private Parking Lot			543		69		63
Net Change			+87		-19		+9

(a) Rates apply to 1,000 g.s.f. of building area.

The data presented in Table 1 show that the proposed project would result in a net increase of 87 ADT and 9 P.M. peak hour trips, and a net decrease of 19 A.M. peak hour trips.

The existing private parking lot and proposed retail/office uses operate in a similar manner. Both uses experience heavier inbound traffic during the A.M. peak hour and heavier outbound traffic during the P.M. peak hour than the proposed residential use. Thus, for the purpose of this analysis, it is assumed that the 9 new P.M. peak hour trips would be generated by the residential uses of the proposed project.

Trip Distribution

Trip distribution percentages were developed for net traffic generated by the proposed project based on existing traffic patterns observed in the study area. Trip distribution percentages are shown on Figure 1 (attached).

TRAFFIC STUDY REQUIREMENTS

The City of Santa Barbara's practice of assessing project-specific and cumulative traffic impacts involves following 5 vehicle trips or more through intersections within the project study area. This practice provides a statistical certainty for determining project-generated traffic additions at critical intersections on a day-to-day basis.

The data in Table 1 shows that the proposed project generates less traffic in the A.M. peak hour than the existing parking lot use. Therefore the A.M. peak hour is not included in this analysis. Table 3 identifies the study-area intersections where the number of net project-added trips would equal or exceed the 5-trip threshold during the P.M. peak hour period. Figure 1 (attached) shows the project-added traffic to the surrounding street network.

**Table 3
Intersection Project-Added Trips**

Intersection	Project Added Peak Hour Trips
Chapala Street/Victoria Street	6 PHT

As shown in Table 3, the proposed project would add 6 P.M. peak hour trips to the Chapala Street/Victoria Street intersection

PROJECT-SPECIFIC ANALYSIS

ATE conducted P.M. peak hour turning movement counts at the Victoria Street/Chapala Street intersection on July 12, 2007 to determine existing levels of service (LOS) (count data is attached for reference). Levels of service for the intersection were calculated based on the "Intersection Capacity Utilization" (ICU) methodology. Table 4 lists the existing and existing + project levels of service and identifies project-specific impacts (peak hour traffic volumes and LOS calculation worksheets are attached for reference).

**Table 3
Existing P.M. Peak Hour Level Of Service**

Intersection	Control	Existing		Existing + Project		Impact?
		V/C	LOS	V/C	LOS	
Chapala Street/Victoria Street	Signal	0.46	A	0.47	A	No

The data in Table 3 shows that the Chapala Street/Victoria Street intersection operates at LOS A under existing conditions and would continue to operate at LOS A with the addition of project traffic. Therefore the project would not generate a significant impact to the intersection. It is also noted that with cumulative growth, the intersection would continue to operate in the LOS A-B range, which is considered acceptable based on the City's LOS C standard.

PARKING ANALYSIS

Parking Supply

The project is proposing to provide a total of 85 spaces in an underground parking garage. 53 spaces will be reserved for residents, with 48 spaces provided in enclosed garages for the market rates units, and 5 uncovered spaces provided for the affordable units. The remaining 32 parking spaces will be shared between the patrons/employees of the retail/office uses and visitors to the residential units.

City of Santa Barbara Zoning Ordinance Parking Requirements

The Zoning Ordinance parking requirement analysis is based on net building floor areas, consistent with City requirements. The project is located within the City's CBD and is in a parking "Zone of Benefit". According to the Zoning Ordinance the parking spaces required for the non-residential land uses in the CBD is 1 space per 500 SF. The parking requirements for residential uses in the CBD are 1 space per dwelling unit and no guest parking is required. Based on the location of the project within the City's parking "Zone of Benefit", the parking requirement of the non-residential uses is reduced by 10% to account for off-site parking available in City parking lots. The City Zoning Ordinance parking requirement ratios for each of the project components are summarized below.

Retail:	1 parking space/500 n.s.f. *
Office:	1 parking space/500 n.s.f. *
Residential:	1 parking space/Unit

*Additional 10% reduction applied to parking requirement due to parking "Zone of Benefit".

Based on these ratios, the project's Zoning Ordinance parking requirements were calculated as summarized in Table 4.

**Table 4
Zoning Ordinance Parking Requirements**

Land Use	Size	Rate	Zone of Benefit Reduction	Parking Requirement	Parking Provided
Retail	5,000 n.s.f	1 space/500 n.s.f.	10%	9 spaces	-
Office	10,000 n.s.f	1 space/500 n.s.f.	10%	18 spaces	-
Subtotal				27 spaces	32 spaces
Condominiums	30 Units	1 space/unit	-	30 spaces	53 spaces
Total				57 spaces	85 spaces

The data presented in Table 5 show that the City of Santa Barbara Zoning Ordinance requirement for the project is 57 parking spaces. 27 spaces are required for the retail/office uses, and 30 spaces are required for the residential uses. Therefore, the 53 spaces provided for residents and the 32 spaces provided for the retail/office uses exceeds the City's Zoning Ordinance requirements.

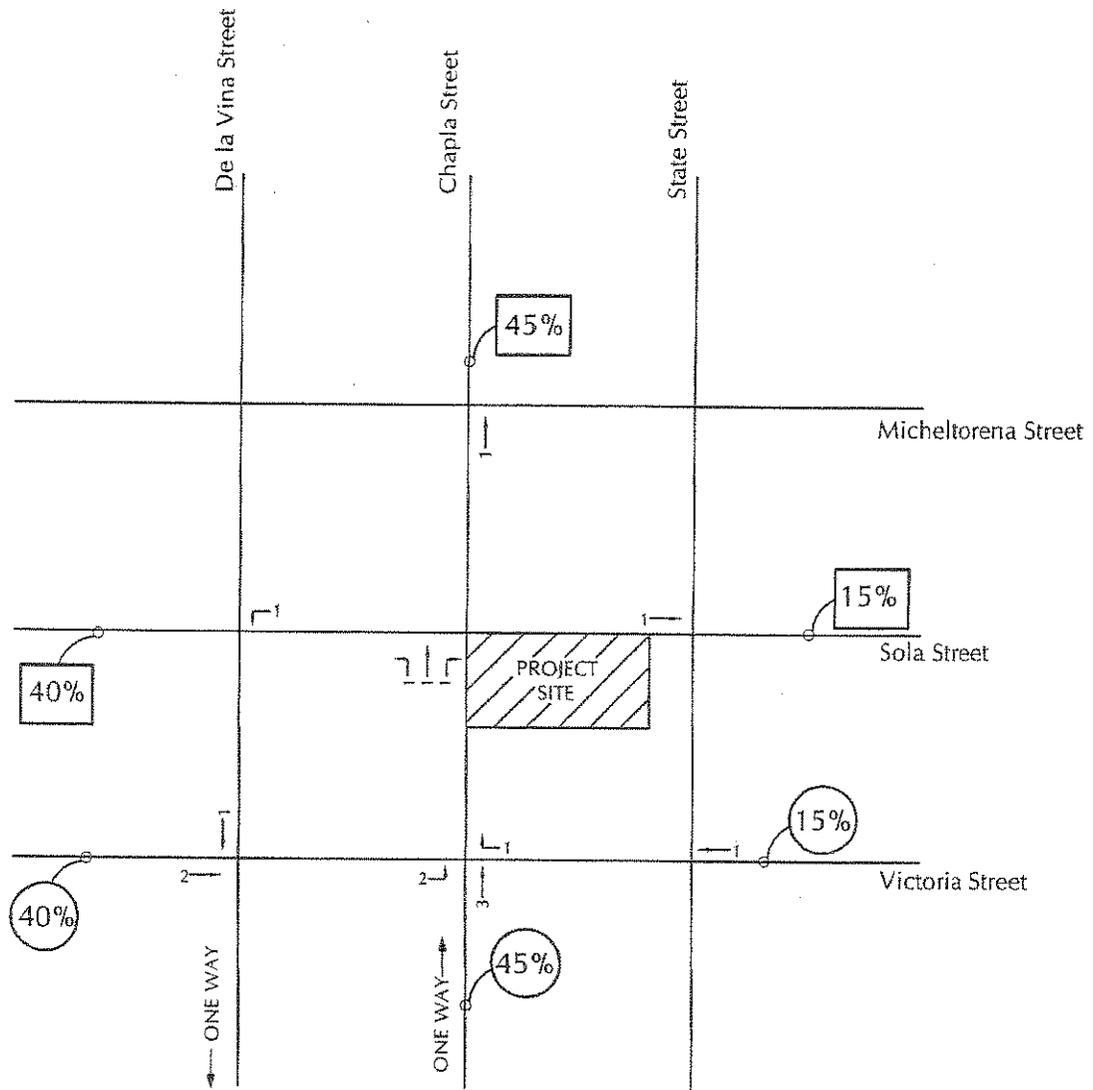
This concludes our Phase I trip generation and parking assessment for the Arlington Village Project.

Associated Transportation Engineers


 Scott A. Schell, AICP
 Principal Transportation Planner

SAS/MMF

- Attachments Figure 1 – Project Trip Distribution And Assignment
 Driveway Count Data
 P.M. Peak Hour Turning Movement Count Data
 Level Of Service Calculation Worksheet



LEGEND

-  - Inbound Distribution Percentage
-  - Outbound Distribution Percentage
-  - P.M. Peak Hour Volume

N
NOT TO SCALE



ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE

1

MMF-07031

TimeMark, Incorporated

Description 1 : ARLINGTON PARKING LOT
 Description 2 :
 Description 3 :

Site: 00000000000000

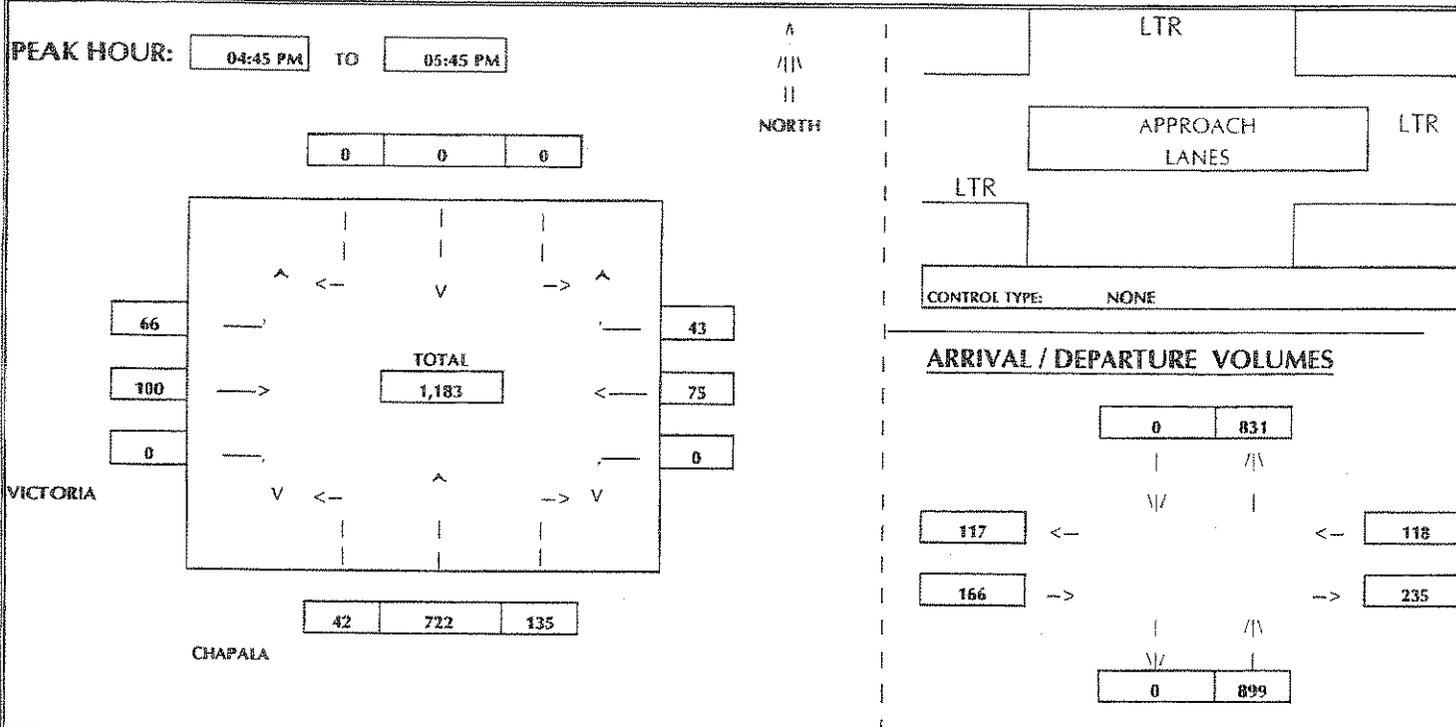
Volume (2 Ch/ptg., 60 Min., 7 Days)

Interval Begin	Mon 6/4/2007		Tue 6/5/2007		Wed 6/6/2007		Thu 6/7/2007		Fri 6/8/2007		Sat 6/9/2007		Sun 6/10/2007		Weekday Average		Week Average	
	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN
12:00 AM	*	*	1	0	2	0	*	*	*	*	*	*	*	*	1	0	1	0
1:00 AM	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0	0	0
2:00 AM	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0	0	0
3:00 AM	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0	0	0
4:00 AM	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0	0	0
5:00 AM	*	*	0	2	0	2	*	*	*	*	*	*	*	*	0	2	0	2
6:00 AM	*	*	0	7	0	10	*	*	*	*	*	*	*	*	0	8	0	8
7:00 AM	*	*	2	41	0	37	*	*	*	*	*	*	*	*	1	39	1	39
8:00 AM	*	*	1	71	0	66	*	*	*	*	*	*	*	*	0	68	0	68
9:00 AM	*	*	5	23	13	47	*	*	*	*	*	*	*	*	9	35	9	35
10:00 AM	3	6	8	25	17	21	*	*	*	*	*	*	*	*	9	17	9	17
11:00 AM	4	3	12	16	14	5	*	*	*	*	*	*	*	*	10	8	10	8
12:00 PM	25	18	28	38	5	12	*	*	*	*	*	*	*	*	19	22	19	22
1:00 PM	14	18	15	11	*	*	*	*	*	*	*	*	*	*	14	14	14	14
2:00 PM	9	9	11	18	*	*	*	*	*	*	*	*	*	*	10	13	10	13
3:00 PM	10	14	23	20	*	*	*	*	*	*	*	*	*	*	16	17	16	17
4:00 PM	14	5	30	2	*	*	*	*	*	*	*	*	*	*	22	3	22	3
5:00 PM	54	4	64	4	*	*	*	*	*	*	*	*	*	*	59	4	59	4
6:00 PM	25	3	26	18	*	*	*	*	*	*	*	*	*	*	25	10	25	10
7:00 PM	12	11	21	8	*	*	*	*	*	*	*	*	*	*	16	9	16	9
8:00 PM	8	2	16	2	*	*	*	*	*	*	*	*	*	*	12	2	12	2
9:00 PM	1	0	7	2	*	*	*	*	*	*	*	*	*	*	4	1	4	1
10:00 PM	7	4	19	0	*	*	*	*	*	*	*	*	*	*	13	2	13	2
11:00 PM	0	0	6	0	*	*	*	*	*	*	*	*	*	*	3	0	3	0
Totals	186	97	295	308	51	200	*	*	*	*	*	*	*	*	243	274	243	274
Combined Split (%)	283		603		251		*		*		*		*		517		517	
AM Peak Volume	65.7	34.3	48.9	51.1	20.3	79.7	*	*	*	*	*	*	*	*	47.0	53.0	47.0	53.0
PM Peak Volume	54	18	64	38	5	12	*	*	*	*	*	*	*	*	59	22	59	22

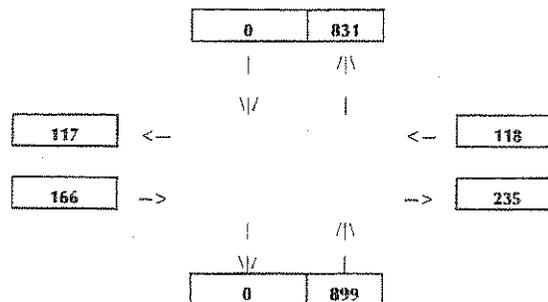
ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: ARLINGTON VILLAGE PROJECT #: 07031 COUNT DATE: 7-12-07 FILE NAME: 01PM
 N-S Approach: CHAPALA COUNT TIME: 04:00 PM TO 6:00
 E-W Approach: VICTORIA CITY: SANTA BARBARA WEATHER: SUNNY



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL VOLUMES
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
COUNT DATA														
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	9	85	14	0	0	0	10	14	0	0	8	6	146
04:30 PM	04:45 PM	22	243	51	0	0	0	22	35	0	0	33	18	424
04:45 PM	05:00 PM	33	432	83	0	0	0	33	58	0	0	47	31	717
05:00 PM	05:15 PM	44	605	110	0	0	0	51	86	0	0	72	43	1011
05:15 PM	05:30 PM	52	779	148	0	0	0	70	110	0	0	84	59	1302
05:30 PM	05:45 PM	64	965	186	0	0	0	88	135	0	0	108	61	1607
05:45 PM	06:00 PM	77	1095	214	0	0	0	101	153	0	0	117	67	1824

TOTAL BY PERIOD

04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	9	85	14	0	0	0	10	14	0	0	8	6	146
04:30 PM	04:45 PM	13	158	37	0	0	0	12	21	0	0	25	12	278
04:45 PM	05:00 PM	11	189	32	0	0	0	11	23	0	0	14	13	293
05:00 PM	05:15 PM	11	173	27	0	0	0	18	28	0	0	25	12	294
05:15 PM	05:30 PM	8	174	38	0	0	0	19	24	0	0	12	16	291
05:30 PM	05:45 PM	12	186	38	0	0	0	18	25	0	0	24	2	305
05:45 PM	06:00 PM	13	130	28	0	0	0	13	18	0	0	9	6	217

HOURLY TOTALS

04:00 PM	05:00 PM	33	432	83	0	0	0	33	58	0	0	47	31	717
04:15 PM	05:15 PM	44	605	110	0	0	0	51	86	0	0	72	43	1011
04:30 PM	05:30 PM	43	694	134	0	0	0	60	96	0	0	76	53	1156
04:45 PM	05:45 PM	42	722	135	0	0	0	66	100	0	0	75	43	1183
05:00 PM	06:00 PM	44	663	131	0	0	0	68	95	0	0	70	36	1107

#07031 ARLINGTON VILLAGE

REF: 01 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 7/12/2007
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: CHAPALA STREET
 E/W STREET: VICTORIA STREET
 CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	42	722	135	0	0	0	66	100	0	0	75	43
(B) PROJECT-ADDED	0	3	0	0	0	0	2	0	0	0	0	1

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	LT	TR			L	T	T	R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	42	42	0	0	-	-				
NBT	2	3200	722	725	0	3	0.276 *	0.277 *				
NBR (a)	0	0	119	119	0	0	-	-				
SBL	0	0	0	0	0	0	-	-				
SBT	0	0	0	0	0	0	-	-				
SBR	0	0	0	0	0	0	-	-				
EBL	1	1600	66	68	0	2	0.041 *	0.043 *				
EBT	1	1600	100	100	0	0	0.063	0.063				
EBR	0	0	0	0	0	0	-	-				
WBL	0	0	0	0	0	0	-	-				
WBT	1	1600	75	75	0	0	0.047 *	0.047 *				
WBR (b)	1	1600	22	22	0	1	0.014	0.014				
LOST TIME:							0.100 *	0.100 *				
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.464	0.467				
SCENARIO LEVEL OF SERVICE:							A	A				

NOTES:

RTOR: (a) 12%
 (b) 49%

Chapter 28.95

TRANSFER OF EXISTING DEVELOPMENT RIGHTS

Sections:

28.95.010	Purposes.	28.95.080	Elimination of Existing Development Rights from Sending Site.
28.95.020	Definitions.	28.95.090	Recordation and Disclosure to Transferees of Transfer of Existing Development Rights.
28.95.030	Approval of Transfer of Existing Development Rights.	28.95.100	Expiration and Termination of Necessary Approvals.
28.95.040	Amount of Existing Development Rights That Can Be Transferred from a Sending Site to a Receiving Site.	28.95.110	Appeal Procedures.
28.95.050	Development Plan Approval.	28.95.120	Enforceability.
28.95.060	Review and Findings.	28.95.130	Penalty.
28.95.070	Conditions of Approval.		

28.95.010 Purposes.

- A. To ensure a strong economy by providing a voluntary mechanism which would allow the transfer of existing nonresidential development rights from certain properties to certain other properties within the City, thereby encouraging economic vitality.
- B. To encourage new development, but not new floor area, in a manner consistent with Charter Section 1508.
- C. To promote the efficient use of under used space, and creative re-use of existing buildings.
- D. To encourage uses compatible with surrounding areas.
- E. To provide flexibility and opportunities for redirecting growth within the growth cap.
- F. To encourage the development of a balanced community with economic diversity.
- G. To stimulate revitalization of existing commercial areas of the City.
- H. To accommodate large scale development that is consistent with Charter Section 1508.
- I. To encourage the construction of housing. (Ord. 4790, 1992.)

28.95.020 Definitions.

- A. Existing Development Rights consist of the following:
 1. Existing Floor Area. The amount of nonresidential floor area of existing structures on a sending site;and
 2. Approved Floor Area. Nonresidential floor area which has received all discretionary approvals from the City prior to the date of application for a transfer, provided that none of those approvals has expired prior to the date of such application; and
 3. Demolished Floor Area. Nonresidential floor area of a structure, demolished after October 1988 and not subsequently reconstructed, and
 4. Converted Floor Area. Nonresidential floor area of a structure, which has been permanently converted from nonresidential use to a residential use after October 1988.Existing Development Rights may be aggregated from the above four categories but not so as to increase floor area above the amount allowed by Charter Section 1508 and its implementing ordinances.

A transfer of Existing Development Rights shall transfer to the receiving site only nonresidential floor area governed by City Charter Section 1508 and implementing ordinances, and shall not transfer any other right, permit or approval. A transfer of Existing Development Rights shall not transfer credit for resource use by existing development on the sending site to the receiving site for purposes including but not limited to environmental review, development fees, or conditions of approval. Existing Development Rights shall be measured in square feet of floor area, except that hotel and motel rooms may be measured by room when Existing Development Rights are developed as hotel or motel rooms on the receiving site, and in all other cases shall be measured in square feet of floor area. Hotel and motel rooms which are approved and not developed at the time of transfer approval shall be measured only in square feet of floor area.

 - B. Floor Area. "Floor area" is defined in Section 28.87.300.B.4.
 - C. Hotel or Motel Room. A hotel or motel room includes only that floor area within the walls of rooms let for the exclusive use of individuals as a temporary abiding place, and does not include any other areas. No replacement room shall be designed for rental or rented as more than one separate accommodation.
 - D. Nonresidential Floor Area. Floor area is "nonresidential" if the Community Development Director determines that the floor area was used exclusively for nonresidential purposes in October, 1988; or that the floor area was vacant in October of 1988 and the latest use of the floor area was nonresidential in nature; or that the floor area was approved for nonresidential purposes as described in Paragraph A.2 above.
 - E. Receiving Site. A site to which Existing Development Rights are transferred.
 - F. Sending Site. A site from which Existing Development Rights are transferred.

G. Transfer of Existing Development Rights. The transfer of Existing Development Rights as defined in Subsection A above from a sending site to a receiving site. Existing Development Rights may be transferred by sale, exchange, gift or other approved legal means, but such transfer shall not be effective until the Planning Commission, or City Council on appeal, has approved the transfer and the conditions of the transfer have been satisfied. (Ord. 4790, 1992.)

28.95.030 Approval of Transfer of Existing Development Rights.

A. Application Review. The application(s) and supporting documentation submitted by the applicant(s) shall be reviewed by the Community Development Department. If the application(s) for processing are determined to be complete by the Community Development Department, the applicant(s) shall proceed in accordance with the standard application process in place at the time of submittal.

B. Transfer Approval. Existing Development Rights may be transferred from sending site(s) to receiving site(s) pursuant to the provisions of this Chapter and any guidelines adopted by City Council resolution pursuant to this Chapter. Development plan proposals for the sending site(s) and the receiving site(s) shall receive a single transfer approval, in addition to all other discretionary approvals required, and shall be considered one "project" for purposes of environmental analysis.

After approval, any change in the project, at either the sending site(s) or receiving site(s) which is not determined by the Planning Commission and/or the Community Development Director to be in substantial conformity with the approved project, shall be a new project and require a new application, review, and approval and/or disapproval. No transfer or receipt of Existing Development Rights shall be valid or effective unless the transfer and receipt, and development plans for both the sending site(s) and receiving site(s), comply with all requirements of this Municipal Code and have been reviewed and approved by the Planning Commission, or City Council on appeal, and all applicable conditions to the transfer have been satisfied.

C. Community Priorities. Any Existing Development Rights approved as a community priority on a sending site may be transferred only if the new development on the receiving site is also approved as a community priority.

D. Multiple Sending and Receiving Sites. Existing Development Rights may be transferred from more than one sending site to a single receiving site. Existing Development Rights may be transferred from one sending site to more than one receiving site. (Ord. 4790, 1992.)

28.95.040 Amount of Existing Development Rights That Can Be Transferred from a Sending Site to a Receiving Site.

A. The total amount of Existing Development Rights that can be transferred to a receiving site is subject to the applicable zoning of that receiving site, provisions of the Municipal Code, and any and all other applicable City rules and regulations.

B. The total amount of Existing Development Rights that can be transferred from a sending site is equal to the difference between the eliminated floor area on the sending site and the floor area of all nonresidential structures constructed or proposed to be constructed on the sending site. (Ord. 4790, 1992.)

28.95.050 Development Plan Approval.

Any transfer of Existing Development Rights from a sending site and any project using transferred Existing Development Rights must receive development plan approval by the Planning Commission, or the City Council on appeal. (Ord. 4790, 1992.)

28.95.060 Review and Findings.

The Planning Commission, or the City Council on appeal, shall review each application for a transfer of Existing Development Rights and shall not approve any such transfer unless it finds that:

A. The proposed development plans for both the sending and receiving sites are consistent with the goals and objectives of the General Plan of the City of Santa Barbara and the Municipal Code; and

B. The proposed developments will not be detrimental to the site(s), neighborhood or surrounding areas; and

C. The floor area of proposed nonresidential development on the receiving site does not exceed the sum of the amount of Existing Development Rights transferred when added to the amount of Existing Development Rights on the receiving site, and does not exceed the maximum development allowed by the applicable zoning of the receiving site.

D. Each of the proposed nonresidential developments on the respective sending site(s) and receiving site(s) will meet all standards for review as set forth in Section 28.87.300.E of the Municipal Code and all provisions of this Chapter, and will comply with any additional specific conditions for a transfer approval.

E. Development remaining, or to be built, on a sending site is appropriate in size, scale, use, and configuration for the neighborhood and is beneficial to the community. (Ord. 4790, 1992.)

28.95.070 Conditions of Approval.

A. The Planning Commission, or the City Council on appeal, shall require conditions of development plan approval for plans submitted for sending and receiving sites. Conditions may include, but are not limited to a development agreement, as defined in State law, executed by the City and the sending site owner or the receiving site owner, or both. The Planning Commission, or the City Council on appeal, may impose other conditions and restrictions upon the proposed development plans and transfer approval consistent with the General Plan and may require security to assure performance of all conditions and restrictions.

B. The Planning Commission or City Council on appeal shall require, as conditions of development plan approval for plans submitted for the sending and receiving sites that:

1. Whenever a sending site owner is required by this Chapter to offer to dedicate the sending site to the City or other governmental entity approved by the City, and the floor area to be transferred will be eliminated by demolition, a sending site owner shall make such offer prior to issuance of a demolition permit for the sending site. If the City or other governmental entity approved by the City rejects said offer of dedication, the Planning Commission approval is null and void; and

2. Any Existing Development Rights, measured in square feet of floor area, and/or number of hotel or motel rooms when appropriate, and whether such Existing Development Rights derive from existing, approved, demolished or converted floor area, shall be clearly and accurately designated on both the sending and receiving site development plans; and

3. Prior to issuance of any necessary permit relating to any Existing Development Rights approved for transfer from a sending site, the option, deed, easement, covenant, or other legal instrument by which the existing development rights are being transferred, and proof of recordation of the development plan for both sending and receiving sites shall be reviewed and approved by the Community Development Director.

4. Proof of the elimination of the transferred floor area from the sending site must be reviewed and approved by the Community Development Director prior to recordation of the approved instrument of transfer. The City shall be a party to the instrument of transfer; and

5. Prior to the issuance of any building permit for the project proposed on the receiving site pursuant to this Chapter, proof of recordation of the transfer instrument, and proof of elimination of the Existing Development Rights on the sending site shall be accepted as satisfactory by the Community Development Director. (Ord. 4790, 1992.)

28.95.080 Elimination of Existing Development Rights from Sending Site.

A. Prior to the transfer of Existing Development Rights from a sending site to a receiving site, all Existing Development Rights to be transferred shall be eliminated from the sending site.

1. Covenants and Methods of Elimination. The owner of a sending site shall eliminate floor area by one or more of the following methods and a covenant, in a form satisfactory to the City Attorney, shall be executed and recorded by each owner of the sending site. The covenant shall provide that such elimination shall continue until such time as the covenant may be released by the City, and the covenant shall be enforceable by the City.

a. Existing floor area shall be eliminated by demolition or by converting such floor area from a nonresidential to a permanent residential use.

b. Approved floor area shall be eliminated by relinquishing all development approvals relating to the development of such approved floor area on the sending site.

c. Demolished floor area shall be eliminated by relinquishing all rights to rebuild such floor area on the sending site.

d. Converted floor area shall be eliminated by preserving such floor area for residential use only.

2. Dedication of the Sending Site. If no nonresidential floor area is to remain on the sending site, one or more of the following conditions must be satisfied:

a. The sending site is approved for residential development or conversion; or

b. The sending site has been offered by the owner to be dedicated to the City, or other governmental entity approved by the City, for use as a park, parking lot or other public use, and the City or other approved governmental entity has accepted the dedication; or

c. The sending site shall be used as parking or open space in conjunction with an approved development, and a covenant is recorded restricting development and use of the sending site, and all improvements are completed. If the City requires an owner to offer to dedicate a sending site to the City or other governmental entity approved by the City, such site shall be free of all defects and title shall be marketable at the time of the offer to dedicate and at the time of any acceptance. The City or other governmental entity approved by the City may accept or reject such offer in its discretion. Rejection of such offer constitutes disapproval of the proposed transfer. (Ord. 4790, 1992.)

28.95.090 Recordation and Disclosure to Transferees of Transfer of Existing Development Rights.

A. The legal instrument by which the Existing Development Rights are transferred shall be submitted with the development plan at the time of application for a transfer approval. That legal instrument, and any required development agreement shall be recorded with the County recorder after City approval of the transfer.

B. Prior to any conveyance of real property which has been approved as a sending site, the owner shall deliver to the prospective owner a written disclosure statement which shall contain all of the following:

1. A legal description of the real property to be conveyed and if different, a legal description of the sending site; and
2. The total amount of Existing Development Rights on the sending site prior to the transfer of existing development rights, and whether such Existing Development Rights derived from existing, approved, demolished, and/or converted floor area; and
3. The total amount of Existing Development Rights that have been transferred from the sending site, and whether such Existing Development Rights derived from existing, approved, demolished and/or converted floor area; and
4. A certification that the information is true and correct to the best of the owner's knowledge as of the date signed by the owner. The City shall not be liable for any error, omission, or inaccuracy contained in such disclosure. (Ord. 4790, 1992.)

28.95.100 Expiration and Termination of Necessary Approvals.

A. An approved development plan for either the sending site(s), the receiving site(s), or both, may be terminated by the City, after a noticed public hearing, if any condition of the approval of transfer of Existing Development Rights is violated or any other permit or approval necessary to approved development on either the sending or receiving site(s) or both expires or is otherwise terminated.

B. Recorded Transfers of Existing Development Rights pursuant to this Chapter shall not terminate when the approved development plan for either the sending site, receiving site(s) or both, expires or is otherwise terminated, and such transferred Existing Development Rights shall remain on the receiving site, and may either be developed pursuant to a newly approved development plan, or may be transferred to a new receiving site pursuant to this Chapter. (Ord. 4790, 1992.)

28.95.110 Appeal Procedures.

Determinations by the Planning Commission are appealable to the City Council pursuant to Section 1.30.050 of the Municipal Code. (Ord. 4790, 1992.)

28.95.120 Enforceability.

Enforcement of this Chapter shall be pursuant to Chapter 28.98 of the Municipal Code. (Ord. 4790, 1992.)

28.95.130 Penalty.

The penalty for violating any provision of this Chapter shall be pursuant to Chapter 28.98.002 of the Municipal Code. (Ord. 4790, 1992.)

Chapter 28.96

ZONING UPON ANNEXATION

Section:

28.96.001 In General.

28.96.001 In General.

In any petition for the annexation of property to the City, the petitioner may request the zoning desired by him for the property described in the application in the event the property is annexed to the City. Prior to the adoption by the Council of the resolution of intention to annex uninhabited territory, or in the case of an inhabited proceeding at the time of referral to the Planning Commission pursuant to Section 35108 of the Government Code, a copy of the annexation petition or request shall be referred to the City Planning Commission for investigation and report to the City Council as to the desirability of the annexation and the zoning classification to be placed thereon whether or not a zone classification has been requested. The Planning Commission shall consider the annexation of such property and the zoning to be placed thereon in the event of annexation to the City and upon completion of such consideration, the Planning Commission shall make its report and recommendations to the Council by resolution.