City of Santa Barbara
California

PLANNING COMMISSION
STAFF REPORT

REPORT DATE: February 11, 2016

AGENDA DATE: February 18, 2016

PROJECT ADDRESS: 251 S. Hope Avenue (MST2014-00142)
Gardens on Hope Project

TO: Planning Commission

FROM: Planning Division, (805) 564-5470, extension 4560
Beatriz Gularte, Senior Planner BEG
Kathleen Kennedy, Associate Planner KMK

I. PROJECT DESCRIPTION

The project consists of a proposal by the Housing Authority of the City of Santa Barbara for a new, four-story affordable housing development for very-low and low income senior residents on a vacant 1.76 acre lot adjacent to Arroyo Burro Creek. The proposal would be developed under the City's Average Unit-Size Density (AUD) Incentive Program and the City's Density Bonus Program with a proposed density of 51 dwelling units per acre. The project includes 89 studio apartments, one-bedroom manager's unit, kitchen, dining facilities, storage, and common areas (lobby/reception area, conference room, offices, gift shop, salon, and gym). The total building area is 52,858 square feet (gross) and has a maximum height of 43'-6" (excluding the elevator tower). The average unit size is 332.5 square feet. The proposal included 34 uncovered vehicular parking spaces and 5 bicycle lockers.

The project includes a Creekside Native Habitat Enhancement Plan with native habitat enhancement along a portion of Arroyo Burro Creek above the concrete channel and a public multi-use trail that parallels the creek.

II. REQUIRED APPLICATIONS

The discretionary applications required for this project are:

1. A Recommendation to City Council for an Amendment to the Rancho Arroyo Specific Plan to allow Community Benefit Housing and Recreation/Open Space as the uses in Area A-2 (SBMC §28.08.010);
2. A Recommendation to City Council for a Zone Change for the Rancho Arroyo Specific Plan Area A-2 from E-3/PD/SP-4/SD-2 (One-Family Residence, Planned Development, Rancho Arroyo Specific Plan and Upper State Street Area Overlay) Zones to R-3/SP-4/SD-2 (Limited Multiple-Family Residence Zone, Rancho Arroyo Specific Plan and Upper State Street Area Overlay) Zones (SBMC Chapters 28.10 and 28.92);
3. A Front Setback Modification to allow the building to encroach into the required front setback (based on AUD requirements for R-3) (SBMC §28.92.110);

4. An Interior Setback Modification to allow uncovered parking to encroach into the required interior setback (based on AUD requirements for R-3) (SBMC §28.92.110);
5. A Lot Area Modification to allow 89 affordable residential units and one manager's unit instead of 47 residential units on the subject property (SBMC §28.92.110 and SBMC §28.87.400);
6. A Parking Modification to allow 34 vehicle and 5 bicycle parking spaces instead of the 90 vehicle and 90 bicycle parking spaces specified for AUD projects (SBMC §28.92.110); and
7. Design Review Approval by the Architectural Board of Review (SBMC §22.68.020).

APPLICATION DEEMED COMPLETE: January 13, 2016
DATE ACTION REQUIRED: April 12, 2016

III. RECOMMENDATION

If approved as conditioned the project would conform to the City's Zoning and Building Ordinances and could be found consistent with policies of the General Plan and the Rancho Arroyo Specific Plan. Therefore, Staff recommends that the Planning Commission provide a recommendation to the City Council for the Amendment to the Specific Plan and the Zone Change, and approve the project, making the findings outlined in Section VII of this report, and subject to the conditions of approval in Exhibit A.

Vicinity Map

IV. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant:	RRM Design Group		
Property Owner:	Housing Authority of the City of Santa Barbara		
Site Information			
Parcel Number: 051-240-008		**Lot Area**: 1.76 acres	
General Plan: Commercial/Med. High Density Residential (15-27 DU/acre)		**Zoning**: Current: E-3/PD/SP-4/SD-2 Proposed: R-3/SP-4/SD-2	
Specific Plan: SP-4 (Rancho Arroyo Specific Plan) Area A-2			
Existing Use: Vacant		**Topography**: Varies from flat to slopes along the creek bank	
Adjacent Land Uses			
North – La Cumbre Plaza **South** – Auto Dealership		**East** – Multi-family Residential **West** – La Cumbre Plaza	

B. PROJECT STATISTICS

	Proposed (net)
Studio Units	89 units; range from 316 - 370 square feet (28,983 sf)
Manager's Unit	one-bedroom unit; 821 square feet
Common/Service Areas	7,360 square feet
Storage	2,957 square feet on fourth floor

V. BACKGROUND

Rancho Arroyo Specific Plan. The Rancho Arroyo Specific Plan, adopted by City Council in November 1984, was intended to guide the development of approximately 28 acres in the vicinity of Hope Avenue and Hitchcock Way. The goals of the Specific Plan, stated in the adopting resolution, were to: (1) improve and extend the circulation system in the area; (2) provide housing, including affordable housing; and (3) provide additional land for auto dealerships. The Specific Plan is divided into five areas (A-1, A-2, B-1, B-2 and C) and has resulted in two auto dealerships (Area A-1); 112 affordable senior apartments (Area B-1); 136 condominiums (Areas B-2 and C); extensions of Hope Avenue, Hitchcock Way, and Calle Real; land dedication for the Highway 101/Hope Avenue hook ramps; and other public street improvements. The Specific Plan was almost fully built out in the 1980s and 1990s. Area A-2 (the subject property) was never developed and is the only remaining vacant lot in the Rancho Arroyo Specific Plan area.

The Specific Plan's goal of providing additional land for auto dealerships was a response to the impending displacement of downtown dealerships by the Crosstown Freeway project and the recognition of auto sales revenues as an important economic contributor to the City. To achieve that goal, the Specific Plan restricted the development of Areas A-1 and A-2 (the subject property) to auto dealerships and ancillary facilities only. These locations were recognized as desirable for auto dealerships due to the proximity to the freeway, major arterials, and existing auto dealers. All new automobile dealerships are limited to the Planned Development (P-D) Zone, which is a contiguous area in the vicinity of Calle Real, Hope Avenue, and Hitchcock Way that includes Areas A-1 and A-2.

The limitation on uses, the shape and orientation of the subject parcel, required building setbacks, an earthquake fault, a public trail easement, and Arroyo Burro Creek have limited the parcel's development potential. In 2013, the previous property owner requested that City Council initiate a Specific Plan Amendment to expand the uses to allow for an Alzheimer's/Senior Care Facility on the property, stating that the parcel is too small and constrained to accommodate an auto dealership.

Initiation of Amendment to the Rancho Arroyo Specific Plan. On October 8, 2013, the City Council initiated an amendment to the Rancho Arroyo Specific Plan to expand the list of allowed uses on the subject property (Area A-2) to include a State-Licensed Senior Residential Care Facility with a Conditional Use Permit, Community Benefit Housing, and Recreation/Open Space. The State-Licensed Senior Residential Care Facility was added as a use to address the Alzheimer's/Senior Care Facility being proposed at the time. Staff recommended that the

allowable uses for the property include community benefit housing types in case the proposed facility was not pursued or ceased operation.

Community Benefit Housing, as defined in the Zoning Ordinance, includes residential development that has a public benefit including:

- Priority Housing (Employer-Sponsored Housing; Limited-Equity Housing Cooperatives; Rental Housing);
- Housing affordable to low, moderate, or middle income households (SBMC Chapter 28.43); and
- Transitional Housing, affordable efficiency dwelling units (SBMC§ 28.87.150), and supportive housing which supports special needs populations such as housing for seniors, the physically or mentally disabled, the homeless, or children aging out of foster care.

Staff also recommended that Recreation/Open Space be included as an allowed use with the other residential uses because the Specific Plan requires open space for active and passive recreation for all residential developments and requires the construction of a public trail along Arroyo Burro Creek on the subject parcel. The Amendment to the Specific Plan is further discussed below.

Initiation of a Zone Change. On October 8, 2013, the City Council also initiated a Zone Change for the subject property from E-3 (One Family Residence Zone) to R-3 (Limited Multiple Family Residence Zone). The zone change is consistent with the property's General Plan designation of Commercial/Medium-High Density Residential (15-27 dwelling units per acre) and the existing R-3 zoning across Hope Avenue. A zone change to R-3 increases the maximum height limit from 30 feet to 45 feet and three stories, which was determined to be a more appropriate height limit at this location for the proposed Alzheimer's/Senior Care Facility. This was also consistent with the PD Zone, which has a limit of three stories and height of 45 feet. The Zone Change is further discussed below.

Planning Commission First Concept Review. The Housing Authority of the City of Santa Barbara purchased the property in April 2014 for the purpose of constructing a 91 unit housing development for very-low and low income senior residents. On October 9, 2014, the Planning Commission held the first concept review of the proposed project (see Exhibit D). Planning Commissioners stated that affordable housing was the best use of the parcel and supported a Specific Plan Amendment and Zone Change to allow it. The majority of the Commission supported the requested Lot Area Modification to allow for additional residential density and the Front Setback Modification for encroachment of the third story into the 20-foot front setback. The majority of the Commission supported the Parking Modification to allow less than the required number of parking spaces.

The majority of the Commission also supported a creek setback of approximately 25 feet from the theoretical top of bank pending the outcome of the Questa Engineering Corporation analysis of the feasibility of removing the concrete creek channel and restoring this reach of creek to improve water quality, wildlife habitat and aesthetics without increasing flood risk or erosion on the creek channel. The majority of the Commission supported a reduction in the sidewalk and parkway along Hope Avenue if it allowed for a greater creek setback. One Commissioner requested information on the financial implications of having fewer units in order to provide a greater creek setback.

Planning Commission Second Concept Review. On February 5, 2015, the Planning Commission held a second concept review in order to provide feedback on four design alternatives (see Exhibit D). The alternatives included 90 to 93 units and 27 to 40 parking spaces. Three alternatives were three stories and one alternative included a fourth story element.

The Mid-Arroyo Burro Restoration Feasibility Analysis Technical Memorandum (Questa Engineering Corporation, November 4, 2014) that was prepared to analyze creek restoration options was provided to the Commission (see Arroyo Burro Creek Setback discussion below).

All Commissioners supported a creek setback greater than 25 feet from the theoretical top of bank, with the majority supporting a setback closer to 50 feet. Many Commissioners supported a Front Setback Modification and a reduction in the sidewalk width in order to accommodate a greater creek setback. A majority of the Commission could support a three story project and two Commissioners stated that they could support a fourth story. The Housing Authority provided an analysis of the operating costs of an 86-unit project and a 90-unit project, which demonstrated that the 86-unit project would not be economically viable. Planning staff was instructed to discuss the potential to narrow the southbound travel lane, median and/or sidewalk with Public Works staff (see Right-of-Way Improvements/ Sight Distance Analysis section below).

VI. ISSUES

A. Amendment to the Rancho Arroyo Specific Plan

As discussed above, the proposal includes a request for an Amendment to the Rancho Arroyo Specific Plan to allow Community Benefit Housing and Recreation/Open Space as additional uses in Area A-2. According to SBMC §28.08.010, a specific plan may only be approved or amended in the same manner that the General Plan may be approved or amended pursuant to Section 1507 of the City Charter, and requires five affirmative votes of the City Council. Section 1507 also states that land development shall not exceed its public services and physical and natural resources. As noted above, on October 8, 2013, the City Council initiated the amendment to the Specific Plan. Also, as stated above, the Planning Commission stated that affordable housing was the best use of the parcel and supported the Specific Plan Amendment to allow it. The proposal requires a recommendation from the Planning Commission to the City Council for the Specific Plan Amendment.

Section VI (Permitted Uses) of the Specific Plan would be amended to include the abovementioned uses and to remove the Low Intensity Planned Development (PD) uses (automobile dealerships, ancillary facilities which are part of the automobile dealerships, and spray paint booths). The proposal would be consistent with other provisions of the Specific Plan as described below (see Exhibit E).

The site has not been developed with an automobile dealership during the more than 20 years that the Specific Plan has allowed the use. There are a number of automobile dealerships already in operation in the area. Changing the uses for this area to Community Benefit housing would be consistent with the Specific Plan and General Plan objectives for housing.

Section VII.B.4 of the Specific Plan requires that a pedestrian and equestrian trail be constructed within the 25 foot easement along the bank of the creek as part of the development in Area A. The proposal includes the construction of the public trail that will connect to the existing informal trail on the property to the south.

Section VII.F.5 states that parking needs may be evaluated on a site/use-specific basis. The proposal includes a Parking Modification to address the specific parking needs of the senior housing development.

Section VII.F.6 addresses the preservation of oak trees. The project site includes a number of oak trees along the creek that will be preserved.

Section VII.G addresses Geologic Hazards. A Geologic Report, prepared for the Specific Plan, identified the location of the fault zone and fault setback zone associated with the Mission Ridge Fault. As required, the zones are shown on the site plans and development is proposed outside of these zones. Building Code provisions require adequate structural design to address seismic conditions.

The sections of the Specific Plan regarding circulation and street improvements have been implemented. Other sections addressing fire, security and safety protection; transportation management plan; energy conservation; natural gas conservation; resource recovery; and site design features would be addressed by the proposal through current standard requirements or conditions of approval.

B. Zone Change for Rancho Arroyo Specific Plan Area A-2

The proposal includes a request for a zone change from E-3/PD/SP-4/SD-2 (One-Family Residence, Planned Development, Rancho Arroyo Specific Plan and Upper State Street Area Overlay) Zones to R-3/SP-4/SD-2 (Limited Multiple-Family Residence Zone, Rancho Arroyo Specific Plan and Upper State Street Area Overlay) Zones. As noted above, on October 8, 2013, the City Council initiated the zone change to R-3 (Limited Multiple-Family Residence Zone). Also, as stated above, the Planning Commissioners stated that affordable housing was the best use of the parcel and supported the Zone Change to allow it.

Projects developed under the AUD Program in the R-3 Zone may be four stories with a maximum height of 45 feet (SBMC§28.20.070.C). Unlike the previously proposed Alzheimer's/Senior Care Facility, the current proposal has a partial fourth story, and would therefore be inconsistent with the PD Zone, which has a limit of three stories and height of 45 feet. Therefore, the zone change proposes to remove the PD Zone designation from this site as that would preclude the use of the AUD building height standards. The removal of the PD zone will preclude the development of automobile dealerships in Area A-2. The proposal requires a recommendation from the Planning Commission to the City Council for the Zone Change.

C. Arroyo Burro Creek Setback

The housing development is proposed adjacent to Arroyo Burro Creek. The eastern half of the creek is within the project site and the western half is on the adjacent property (La Cumbre Plaza). The creek in this area has a concrete lined channel with concrete banked slopes. The Zoning Ordinance does not include limitations on development within 25 feet of the top of bank of Arroyo Burro Creek as it does for Mission Creek; however, there are General Plan policies that speak to protection and restoration of creeks. This will be a significant policy consideration for the Planning Commission and City Council in determining General Plan consistency.

General Plan Policy ER21. *Creek Setbacks, Protection and Restoration. Protection and restoration of creeks and their riparian corridors is a priority for improving biological values,*

water quality, open space and flood control in conjunction with adaptation planning for climate change.

One of the implementation actions to be considered under this policy includes a goal to restore or daylight a total of at least 0.5 miles of surface water drainages over the life of the General Plan and prioritizes the segment of Arroyo Burro Creek adjacent to La Cumbre Plaza (including the 900 foot long section of Arroyo Burro Creek adjacent to the proposed development) for restoration. Restoration activities would include removal of the concrete lining, widening of the creek channel, stabilizing the channel bed and banks, and planting the riparian area with native plants.

Creeks Division staff recommends a minimum 25-foot setback from the theoretical top of bank for the proposed public trail and a minimum 50-foot setback for all other development in order to protect water quality and creek resources. Creeks is of the position that any less than a 50-foot setback reduces the options for naturalizing this area of Arroyo Burro Creek. If the Housing Authority proposal were to include a 50-foot setback from the top of bank, the City's restoration project would be much more feasible. A less than 50-foot setback could put the City at greater risk and be more costly due to having to engineer a naturalized creek with less space to accommodate the objectives of the restoration. Given these concerns, staff recommends that the project include a condition that requires dedicating a conservation easement to the City for the entire setback area adjacent to the creek should the City decide to undertake the naturalization and restoration of the creek sometime in the future.

Proposed Project. The proposed project does not include removal of the existing concrete-lined creek channel. In order to depict where a future creek top of bank may be in relation to the development, the proposed project shows a theoretical top of bank location on the proposed site plan. Because the existing concrete slope bank exceeds a 1.5 (horizontal):1(vertical) slope, a theoretical top of bank can be determined by starting at the toe of the bank and sloping at an angle (1.5:1) to intersect with the plane of the upper generally level ground (as described in SBMC § 28.87.250, Development Along Creeks). The theoretical top of bank shown on the current plan differs slightly from that which was shown on previous plans and reflects more accurately the irregularity of the upper generally level ground. In some areas it is closer to the proposed development. As shown on the site plan, the distance from the theoretical top of bank to the proposed building varies. The shortest distance is approximately 41'-3" and the greatest distance is approximately 45'-2". The setback from the theoretical top of bank is approximately 40 feet to the patios and balconies along the west elevation of the building. Some hardscape is proposed to be located within the 40 foot setback. The distance to the edge of the parking lot is 25 feet. The four foot wide public trail is proposed along the eastern edge of the existing trail easement and is located approximately five feet from the theoretical top of bank in most locations.

The applicant submitted a Creekside Native Habitat Enhancement Plan (Storrer, September 24, 2015) (see Exhibit F) that provides recommendations for site preparation, erosion control, native planting palette, planting specifications, irrigation and maintenance for the area between the top of bank and the proposed development. The Creekside Native Habitat Enhancement Plan area would total approximately 10,550 square feet. There is an existing coast live oak woodland next to the top of the concrete channel with 14 coast live trees that will be maintained. Creeks Division staff recommends that all vegetation located within 50 feet of the top of bank be native plantings

and that the ornamental landscaping be located further than 50 feet even if the building setback from the creek is not 50 feet. Condition of Approval D.1 requires the applicant to modify the Creekside Native Habitat Enhancement Plan to address this recommendation.

Creek Restoration Feasibility and Options. As noted previously, a Mid-Arroyo Burro Restoration Feasibility Analysis Technical Memorandum was prepared that provided an analysis of the feasibility of removing the concrete creek channel and restoring this reach of creek to improve water quality, wildlife habitat and aesthetics without increasing flood risk or erosion on the creek channel (see Exhibit G). The Memorandum concludes that removing the concrete lining and restoring approximately 900 feet of this reach of Arroyo Burro Creek is feasible with structural flood control features (such as floodwalls or overflow weirs) along the eastern (project) side of the creek to maintain or improve current levels of flood protection. The Memorandum includes cross sections of the existing creek channel at four locations adjacent to the project site (see figures 4 & 5). The Memorandum also includes conceptual cross sections for the northern part of the creek channel. The cross sections show the existing conditions with a proposed change to a 15 foot wide channel and 1.5:1 slope (option A); a 10 foot wide channel and vertical rock structure with 1.5:1 slope (option B1); and a 15 foot wide channel and 2:1 slope (option B2). The different slope angles, channel widths and rock toe wall to produce more gentle slopes and/ or protect oak trees on the bank were presented as options for the pending restoration. It is anticipated that different configurations (i.e., slopes, widths) would be necessary at different locations along the creek due to the existing conditions.

The applicant includes a top of bank exhibit (sheet A1b) and cross sections (sheet C3) in their project plans to demonstrate where the top of bank would be if the City restored the creek with option B1 of the Memorandum. The exhibit shows that the distance from the option B1 top of bank to the proposed building varies. The shortest distance would be 34'-4" feet at the parking lot and the greatest distance would be 53'-9" at the northwest portion of the building. The setback from the top of bank would be approximately 50 feet to the patios and balconies along the west elevation of the building. Hardscape would be located within the 50 foot setback and the public trail would be located within the 25-foot setback.

The applicant's exhibit assumes that option B1 would be feasible at all locations along the creek. Creeks Division staff reviewed the plan and noted that it would most likely be the case that a variety of configurations would be implemented along this stretch of Arroyo Burro, not just option B1, and that it would result in less setbacks in some areas. As stated above, Creeks Division prefers not to preclude other options that may require more setback from the top of bank and are concerned with the feasibility of naturalizing and restoring the creek if less than a 50-foot setback is provided.

While ideally providing a 50- foot setback now from a restored creek top of bank would be preferred, this would require the loss of proposed senior housing units, which according to the applicant, would make the project infeasible. The Mid-Arroyo Burro Restoration Feasibility Analysis estimated that the cost for removing the concrete channel and restoring this reach of Arroyo Burro Creek would cost approximately two million dollars, which would also make the project infeasible.

Decision makers will have to ultimately balance consistency with General Plan Policies that strongly support affordable housing but may not align with General Plan implementation actions

regarding creek restoration for this area (See Section VII, Policy Consistency Analysis below). Staff believes the project could be found consistent given there are options that could be implemented and because the applicant will provide a conservation easement in the future should additional setback be needed to make the naturalization and restoration of the creek feasible.

D. Right-of-Way Improvements/ Sight Distance Analysis

As stated previously, the Planning Commissioners instructed staff to discuss the potential to narrow the southbound travel lane, median and/or sidewalk in order to facilitate a greater creek setback. Rather than requiring the standard parkway and wider sidewalk for the project frontage, Public Works staff supports the current width of the sidewalk be maintained at six feet with curb extensions along a portion of the project site to provide areas for landscaping. The landscaping would be located in areas used for street parking and in red curbed areas. The curb extensions do not result in the narrowing of the travel lane as Public Works staff do not support the narrowing of the travel lane or the median lane.

Also, Transportation Planning staff requested that the applicant analyze the location of the proposed driveway and determine whether sight lines along Hope Avenue were sufficient in length for safety reasons when exiting the project site. The applicant provided a Sight Distance Analysis and Parking Study (Associated Transportation Engineers, December 2, 2015) (see Exhibit H) that concludes that the proposed driveway location would not result in safety concerns.

E. Design Review

This project was reviewed by the Architectural Board of Review (ABR) on two occasions (see Exhibit I). On April 14, 2014, the Board expressed general appreciation of the siting of the project, but found the project to be too massive, and suggested a reduction in the size, bulk, and scale of the building as seen from the street. The Board suggested breaking the massing by removing end units on the third floor, adding tile roofs at the porches and balconies, and adding a tile roof at the third story mansard to preserve the flat roof for photovoltaic equipment.

On November 9, 2015, after the two concept reviews by the Planning Commission, the Board reviewed the project as currently proposed. The current design is similar to the original design (site plan alternative 1) reviewed by the PC on February 5, 2015 with the addition of a partial fourth floor consisting of a manager's unit and a large storage area. The Board stated that the project generally met the Compatibility Analysis criteria. In summary, the Board found that the location of the building on the site and the proximity to the creek to be generally acceptable. The Board found the proposed front yard setback modification aesthetically appropriate except for the northeast corner where the Board would like to see a reduction of the third story element, suggesting that units may be moved to the fourth floor. The Board was in favor of the eventual restoration of the creek and the approximately 43-48 foot setback from the top of bank to the building. The Board favors a natural looking surface treatment for the public trail.

The proposal has not been revised to address the suggestion that some units be relocated to the fourth floor in order to reduce the third floor massing. The Housing Authority has concerns about senior residents living on the fourth floor given the level of mobility of residents in an emergency. Also, they did not want to remove any housing units, which would be another way to reduce the mass at that corner.

VII. POLICY AND ZONING CONSISTENCY ANALYSIS

A. ZONING ORDINANCE CONSISTENCY

Standard	Requirement/ Allowance for AUD/ R-3	Proposed
Setbacks **-Front** **-Interior**	Front: 10' (1st and 2nd floor); 20'(3rd and 4th floors) Interior: 6'	Front varies* Interior 5'*
Building Height	45 feet; four stories	43'-6"; four stories 46' elevator tower
Parking	1 vehicular space/unit 1 bicycle space/unit	34 vehicular spaces* 5 bicycle spaces*
Units/ Density	47 units (27 du/acre)	90 units (51 du/acre)*
Common Outdoor Living Space	15% of lot area with 20'x20' area	15% (11,499.9 SF) with 20'x20' area
Lot Coverage **-Building** **- Covered Patio** **-Paving/Driveway** **-Landscaping** **- Creek Channel**	N/A	16,127 SF 21% 816 SF 1% 17,548 SF 24% 32,659 SF 42% 9,516 SF 12% 76,666 SF 100%

*Modification requested

With the approval of the Modifications described below, the project would meet the requirements of the R-3/SP-4/SD-2 (Limited Multiple-Family Residence Zone, Rancho Arroyo Specific Plan and Upper State Street Area Overlay) Zones.

1. MODIFICATIONS

The AUD setback standards applicable to the proposed project would be the same for the R-3 zone and the SD-2 overlay zone because the project is proposed to be developed on a residentially zoned lot with rental units.

a. Lot Area Modification

The proposal is being developed under the City's Average Unit-Size Density (AUD) Incentive Program as well as the City's Density Bonus program. The General Plan land use designation for the project site is Commercial/Medium High Residential (15-27 du/acre), which allows up to 47 dwelling units on the 1.76 acre parcel. The base density allowed on the 1.76 acre parcel in the R-3 zone would be 21 units. The proposal includes 90 dwelling units (51 du/acre); therefore, the proposal requires approval of a Lot Area Modification for the increased density. The Zoning Ordinance allows the increased density in order to construct a housing development, such as this one, with affordable units. Staff is able to support the increased density because the project meets the affordability criteria of the City's Affordable Housing Policies and

Procedures by providing 100% of the units as affordable for very-low and low income seniors.

b. Front Setback Modification

The proposed project does not comply with the requirements of the AUD Program for the R-3 zone in regard to the front setback (10-foot setback for ground and second stories and 20 feet for third and above stories); therefore, a front setback modification is requested. The project provides a minimum five-foot setback along the property frontage, with portions of the first and second floors encroaching into the 10-foot setback and portions of the third floor encroaching into the 20 foot setback. Staff is able to support portions of the structure within the front setback because the purpose of the encroachment is to move the structure closer to the street in order to provide a greater creek setback along Arroyo Burro Creek located at the rear of the property. Also, a large common outdoor area is proposed along the frontage as well, which provides some relief along the street.

The applicant worked with Public Works staff to maintain the current width of the sidewalk at six feet and to locate landscape planters within the right-of-way, which will provide some additional screening along the street. Public Works staff did not support the narrowing of Hope Avenue.

c. Interior Setback Modification

The proposed project does not comply with the requirements of the AUD Program for the R-3 zone in regard to the interior setback (6 foot setback); therefore, an interior setback modification to allow uncovered parking spaces to encroach into the interior setback is required. Although the modification request was not identified in the previous design, the parking lot design incorporates a five foot setback. Staff is able to support the minor setback modification since there would be sufficient area for landscaping within the setback area.

d. Parking Modification

The parking requirement under the AUD Program is one vehicle parking space per unit, one bicycle parking space (covered and secured) per unit, and no guest parking. Therefore, the project requires 90 vehicle and 90 bicycle parking spaces. Because the proposal includes 34 vehicle parking spaces and 5 bicycle lockers, a parking modification is requested.

The applicant submitted a Parking Study (Associated Transportation Engineers, December 2, 2015) (see Exhibit I). The report concludes that the vehicle demand would be met with 17 parking spaces based on parking surveys conducted at a similar affordable senior housing complex (Garden Court, 1116 De la Vina Street) and operational data provided by the Housing Authority.

Staff is able to support the parking modification to the AUD requirements because the standard parking requirement for senior low-income projects is lower than the AUD requirements. Senior low-income projects normally require 0.5 vehicle spaces per unit. Although the proposal includes less parking than is required for a typical

non-AUD affordable senior housing development, staff is able to support the modification because the Housing Authority has been successful in limiting vehicle ownership in their other senior and affordable projects. All residents' meals are provided onsite, which greatly reduces the residents' need for a vehicle. Furthermore, the low income and advanced age of the target resident population results in a low vehicle ownership rate. To ensure parking compliance, other Housing Authority projects have used car ownership to filter applications in the selection of residents. The Housing Authority uses both Department of Motor Vehicles records along with on-site management observations for enforcement.

Separately, the Housing Authority determined that approximately 5% of the senior population within their existing developments have bicycles; therefore, the proposed project includes a total of five covered and secured bicycle spaces for the residents, rather than one for each resident. Bicycle racks to accommodate four bicycles for employees are also included. Staff is in support of the Modification to allow less than the required number of bicycle spaces based on the limited need in the senior housing development. A condition of approval in included to require the owner to provide additional covered and secured bicycle parking if requested by the residents.

VIII. GENERAL PLAN CONSISTENCY

Final action on the development proposal is dependent upon the City Council finding that the proposed Specific Plan Amendment and Zone Change are consistent with the General Plan. Exhibit J includes a comprehensive list of relevant General Plan goals, policies, and implementation strategies. As stated above, the Planning Commission will need to carefully consider and balance housing policies in light of the project's location next to Arroyo Burro Creek. Some key policies to be considered include:

Housing Element

The Housing Element includes multiple policies and implementation strategies encouraging and facilitating the development of affordable senior and special needs housing.

Policy H.2 states *Promote equal housing opportunities for all segments of the community with special emphasis given to extremely low, very low, low, moderate, middle income and special needs households.*

Policy H.6 states *Seek to ensure the availability of a range of housing opportunities with an emphasis on extremely low, very low, low and moderate income seniors.*

Policy H.11 states that *The Production of affordable housing units shall be the highest priority and the City will encourage opportunities to construct new housing units that are affordable to extremely low, very low, low, moderate and middle income owners and renters.*

The proposal is consistent with the Housing Element as it is a 100% affordable senior housing development, the highest priority land use.

Land Use Element

The Land Use Element includes policy LG.1 which calls *for prioritizing the use of available resource capacities for affordable housing for extremely low, very low, low, moderate, and*

middle income households over all other new development. Implementation action LG1.1 includes developing incentives in the form of flexibility in densities or standards for affordable housing projects.

Policy LG9 states *the City recognizes that there is an increasing need for multigenerational facilities and services. The City shall encourage development which provides for multigenerational facilities and services.*

The Land Use Element also calls for enhancement of community character and includes an implementation action to ensure that proposed buildings are compatible with the surrounding built environment by considering the context of the proposed structure in relation to surrounding uses and parcels along the entire block, and ensuring the proposed development preserves key visual assets of the block.

The proposal is consistent with Land Use Element policies that support density incentives to provide very-low and low income senior housing units. The proposal would be compatible with the surrounding built environment in that there are large commercial buildings as well as denser residential multi-family developments to the east.

Environmental Resources Element

The Environmental Resources Element of the General Plan provides policies for protection and restoration of creeks and their riparian corridors to improve biological values, water quality, open space and flood control in conjunction with climate change adaptation.

Policy ER21. *Creek Setbacks, Protection and Restoration. Protection and restoration of creeks and their riparian corridors is a priority for improving biological values, water quality, open space and flood control in conjunction with adaptation planning for climate change.*

An implementation action to be considered calls for removal of existing concrete lining from creek channels and for restoring or daylighting at least 0.5 miles of surface water drainages by 2030. The General Plan specifically identifies the segment of Arroyo Burro Creek on the subject property as a priority area for restoration.

As explained earlier, removal of the concrete lined channel and restoration of this reach of Arroyo Burro Creek by the applicant would not be feasible as a part of this project in that it would result in a loss of affordable senior units and be cost prohibitive. The applicant is proposing a Creekside Native Habitat Enhancement Plan with native habitat enhancement along a portion of Arroyo Burro Creek above the concrete channel and a public multi-use trail that parallels the creek. The project also includes two detention basin "bioswales" along the east side of the multi-use path.

The Environmental Resources Element also includes an implementation action to be considered that calls for establishing updated creek setback and restoration standards of greater than 25 feet from top of bank for new structures adjacent to creeks. In the establishment of standards, it says to consider surrounding jurisdictions' setbacks (Goleta, Carpinteria, and Santa Barbara County), and the Santa Barbara County Flood Control District's general recommendation of setbacks for new development of at least 50 feet from top of bank. Santa Barbara County allows for a reduction of up to 25 feet where hard bank protection is present, and for new development closer than 50 feet to the top of bank, creek bank stabilization through planting of native trees and shrubs on and above creek banks is recommended. While the City's creek setback and restoration

standards have not yet been developed, the proposed project does provide a setback from the theoretical top of bank of 25' at the parking lot and 45'-2" at the northwest portion of the building, along with native plantings above the creek banks.

Policy ER21 includes another implementation action to be considered to establish design guidelines for development near creeks that include measures such as orienting the development towards creeks and better incorporating creeks as part of landscape and open space design, as well as including public pedestrian paths where appropriate to increase connectivity. The project proposes to do this through construction of a multi-use public path within the existing trail easement.

The project can be found consistent with policies and implementation actions of the Environmental Resources Element. The proposed project would provide a creek setback ranging from 25 feet to 45'-2" from a theoretical top of bank, a Creekside Native Habitat Enhancement Plan would be implemented to install native plantings within the creek setback area while preserving the existing oak woodland on the site, private patios and balconies as well as common outdoor areas are oriented towards the creek, and a multi-use pedestrian path paralleling the creek would be constructed. A conservation easement is a condition of project approval, should the City undertake naturalizing and restoring the creek at a future date.

As such, staff believes the proposal can be found consistent with the Environmental Resources Element.

Upper State Street Study

The project would also be consistent with policies and design measures of the Upper State Street Study with respect to area circulation improvements and creekside development design. A condition of approval for a dedication of easement has been added to reflect a potential new east west street that would connect La Cumbre Road to Hope Avenue upon redevelopment of the La Cumbre Plaza.

IX. ENVIRONMENTAL REVIEW

The proposed project and amendments to the specific plan and zoning are within the scope of the 2011 General Plan and the Program environmental impact report (EIR) analysis for the General Plan. The project and designations are consistent with the development density designated and analyzed by the Program EIR. Potential minor project environmental effects are addressed with existing development standards and regulations (e.g., design review, construction regulations, storm water management Tier 3 provisions, noise regulations and conditions, etc.). Based on City Staff analysis, no further environmental document is required for this project pursuant to the California Environmental Quality Act (Public Resources Code §21083.3 and Code of Regulations §15183- Projects Consistent with the General Plan). City Council environmental findings adopted for the 2011 General Plan remain applicable for this project. A decision-maker finding that the project qualifies for the §15183 CEQA determination is required.

Some project specific information is provided below.

Traffic. Staff performed a preliminary traffic analysis of the proposal. The project was assigned the Residential Multi-Family land use category from the City's traffic model (model area 4) at a rate of 0.30 PM peak hour trips (PHT) per 1,000 square feet, (0.28 AM PHT) and a 4.02 per

1,000 square feet average daily vehicle trip generation (ADT) for a total of 358 ADT. The resulting 26 PM PHT (25 AM) were then distributed to the City's street system with 40% of trips assigned to the U.S. Highway 101, 40% to State St, and 20% to Calle Real. After distributing trips to the streets, the project's traffic does not constitute one percent capacity of any of the intersections identified in the City's adopted traffic thresholds. Therefore, no project specific environmental effect will occur to the transportation system and the project is consistent with the City's Traffic Management Strategy.

The project was also analyzed regarding its contribution to cumulative traffic effects. The program EIR for the 2011 General Plan provided a citywide cumulative traffic analysis to the year 2030. This project is within the growth assumptions of the EIR analysis and would contribute to the significant citywide cumulative effects identified in the Program EIR for peak-hour levels of service at specified intersections. In adopting the General Plan, the City Council adopted findings of overriding consideration deeming the significant cumulative traffic effects to be acceptable in light of the benefits of the General Plan.

Creek Habitat Enhancement. The applicant submitted a Creekside Native Habitat Enhancement Plan that provides recommendations for site preparation, erosion control, native planting palette, planting specifications, irrigation and maintenance. Creeks staff has reviewed the plan and has requested some changes to the plan to increase the diversity of the plants and to include only native plantings within 50 feet of the creek bank. The final Enhancement Plan is subject to the approval of the Creeks Division, as included in the conditions of approval.

X. RECOMMENDATION TO CITY COUNCIL

Staff recommends that the Planning Commission consider the requested Amendment to the Rancho Arroyo Specific Plan and the Zoning Amendment and forward their recommendation to the City Council.

As discussed in Section VI.C. of this report, unless a 50' setback is provided from a future theoretical top of creek bank, it is highly unlikely that naturalization of this portion of the creek channel would occur as a City capital project. This would preclude implementation of one aspect of a General Plan policy. In terms of prioritizing housing development and, in particular, housing for very low- and low-income seniors located near services and transit, the project can be found consistent with all other applicable General Plan policies. In balancing the General Plan policies for creek protection and enhancement with providing additional affordable housing, staff can support the proposal with the proposed creek setback, Creekside Native Habitat Enhancement Plan, and recommended project conditions of approval.

If City Council approves the Amendment to the Rancho Arroyo Specific Plan and Zoning Ordinance amendment, the proposed future use at the project site will be in compliance with the standards described in the Specific Plan and contained in the proposed R-3/SP-4/SD-2 (Limited Multiple-Family Residence Zone, Rancho Arroyo Specific Plan and Upper State Street Area Overlay) Zones.

Additionally, the project is located in the Upper State Street neighborhood of the City as described in the Land Use Element of the General Plan. This area of the City is shown on the General Plan Land Use Map as Commercial/Medium High Residential. The Amendment to the

Specific Plan has been determined to be consistent with General Plan policies and the General Plan Land Use designation.

XI. FINDINGS FOR THE PROJECT

Staff recommends that the Planning Commission provide a recommendation to the City Council to approve the Amendment to the Specific Plan and the Zone Change based on the General Plan Consistency Analysis discussed in Sections VIII and X, and approve the project, making the following findings:

A. ENVIRONMENTAL REVIEW (CEQA GUIDELINES §15183) The proposed project qualifies for an exemption from further environmental review under CEQA guidelines section 15183, based on city staff analysis and the CEQA certificate of determination on file for this project.

B. MODIFICATIONS (SBMC §28.92.110 and SBMC §28.87.400)

1. The Lot Area Modification is consistent with the purposes and intent of the Zoning Ordinance, is necessary to secure an appropriate improvement on a lot and is necessary to construct a housing development containing affordable dwelling units rented and occupied in the manner provided for in the City's Affordable Housing Policies and Procedures, as described in Section VII of this Staff Report.
2. The Front Setback Modification is consistent with the purposes and intent of the Zoning Ordinance and is necessary to secure an appropriate improvement on a lot, as described in Section VII of this Staff Report, as the purpose of the encroachment is to move the proposed development closer to the street in order to provide a greater creek setback along Arroyo Burro Creek.
3. The Interior Setback Modification is consistent with the purposes and intent of the Zoning Ordinance and is necessary to secure an appropriate improvement on a lot, as described in Section VII of this Staff Report, as the one-foot encroachment is balanced with sufficient landscaping to provide a buffer from adjacent commercial development.
4. The Parking Modification is consistent with the purposes and intent of the Zoning Ordinance and will not cause an increase in the demand for parking space or loading space in the immediate area because the parking demand will be met onsite with 34 vehicle parking spaces and 5 bicycle parking spaces, as described in Section VII of this Staff Report.

Exhibits:

A. Conditions of Approval
B. Site Plan
C. Applicant's letter, dated February 4, 2016
D. Planning Commission Minutes (October 9, 2014; February 5, 2015)
E. Rancho Arroyo Specific Plan and Exhibit
F. Creekside Native Habitat Enhancement Plan (Storrer, November 30, 2015)
G. Mid-Arroyo Burro Restoration Feasibility Analysis (Questa Engineering Corporation, November 4, 2014)

H. Sight Distance Analysis and Parking Study (ATE, December 2, 2015)
I. ABR Minutes (April 14, 2014; November 9, 2015)
J. Applicable General Plan Policies

PLANNING COMMISSION CONDITIONS OF APPROVAL

251 S. HOPE AVENUE
SPECIFIC PLAN AMENDMENT, ZONE CHANGE, MODIFICATIONS
FEBRUARY 18, 2016

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

A. **Order of Development.** In order to accomplish the proposed development, the following steps shall occur in the order identified:

1. Obtain all additional land use approvals. Refer to condition B "Approval Contingent upon Amendment of Specific Plan and Zone Change."
2. Obtain all required design review approvals.
3. Pay Land Development Team Recovery Fee (30% of all planning fees, as calculated by staff) at time of building permit application.
4. Record any required documents (see Recorded Conditions Agreement section).
5. Permits.
    a. Submit an application for and obtain a Building Permit (BLD) for construction of approved development and complete said development.
    b. Submit an application for and obtain a Public Works Permit (PBW) for all required public improvements and complete said improvements.

Details on implementation of these steps are provided throughout the conditions of approval.

B. **Approval Contingent Upon Amendment of Specific Plan and Zone Change.** Approval of the subject project is contingent upon approval of the Specific Plan Amendment and Zone Change by the City Council.

C. **Recorded Conditions Agreement.** The Owner shall execute a *written instrument*, which shall be prepared by Planning staff, reviewed as to form and content by the City Attorney, Community Development Director and Public Works Director, recorded in the Office of the County Recorder, and shall include the following:

1. **Approved Development**. The development of the Real Property approved by the Planning Commission on February 18, 2016 is limited to the proposal by the Housing Authority of the City of Santa Barbara for a new, four-story affordable housing development for very-low and low income senior residents developed under the City's Average Unit-Size Density (AUD) Incentive Program and the City's Density Bonus Program. The project includes 89 studio apartments, one-bedroom manager's unit, kitchen, dining facilities, storage, common areas, 34 uncovered vehicular parking spaces, 5 bicycle lockers and the improvements shown on the plans signed by the chairperson of the Planning Commission on said date and on file at the City of Santa Barbara.

EXHIBIT A

2. **Uninterrupted Water Flow**. The Owner shall allow for the continuation of any historic flow of water onto the Real Property including, but not limited to, swales, natural watercourses, conduits and any access road, as appropriate.

3. **Landscape Plan Compliance**. The Owner shall comply with the Landscape Plan approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the ABR. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan, including any tree protection measures. If said landscaping is removed for any reason without approval by the ABR, the owner is responsible for its immediate replacement.

4. **Oak Tree Protection**. The existing oak trees shown on the Landscape Plan and included in the Creekside Native Habitat Enhancement Plan (Storrer, November 30, 2015) shall be preserved, protected, and maintained.

5. **Storm Water Pollution Control and Drainage Systems Maintenance**. Owner shall maintain the drainage system and storm water pollution control devices in a functioning state and in accordance with the Storm Water BMP Guidance Manual and Operations and Maintenance Procedure Plan approved by the Creeks Division. Should any of the project's surface or subsurface drainage structures or storm water pollution control methods fail to capture, infiltrate, and/or treat water, or result in increased erosion, the Owner shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the Owner shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Building Permit is required to authorize such work. The Owner is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health, or damage to the Real Property or any adjoining property.

6. **Senior Housing Restrictions**. The Real Property may only be used for residential uses by elderly or senior persons who are sixty-two (62) years of age or older (herein sometimes referred to as "senior housing").

7. **Required Redesign if Senior Housing Not Used**. In the event that the Real Property, or any portion thereof, is not or cannot be used solely for senior housing, the structure shall be redesigned and possibly reconstructed and the number of dwelling units shall be reduced so that the maximum number of dwelling units on the Real Property does not exceed the number of dwelling units that would be allowed if there is compliance with the City's parking requirements then in effect.

8. **Pesticide or Fertilizer Usage Near Creeks**. The use of pesticides or fertilizer shall be prohibited within the creek setback area, which drains directly into Arroyo Burro Creek.

9. **Geotechnical Liability Limitation**. The Owner understands and is advised that the site may be subject to extraordinary hazards from landslides, erosion, retreat, settlement, or subsidence and assumes liability for such hazards. The Owner unconditionally waives any present, future, and unforeseen claims of liability on the part of the City arising from the aforementioned or other natural hazards and relating to this permit approval, as a condition of this approval. Further, the Owner agrees to indemnify and hold harmless the City and its employees for any alleged or proven acts or omissions and related cost of defense, related to the City's approval of this permit and arising from the aforementioned or other natural hazards whether such claims should be stated by the Owner's successor-in-interest or third parties.

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

11. **Parking**.

    a. The Owner shall limit vehicle ownership so that the parking demand does not exceed the 34 parking spaces provided onsite as described in the Sight Distance Analysis and Parking Study (Associated Transportation Engineers, December 2, 2015).

    b. The Owner shall provide additional covered and secured bicycle spaces if requested by the residents.

D. **Design Review.** The project, including public improvements, is subject to the review and approval of the Architectural Board of Review (ABR). The ABR shall not grant project design approval until the following Planning Commission land use conditions have been satisfied.

1. **Creekside Native Habitat Enhancement Plan**. The Creekside Native Habitat Enhancement Plan shall be subject to the approval of the Creeks Division and shall include a Creek Restoration Maintenance and Monitoring Program (CMMP).

2. **Screened Backflow Device**. The backflow devices for irrigation systems shall be provided in a location screened from public view or included in the exterior wall of the building, as approved by the ABR.

3. **Location of Dry Utilities**. Dry utilities (e.g. above-ground cabinets) shall be placed on private property unless deemed infeasible for engineering reasons. If dry utilities must be placed in the public right-of-way, they will require a Public Works permit, shall be painted "Malaga Green," and if feasible, shall be screened as approved by ABR.

E. **Requirements Prior to Permit Issuance.** The Owner shall submit the following, or evidence of completion of the following, for review and approval by the Department listed below prior to the issuance of any permit for the project. Some of these conditions may be waived for demolition or rough grading permits, at the discretion of the department listed. Please note that these conditions are in addition to the standard submittal requirements for each department.

1. **Public Works Department.**

a. **Approved Public Improvement Plans**. Public Improvement Plans as identified in condition E.1.d. "Hope Avenue Public Improvements" shall be submitted to the Public Works Department for review and approval. Upon acceptance of completed public improvement plans, a Building permit may be issued if the Owner has bonded for public improvements and executed the *Agreement to Construct and Install Improvements*.

b. **Dedications**. Easements, as shown on the approved site plan and described as follows, subject to approval of the easement scope and location by the Public Works Department and/or the Building and Safety Division:

(1) Provide the dedication of easement for the future transportation connection as identified in the Upper State Street Study.

c. **Water Rights Assignment Agreement**. The Owner shall assign to the City of Santa Barbara the exclusive right to extract ground water from under the Real Property in an *Agreement Assigning Water Extraction Rights*. Engineering Division Staff prepares said agreement for the Owner's signature.

d. **Hope Avenue Public Improvements**. The Owner shall submit C-1 public improvement or Public Works plans for construction of improvements along the property frontage on Hope Avenue. Plans shall be submitted separately from plans submitted for a Building Permit, and shall be prepared by a licensed civil engineer registered in the State of California. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: curb extensions, replace broken or uplifted sidewalk, curb and gutter, driveway apron to meet Title 24 requirements, asphalt concrete or concrete pavement on aggregate base or crack seal to the centerline of the street along entire subject property frontage and slurry seal a minimum of 20 feet beyond the limits of all trenching, connection to and/or relocation or extension of water and sewer mains and utilities, installation of new residential/commercial fire hydrant(s), public drainage improvements with supporting drainage calculations and/or hydrology report for installation of drainage pipe or connection to existing City or County storm drain, preserve and/or reset survey monuments, protect and relocate existing contractor stamps to parkway, supply and install directional/regulatory traffic control signs per the CA MUTCD during

construction, storm drain stenciling, new street trees and tree grates per approval of the Parks and Recreation Commission and provide adequate positive drainage from site. Trail improvements shall be shown on the public improvement plans and constructed to City Standards. Any work in the public right-of-way requires a Public Works Permit.

e. **Work within a Watercourse**. A separate Public Works permit is required for any work within a watercourse in accordance with SBMC Chapter 14.56.

f. **Haul Routes Require Separate Permit**. Apply for a Public Works permit to establish the haul route(s) for all construction-related trucks with a gross vehicle weight rating of three tons or more entering or exiting the site.

g. **Construction-Related Truck Trips**. Construction-related truck trips for trucks with a gross vehicle weight rating of three tons or more shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) in order to help reduce truck traffic on adjacent streets and roadways.

h. **Agreement to Construct and Install Improvements**. The Owner shall submit an executed *Agreement to Construct and Install Improvements*, prepared by the Engineering Division, an Engineer's Estimate, signed and stamped by a registered civil engineer, and securities for construction of improvements prior to execution of the Agreement.

i. **Encroachment Permits**. Any encroachment or other permits from the City or other jurisdictions (State, Flood Control, County, etc.) for the construction of improvements (including any required appurtenances) within their rights of way or easements shall be obtained by the Owner.

2. **Community Development Department.**

a. **Recordation of Agreements**. The Owner shall provide evidence of recordation of the written instrument that includes all of the Recorded Conditions identified in condition C "Recorded Conditions Agreement" to the Community Development Department prior to issuance of any building permits.

b. **Conservation Easement.** The applicant shall dedicate and record a permanent conservation easement, in a form acceptable to the City Attorney, for the benefit of the City of Santa Barbara. The conservation easement shall be generally 75 feet wide as measured from the western property line, in order to allow for future restoration of Arroyo Burro Creek. The conservation easement shall be shown on plans submitted for building permit, and dedicated before issuance of the first project building permit.

c. **Drainage and Water Quality**. The project is required to comply with Tier 3 of the Storm Water BMP Guidance Manual, pursuant to Santa Barbara Municipal Code Chapter 22.87 (treatment, rate and volume). The Owner shall submit a hydrology report prepared by a registered civil engineer or

licensed architect demonstrating that the new development will comply with the City's Storm Water BMP Guidance Manual. Project plans for grading, drainage, stormwater facilities and treatment methods, and project development, shall be subject to review and approval by the City Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no unpermitted construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants (including, but not limited to trash, hydrocarbons, fertilizers, bacteria, etc.), or groundwater pollutants would result from the project.

For any proprietary treatment devices that are proposed as part of the project's final Storm Water Management Plan, the Owner shall provide an Operations and Maintenance Procedure Plan consistent with the manufacturer's specifications (describing schedules and estimated annual maintenance costs for pollution absorbing filter media replacement, sediment removal, etc.). The Plan shall be reviewed and approved by the Creeks Division for consistency with the Storm Water BMP Guidance Manual and the manufacturer's specifications.

After certificate of occupancy is granted, any proprietary treatment devices installed will be subject to water quality testing by City Staff to ensure they are performing as designed and are operating in compliance with the City's Storm Water MS4 Permit.

d. **Contractor and Subcontractor Notification**. The Owner shall notify in writing all contractors and subcontractors of the site rules, restrictions, and Conditions of Approval. Submit a draft copy of the notice to the Planning Division for review and approval.

e. **Letter of Commitment for Neighborhood Notification Prior to Construction**. The Owner shall submit to the Planning Division a letter of commitment to provide the written notice specified in condition F.1 "Neighborhood Notification Prior to Construction" below. The language of the notice and the mailing list shall be reviewed and approved by the Planning Division prior to being distributed. An affidavit signed by the person(s) who compiled the mailing list shall be submitted to the Planning Division.

f. **Letter of Commitment for Pre-Construction Conference**. The Owner shall submit to the Planning Division a letter of commitment to hold the Pre-Construction Conference identified in condition F.2 "Pre-Construction Conference" prior to disturbing any part of the project site for any reason.

g. **Design Review Requirements**. Plans shall show all design, landscape and tree protection elements, as approved by the appropriate design review board and as outlined in Section D "Design Review," and all elements/specifications shall be implemented on-site.

h. **Conditions on Plans/Signatures**. The final Resolution shall be provided on a full size drawing sheet as part of the drawing sets. A statement shall also be placed on the sheet as follows: The undersigned have read and understand the required conditions, and agree to abide by any and all conditions which are their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

Property Owner		Date
Contractor	Date	License No.
Architect	Date	License No.
Engineer	Date	License No.

F. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field by the Owner and/or Contractor for the duration of the project construction, including demolition and grading.

1. **Neighborhood Notification Prior to Construction**. At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the Contractor(s), site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist Building Inspectors, Police Officers and the public in addressing problems that may arise during construction.

2. **Pre-Construction Conference**. Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions shall be held by the General Contractor. The conference shall include representatives from the Public Works Department (Engineering and Transportation Divisions), Community Development Department (Building and Planning Divisions), the Property Owner, Architect, Landscape Architect, Biologist, Contractor and each Subcontractor.

3. **Construction Contact Sign**. Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor(s) name, contractor(s) telephone number(s), construction work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval. The font size shall be a minimum of 0.5 inches in height. Said sign shall not exceed six feet in height from the ground

if it is free-standing or placed on a fence. It shall not exceed 24 square feet if in a multi-family or commercial zone or six square feet if in a single family zone.

4. **Construction Hours.** Construction (including preparation for construction work) shall only be permitted Monday through Friday between the hours of 7:00 a.m. and 5:00 p.m. and Saturdays between the hours of 9:00 a.m. and 4:00 p.m., excluding the following holidays:

New Year's Day	January 1st*
Martin Luther King, Jr. Day	3rd Monday in January
Presidents' Day	3rd Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4th*
Labor Day	1st Monday in September
Thanksgiving Day	4th Thursday in November
Following Thanksgiving Day	Friday following Thanksgiving Day
Christmas Day	December 25th*

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

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

5. **Construction Storage/Staging.** Construction vehicle/ equipment/ materials storage and staging shall be done on-site. No parking or storage shall be permitted within the public right-of-way, unless specifically permitted by the Public Works Director with a Public Works permit.

6. **Construction Parking**. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Public Works Director.

7. **Nesting Birds**. Birds and their eggs nesting on or near the project site are protected under the Migratory Bird Treaty Act and pursuing, hunting, taking, capturing, killing, or attempt to do any of the above is a violation of federal and state regulations. No trimming or removing brush or trees shall occur if nesting birds are found in the vegetation. All care should be taken not to disturb the nest(s). Removal or trimming may only occur after the young have fledged from the nets(s).

8. **Air Quality and Dust Control**. The following measures shall be shown on grading and building plans and shall be adhered to throughout grading, hauling, and construction activities:

a. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.

b. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.

d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.

e. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.

f. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.

g. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.

h. Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.

i. All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

j. Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.

k. Diesel powered equipment should be replaced by electric equipment whenever feasible.

l. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.

m. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

n. All construction equipment shall be maintained in tune per the manufacturer's specifications.

o. The engine size of construction equipment shall be the minimum practical size.

p. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

9. **Unanticipated Archaeological Resources Contractor Notification**. Standard discovery measures shall be implemented per the City master Environmental Assessment throughout grading and construction: Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and the Owner shall retain an archaeologist from the most current City Qualified Archaeologists List. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be

retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

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

A final report on the results of the archaeological monitoring shall be submitted by the City-approved archaeologist to the Environmental Analyst within 180 days of completion of the monitoring and prior to any certificate of occupancy for the project.

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

1. **Repair Damaged Public Improvements**. Repair any public improvements (curbs, gutters, sidewalks, roadways, etc.) or property damaged by construction subject to the review and approval of the Public Works Department per SBMC §22.60. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.

2. **Complete Public Improvements**. Public improvements, as shown in the public improvement plans or building plans, shall be completed.

H. **General Conditions**.

1. **Compliance with Requirements**. All requirements of the city of Santa Barbara and any other applicable requirements of any law or agency of the State and/or any government entity or District shall be met. This includes, but is not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.), the 1979 Air Quality Attainment Plan, and the California Code of Regulations.

2. Approval Limitations.

   a. The conditions of this approval supersede all conflicting notations, specifications, dimensions, and the like which may be shown on submitted plans.

   b. All buildings, roadways, parking areas and other features shall be located substantially as shown on the plans approved by the Planning Commission.

   c. Any deviations from the project description, approved plans or conditions must be reviewed and approved by the City, in accordance with the Planning Commission Guidelines. Deviations may require changes to the permit and/or further environmental review. Deviations without the above-described approval will constitute a violation of permit approval.

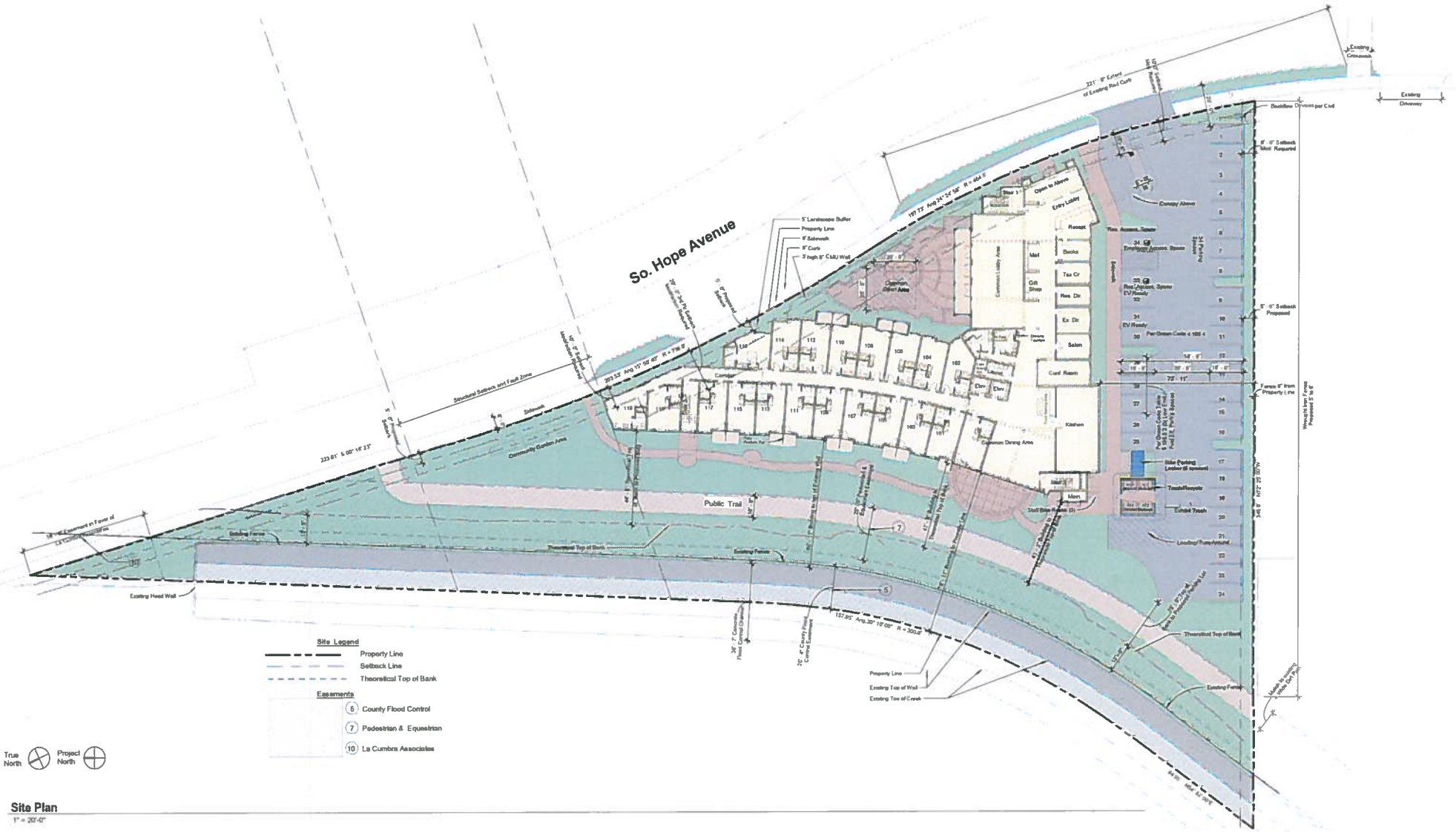
3. **Litigation Indemnification Agreement.** In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant/Owner hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any third party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

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

II. **NOTICE OF MODIFICATION APPROVAL TIME LIMITS:** The Planning Commission action approving the Modifications shall terminate two (2) years from the date of the approval, per Santa Barbara Municipal Code §28.87.360, unless:

1. An extension is granted by the Community Development Director prior to the expiration of the approval; or
2. A Building permit for the use authorized by the approval is issued and the construction authorized by the permit is being diligently pursued to completion and issuance of a Certificate of Occupancy.

EXHIBIT B



Site Plan
1" = 20'-0"

RRM Design Group
10 E. Figueroa St., Suite 1
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www.rrmdesign.com

Gardens on Hope
251 So. Hope Street, Santa Barbara, CA

Site Plan

A1a
01.18.2016

February 4, 2016

Honorable Planning Commission
c/o Kathy Kennedy
City of Santa Barbara
Community Development Department
630 Garden Street
Santa Barbara, CA 93101

RE: 251 South Hope Avenue - The Gardens on Hope
Assessor's Parcel Number 051-240-008

Dear Planning Commission,

On behalf of the Housing Authority of the City of Santa Barbara and Garden Court Inc., RRM Design Group is pleased to submit this request for an amendment to the Rancho Arroyo Specific Plan; a rezone to Multifamily Residential (R-3); a lot area modification; a front and interior yard setback modification; and a modification of parking requirements to allow the development of a 90 unit affordable housing project for the frail elderly. This project is similar to the Garden Court project located on De La Vina Street, in that it will provide services to seniors that can no longer live independently, but do not need full assisted living services.

ENVIRONMENTAL SETTING

The project site is 1.76 acres and is currently vacant and covered with non-native grasses. The site includes a portion of the Arroyo Burro Creek along its western boundary. The creek is currently channelized, but does include some native and non-native vegetation along the top of the bank. This includes 15 coast live oak trees adjacent to the creek and seven palm trees on-site and adjacent to South Hope Avenue. The site has been traditionally used as a Christmas tree lot during the holiday season.

The site has a General Plan designation of Commercial/Medium High Density Residential (15-27 units/acre) and is zoned E-3 (Single-Family Residential), PD (Planned Development), S-D-2 Overlay. The site is also part of the Rancho Arroyo Specific Plan. The surrounding General Plan designations and zoning include Commercial/Medium High Density Residential and E-3/PD/SP-4/S-D-2 Overlay to the south; Medium High Density Residential and R-3/PD/SP-4/S-D-2 to the east; and Commercial/High Density Residential and General Commercial (C-2) to the west and north.

10 E. Figueroa St., Ste. 1 • Santa Barbara, CA 93101
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www.rrmdesign.com
a California corporation • Lenny Grant, Architect C26973 • Jerry Michael, PE 36895, LS 6276 • Jeff Ferber, LA 2844

The surrounding land uses include La Cumbre Plaza to the west; an auto dealership to the south; Hope Avenue and residential uses to the east; and Hope Avenue and commercial uses to the north.

There is an existing 25 ft wide trail easement along the eastern creek bank that extends the length of the property. This easement leads to an existing trail along the western edge of the car dealership to the south.

The Rancho Arroyo Specific Plan required the preparation of a geotechnical report prior to development. A report was prepared by Michael Hoover, dated October 8, 1980. The report identified a geologic setback on the site, which prevents structure development in the northern portion of the site. This setback is depicted on the survey of the project site, prepared by Jeff Prober, in March 2014.

SITE HISTORY

As noted above, the project site is part of the Rancho Arroyo Specific Plan No. 4, which was approved in 1984, and is now known as Area A-2. The parcel is zoned E-3 (Single-Family Residential) with a PD (Planned Development) Overlay allowing an auto dealership. The site is also within the S-D-2 Overlay. The Specific Plan originally provided for auto dealerships on Area A, affordable housing and auto dealerships on Area B, and market-rate housing on Area C. Over the years, the Specific Plan was amended and it ultimately resulted in the further division of the Specific Plan Areas into subareas and the development of auto dealerships on Area A (A-1); 112 affordable senior apartments on Area B-1; 136 condominiums on Areas B-2 and C; and several public road improvements. The majority of the Specific Plan Area was built out in the 1980s and 1990s, and the subject parcel is the last remaining undeveloped property within the Specific Plan boundaries.

In October 2013, Don Hughes requested the initiation of a Specific Plan Amendment to allow for the development of an Alzheimer's care facility. While this site was originally identified for an auto dealership, it has remained vacant for 30 years, and according to Mr. Hughes, the site's unique shape, size, and the on-site constraints (i.e., earthquake fault, Arroyo Burro Creek) made it too difficult to develop an auto dealership on-site. Because of these constraints and the lack of interest in developing the site as an auto dealership, staff recommended that the Council initiate the Specific Plan Amendment to allow for the Alzheimer's care facility. Staff also recommended a rezone to R-3 (Limited Multiple Family Residence Zone), which would make the zoning consistent with the General Plan Designation of Commercial/Medium High Density Residential (15-27 units per acre). The Council agreed with staff's recommendation and initiated the Specific Plan Amendment and rezone.

In May 2014, Mr. Hughes sold the property to the Housing Authority of the City of Santa Barbara for the purpose of developing affordable housing on-site.

PLANNING COMMISSION CONCEPT REVIEWS

Once the site was purchased, the Housing Authority began development plans for a second Garden Court because demand is so high. A conceptual plan was submitted to the City and was conceptually reviewed by the Planning Commission at two separate hearings: October 9, 2014, and February, 5 2015. Below, is a summary of the issues reviewed by the Planning Commission at both hearings and their general direction.

First Concept Review - October 9, 2014

At this hearing, the Housing Authority posed four questions to the Planning Commission and requested their feedback. A summary of these questions and the Planning Commission's general direction are summarized below:

1. *Would the Planning Commission support a 10 ft setback for the third story of the proposed building?*

Under the Average Unit Size Density (AUD) ordinance, a 10 ft front yard setback is required for the first and second story, and a 20 ft setback is required for a third story in the R-3 zone district. At this point in the design evolution, the first and second story met the 10 ft setback, but the third story projected into the 20 ft setback due to on-site constraints, including the size, shape, geologic setback, and the Arroyo Burro Creek. It was estimated that if the project is required to comply with the 20 ft setback for the third level, it would result in the loss of at least seven units.

It was noted that if the site was rezoned to C-2, the required front yard setback for all levels would be 10 feet, which met the requirements for affordable housing projects on commercially zoned lots with the S-D-2 overlay. The Planning Commission was supportive of either zone district and supportive of a setback modification.

As discussed below, the Planning Commission subsequently suggested that the Housing Authority move the building closer to the street to increase the creek setback. With this change, the front yard setback was reduced to five feet, which will require a modification.

2. *Would the Planning Commission support a modification to the parking requirements for low income affordable senior housing?*

The City's zoning ordinance requires 0.5 spaces per unit for affordable senior housing and one space per unit under the Average Unit Size Density (AUD) Ordinance. The project will be processed under the AUD Ordinance, and is therefore required to provide 90 parking spaces.

However, the Housing Authority has found in their existing senior developments that low-income seniors generally do not own cars, as most are living off of Social Security alone and the cost of owning is car is quite high. For example, the Garden Court project has 98 units and 27 spaces (0.27 spaces per unit) and the demand does not exceed the supply. The Housing Authority asked if the Planning Commission would support a parking modification.

The Planning Commission generally supported the idea of allowing a modification to the parking requirement, provided that the Housing Authority submit a parking study demonstrating that the proposed parking supply would meet the demand.

3. *Would the Planning Commission support an increase in the allowable density?*

In order to provide 90 units on-site, a density increase would be required. Overall, the Planning Commission was supportive of the increase in density.

4. *Would the Planning Commission accept a 25 ft setback from the top of the theoretical bank of Arroyo Burro Creek?*

The original project was designed to meet a setback of 25 feet from the theoretical top of bank. As previously discussed, this section of creek has been channelized, with concrete on the bottom and sides of the creek. The Creeks Division staff requested a 50 ft setback from the theoretical top of bank based upon the City's long-term goal of restoring this section of the creek. At the time of the Planning Commission hearing, Creeks staff had just contracted with Questa Engineering to complete a restoration feasibility analysis of the desired creek restoration. A technical memorandum was prepared on November 4, 2014.

In general, the Planning Commission indicated that they wanted to review the Questa Engineering restoration feasibility analysis prior to making a recommendation on the required setback. However, there was support expressed for the 25 ft setback and/or for a compromise that allowed for restoration and the development of the 90 unit project.

Additionally, the Planning Commission generally supported reducing the width of the proposed sidewalk from 10 feet to six feet in order to shift the building away from the creek and closer to the street. Support was based on the fact that the existing sidewalks throughout the developed neighborhood are consistent with six ft sidewalks.

Second Concept Review - February 2, 2015

The purpose of the second concept review was to seek additional feedback from the Planning Commission on the creek setback. As noted above, the Planning Commission wanted to review the restoration feasibility analysis by Questa Engineering before providing a more definitive recommendation. In November 2014, Questa Engineering completed the restoration feasibility analysis. The analysis provided three different restoration sections for the creek. Each of the sections had a different impact on the proposed project. RRM Design Group completed an initial analysis of those potential impacts and presented them to the Planning Commission. It was found that Option A and Option B-1 in the report would allow for the existing building design with some minor adjustments if the setback required is 25 feet from the theoretical top of bank. Option B-2 had a significant impact on the project and would make this type of senior housing infeasible, as it effectively moved the top of bank beyond the theoretical top of bank. In addition, it appeared that Option B-2 would remove all of the established oak trees from the existing creek banks on the Housing Authority property.

The applicant team and City staff met on December 2, 2014, to discuss potential solutions designed to balance the competing priorities of providing affordable housing and creek restoration. The objective was to identify a plan that could accommodate the maximum number of affordable units and creek setback. Four site plan options were identified in the meeting and RRM Design Group studied them and presented them at the second Planning Commission Concept Review hearing.

At the hearing, the Housing Authority and Garden Court indicated that they still believed that the original building design was the best option for a variety of reasons. They came to this conclusion because the plan provided: housing on the ground level, which is very important for this frail, senior population; a setback from the street to address neighborhood concerns; and a setback from the car dealership, which helps prevent potential land use conflicts. Additionally, this design located all of the development (i.e., structural and parking/driveways) outside of the 25 ft setback and allowed for creek restoration under Option B-1.

The Creeks Division staff indicated that they wanted the restoration plan to include all three design options identified in the Questa Report (i.e., Option A, B-1, and B-2) and a 50 ft setback.

The majority of the Planning Commission expressed support for the provision of affordable housing and creek restoration. The majority directed the Housing Authority to work to provide

as much creek setback as possible without reducing the proposed units. In that vein, the Planning Commission supported moving the building as close to the street as possible, which included minimizing the front yard setback and the width of the sidewalk. They also encouraged the Housing Authority to work with Public Works staff to determine if Hope Avenue could be narrowed to create a greater creek setback and if planters could be provided within the right-of-way to help provide a vegetative screen/buffer between the project and the residences to the east.

Some members of the Planning Commission suggested creating a fourth floor as a way to minimize the building footprint and increase the creek setback while others did not support a fourth story. There was no clear consensus on this issue.

PROJECT DESCRIPTION

As noted above, the proposed project includes the development of 89 affordable studios for the frail and elderly and a one-bedroom manager's unit. The project also includes a commercial kitchen, dining facilities, and common areas for the seniors. The project includes 2,957 sf of storage on the fourth floor. In the Housing Authority's experience at Garden Court, storage has been a consistent issue. Oftentimes, residents will arrive with furniture or other possessions that they cannot fit within their efficiency unit. Because the units are so small, the Housing Authority will allow for some limited storage for each resident within the common storage area. The proposed structure is 52,858 gross sf and the average unit size is 332.5 sf.

This project would serve the same population as the existing Garden Court project at 1116 De La Vina Street. These very low and low-income seniors are considered frail because they are in need of a little more assistance than independent seniors, but are not ready for assisted living. Garden Court provides the residents with three meals per day, periodic housekeeping services, and numerous social services. This type of housing fills a significant need in the community; Garden Court currently has a waiting list of 452 seniors.

The proposed project requires an amendment of the Rancho Arroyo Specific Plan to allow residential uses; a rezone to R-3 Multi-Family Residential; a lot area modification; setback modifications; and a modification of automobile and bicycle parking standards.

Building Height and Massing

As shown on the site plan and elevations, the project has two, three, and four-story elements. However, the building would be primarily three stories. The building steps down to two stories at the northern corner in order to soften the massing. The fourth story element is included in the application in order to accommodate a manager's unit and needed storage. The fourth story is tucked back into the southwest corner of the building footprint in order to minimize the visibility of this element. The three-story elements of the building are approximately 36 feet high. The maximum height of the structure at the fourth story element is 43 ft. 6 in.

Setbacks

The project includes a five ft front yard setback, which will be landscaped with native vegetation. However, only a portion of the building will be five feet from the property line. A large, common open space is provided along Hope Avenue. This space sets the main central portion of the building back from the street, which softens the scale and massing to those who experience it from the sidewalk and from homes across Hope Avenue. A low, three ft screen wall is proposed to create a clear separation between the private, common open space and the public realm. The proposed five ft setback requires a modification.

The R-3/R-4 zone district requires a six ft interior yard setback. The project's parking is located five feet from the southern property line. The reason for this was to position the project as far from the Creek setback as possible and still provide sufficient landscaping around the structure. The Housing Authority is requesting a modification to the interior yard setback.

The proposed building is approximately 73 feet from the southern property line and approximately 79 feet from the western property line.

Right-of-Way Improvements

The Housing Authority also worked with the Public Works staff to provide three separate six ft wide planters along Hope Avenue. The planters allow the applicant to provide a parkway-like setting, while still minimizing the width of the sidewalk. The planters also allow for the further screening of the proposed project. These planters will be planted with jacarandas to match the trees incorporated within the development to the east.

It should be noted that the Public Works Department did not support the narrowing of South Hope Avenue for design reasons.

Parking

The Housing Authority is proposing to provide 34 parking spaces for the 90 units (0.37 spaces/unit). The parking is provided along the southern boundary, which would create a buffer between the auto dealership to the south and the proposed housing. The zoning ordinance requires 0.5 parking spaces per unit for a low-income senior project. If this section of the code were used, the project would need to provide 45 spaces.

However, the project is being reviewed under the AUD Ordinance, which requires one space per unit. Therefore, 90 parking spaces are required and the Housing Authority is proposing to include 34 parking spaces to serve the 90 units. The basis for this reduction is twofold. First, the site is ideally located for a reduced parking project, as it is adjacent to the La Cumbre Shopping Center and a grocery store to the west. The project site is also not far from the services provided along State Street and the Five Points Shopping Center. In addition, there is access to the existing bus service along Calle Real and State Street. Second, the Housing Authority has found in their existing senior developments that low-income seniors generally do not own cars, as most are living off of Social Security alone and the cost of owning is car is quite high. As previously noted, the Garden Court project has 98 units and 28 spaces (0.27 spaces/unit). Additionally, the Housing Authority will restrict parking by granting a preference to applicants with no vehicles. Associated Transportation Engineers (ATE) prepared a parking study, which demonstrates that a project of this nature and size does not generate a demand for 90 parking spaces. The Housing Authority is seeking a modification of the parking requirements.

The AUD program also requires one bicycle parking space per unit. The Housing Authority recently conducted a survey of their senior housing projects (325 units) and found that only 5% of their seniors own bikes. Therefore, the Housing Authority is proposing to provide five (5%) lockable and enclosed bicycle spaces on-site rather than the 90 spaces that are required under the AUD Ordinance. The Housing Authority is also planning to provide outdoor bike racks for employees. The requested reduction in bicycle parking requires a modification.

Line of Sight Study

In addition to analyzing the parking demands, ATE conducted a Line of Sight Study along South Hope Avenue to determine if adequate site distance exists for the proposed driveway location. It was determined that the existing line of sight met Caltrans requirements. For more information, please refer to ATE's study (Attachment B).

Open Space/Landscaping

As noted above, the project includes a generous common open space along South Hope Avenue. This space will be designed to allow the seniors to congregate outdoors and enjoy the temperate climate. The area will include seating areas. In addition, the Housing Authority is

proposing to include a seating area on the west side of the building adjacent to Arroyo Burro Creek. This area is directly adjacent to the dining room and will allow the residents to dine outdoors and enjoy the habitat along the creek.

The project complies with the Common Outdoor Living Space Method. The open space along South Hope Avenue accommodates the required 20'x20' common area. The open space along the creek will also provide opportunities for outdoor leisure and recreation. The project exceeds the 15% landscaping requirement, as shown on the site plan. It should also be noted that the majority of the units have a private balcony.

The site will be landscaped with native and/or drought-tolerant plant materials. In order to be consistent with the development to the east, the frontage is planted with jacaranda and palm trees. This also is consistent with the landscaping areas associated with the auto dealership to the south, which includes palm trees along South Hope Avenue. The proposed planting materials include, but are not limited to: kangaroo paw, common yarrow, agave, snapdragon, manzanita, African daisy, bougainvillea, rock rose, buffalo grass, sage, penstemon, and lantana. The creek area will be landscaped with sycamore trees, oak trees, coyote bush, buckwheat, willow, and elderberry.

Creek Setback/Trail

As noted above, the site is bounded by Arroyo Burro Creek on the west. The creek is currently channelized. The Creeks Division is proposing to remove the concrete and return the creek to a natural state. The plan for restoration has not been prepared, but an exploratory report was prepared by Questa Engineering to determine the feasibility of restoration. The report identified three cross sections showing how the creek bank could be restored. Each of these options results in a different theoretical top of bank.

In an effort to maximize the creek setback and preserve affordable units, the Housing Authority directed RRM Design Group to move the proposed building as close to South Hope Avenue as possible. In doing this, the project can now provide a setback that ranges between 41'x3" and 45'x2" (shown on Civil Section – Sheet C3) from the existing theoretical top of bank to the proposed structure, as shown on Sheet A1a. As shown on Sheet A1b, if the creek is restored to a more natural setting and Option B1 from Questa's report is implemented, a 53 ft setback can be provided.

The setback area also includes a 10 ft trail that extends along the creek and connects into South Hope Avenue to the north, and into the existing path to the south. This path runs along the top of the bank, adjacent to the auto dealership, down to Calle Real, and is an approximate four-feet-wide natural dirt path. The proposed path is located within the existing 25 ft multi-use path easement.

Grading/Drainage

The site is currently vacant with a ground covering of light grasses and shrubs. Slopes on the majority of the site are approximately two percent. Along the west boundary, the grade drops at roughly 45 percent toward the channelized creek. The project site also has a high point at the center of the site, adjacent to the creek. It was likely created from fill material associated with the adjacent development being stored on-site. Drainage from the west-half of the site currently sheet flows overland into the creek. Drainage from the east-half of the site sheet flows overland into the existing gutter on South Hope Avenue. From the gutter, drainage flows into a curb inlet on South Hope Avenue and into an 18 inch storm drain that outlets into the channelized creek.

The site will be graded to level it out and to ensure that stormwater is directed to stormwater treatment facilities and Arroyo Burro Creek. The on-site grading totals 2,660 cubic yards of cut and 200 cubic yards of fill. Approximately 2,460 cubic yards of soil would be exported.

The project complies with the Tier 3 Stormwater regulations and a Stormwater Quality report was submitted as part of the DART application.

Green Principles

We are aware that the City is eager to encourage the incorporation of green materials or techniques into projects in the community. Both RRM and our clients are committed to incorporating "green building" principles to the greatest extent feasible. The Housing Authority will be exploring the use of solar panels within the project and other green building elements. In addition, the Housing Authority will be seeking federal tax credits, which require that the energy efficiency of the building exceed current Title 24 requirements by 10% (actual requirements reads by 40% of the 2008 requirements).

ABR Review

On April 4, 2014, the senior housing concept was presented to the Architectural Board of Review. The ABR was generally supportive of the concept and provided comments on the size and scale of the project. Some members of the ABR were interested in pulling third-story elements back from the street.

On November 9, 2015, the ABR reviewed the project for a second time. Overall, the ABR was supportive of the project design including the massing and the scale. They found that the project was compatible with the character of the city and the neighborhood. They made some suggestions about potentially reducing the massing in the northeast corner of the building by reducing the number of stories. It was determined that this could not be accomplished without losing units or putting residents on the fourth floor. Neither solution was workable from the

Housing Authority's perspective; therefore, the change was not implemented. They also commented that they believed the proposed setbacks were acceptable, including the creek setback.

AFFORDABLE HOUSING NEEDS

As outlined in each of the previous submittals, the need for affordable senior housing is growing significantly nationwide. In California alone, the senior population is expected to grow from 4.5 million to 8.8 million by 2030. Many of those seniors saw what retirement they had decline significantly during the recession and recovery has been difficult. As reported in UCLA's Elder Economic Security Index, nearly 40% of the County's senior population are economically insecure, and more than 5,000 seniors live on SSI alone in the tri-county area. The following statistics further reinforce the need for affordable senior housing:

- There are 1,482 senior applicants (18% of the overall waiting list) on the waiting list for Section 8 vouchers.
- There are 1,453 senior applicants (21% of the overall waiting list) on the waiting list for public housing.
- The percentage of seniors on these waiting lists has grown much faster over the past five years than for the group as a whole.
- Of the Housing Authority-owned housing stock (1,228 units), 532 units (43%) are occupied by elderly people (defined as 62 years of age or older).
- Approximately one-third of the residents at El Carrillo—the Housing Authority's first purpose-built property for special needs and the homeless—are elderly.
- The 2013 Vulnerability Index, conducted by the Central Coast Collaborative, on homelessness found that 9% of the most vulnerable homeless individuals in the County are seniors.
- Garden Court has a waiting list of 452 seniors.

Additionally, the City's Housing Element identifies the need for additional senior housing in the Needs Assessment as shown below:

> *"In 2000, 908 seniors aged 65 and older lived below the poverty level, up from 851 in 1990. The majority (65 percent) are 75 years of age or older. Thirty-five percent are between the ages of 65 to 74. This is up from 851 in 1990. The 2000 census also found that 4,744 persons (38.5 percent) of persons aged 65 and older reported having a disability. This information indicates that there are more elderly people in the City's population than 10 years ago living at poverty levels."*

The City's Housing Element also includes goals and policies that identify the development of senior housing as a priority:

> H.6. Housing Opportunities for Seniors. Seek to ensure the availability of a range of housing opportunities with an emphasis on extremely, very low, low, and moderate-income seniors.

Possible Implementation Actions to be considered:

- H6.1 Senior Housing. Encourage the development of a full range of senior living situations, available at market and affordable rates.
- H6.7 Housing Incentives. Continue to provide reduced parking incentives for senior housing projects in combination with bonus densities to encourage the development of small senior and disabled apartment projects including efficiencies and congregate care.

The Housing Authority has been searching for a site to develop a second Garden Court facility for several years. The acquisition of this site gives them the opportunity to add another 90 units for the frail, elderly, low-income residents, while helping to fulfill the City's goals and objectives.

CONCLUSION

There is a significant demand for affordable housing for this senior population and the Housing Authority and the Garden Court Board of Directors are very excited about building a second Garden Court within our community. As discussed above, the project team believes that this site is ideal for "The Gardens on Hope," given its proximity to commercial services and public transit. In addition, the team has been committed to working with the Planning and Creeks staff to identify a project that allows for the development of the project and restoration of Arroyo Burro creek.

We look forward to working with the Planning Commission and staff to bring this project to fruition. Please do not hesitate to contact me or Skip Szymanski of the Housing Authority if you have any questions.

Sincerely,

RRM DESIGN GROUP

Lisa Plowman
Planning Manager

cc: Rob Pearson, Housing Authority of the City of Santa Barbara
Skip Szymanski, Housing Authority of the City of Santa Barbara
Dale Aazam, Housing Authority of the City of Santa Barbara

Attachments:

A. Architectural, Civil, and Landscape Plans (11x17, 10 full-size sets)

RECUSALS: To avoid any actual or perceived conflict of interest, the following Commissioners recused themselves from hearing this item:

- Commissioner Bartlett recused himself due to his architectural firm working on another project with the Applicant.
- Commissioner Campanella recused himself due to serving on the Garden Court Board of Directors.

APPLICATION OF PEIKERT+RRM DESIGN GROUP, ARCHITECT FOR THE HOUSING AUTHORITY OF THE CITY OF SANTA BARBARA AND GARDEN COURT INC., 251 S. HOPE AVE., APN 051-240-008, ZONING DESIGNATIONS: E-3 (SINGLE FAMILY RESIDENTIAL)/P-D (PLANNED DEVELOPMENT)/SD-2 (UPPER STATE AREA OVERLAY)/SP-4 (RANCHO ARROYO SPECIFIC PLAN), GENERAL PLAN DESIGNATION: COMMERCIAL/MEDIUM HIGH DENSITY RESIDENTIAL (15-27 UNITS PER ACRE) (MST2014-00142)

The City received a request from the Housing Authority of the City of Santa Barbara and Garden Court Inc. to conceptually review a proposed affordable senior housing development consisting of a new 45,400 square foot, three-story building with 91 units on a vacant, 1.76 acre lot at 251 S. Hope Avenue. Ninety studio units would be provided for very low-, and low-income frail, elderly seniors and one two-bedroom unit would be provided as a manager's unit. The project includes a common dining area, commercial kitchen, and common indoor and outdoor area. The property is within the Rancho Arroyo Specific Plan area and includes a section of Arroyo Burro Creek.

The purpose of the concept review is to allow the Planning Commission and the public an opportunity to review the proposed project at a conceptual level and provide the applicant and staff with feedback and direction regarding the proposed land use and design. The opinions of the Planning Commission may change or there may be ordinance or policy changes that could affect the project that would result in requests for future project design changes.

No formal action on the development proposal will be taken at the concept review meeting, nor will any determination be made regarding environmental review of the proposed project.

Case Planner: Dan Gullett, Project Planner
Email: DGullett@SantaBarbaraCA.gov Phone: (805) 564-5470, ext. 4550

Dan Gullett, Project Planner, gave the Staff presentation. Cameron Benson, Creeks Manager, was present to answer any of the Commission's questions.

Rob Pearson, Executive Director, Housing Authority of the City of Santa Barbara, gave the Applicant presentation joined by Detty Peikert, Peikert+RRM Design Group, and Lisa Plowman, Planning Manager, Peikert+RRM Design Group.

Chair Schwartz opened the public hearing at 1:46 P.M.

The following people commented on the project:

1. Debbie McQuade, Director of Sarah House, supports Garden Court 2 to provide needed senior housing.
2. Emily Allen, Legal Aid and Common Ground Santa Barbara County (CGSBC), advocated housing support for homeless seniors.
3. Jon Peterson, CEO for Habitat for Humanity, spoke about the need for additional senior affordable housing.
4. Suzanne Elledge supports the project and spoke to the community benefit provided.
5. Marjorie Shore, Garden Court resident, spoke to the sense of community and assistance provided by Garden Court.
6. Garry Erickson, Garden Court resident, gave testimony to how Garden Court has changed his life and the value that Garden Court 2 could bring to others.
7. Elizabeth Wright, Garden Court resident, supports the Garden Court 2 project.
8. Vera Pommier, Garden Court resident, spoke to the independence that Garden Court has given her and supports the same experience for other seniors in the Garden Court 2 project.
9. Jimmy Joto, Garden Court resident, urged support for Garden Court 2.
10. Mickey Flacks, Housing Authority of Santa Barbara County, supports this project and the need for this project to be developed for the unmet needs of the senior community.
11. Courtney Seeple, retired developer, supports this project and the need it meets for area seniors.
12. Petra Lowen, Community Living Advocate, Independent Living Resource Center (ILRC), spoke to the need for this project to address the growing number of area seniors.
13. Eddie Harris, President, Santa Barbara Urban Creeks Council, submitted written comments and asked the Commission to provide space for proper creek restoration using City Creek Division recommendations. Suggested increasing the project to four stories could alleviate the recommended setback encroachment.
14. Daniel McCarter, neighbor, asked that creek restoration be considered before adding development to the undeveloped parcel.
15. Morgan Benevedo, People's Self-Help Housing, supports this project and the need it fills for the growing senior population, especially those not financially prepared for retirement.
16. Dr. Kiumarss Nasseri acknowledged the need for senior housing, but opposes the project's lack of parking, surrounding traffic, parcel limitations, and the amount of modifications needed for the project to be developed.
17. Phil Willis-Conger supports the project and asked that the proposed density be considered.

With no one else wishing to speak, the public hearing was closed at 2:18 P.M.

Chair Schwartz called for a recess at 2:34 P.M. and reconvened the meeting at 2:45 P.M.

Commissioner's Comments:

Specific Plan Amendment & Zone Changes:
The Commissioners agreed that given the site constraints, affordable housing was the best use of the parcel and could support both the Specific Plan Amendment and the Zone Change to allow it. Commissioners Jordan and Thompson added that they would favor whichever zone would facilitate the project best, either R-3 with a front setback modification or C-2, which has a less restrictive front setback

Lot Area Modification and Front Setback Modification:
The majority of the Commission could support the requested Modifications to allow for additional density and to encroach into the third story front setback (if the zone is changed to R-3 rather than C-2). Commissioner Jordan asked for additional information on the financial implications of having less units on this property to provide additional creek setback area.

Minimum Creek Setback:
The majority of the Commission could support the setback shown on the conceptual plans, pending the outcome of the Questa Engineering Corporation analysis on the feasibility of removing the concrete creek channel on the property and restoring the creek. Commissioner Schwartz stated that policy balancing between housing and restoration was the key. Commissioner Thompson added that in an urban environment, preservation of creeks is desired, but people need to be a priority.

Parking Modification:
The majority of the Commission could support a Parking Modification, pending the outcome of a Parking Demand Study. Commissioner Schwartz stated that, given the target population and the parking track record of Garden Court I, she did not see the need for a study. Commissioner Jordan would like to see more statistical and operational information to support the modification request, rather than just hearing that reduced parking has worked in similar projects.

Public Improvements:
The majority of the Commission could support reduction from the recommended eight-foot-wide sidewalk and four-foot-wide parkway width if it allowed for a greater creek setback. Commissioner Jordan asked that the City not put a greater burden on this project with respect to the trail easement and the construction of the trail than it did on the property to the south, and asked for clarity on who will maintain the trail.

III. CONCEPT REVIEW:

ACTUAL TIME: 1:43 P.M.

RECUSALS: To avoid any actual or perceived conflict of interest, Commissioner Campanella recused himself from hearing this item due to serving on the Garden Court Board of Directors.

Commissioner Campanella left the dais at 1:46 P.M.

APPLICATION OF PEIKERT+RRM DESIGN GROUP, ARCHITECT FOR THE HOUSING AUTHORITY OF THE CITY OF SANTA BARBARA AND GARDEN COURT INC., 251 S. HOPE AVE., APN 051-240-008, ZONING DESIGNATIONS: E-3 (SINGLE FAMILY RESIDENTIAL)/P-D (PLANNED DEVELOPMENT)/SD-2 (UPPER STATE AREA OVERLAY)/SP-4 (RANCHO ARROYO SPECIFIC PLAN), GENERAL PLAN DESIGNATION: COMMERCIAL/MEDIUM HIGH DENSITY RESIDENTIAL (15-27 UNITS PER ACRE) (MST2014-00142)

The City received a request from the Housing Authority of the City of Santa Barbara and Garden Court Inc. for a second Planning Commission concept review in order to provide feedback on four design alternatives on the vacant, 1.76 acre lot at 251 S. Hope Avenue. The alternatives would provide 90 to 93 units of affordable senior housing and 27 to 40 parking spaces. One of the design alternatives includes fourth story elements; the other three alternatives are proposed to be three stories. The property is included in the Rancho Arroyo Specific Plan area.

The purpose of this concept review is to allow the Planning Commission and the public an opportunity to review the design alternatives at a conceptual level and provide the applicant and staff with feedback and direction regarding the proposed land use and design. The opinions of the Planning Commission may change or there may be ordinance or policy changes that could affect the project that would result in requests for future project design changes.

No formal action on the development proposal will be taken at the concept review meeting, nor will any determination be made regarding environmental review of the proposed project.

Case Planner: Dan Gullett, Project Planner
Email: DGullett@SantaBarbaraCA.gov Phone: (805) 564-5470, ext. 4550

Dan Gullett, Project Planner, gave the Staff presentation. Cameron Benson, Creeks Manager, was available to answer questions.

Rob Pearson, Executive Director, Housing Authority of the City of Santa Barbara, gave the Applicant presentation and acknowledged the presence of Board Members from the Housing Authority of Santa Barbara, and Garden Court. Detlev Peikert, Architect continued the presentation.

Chair Thompson opened the public hearing at 2:39 P.M.

Commissioner Schwartz left the dais at 2:40 P.M. and returned to the dais at 2:42 P.M.

The following people commented in support of the concept:

1. David Hughes, Housing Authority of the City of Santa Barbara Board Member
2. Margaret Frederick, Garden Court Resident
3. Elizabeth Wright, Garden Court Resident
4. Mickey Flacks
5. Zahra Nahar-Moor, 2nd Story Associates
6. Edward Steinfeldt, Hope Village neighbor

The following people commented in opposition or with concerns about the concept:

1. James Smith, Hope Village neighbor, concerned with density of the project, opposition to four stories, and impacts to limited street parking.
2. Vickie St. Martin, Hope Village neighbor, concerned with traffic safety and impacts to limited street parking.
3. Lee Moldaver is supportive, concerned with traffic safety and impact to Arroyo Burro Creek setback. Suggested reclaiming part of Hope Avenue.
4. Tamara Diamond, Hope Village neighbor, concerned with impacts to limited street parking and traffic safety. Opposes any four story concept.
5. Jim Diamond, Hope Village neighbor, concerned with the proposed four story height.
6. Jenna Driscoll, Santa Barbara Channelkeeper, concerned with the Arroyo Burro Creek setback and requested that the 50 foot setback be the minimum accepted.
7. Jean Parks, Hope Village neighbor, concerned with neighborhood compatibility and asked that the project not exceed two stories.
8. Dan McCarter, Friends of Arroyo Burro, wants 50 foot setback from top of bank maintained and no hardscape within the 50 foot setback.
9. Eddie Harris, Santa Barbara Urban Creeks Council, submitted written comments, 50 foot creek setback is minimum acceptable for Creek protection.

With no one else wishing to speak, the public hearing was closed at 3:15 P.M.

Chair Thompson called for a recess at 3:15 P.M. and reconvened the hearing at 3:30 P.M.

Commissioner Schwartz left the dais at 4:43 P.M. and returned to the dais at 4: 46 P.M.

Commissioners were asked to comment on 1) whether the location was appropriate for the proposed use; 2) the minimum acceptable setback for the creek. 3) support for the reduced front setback; and 4) whether a four story project could be supported.

Commissioner's Comments:

Location:

- A majority of the Commission supported the location as being appropriate for the proposed use.

Creek Setback Minimum:

- Commissioner Schwartz can support a creek setback between 26' and 35'.
- Commissioners Jordan and Lodge support a minimum creek setback of 50 feet as recommended by the Creeks Division.
- Commissioner Higgins prefers thresholds for unit count over setback and would like to get to 50 feet as much as possible.
- Commissioner Pujo prefers a minimum creek setback of 50 feet, but would accept a setback of slightly less than, but closer to, 50 feet.
- Commissioner Thompson supports a creek setback exceeding 25 feet.

Front Setback Modification:

- Many Commissioners could support a front setback modification.
- Commissioners Schwartz and Jordan suggested reducing the sidewalk width to the legally-required minimum to meet ADA standards.
- Many Commissioners agreed with the suggestion made by Lee Moldaver to reclaim some width of S. Hope Avenue from the travel lanes and median, which would allow the building to be located further away from the creek.
- Commissioner Jordan suggested gaining more creek setback by eliminating the parkway, since there is no other parkway in the area; and reducing the front setback for the building.
- Commissioners Lodge and Higgins would be disappointed in losing the parkway, but support the resulting increase to the creek setback.

Four Stories:

- A majority of the Commission did not feel that four stories were necessary and could support a three story project.
- Commissioners Pujo and Lodge could support a fourth story.
- Commissioners Higgins and Thompson could not support a fourth story.
- Commissioner Higgins does not support a podium building design.

Additional Comments:

- Many Commissioners pointed out the need to balance General Plan Goals, Policies, and Implementation Strategies for competing community needs.
- Commissioner Pujo stated that Alternatives 1 and 4, because of the parking layout and less cost, were the better of those presented.
- Commissioner Higgins suggested that the Housing Authority submit an application rather than request another concept review, to move forward with a request to Public Works to review potential changes to S. Hope Avenue.

MOTION: Jordan/Pujo

Instruct Staff to initiate discussions between the applicant and Public Works Staff regarding the potential to narrow the southbound travel lane, median and/or sidewalk of S. Hope Avenue and report back to the Planning Commission within 60 days.

Commissioner Schwartz referenced Housing Element Policy H16, and asked for expediency in Staff exploration.

This motion carried by the following vote:

Ayes: 6 Noes: 0 Abstain: 0 Absent: 1 (Campanella)

AUTHORITY AND CONDITIONS

SPECIFIC PLAN NO. 4 - RANCHO ARROYO

I. Authority

Specific Plan No. 4 is approved in accordance with the City of Santa Barbara Municipal Code Section 28.08.

II. Boundary of Specific Plan No. 4

The City Council of the City of Santa Barbara hereby establishes Specific Plan No. 4, applicable to the areas shown on the map (Attachment 1) as Area "A", Area "B", and Area "C" and that area described in the attached legal description (Attachment 2). The site of Specific Plan No. 4 is within the Hitchcock Neighborhood of the City and is comprised of two parcels of land totalling approximately 28.6 acres.

III. Intent and Purpose

The General Plan of the City of Santa Barbara outlines goals and policies which directly affect the development of the property described herein. There are also additional controls in the form of various applicable sections of the City's Zoning Ordinance which also apply. The purpose of Specific Plan No. 4 is to allow for a more precise level of planning for the property in question than is ordinarily possible, while at the same time, ensuring that orderly development be a guiding criterion. Specific Plan No. 4 is also intended to provide a sufficient level of land use controls to ensure consistency with Charter Section 1507, which states that it is the policy of the City that its land development shall not exceed its public services and physical and natural resources.

IV. Procedures

Any and all future development of the property shall conform to the provisions of Specific Plan No. 4. No further development shall be permitted without the following:

1. Environmental assessment of any development plan as required by the California Environmental Quality Act and the City's Environmental Review Guidelines.

2. All relevant discretionary reviews as required in the City of Santa Barbara Municipal Code, including but not limited to Architectural Board of Review and Planning Commission approvals.

EXHIBIT E

V. Specific Plan Provisions

Specific Plan No. 4 proposes land uses for three distinct areas within a the Specific Plan Area (see Attachment 1). The Plan itself contains the following items:

ITEM	PAGE
o Permitted Uses	2
o Development Regulations	3
- Circulation Improvement Plan	3
- Public Facilities Plan	6
- Transportation Management Plan	9
- Energy Conservation Plan	9
- Resource Recovery Plan	10
- Site Design Features	10
- Housing Plan	12
- Geologic Hazards	13
- Flood Hazards	13
o Administration of Specific Plan	14

Within each of these areas the Specific Plan delineates appropriate guidelines and regulations which govern development, its nature, intensity and timing.

VI. Permitted Uses

1. Area A -

Low Intensity Planned Development (PD) consisting of the following:

- o Automobile Dealerships; and
- o Ancillary facilities which are part of the automobile dealerships; except
- o Spray paint booths shall be permitted only after a determination by the APCD or other subsequent air quality regulating agency that the proposed design would not emit vapors or fumes that could travel beyond the boundary of Area A, and upon approval of the Planning Commission making the findings required for a Conditional Use Permit.

2. Areas B and C -

Residential Uses and Planned Development (PD) as provided for below, consistent with the provision of the Housing Plan section of the Specific Plan and Exhibit A.

- Area B(1) shall be developed with one of the following:

  (i) Fifty dwelling units of owner-occupied or rental housing all of which are "affordable" as set forth in Section VII(G) of this Plan,

  or

  (ii) Seventy-nine (79) units of owner-occupied or rental housing, all of which are "affordable" as set forth in Section VII(G) of this Plan and restricted to occupancy by persons over the age of 62.

- Area B(2) - Within the first five (5) years from the date of approval of the Specific Plan, there may be the development of automobile dealership uses including showrooms, lot storage and ancillary facilities part of these specified uses but prohibiting spray paint booths, service, or assembling facilities.

  If this area is not developed or is only partially developed for such uses within the specified period of time, the remaining area shall be developed with one of the following:

  (i) owner-occupied or rental housing at a density of 11.56 du/acre, all of which are "affordable" as set forth in Section VII(G) of this Plan,

  or

  (ii) owner-occupied or rental housing at a density of 17.92 du/acre, all of which are "affordable" as set forth in Section VII(G) of this Plan and restricted to occupancy by persons over the age of 62.

- Area C - Up to fifty (50) dwelling units; and

- Recreation/Open Space/Parking ancillary to the residential uses.

VII. Development Regulations

A. Circulation Improvement Plan

The Specific Plan No. 4 incorporates a portion of the City Draft Circulation Element with respect to addressing the need for adequate circulation in the area. Due to the strategic location of the property in question, coupled with the variety

of land uses and capital improvements needed to carry out the Draft Circulation Element of the City's General Plan, phasing and timing of the key project elements is important. In order to develop this circulation system in a timely and systematic method, the Specific Plan sets forth the following Circulation Improvement Plan.

1. Land Dedications for Public Street Purposes

   a. Specific Dedications:

      1. Hope Avenue north of La Rada shall have a seventy-two foot right-of-way. An offer to dedicate all of the right-of-way shall be completed pursuant to the land dedication phasing outlined below.

      2. Hope Avenue south of La Rada shall have a seventy-six-foot right-of-way, however, eighty-eight feet of right-of-way shall be provided for a distance of 250 feet north of Calle Real. An offer to dedicate sufficient right-of-way to accomplish the above shall be completed pursuant to the land dedication phasing outlined below.

      3. Hitchcock Way shall have a sixty-foot right-of-way, however, sufficient additional right-of-way shall be provided immediately north of La Rada to accomplish necessary street transition as required by the Public Works Department. An offer to dedicate all necessary right-of-way shall be completed pursuant to the land dedication phasing outlined below.

      4. La Rada shall have a fifty-six foot right-of-way. An offer to dedicate right-of-way sufficient to accomplish the above shall be completed pursuant to the land dedication phasing outlined below.

      5. Right-of-way sufficient to accommodate freeway on and off ramps shall be dedicated along Calle Real as it fronts the property. The exact amount of dedicated right-of-way shall be determined by the Public Works Director generally consistent with the conceptual hook-ramp alignment depicted in Attachment 3. An offer to dedicate all necessary right-of-way shall be completed pursuant to the land dedication phasing outlined below.

b. Land Dedication Phasing:

Dedication of all public street right-of-way, as described above, shall be completed prior to the earliest of the following events:

1. Recordation of any Final Map for the property.

2. Issuance of a building permit for any building on the property.

3. Two years from the date of approval of the Specific Plan.

2. Street Improvements

a. The applicant shall construct the following street improvements to the satisfaction of the Public Works Director including, but not limited to, curbs, gutters, sidewalks, asphalt concrete pavement on aggregate base, underground utilities, street lights with underground wiring, appropriate directional and regulatory traffic control signs, sewer system, water system and adequate positive drainage:

1. Hope Avenue, between Calle Real and Arroyo Burro Creek, shall be constructed as a four lane, sixty-foot public street with sidewalks.

2. Hitchcock Way shall be constructed, through the site, as a two-lane, forty-foot public street with sidewalks. Additional construction in excess of the forty feet shall be required immediately north of La Rada to accomplish the necessary street transition.

3. La Rada, between Hope Avenue and Hitchcock Way, shall be constructed as a two-lane, forty-foot public street with sidewalks.

4. Calle Real shall be constructed, along the site, as shown on Attachment 3. The applicant shall be financially responsible for the construction of the northerly half-street and sidewalk.

b. In addition to the above street improvements, the applicant shall pay to the City the designated percentage of the construction cost for the following improvements:

1. Signalization of the Calle Real at Hope Avenue

intersection in the amount of 25 percent of the total cost.

2. Signalization of the Calle Real at Hitchcock Way intersection in the amount of 25 percent of the total cost.

3. Construction of a four-lane seventy-two-foot wide bridge on Hope Avenue across Arroyo Burro Creek in an amount equal to the percentage of Specific Plan generated traffic relative to the average daily traffic estimated to use the bridge as determined by the Public Works Department.

c. Traffic Mitigation Fees

The applicant agrees to pay all Overpass Improvement and SD 2 fees based upon the total trip generation for Specific Plan Areas A, B and C.

d. Street Improvement Agreement

To insure that necessary street improvements are completed in a timely fashion, the applicant shall execute within 120 days of approval of this Specific Plan, or extension thereof by the City Council, an agreement to construct the required street improvements, which shall provide that:

1. All required street improvements shall be constructed by the applicant within two year of approval of the Specific Plan and prior to the issuance of the first Certificate of Occupancy for any structure on Areas A, B or C;

2. In the event the applicant does not construct the required improvements within two years, the City may construct those improvements and the applicant has agreed to reimburse the City for costs expended in such construction; and

3. The applicant has agreed to pay to the City the fees specified in paragraphs 2.b. and 2.c. above prior to issuance of the first building permit for a structure on the property.

B. Public Facilities Plan

1. Water Service:

Domestic and emergency water service to all land uses within the Specific Plan area is to be provided through the City Public Works Department, Water Resources Division.

All existing on site wells shall be dedicated to the City. This dedication shall be accomplished in one of the following manners, subject to whichever occurs first:

a. Prior to recordation of any Final Map for the property; or

b. Prior to issuance of building permits for any development plan on the property; or

c. Within two years from the date of approval of the Specific Plan.

2. Water Allocation and Conservation:

Development pursuant to the Specific Plan shall be allocated a total of 65 acre-feet-per-year. A water consumption analysis/conservation plan shall be provided by the developer at the time of Development Plan Review for each area to ensure compliance with the overall water allocation and that adequate allocation remains for the development of other areas of the Plan. The water consumption analysis shall be based upon standards approved by the Public Works Department. The water conservation plan shall include but not be limited to the use of the following:

- o Low-flush toilets
- o Low-flush urinals
- o Flow-restricted faucets and shower heads
- o Drought tolerant landscaping
- o Automatic systems and drip irrigation for landscape watering, to be used during early morning or evening hours.

3. Wastewater Treatment:

Wastewater treatment of all project-related sewage flows shall be provided by the City of Santa Barbara.

4. Parks and Recreation:

The City's General Plan Map indicates a Park Symbol on the Specific Plan property. Any development shall be reviewed by the Parks and Recreation Commission for the generation of additional recreational demand and the

provision of adequate on site recreational opportunities. Developments must be found to satisfy any new demands on site. In addition, the following shall be accomplished:

Area A

A 25-foot pedestrian and equestrian trail easement shall be dedicated along the easterly bank of Arroyo Burro Creek prior to recordation of any Final Map or prior to issuance of building permits. Within this easement, a pedestrian and equestrian trail shall be constructed by the developer of Area A concurrent with the development of uses on Area A. However, equestrian use of the trail shall only be allowed when and if adjacent segments are completed and available for use. In addition, private recreational facilities may also be constructed for employee use. Such facilities shall be limited to employee picnic/lunch areas and/or passive recreational areas.

Areas B and C

Any commercial uses on Area B may construct private recreational facilities for employee uses. Such facilities shall be limited to employee picnic/lunch areas and/or passive recreational areas.

Residential developments shall provide open space for passive and active recreation. Such facilities may include, but shall not be limited to:

- o Grassy open areas;
- o Lawn bowling or shuffleboard;
- o "Tot lots;"
- o Tennis court(s);
- o Swimming pool(s); and
- o Passive recreation areas.

5. Fire, Security and Safety Protection

Development of all land uses within the planning area shall be subject to the provision of adequate fire, security and safety protection guidelines as outlined below and in the Zoning Ordinance of the City of Santa Barbara:

a. Adequate fire flow pressure as required by the Fire Chief shall be demonstrated prior to issuance of Certificate of Occupancy.

b. Building materials shall be fire resistant and designed to minimize fire hazards due to earthquakes or other natural causes.

c. The following additional requirements shall be conditions of the issuance of occupancy permits for development within the various areas of the Specific Plan:

- o Smoke detectors in all commercial areas, work spaces and residential units.
- o Fire alarm system that is tested and reliable during all adverse circumstances.
- o Sprinkler systems where determined to be necessary.
- o Posted safety procedures and evacuation routes throughout all commercial developments.

C. Transportation Management Plan

In an attempt to minimize single occupant vehicle trips, the following alternative transportation incentives shall be provided with the Planned Development uses proposed for Areas A and/or B:

- o Shuttle bus service shall be provided for service customers.
- o Secure, covered bicycle parking shall be provided for employee use.
- o Showers and locker facilities shall be provided for use by employees.
- o Employees shall be made aware of the Ride Sharing Program, administered by the Area Planning Council.

D. Energy Conservation Plan

As part of the submittal of development plans for Areas A, B or C, the applicant shall submit a detailed energy conservation plan(s) which shall include, but not be limited to, the following:

1. Electrical and Lighting:

- o Minimize use of unnecessary lighting with use of timers and automatic shutoff switches.
- o Establish lighting needs and priorities for different periods of day and night.
- o Develop a plan to minimize peak power demand.
- o Use of alternative lighting types with the most effective energy savings.

- o Maximize use of natural lighting.
- o Survey effective passive cooling and ventilation features, including structure design to take advantage of sun shading and wind-induced cross-ventilation.
- o The developer shall prepare a program to encourage employees to conserve energy.

2. Natural Gas Conservation:

All development plans shall provide for natural gas conservation. This effort shall include:

- o Insulation of walls, floors and ceilings.
- o Use of building materials that store daytime heat.
- o Controlled penetration of sun through south-facing windows (i.e., awnings, special blinds, double glazed windows, overhangs).
- o Provision of solar water heaters, if feasible.

E. Resource Recovery Plan

As part of the submittal of development plans for Area A, B or C, the applicant shall submit a detailed resource recovery plan which addresses such items as the appropriateness and feasibility of recycling glass, aluminum and newsprint.

F. Site Design Features

1. Development plans pursuant to the Specific Plan shall be reviewed by the Architectural Board of Review and the Planning Commission in regard to the following:

   a. Hope Avenue will serve as a major entrance to the Northside of the City. All commercial development abutting Hope Avenue shall be designed in a manner which enhances this City entrance and provides a park-like setting.

   b. Commercial developments shall provide generous landscaped buffers along property lines, especially for street frontages.

   c. Commercial developments shall follow the Planned Development (PD) development standards.

   d. Where on or offsite residential uses are located adjacent to commercial uses, generous landscaped setbacks shall be provided to buffer the residential dwelling units.

   e. All loading docks, trash areas, and service areas shall be screened from the view of adjacent streets of properties with structural enclosures and/or dense landscaping.

2. Signs and Lighting Regulations

   a. All signs shall be subject to review and approval, disapproval, or conditional approval by the Sign Committee.

   b. Signs shall be minimal, clear and unobtrusive.

   c. All exterior lighting shall be low intensity and the "white" light color spectrum, except that necessary for recreational purposes.

   d. Lighting standards shall not exceed 20 feet in height, excepting public street lights along the street right-of-way or that necessary for recreational activities and shall be oriented away from any residential areas.

3. Utilities

   All utilities within the Specific Plan shall be underground.

4. Noise

   External loudspeaker systems shall not be allowed on Area A or Area B, except as provided by the Planning Commission upon Development Review.

5. Parking

   a. Development shall provide parking in accordance with the SD-2 Ordinance and Municipal Code requirements. However, parking needs for individual development may be evaluated on a site/use-specific basis. New development may be required to provide parking in excess of the minimum ordinance requirements, based upon site-use-specific considerations.

   b. The developer shall waive the right to protest the formation of a parking district prior to the recordation of any Final Map for the property or prior to issuance of building permits for any development plan, whichever occurs first.

6. Oak Trees

   a. The grove of Coast live oak trees in the northeast portion of the property shall be preserved.

   b. During construction, the oaks shall be appropriately fenced.

G. Housing Plan

1. Density Affordability

a. Total Number of Dwelling Units, Density

There may be a total of up to 191 residential dwelling units developed on Areas B and C as provided for and described in Section VI, which is consistent with the density provisions of the City's General Plan, as amended.

b. Affordability

All units developed within Area B shall be affordable to low or moderate income households.

The units shall be maintained as affordable units for such households for as long a time period as is feasible as determined by the Community Development Director. Affordability shall be determined with reference to criteria in use by the Community Development Department at the time of the initial sale or the resale of the unit(s). The Community Development Director is authorized to approve the implementation of this condition by means of a recorded covenant or any other mechanism reasonably designed to assure its fulfillment. Prior to the issuance of the Certificate of Occupancy, the initial sale price of any purchase units and the selection process or marketing plan shall be approved by the Director of the Community Development Department.

2. Housing Agreement

The affordable housing required by this Specific Plan shall be constructed and receive a Certificate of Occupancy prior to issuance of the first Certificate of Occupancy for a structure on Area A. In the alternative, the applicant may execute, within 120 days of approval of this Specific Plan or extension thereof as approved by the City Council, an agreement conveying an option to purchase or lease Area B to the Housing Authority for the City of Santa Barbara, or another agency or entity approved by the City, for the purpose of constructing affordable housing. The agreement shall provide that:

a. The option shall be void if within five (5) years of adoption of the Specific Plan affordable housing is constructed on Area B in accordance with this Plan and to the density authorized herein;

b. The optionee may freely assign the agreement without the optionor's consent;

c. The option is subject to any election by the applicant to utilize a portion of Area B for commercial uses authorized by this Specific Plan.

H. Geologic Hazards

At the time of development review for projects on Areas A, B or C, the applicant shall submit a geotechnical report. This report shall relate specifically to the submitted plan and address at a minimum:

a. The recommended design earthquake magnitude, the engineering characteristics of this earthquake (i.e., maximum ground acceleration, duration of strong shaking, etc.), including the effects of side conditions and its likelihood of occurrence. Site effects may include changes in near surface conditions that will occur as a part of grading.

b. The fault zone and fault setback zones associated with the Mission Ridge Fault. (These zones shall be shown on all development plans).

c. Measures to be implemented to reduce the potential for any identified liquefaction beneath the proposed structures to a level that is consistent with hazard reduction policies of the City.

d. Measures to be implemented to reduce settlement to amounts that can be accommodated by the proposed site improvements (i.e., structures, drainage devices, etc.).

This report shall be reviewed by the City to ensure that the measures proposed meet the intent of City policies regarding hazard reduction. The design earthquake characteristics as developed in this report shall be taken into account by the structural engineer in the design of the proposed site improvements. No habitable structures shall be constructed within the fault setback zone.

I. Flood Hazards

Development plans for Area A shall provide for the elevation of all structures two feet above the 100-year flood elevation (168 ft. MSL). Other standard conditions of the Santa Barbara Flood Control and Water Conservation District shall be adhered to. The City Public Works Department and County Flood Control shall develop standards for building setbacks from the creek, flood control easement, onsite drainage and offsite drainage.

Any required Flood Control or drainage easements shall be dedicated prior to recordation of any Final Map for the property or prior to issuance of building permits for any development plan on the property, whichever occurs first.

VIII. Administration of Specific Plan No. 4

All references herein to ordinances are to ordinances as currently written unless expressly provided to the contrary. To the extent legally permitted, in the event of any conflict between the Specific Plan or these conditions, the General Plan and ordinances or policies of the City of Santa Barbara, the Specific Plan or conditions shall prevail. In the event any condition or term herein set forth is declared illegal or unenforceable, the other terms and conditions shall remain in full force and effect to the full extent permitted by law. The administration of the Plan involves the following three components:

A. Rezoning and Required Agreements

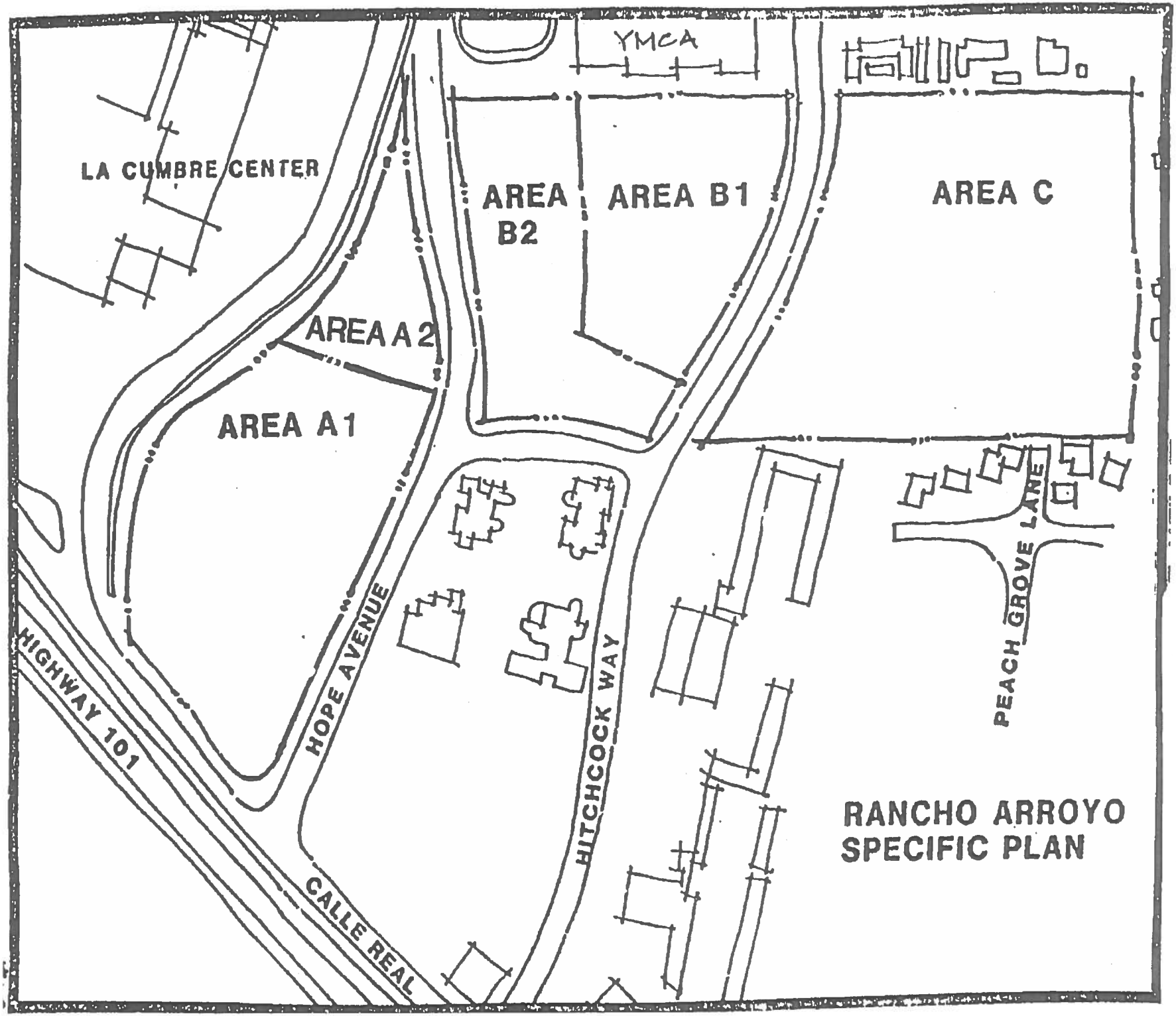
The City Council will consider the necessary ordinances implementing zoning changes on the property to carry out the provisions of the Specific Plan at such time as the required Street Improvement Agreement and Housing Agreement (if appropriate) are presented for approval. Such ordinances and agreements shall be submitted to the Council no later than 120 days from the date of approval of the Specific Plan, or extension thereof as approved.

B. Development Applications

The City shall consider and process in good faith any applications for development pursuant to the Specific Plan as adopted. Applications required by the Municipal Code for development within the Specific Plan shall be submitted to the Planning Commission within 150 days from the date that they are determined to be complete, consistent with the Specific Plan, and having completed environmental clearance pursuant to CEQA.

C. Amendments

Amendments to the Specific Plan shall be as provided for in the City's Municipal Code Section 28.08.


YMCA
LA CUMBRE CENTER
AREA B2
AREA B1
AREA C
AREA A2
AREA A1
HOPE AVENUE
HITCHCOCK WAY
PEACH GROVE LANE
HIGHWAY 101
CALLE REAL
RANCHO ARROYO
SPECIFIC PLAN

STORRER
ENVIRONMENTAL
SERVICES

2565 Puesta Del Sol Road #3
Santa Barbara, CA 93105
(805) 682-2065
storrer.john@verizon.net

Bob Cunningham
Arcadia Studio
202 E. Cota Street
Santa Barbara, CA 93101

November 30, 2015

Re: Creekside Native Habitat Enhancement Plan for the Gardens on Hope Development Project (APN 051-240-008)

Mr. Cunningham,

This Native Creekside Habitat Enhancement Plan (Plan) provides recommendations for native habitat enhancement along a portion of Arroyo Burro Creek for the proposed Gardens on Hope Development Project (Project). The Project is located in the City of Santa Barbara (City), at 251 South Hope Street (APN 051-240-008) (Project Site). This Plan is to be used in support of an amendment to the Rancho Arroyo Specific Plan, a rezone to Multi-Family Residential (R-3), a lot area modification, a setback modification, and a modification of parking requirements to allow the development of a 90 unit affordable housing project.

The objective of the Plan is to improve the existing native creekside habitat and increase the Project Site's ability to support naturally occurring flora and fauna along the eastern bank of Arroyo Burro Creek. The goals of the Plan are to:

- Enhance the existing native creekside vegetation along Arroyo Burro Creek;
- Increase native plant diversity;
- Establish a self-sustaining native creekside plant community; and,
- Improve ecosystem functions and services.

This Plan provides recommendations for site preparation, erosion control, native planting palette, planting specifications, irrigation, and maintenance.

PROJECT DESCRIPTION

The Project Site is located on a 1.76 acre vacant lot with a portion of Arroyo Burro Creek along its western boundary. The Project includes development of 89 affordable studios, a one-bedroom manger's unit, a parking lot, an outdoor common open space area along South Hope Avenue, an outdoor common space area on the western side of the building that faces Arroyo Burro Creek, an 8-foot wide public multi-use trail that parallels the creek from north to south, and two detention basins "bioswales" along the east side of the multi-use path. Grading in preparation for Site development will require 2,660 cubic yards of cut and 200 cubic yards of fill; approximately 2,460 cubic yards of soil will be exported off-site.

EXISTING CONDITIONS

This segment of Arroyo Burro Creek consists of a concrete-lined trapezoidal channel that is largely unvegetated. The Plan focuses on the creekside area that is located between the top of the existing concrete channel (Arroyo Burro Creek) and the proposed multi-use trail approximately 40 feet upslope (east) (Creekside Enhancement Area). The Creekside Enhancement Area totals approximately 10,550 square feet (0.24-acre). The remaining area on the western side of the Project Site, between the multi-use trail and the building, will also be landscaped with plant species native to the region. The landscape plan for the area between the multi-use trail and the building will include the species recommended in the Creekside Native Enhancement Area Planting Palette provided below (see Table 1).

Existing vegetation types within the Creekside Enhancement Area consists of degraded coast live oak (*Quercus agrifolia*) woodland and non-native grassland/ruderal habitat (see Attachment A – Site Photographs). The coast live oak woodland is located directly adjacent to the top of the concrete channel and includes 14 coast live oak trees, 13 coyote brush (*Baccharis pilularis*), one buckbrush (*Ceanothus cuneatus* var. *cuneatus*), one big pod ceanothus (*C. megacarpus* var. *megacarpus*), and one California brittlebush (*Encelia californica*). Several non-native species including tree tobacco (*Nicotiana glauca*), fennel (*Foeniculum vulgare*), and multiple lemon trees (*Citrus* x *limon*) have also become established here (see Attachment A – Site Photographs).

There is a dilapidated chain-link fence located along the top of the concrete channel that will likely need to be replaced, at least in part, during construction. The chain-link fence is located under the canopies of multiple oak trees and is entangled in the branches of some of the coyote brush shrubs along the top of the concrete channel. No coast live oak trees are anticipated to be removed as part of the Project; however, repairs to and/or replacement of the fence may require trimming of oak tree limbs and removal of some coyote brush (see Attachment A – Site Photographs). In addition, several coyote brush shrubs may be removed to facilitate recontouring of the slope leading to the top of the concrete channel.

The non-native grassland/ruderal habitat along the slope above the concrete channel and above the top-of-bank consists of non-native, ruderal plant species that are typically found in highly disturbed areas. Within the Creekside Enhancement Area this vegetation type includes non-native annual grasses such as slender wild oat (*Avena barbata*), ripgut brome (*Bromus diandrus*), Italian rye (*Festuca perennis*), and Bermuda grass (*Cynodon dactylon*),

non-native forbs including cheeseweed (*Malva parviflora*), puncture vine (*Tribulus terrestris*), English plantain (*Plantago lanceolata*), summer mustard (*Hirschfeldia incana*), prickly lettuce (*Lactuca serriola*), and lamb's quarters (*Chenopodium album*).

A palm tree stump and trunk, wooden debris, and other refuse are also present in the non-native grassland/ruderal habitat and will be removed as part of the Project (see Attachment A – Site Photographs).

SITE PREPARATION

Prior to grading and recontouring of the Project Site, all non-native trees and shrubs, as well as trash and debris, within the Creekside Enhancement Area should be removed. Non-native species to be removed include tree tobacco, fennel, and lemon trees.

Prior to grading and recontouring of the Project Site, protective fencing should be installed to prevent impacts to oak woodland habitat along to top of the concrete channel. Protective fencing should be installed at or outside of the critical root zone (CRZ) of existing oak trees (edge of the canopy of trees plus a 6 foot buffer), where possible. If encroachment within the CRZ of oak trees is necessary, the following measures should be implemented:

- Compaction of the root zone should be avoided;
- Excavation within the CRZ of oak trees should be conducted by hand;
- All roots one inch in diameter or greater encountered during construction should be cut cleanly with a sharp saw and should be sealed and backfilled immediately to allow for new root regeneration; and,
- All trimming of oak tree limbs and/or cutting of roots one inch in diameter or greater should be conducted by a qualified landscape contractor or arborist.

In the event the chain-link fence needs to be removed and replaced, care should be taken to avoid coyote brush, ceanothus, and coast live oak trees to the greatest extent feasible. If oak trees must be trimmed to access the fence, all tree trimming should be conducted by a qualified landscape contractor or arborist.

Following grading and recontouring of the Project Site, a biodegradable coconut fiber erosion control blanket, with no plastic or polypropylene fibers, should be installed along the slope above the concrete channel to prevent sediment transport to Arroyo Burro Creek. Container grown plant materials should be installed along the slope by cutting planting holes through the erosion control blanket. In addition, the following standard Best Management Practices (BMPs) should be implemented in the Creekside Enhancement Area throughout the duration of the Project:

- Staging and storage of equipment should be outside of the dripline of oak trees;
- Drip pans are to be placed beneath all stationary mechanical equipment;
- Equipment should be checked and maintained daily, to prevent leaks of oil or other substances into the soil, or creek channel;

- Equipment maintenance should be done above the top of bank to prevent impacts to the creek channel;
- The Creekside Enhancement Area should be kept free of trash and debris at all times;
- Precautions should be taken to prevent sediment transport to the creek channel and downstream locations. This includes, but is not limited to, the installation of silt fence, straw wattles, and gravel bags along the toe of the slope above the concrete channel.

PLANTING PALETTE

The planting palette for the Creekside Enhancement Area is comprised of native tree and shrub species that are present onsite or are compatible with Site conditions (e.g., habitat type, climate and elevation). The planting palette was developed to increase native plant diversity and improve ecosystem functions along the creek. All recommended trees and shrubs are native to the south coast of Santa Barbara County and are low water tolerant. The planting palette is provided in Table 1 below.

PLANTING SPECIFICATIONS

Container plants should be acquired from and/or contract grown by a local wholesale California native plant nursery such as Santa Barbara Natives, Inc. Using plants grown from locally sourced seed will take advantage of the local genetic adaptations of these species. Most of the plants should be installed from one-gallon size containers, with one plant per container. Coast live oak trees may also be grown in two-gallon size deep root containers.

Coast live oak trees should be planted at least 20 feet from any other tree or large shrub. Small trees (e.g., western redbud) and large shrubs (e.g., blue elderberry) should be spaced approximately 10 feet on-center. Spacing of medium to large shrubs (e.g., lemonade berry) should be 6 to 8 feet on-center and small shrubs/subshrubs should be spaced 4 to 6 feet on-center. The quantity of each plant species will be determined by the landscape contractor following completion of grading and recontouring of the Project Site.

All container-grown plants should be planted by hand in a planting hole that is at least two times the diameter and 4 to 6 inches deeper than the container the plant was grown in. To aid in plant establishment, a slow-release fertilizer may be placed in the bottom of each planting hole. The planting holes should be pre-soaked, if possible. When backfilling the planting hole, care should be taken to make sure that soil around the base of the plant is at approximately the same height or slightly higher than the soil adjacent to the planting hole. Soil should be packed around each newly planted plant and all plants should be watered immediately following installation.

Following installation of container plants, a 4- to 6-inch layer of mulch should be distributed throughout the Creekside Enhancement Area. Mulch used in the Creekside Enhancement Area should be free of invasive plant species seed and plant material.

Table 1. Creekside Native Enhancement Area Planting Palette

Common Name	Scientific Name	Growth form	Container Size	Spacing	Quantity*
buckbrush	*Ceanothus cuneatus* var. *cuneatus*	Evergreen shrub (medium)	1-gal	6 feet	6
Santa Barbara ceanothus	*Ceanothus impressus* var. *impressus*	Evergreen shrub (medium)	1-gal	6 feet	6
Carmel ceanothus	*Ceanothus thyrsiflorus* var. *griseus*	Evergreen shrub (small to medium)	1-gal	4 to 6 feet	22
western redbud	*Cercis occidentalis*	Deciduous tree/shrub (small tree/large shrub)	1-gal	10 feet	4
yerba buena	*Clinopodium douglasii*	Perennial herb (small)	4-inch or larger	2 to 3 feet	40
California brittlebush	*Encelia californica*	Drought-deciduous shrub (small to medium)	1-gal	4 to 6 feet	192
California fuchsia	*Epilobium canum* ssp. *canum*	Perennial herb/subshrub (small)	4-inch or larger	2 to 4 feet	5
leafy California buckwheat	*Eriogonum fasciculatum* var. *foliolosum*	Evergreen shrub (small to medium)	1-gal	4 to 6 feet	28

Common Name	Scientific Name	Growth form	Container Size	Spacing	Quantity*
golden-yarrow	*Eriophyllum confertiflorum* var. *confertiflorum*	Evergreen shrub/subshrub (small)	1-gal	4 feet	273
coffee berry	*Frangula* [*Rhamnus*] *californica*	Evergreen shrub (medium)	1-gal	6 feet	5
toyon	*Heteromeles arbutifolia*	Evergreen tree/shrub (small tree/large shrub)	1-gal	10 feet	4
coast goldenbush	*Isocoma menziesii*	Evergreen shrub (small to medium)	1-gal	6 feet	5
chaparral honeysuckle	*Lonicera subspicata* var. *denudata*	Evergreen shrub (small to medium)	1-gal	6 feet	5
chaparral mallow	*Malacothamnus fasciculatus* var. *fasciculatus*	Evergreen shrub (medium)	1-gal	6 feet	5
sticky monkeyflower	*Mimulus auarntiacus* var. *auarntiacus*	Evergreen shrub (small to medium)	1-gal	4 to 6 feet	945
wishbone bush	*Mirabilis laevis* var. *crassifolia*	Perennial herb/subshrub (small)	4-inch or larger	2 to 4 feet	40
coast live oak	*Quercus agrifolia*	Evergreen tree (large)	1-gal or 2-gal	20 feet	13

Common Name	Scientific Name	Growth form	Container Size	Spacing	Quantity*
western sycamore	*Platanus racemosa*	Deciduous tree (large)	1-gal or 2-gal	20 feet	4
white sage	*Salvia apiana*	Perennial herb/ subshrub (small)	1-gal	4 feet	30
purple sage	*Salvia leucophylla*	Evergreen shrub (small to medium)	1-gal	4 to 6 feet	23
hummingbird sage	*Salvia spathacea*	Perennial herb (small)	4-inch or larger	2 to 3 feet	43
blue elderberry	*Sambucus nigra* ssp. *caerula*	Deciduous shrub (large)	1-gal	10 feet	5
fuchsia-flowered gooseberry	*Ribes speciosum*	Deciduous shrub (small to medium)	1-gal	4 to 6 feet	8
lemonade berry	*Rhus integrifolia*	Evergreen shrub (medium to large)	1-gal	6 to 8 feet	2

*See LP-1, Creekside Enhancement Planting Plan, for total quantity of container plants.

IRRIGATION

A drip irrigation system should be installed to provide water to container plants installed in the Creekside Enhancement Area. Frequency of irrigation will depend on water availability, climatic conditions, and soil moisture, and may be adjusted as needed by the landscape contractor responsible for the maintaining the Project Site. However, it is recommended that new plantings be watered two to three times a week for the first three months after installation. After the initial three-month period, watering frequency should be reduced to one to two times per week or until seasonal rainfall provides sufficient moisture. Watering should be gradually decreased the second year after planting. Plants should be well established by the third year after planting and may no longer require supplemental irrigation unless severe drought conditions exist.

MAINTENANCE

Maintenance within the Creekside Enhancement Area should include weed control, irrigation system maintenance and repair, and plant replacement, as necessary. The coconut fiber erosion control blanket is expected to effectively suppress the germination and growth of most weeds. Removal of broad-leaved weed species within the Creekside Enhancement Area should be performed on a regular basis (e.g., once per month). Hand removal of weeds is the environmentally preferred weed management technique. However, if herbicide is necessary to manage non-native weeds that cannot be controlled by hand weeding, herbicide should be applied by a qualified landscape contractor to spot-treat stubborn weeds.

In the event that plants installed in the Creekside Enhancement Area do not survive, they should be replaced in-kind. Replacement plants should be acquired from a local wholesale California native plant nursery.

CONCLUSION

This Plan provides a native planting palette and planting strategy to enhance the creekside habitat along the portion of Arroyo Burro Creek within the Project Site. Implementation of the recommendations outlined in this Plan will enhance the degraded coast live oak woodland habitat along Arroyo Burro Creek and replace the non-native grassland/ruderal habitat, resulting in a self-sustaining native creekside plant community with greater native plant diversity. In addition, the recommended site preparation and maintenance activities will remove and manage non-native, invasive plant species on the Project Site and recommended BMPs will prevent sediment transport to Arroyo Burro Creek.

REFERENCES

City of Santa Barbara (City). 2011. Santa Barbara General Plan, Environmental Resources Element. Adopted December 2011.

Please contact me at 805.234.2337 or jpeak@storrerenvironmental.com if you have any questions or concerns regarding the recommendations described in this Plan.

Sincerely,

Jessica Peak
Botanist
Storrer Environmental Services, LLC

Attachment A: Site Photographs

ATTACHMENT A

SITE PHOTOGRAPHS

SEPTEMBER 8, 2015 FIELD SURVEY

Photo 1: View of existing vegetation types from northern corner of the Project Site (aspect south).

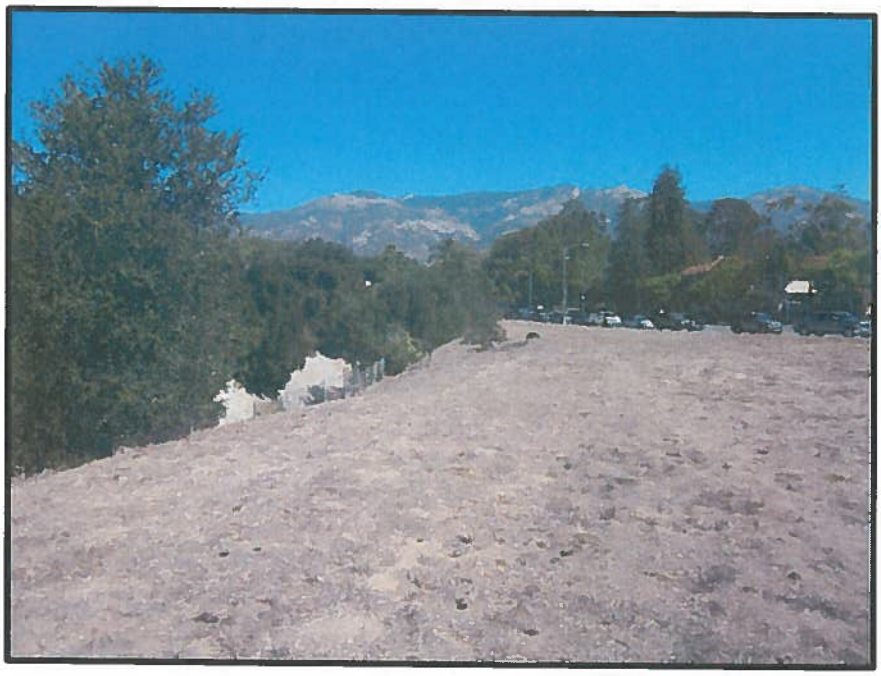


Photo 2: View of existing vegetation types from southern corner of the Project Site (aspect north).

Photo 3: View of lemon tree, palm tree stump, and debris in the Creekside Enhancement Area (aspect north).

Photo 4: View of non-native tree tobacco in the Creekside Enhancement Area that should be removed (aspect southwest).

Photo 5: View of coyote brush shrubs entangled in chain-link fence.

Technical Memorandum

Date: November 4, 2014

Subject: Mid-Arroyo Burro Restoration Feasibility Analysis

To: City of Santa Barbara, Creeks Division

From: Sydney Temple P.E.
Questa Engineering Corporation

Introduction

The following is a description of the initial modeling effort to test the ability of the Arroyo Burro channel to undergo restoration between Highway 101 and Hope Avenue. This restoration would include the removal of the concrete channel where feasible, to be replaced by a reconfigured natural creek bed and bank slopes with native riparian vegetation. This memorandum examines the existing hydrologic and hydraulic conditions of the creek, and tests the feasibility of removing all or a portion of the concrete channel. The goal of the project is to restore this section of Arroyo Burro in order to improve water quality and wildlife habitat without increasing the risk of flooding or erosion on the creek channel.

Background

Arroyo Burro flows from its headwaters in the Santa Ynez Mountains, at an elevation of 3,800 feet mean sea level, to a small tidal estuary at Arroyo Burro Beach County Park (Hendry's Beach). Tributaries to Arroyo Burro include Las Positas Creek, Barger Creek, San Roque Creek, and Lauro Canyon Creek. The watershed drains approximately 5,600 acres and the creek is approximately 7 miles long. The project reach extends from Hope Avenue downstream to the Highway 101 culvert entrance at Calle Real. This section of creek was relocated and channelized with concrete during the construction of La Cumbre Plaza in 1966. The culvert under Calle Real and Highway 101 was also expanded during the mid 1960's. The Hope Avenue Bridge was constructed in the mid 1980's.

xisting Flood Conditions

The Federal Emergency Management Agency (FEMA) conducts hydrology and flooding studies for all major creeks within urbanized areas of the U.S. These studies are used to identify flood prone risk areas and determine flood insurance rates. A table of the design hydrology for the concrete reach on Arroyo Burro per the FEMA Flood Insurance Study (FIS) is below:

Recurrence Interval	Peak flow (cfs)
500 year	10,080
100 year	5,760
50 year	4,250
10 year	1,390

The 100 year flood event is utilized for determining potential flood areas and flood insurance rates. The 100 year flood event is also commonly used as the standard design flow for all structures and improvements within major creek/river channels. In order to meet FEMA requirements, any new structure must either maintain or improve flooding conditions during the 100 year flood event.

The current floodplain for a 100 flood event is shown on the FEMA Flood Insurance Rate Map (FIRM) panel shown in **Figure 1**. The base flood elevation in this reach is considered 172 feet. **Figures 2** and **3** show how these boundaries layout on the oblique views of the project reach. **Figure 4** is a plan view of the City 1995 Lidar map with the creek stationing shown. **Figure 5** shows the existing channel cross sections.

Generally, flooding along this reach is caused by the culvert under the Highway 101. This culvert is undersized to carry the design 100-year flow and only passes approximately 4,250 cubic feet per second (cfs). At flows over approximately 1,400 cfs, water starts backing up from the culvert, and when flows reach approximately 4,800 cfs the water over tops the banks upstream of the culvert entrance and floods the auto dealership's back parking area and garage. The water then flows southeast along and Calle Real, across Highway 101, and into the adjacent residential neighborhood. Computer modeling indicates that 800 to 1,000 cfs leaves the channel and flows across Highway 101.**Figure 1. Current FEMA Floodplain Boundaries**

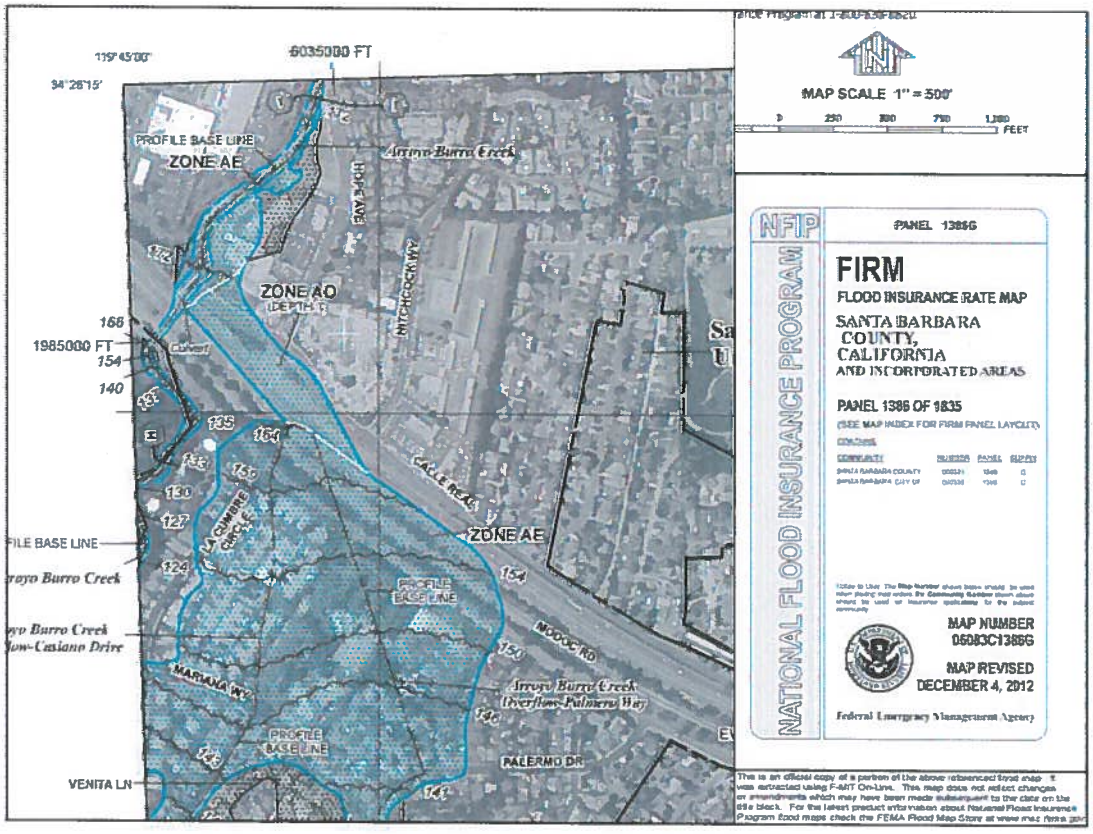


Figure 2. Project Reach Overview Looking North

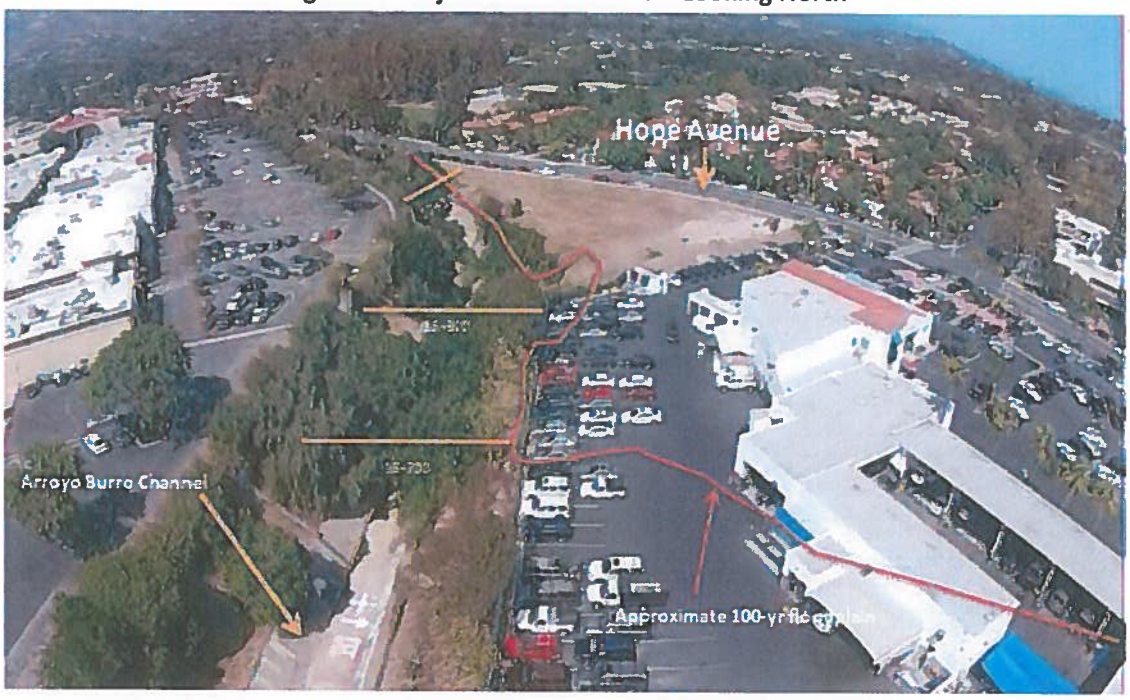


Figure 3. Overflow Area Looking Southeast

Refined Existing Condition Channel Performance

The original FEMA model had limited cross sections in the subject reach. The original model was altered and several new cross sections were added to the model to better quantify the flood elevations in the creek reach. New cross sections were added at stations 163+00, 165+00, 168+00 and 170+00.

The first model run included existing conditions with the added cross sections. Baseline 100-year water surface elevations for existing conditions are presented in **Table 1** below.

Table 1. Refined Existing Conditions

Creek Station	Water Surface Elevation (ft)	Channel Velocity (ft/sec)
17334	172.23	12.26
17228	172.35	11.31
17100	172.48	9.98
16914	172.58	8.81
16700	172.7	7.78
16500	172.72	7.35
16400	172.72	7.22
16300	172.76	6.9
16226	172.59	8.08
16194	169.67	14.08

In the refined existing conditions analysis, the 100 year flood elevations stay between 172.23 and 172.76 and are similar to the elevations in the existing FEMA FIRM estimates. The velocity profile for the channel is also fairly consistent from stations 16+914 to 16+226 at 7 to 9 ft/sec. This is because the concrete channel is uniform and smooth, and there are no expansions or contractions to slow or speed up the flow. Higher velocities occur as the flow exits the culvert at Hope Avenue and as it enters the downstream culvert. The modeling verifies that the FEMA mapping effort is sufficiently accurate to be utilized for comparing the flood risks associated with restoring the channel.

Channel Sensitivity to Increases in Vegetation Density

The baseline computer model was then modified to analyze the effect on flood elevations and flow velocities of increasing channel roughness from smooth concrete to a vegetated channel. "Channel roughness" is how the model takes into account the reduction in flow velocity due to vegetation, soil, and/or rocks on the channel bed and banks and is defined in the model as the "Mannings n value". The n value was increased to 0.025 to simulate a lightly vegetated channel with the same geometry as the current channel. **Table 2** shows that, as expected, increasing channel roughness slows velocities and increases water surface elevations throughout the channel. The rise in water surface elevations at stations 16+300 to 16+700 will increase the amount of overflow to the southeast by approximately 6% and increase flows across Highway 101. With the existing (concrete) channel condition, approximately 800 to 900 cfs leaves the channel at this location. With a restored vegetated channel approximately 850-1000 cfs could be expected to leave the channel – an increase of approximately 50-100 cfs.

Table 2. Vegetated channel - *No channel geometry change, increased roughness (n value) to 0.025*

Creek Station	Water Surface Elevation (ft)	Channel Velocity (ft/sec)	Change in Water Surface elevation from Existing (ft)
17334	173.21	11.47	0.98
17228	173.28	10.4	0.93
17100	173.12	9.34	0.64
16914	172.97	8.44	0.39
16700	172.93	7.59	0.23
16500	172.88	7.12	0.16
16400	172.83	7.04	0.11
16300	172.85	6.61	0.09
16226	172.59	8.08	0
16194	169.67	14.08	0

A Manning's "n" value of 0.025 would represent a fairly sparse planting of the channel, such as widely spaced trees and low ground cover (i.e. grasses or low growing shrubs). A Manning's value of 0.045 represents a more typical natural channel "n" value. When using this "n" value, additional water surface elevation increases occur.

In conclusion, removing the concrete and revegatating the channel will increase water surface elevations and impact the flood control conditions of the channel. The next step was to investigate potential restoration designs that would mitigate this impact so that there is no net loss in flood protection for the channel.

Channel Widening Analysis

In order to determine if widening the channel would have a mitigating impact on flood elevations, we modeled several scenarios. These scenarios utilized various bank slopes and channel width configurations. Initial scenarios were run to determine if widening the channel to the maximum extent possible would mitigate the effects of the increased roughness related to channel restoration and keep water surface elevation at or below existing conditions. It was determined that the channel could not be widened enough to mitigate the increase in water surface elevations from restoration. What this general analysis did confirm is that in order to maintain similar levels of flood protection on adjacent properties structural solutions such as floodwalls and controlled overflow weirs would be required. An over flow weir is a structure that is specifically designed to have and control the flow of water over the top of the structure. In this case, the overflow weir would be positioned so that overflow water would be directed in an appropriate manner and overflow rates would not increase from existing conditions.

Conceptual Design Options

Floodwalls are required to have at least 3 feet of height above the 100-yr water surface elevation in order to be certified by FEMA. Since the 100-year water surface elevation will be approximately 173 after restoration, the top of the floodwall must be at least 176. This would mean that floodwall heights would generally range from 4 to 6 feet above the existing top of bank ground surface depending on the

channel reconfiguration scenario and the current top of bank elevations. Floodwall and overflow weir elevations could be adjusted to mitigate flood control impacts depending on the overall channel design and configuration. **Figure 6** shows the general layout of the floodwalls and the overflow weir.

Several new channel configurations were considered and modeled. The modeling indicated that small adjustments in the channel bank slopes and configuration had only minor impacts on flood surface elevations and floodwall heights. Other design constraints such as trail width, channel bank slopes, rock bank protection, and protection of the existing established oak trees were also important considerations in the overall project design. It is likely that given the flow velocity and magnitude, the toes of each bank slope and portions of the streambed would need to be fortified with some rock rip-rap to prevent scour and to keep the bed and banks stable.

Figure 7 shows some possible channel configurations. The design options revolve around the angle of the new slope, width of the bottom of the channel and whether a rock toe wall would be used to aid in producing more gentle slopes and/or protecting the maximum number of existing oak trees on the bank. After investigation of existing geomorphic studies and local observations it appears that a 15 foot channel bottom width is optimal and matches naturalized sections of the creek near the project site. However, bottom widths could be narrowed to accommodate various bank slope scenarios that would preserve the existing oak trees and reduce flood wall heights in different sections along the reach. Narrower bottom widths would likely require additional rock slope protection which would increase velocities at low recurrence flows and limit the ability to install habitat features.

The Highway 101 culvert is the primary constraint for water flow along this reach of Arroyo Burro. The culvert reduces design options for the restoration of this reach. If the culvert is replaced with a larger capacity culvert (100 year flood event) at some point in the future, the upstream water surface elevation would be reduced, which would allow the channel to be naturalized without significant impacts to the overall flood conditions in this reach and without the construction of the floodwall. At this time, however, we are not aware of any future plans by Caltrans to increase the culvert size. Therefore, this feasibility analysis is based on the assumption that the culvert will not be replaced.

Planning Level Cost Estimate

We have developed a preliminary planning level cost estimate, that assumes the concrete channel would be removed and one of the three identified channel configurations would be utilized. Small portions of concrete lining upstream of the Highway 101 culvert and downstream of the Hope Bridge culvert will be left in place to help maintain the existing flood protection, reduce any structural complications with the existing vertical walls, and provide for a stable channel bed at this location. The channel bottom would need to be reconstructed using appropriate bed material and a bank fortified with rock at the toe would need to be constructed on both sides. Earthen slopes would be carried down the bank as far as possible to enhance the channel revegetation effort. Several creek bottom grade controls would be installed to ensure long term stability. Habitat features would be installed that could include woody debris structures, boulder rock clusters and small constriction points to give the channel bottom diversity and increase aquatic habitat quality. A new permeable trail would be constructed at the top of bank. Adjacent to the path, a new floodwall and overflow weir would be installed.

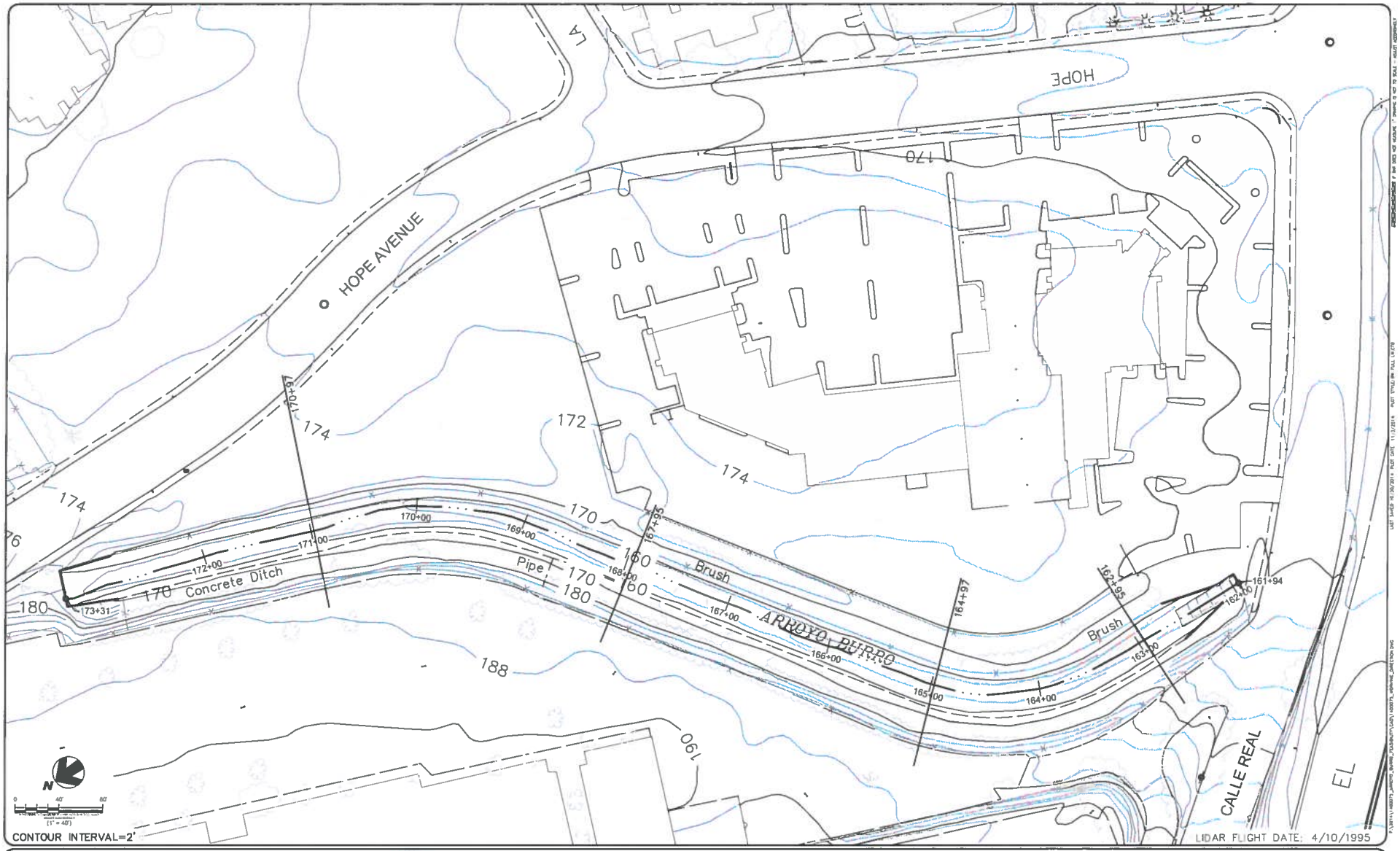
Table 3. Preliminary Planning Level Cost Estimate

No.	Item	Cost	Quantity	Units	Total Cost
1	Survey and Stakeout	$ 10,000	1	LS	$ 10,000
2	Mobilization	$ 100,000	1	LS	$ 100,000
3	Clearing & Grubbing	$ 20,000	1.4	AC	$ 28,000
4	Grade Access Rd, Gravel, Restore Access Rd	$ 35,000	1	LS	$ 35,000
5	Dewatering	$ 30,000	1	LS	$ 30,000
6	Site Protection ESA/Silt Fence	$ 5.50	1800	LF	$ 9,900
7	Demolition	$ 140	2000	TN	$ 280,000
8	Grading (Balance on site)	$ 40	1400	CY	$ 56,000
9	Planted Boulder Revetment	$ 135	3000	TN	$ 405,000
10	Boulder Grade Control Structures	$ 135	400	TN	$ 54,000
11	Boulder Bed/Reconstruct Creek Bed	$ 45,000	1	LS	$ 45,000
11	Habitat Features	$ 35,000	1	LS	$ 35,000
12	ADA Trail (3" AC/ 12" AB)	$ 10	9000	SF	$ 90,000
13	Cutoff Wall	$ 1,500	50	CY	$ 75,000
14	Flood Wall	$ 350	900	LF	$ 315,000
15	Planting	$ 35,000	1.45	AC	$ 50,750
16	Irrigation	$ 30,000	1	LS	$ 30,000
17	Erosion Control/BMP'S/SWIPP	$ 25,000	1	LS	$ 25,000
18	Construction Management	$ 55,000	1	LS	$ 55,000
				Subtotal:	$ 1,728,650
			Contingency (20%)		$ 345,730
			Total Project Cost:		**$ 2,074,380**

Conclusions

After analyzing the initial modeling results, we concluded that removing the concrete channel and restoring the subject reach of Arroyo Burro is feasible with structural flood control features such as floodwalls and overflow weirs to maintain or improve current levels of flood protection. We recommend that a portion of the concrete lining remain in the lower 100 feet of the creek reach upstream of Highway 101 culvert and for 50 feet downstream of the Hope Avenue culvert. This leaves approximately 900 feet of creek channel that could be restored in this reach.

The optimal bottom width of the channel should be approximately 15 feet, but considerations of other factors such as bank slope geometry, reducing flood wall height, and protecting existing tree resources may require the bottom width to be reduced. Semi-vertical rock walls could be installed at the toe to reduce the grading on the upper bank slopes. Changes to bottom width and bank slopes have only small impacts to 100-year water surface elevations, which can be mitigated by adjusting the height of the commensurate floodwalls and overflow weir. We estimate that the project could cost approximately two million dollars to complete (see Table 3).



ARROYO BURRO

SANTA BARBARA COUNTY

QUESTA ENGINEERING CORP
Civil Environmental & Water Resources
P.O. Box 70358 1220 Brickyard Cove Road Point Richmond, CA 94807

Sht	Rev	Date	By	Description	Appr'd

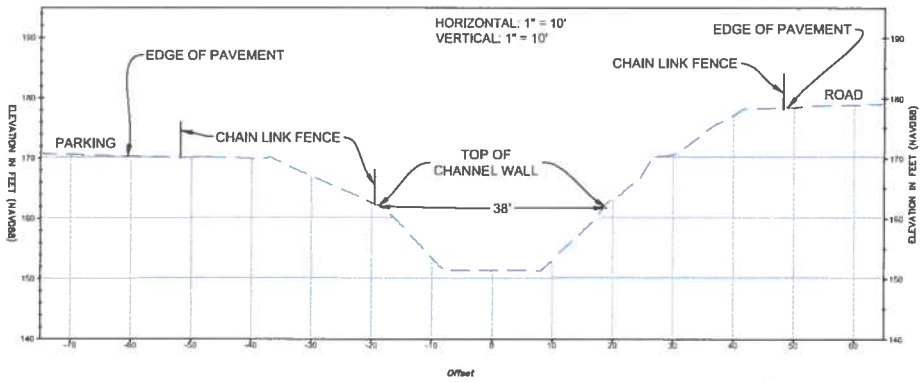
Design: STICL
Drawn: CL
Checked: ST
Appr'd: ST

RESTORATION PLAN
CROSS SECTION LOCATIONS

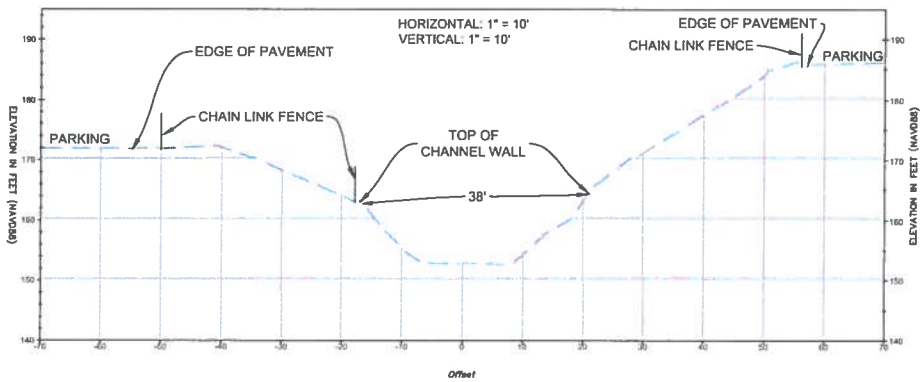
ARROYO BURRO, SANTA BARBARA COUNTY

Size: D
Project: 14000075
Scale: AS NOTED
Date: 10-28-2014
Figure: 4

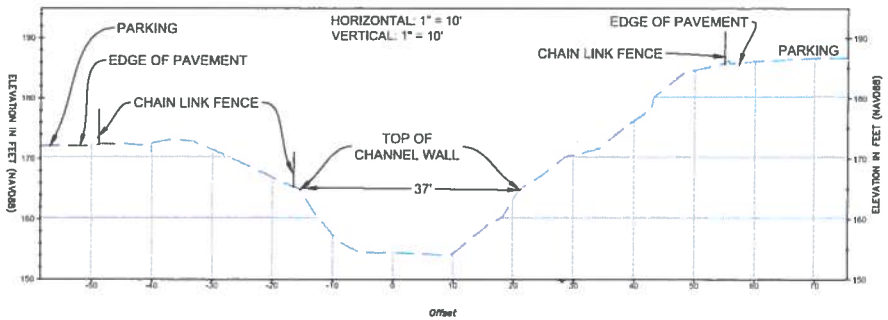
STA 162+95



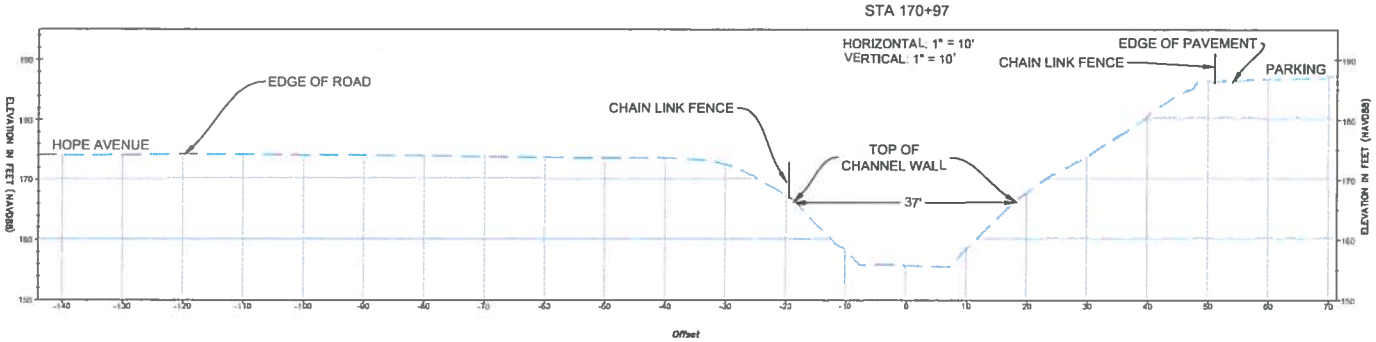
STA 164+97



STA 167+95



STA 170+97



ARROYO BURRO

SANTA BARBARA COUNTY

QUESTA ENGINEERING CORP
Civil Environmental & Water Resources
P.O. Box 78368 1220 Brickyard Cove Road Point Richmond, CA 94807

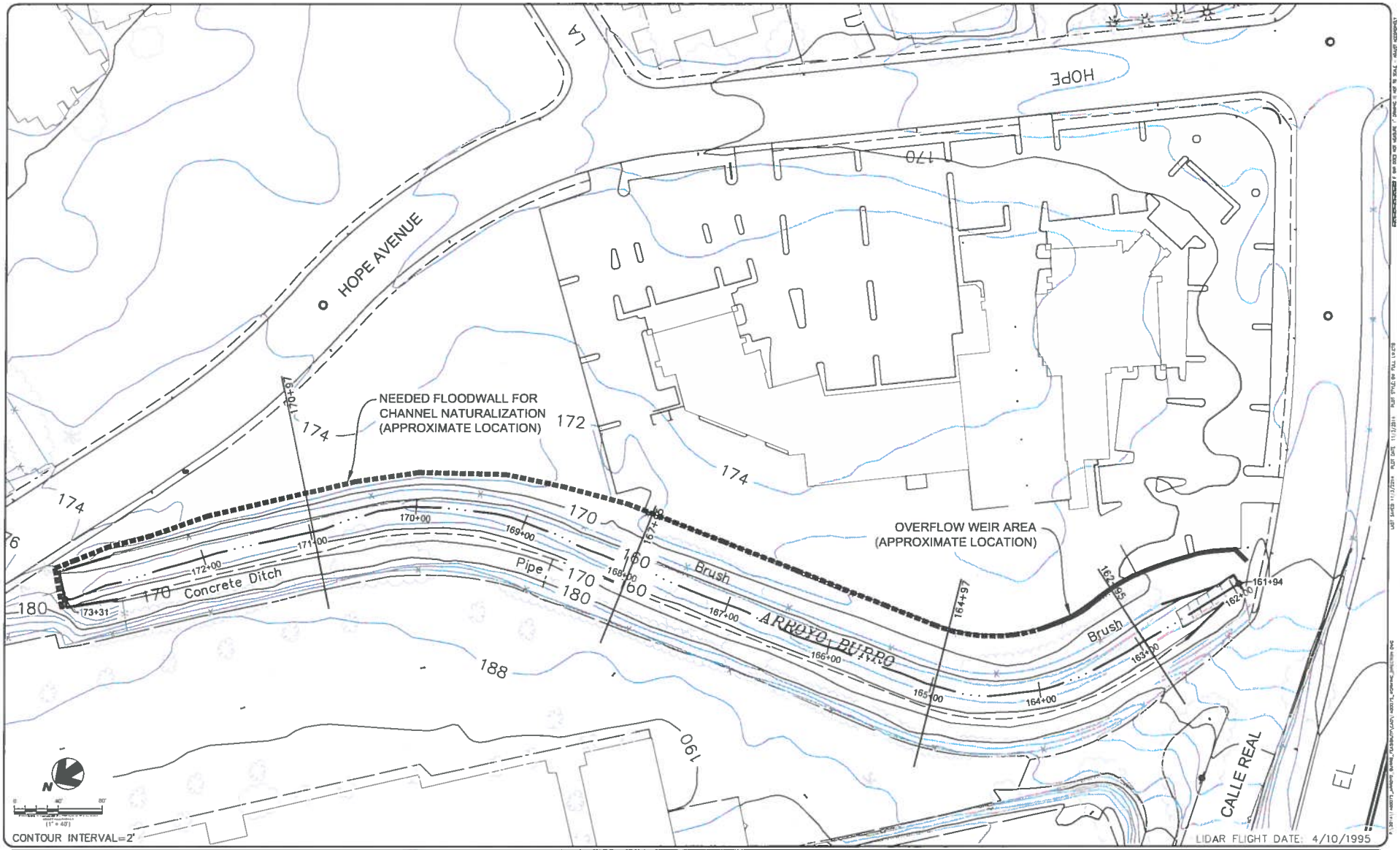
Sht	Rev	Date	By	Description	Appr'd

Design: STICL
Drawn: CL
Checked: ST
Appr'd: ST

RESTORATION PLAN
SURVEY CROSS SECTIONS

ARROYO BURRO, SANTA BARBARA COUNTY

Size: D
Project: 1400075
Scale: AS NOTED
Date: 10-28-2014
Figure: 5



ARROYO BURRO

SANTA BARBARA COUNTY

QUESTA ENGINEERING CORP.
Civil Environmental & Water Resources
P.O. Box 78356 1220 Brickyard Cove Road Point Richmond, CA 94807

Sht	Rev	Date	By	Description	Appd

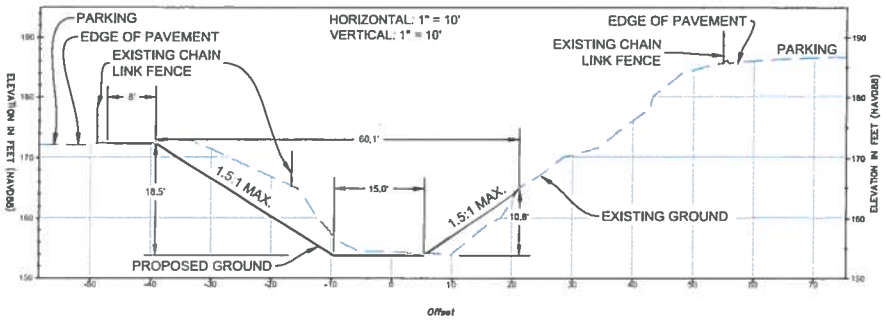
Design: STICL
Drawn: CL
Checked: ST
Apprd: ST

RESTORATION PLAN
CONCEPT FLOODWALL & WEIR

ARROYO BURRO, SANTA BARBARA COUNTY

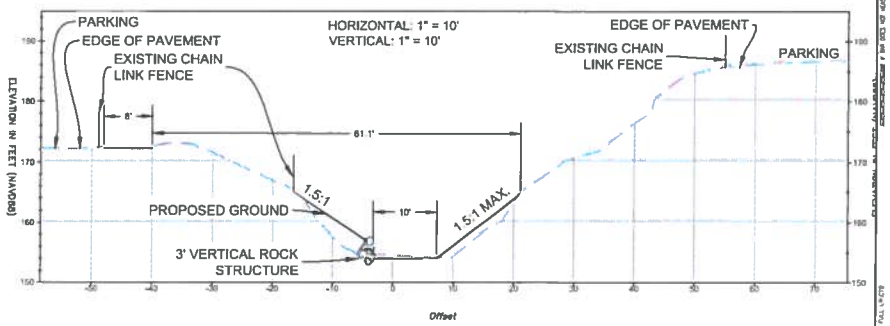
Size: D
Project: 1400075
Scale: AS NOTED
Date: 10-28-2014
Figure: 6

OPTION A



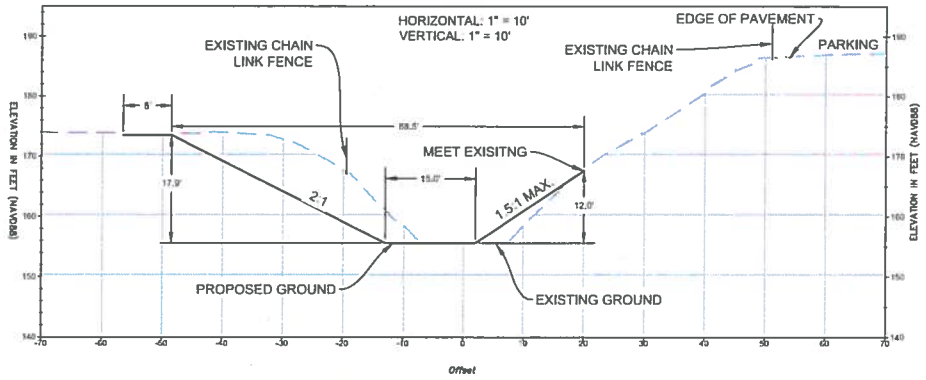
CROSS SECTION BASED ON STA 168+00

OPTION B1



CROSS SECTION BASED ON STA 168+00

OPTION B2



CROSS SECTION BASED ON STA 170+00

CONCEPT SECTIONS FOR STA 168+00 TO STA 171+75

CROSS SECTIONS BASED ON STA 170+00

ARROYO BURRO

SANTA BARBARA COUNTY

QUESTA ENGINEERING CORP
Civil Environmental & Water Resources
P.O. Box 79356 1220 Brickyard Cove Road Point Richmond, CA 94807

Sht	Rev	Date	By	Description	Appr'd

Design ST/CL
Drawn CL
Checked ST
Appr'd ST

RESTORATION PLAN
CONCEPT CROSS SECTIONS

ARROYO BURRO, SANTA BARBARA COUNTY

Size D | Project 14000075
Scale AS NOTED
Date 10-28-2014
Figure 7

ASSOCIATED TRANSPORTATION ENGINEERS

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

Since 1978

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

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DEC 11 2015
CITY OF SANTA BARBARA
PLANNING DIVISION

December 2, 2015

15052L04

Lisa Plowman
RRM/Peikert Design Group
10 East Figueroa Street, Suite 1
Santa Barbara, CA 93101

SIGHT DISTANCE ANALYSIS AND PARKING STUDY
FOR THE HACSB GARDENS ON HOPE PROJECT, CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) is providing the following sight distance analysis and parking study for the Gardens on Hope Project proposed by the Housing Authority of the City of Santa Barbara (HACSB) on South Hope Avenue in the City of Santa Barbara. The "Project" is proposing to develop a vacant parcel with a senior housing facility consisting of 89 units plus a manager's unit (90 units total). Figure 1 (attached) shows the Project Site Plan. As shown, access is proposed via a single driveway on Hope Avenue just north of the existing car dealership. The Project includes 34 parking spaces in an on-site surface lot. It is noted that the site is used for commercial sales during the Halloween and Christmas seasons ("Big Wave Dave's") and that the proposed driveway for the Project is located in the approximate location that is used to access Big Wave Dave's.

SIGHT DISTANCE ANALYSIS

Sight distances were evaluated at the proposed Hope Avenue driveway to determine if the sight lines along Hope Avenue are sufficient in length to permit drivers to anticipate and avoid potential collisions when turning from the Project site. The Caltrans Highway Design Manual[1] sight distance standards were used to determine minimum sight distance requirements at the private driveway.

[1] Highway Design Manual, California Department of Transportation, Sixth Edition, Updated May 2012.

EXHIBIT H

Speed surveys were conducted at the proposed driveway to ascertain vehicle speeds on Hope Avenue approaching the driveway (speed survey data attached). The speed survey data measured the 50th percentile speeds at 25 MPH (average speed) and the 85th percentile speeds at 29 MPH approaching the driveway in the northbound and southbound directions. City staff requested that the sight distance requirements be determined based on a design speed of 30 MPH. The Caltrans sight distance standard for private road driveways is 200 feet for a 30 MPH design speed.

As shown on the site plan, the Project would improve the Hope Avenue frontage by constructing a 6-foot parkway along the Project site adjacent to the proposed driveway in the area that is currently marked with red curb to restrict parking. Sight distances were measured from the driver's eye height (3.5 Feet) looking to the north and south from the driveway. As requested by City staff, sight distances were measured assuming that the driver's eye was 10-feet back from the new parkway edge at the beginning of the bike lane.

Figure 2 shows the available sight distances assuming the driver's eye at 10-feet back from the edge of the new parkway and the beginning of the bike lane. As shown, the sight distance looking to the north from the driveway is 190 feet (see attached Photo 1) and the sight distance looking to the south is 260 feet (see attached Photo 2). The new parkway area that is proposed along the west side of Hope Avenue has been designed to extend the sight distance looking to the north to 200 feet in order to meet the 200-foot standard. The new parkway would extend about 5 feet beyond the existing red curb, which would not materially affect the on-street parking supply.

CITY OF SANTA BARBARA ZONING ORDINANCE PARKING REQUIREMENT

The City's Zoning Ordinance parking requirements for AUD developments, which would apply to this project, is 1.0 spaces per unit. It is noted that the City's Zoning Ordinance prior to implementing the AUD program was 0.5 spaces per unit for low-income senior housing. The Zoning Ordinance parking requirement for the proposed Project is shown in Table 1.

Table 1
City of Santa Barbara Zoning Ordinance Parking Requirements

Land Use	Size	Zoning Ordinance Requirement	Parking Requirement
Low Income Senior Housing	89 Units	1.0 spaces/unit	89 Spaces
Manager's Unit	1 Unit	1.0 spaces/unit	1 Spaces
Total Spaces Required:			**90 spaces**

The data presented in Table 1 show that the Zoning Ordinance parking requirement for the Project is 90 spaces. The proposed parking supply of 34 spaces would not meet the City's requirements for the site, thus the Project is requesting a modification to the requirements.

PEAK PARKING DEMANDS

Parking demand estimates were developed for the Project based on parking surveys conducted at a similar affordable senior housing complex and operational data provided by the HACSB (operational data letter attached for reference). It is noted that it is a goal of the HACSB to limit personal vehicle use by its residents throughout the HACSB sites in Santa Barbara. HACSB employs various mechanisms to ensure that parking spaces are used in the manner intended. For senior only projects, a useful comparison is Garden Court located at 1116 De La Vina Street, which was developed in 1999. Garden Court consists of 98 units in a three-story building that has a 28-space surface parking lot and operates with the same types of parking restrictions that would be implemented at the proposed site.

ATE conducted parking surveys at HACSB's Garden Court senior housing facility in May and June 2015 (survey data attached for reference). Table 2 presents the peak parking demand observed at the Garden Court facility and shows the peak demand rate.

Table 2
Garden Court Peak Parking Demands

Land Use	Size	Peak Parking Demand	Peak Demand Rate
Senior Housing	98 Units	19 Spaces	0.19 Spaces/Unit

The data presented in Table 2 show that a peak parking demand of 19 spaces was observed during the survey period. During the peak period, there were 7 vehicles that belonged to residents, 8 staff vehicles, 3 visitor vehicles, and an additional vehicle that was actively loading passengers. The peak parking demand rate overserved at Garden Court is 0.19 spaces per unit.

It is noted that the Garden Court facility provides meal and housekeeping service to residents and thus has on-site staff who drive and park at the facility. The proposed Project would also provide these services and would have approximately the same employee staffing levels as Garden Court. Garden Court currently has 21 full-time and part-time employees that work in varying shifts throughout the day and evening. The weekly employee shift schedule is shown on the attached worksheet. During the peak daytime shift there are 15 employees on-site. Travel mode data provided for the Garden Court employees shows that 8 of the employees drive to work and the remaining employees walk, ride bikes or take transit. The 8 employees that drive park in the designated employee parking spaces located on the Garden Court site. It is anticipated that the Gardens on Hope Project would have the same staffing levels and alternative transportation usage as Garden Court.

The observed parking demand rate was applied to the Project. Table 3 presents the parking demand forecasts for the Project assuming the 0.19 space per unit rate observed at the Garden Court site.

Table 3
Peak Parking Demand – Proposed Project

Land-Use	Size	Peak Demand Rate	Peak Parking Demand
Senior Housing	90 Units	0.19 Spaces/Unit	17 Spaces

The data presented in Table 3 show that the peak parking demand for the Project is forecast at 17 spaces based on the demand rate developed from the Garden Court parking surveys. The proposed parking supply of 34 spaces would therefore accommodate the peak parking demand forecasts for the Project.

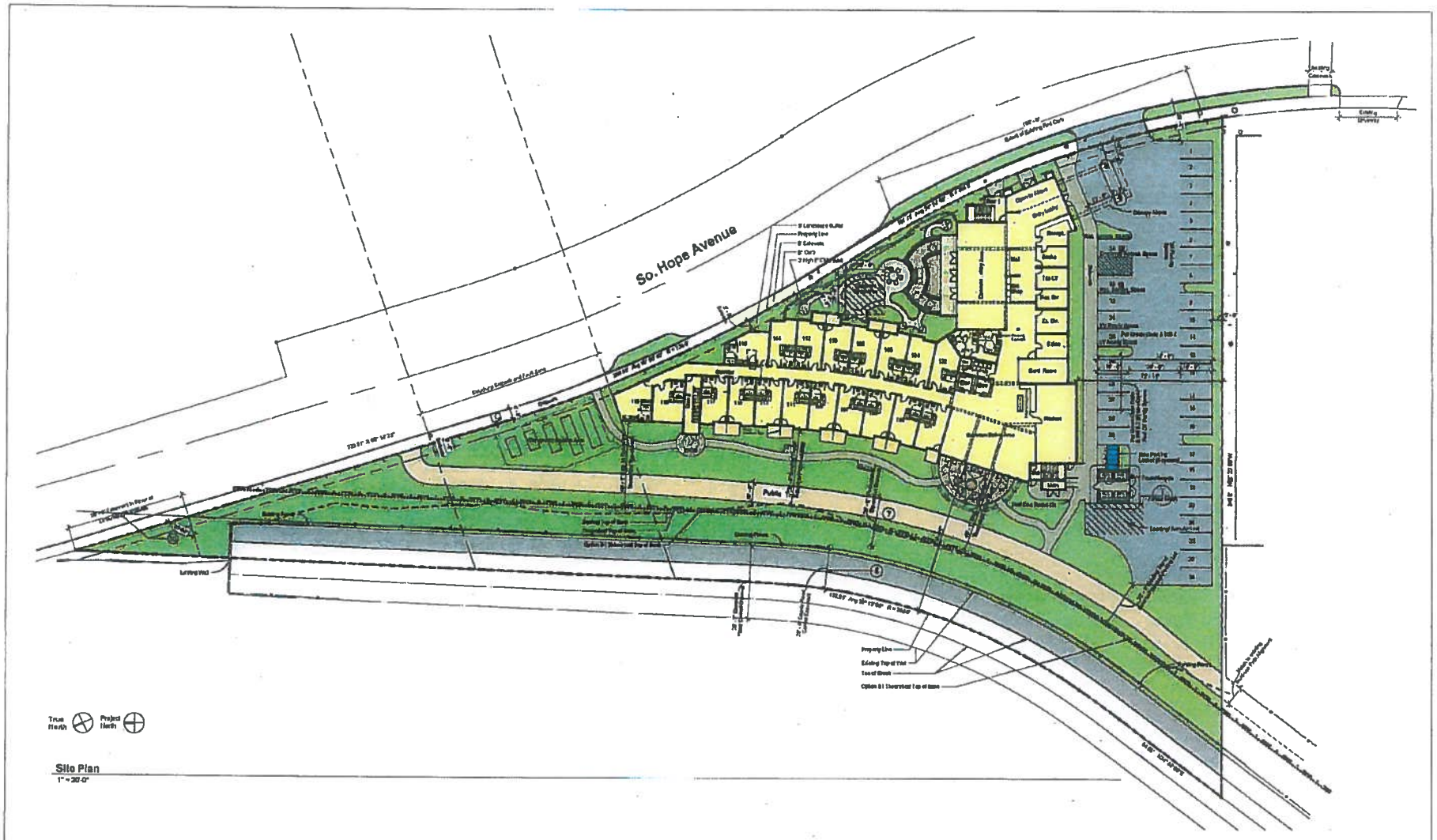
This concludes our study for the Gardens on Hope Project.

Associated Transportation Engineers

Scott A. Schell, AICP, PTP
Principal Transportation Planner

SAS/DLD/MMF

Attachments



RRM Design Group
10 E. Figueroa St., Suite 1
Santa Barbara, CA 93101
Tel: 805.963.8283
Fax: 805.963.8184
www.rrmdesign.com

Gardens on Hope
251 So. Hope Street, Santa Barbara, CA

Site Plan

A1a
08.25.2015

Associated
Transportation
Engineers

PROJECT SITE PLAN

FIGURE 1

MMF - #15052

ASSOCIATED
TRANSPORTATION
ENGINEERS

DRIVEWAY SIGHT DISTANCE
(DRIVER'S EYE 10-FEET BACK FROM TRAVELED WAY)

FIGURE 2

MMF - #15052

ASSOCIATED
TRANSPORTATION
ENGINEERS

DRIVEWAY SIGHT DISTANCE TO NORTH
(DRIVER'S EYE 10-FEET BACK FROM TRAVELED WAY)

PHOTO 1

MMF - #15052

Associated
Transportation
Engineers

DRIVEWAY SIGHT DISTANCE TO SOUTH
(DRIVER'S EYE 10-FEET BACK FROM TRAVELED WAY)

PHOTO 2

MMF - #15052

Spot Speed Study

Prepared by: Associated Transportation Engineers

DATE: 6/26/2015
DAY: Friday

Location: Hope Avenue @ Proposed Driveway (Northbound Traffic)
Posted Speed: N/A
Project #: 15052

Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	1
20	2
21	2
22	5
23	5
24	8
25	6
26	9
27	6
28	3
29	5
30	2
31	1
32	1
33	
34	
35	
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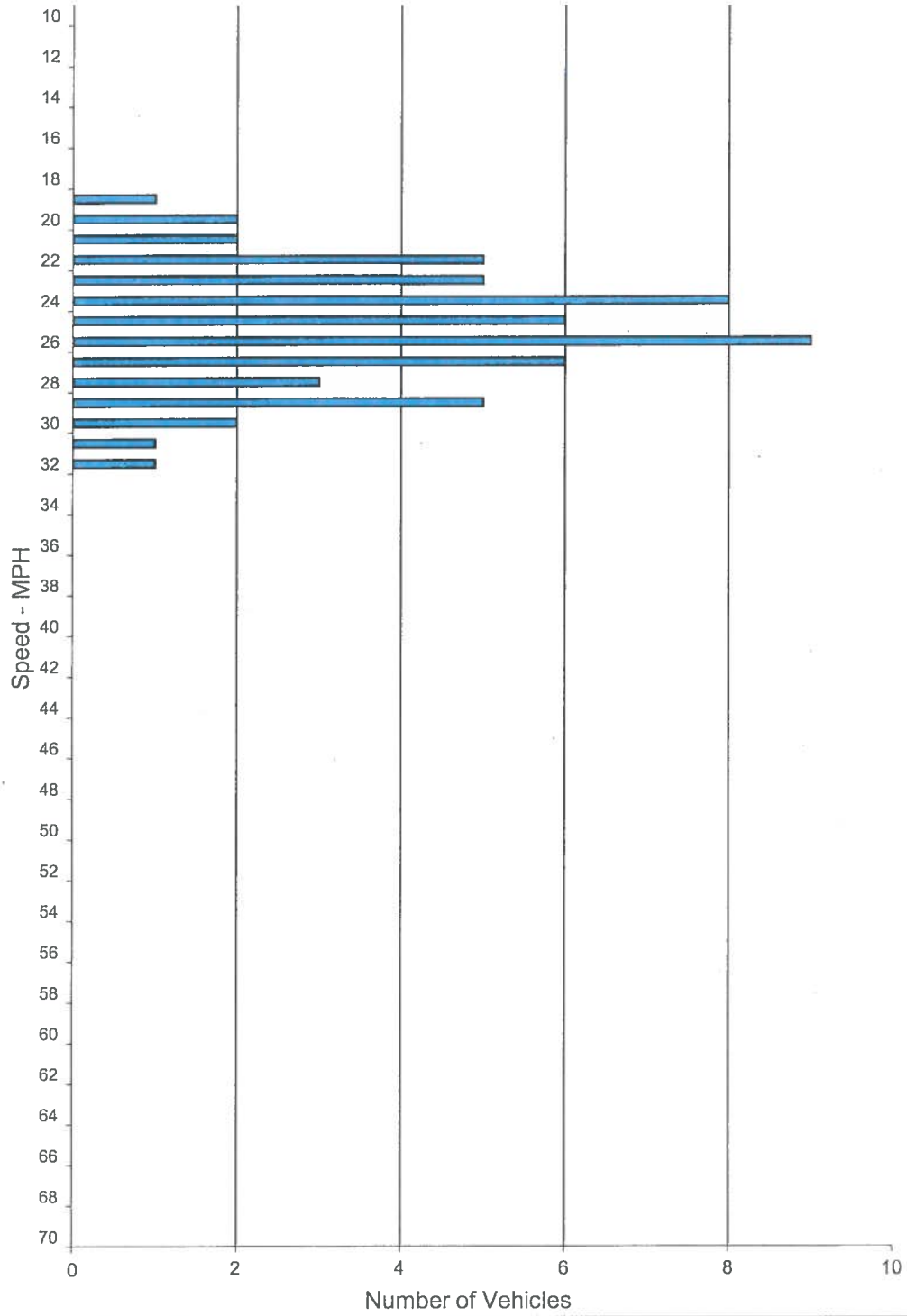

SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	# / % Below Pace	# / % Above Pace
ALL	56	25.3	19 - 32	25 mph	29 mph	20 - 29	51	91%	1% / 1	8% / 4

Spot Speed Study

Prepared by: Associated Transportation Engineers

DATE: 6/26/2015
DAY: Friday

Location: Hope Avenue @ Proposed Driveway (Southbound Traffic)
Posted Speed: N/A
Project #: 15052

Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	1
17	
18	
19	1
20	
21	3
22	3
23	4
24	7
25	6
26	7
27	6
28	3
29	3
30	1
31	2
32	0
33	1
34	1
35	0
36	1
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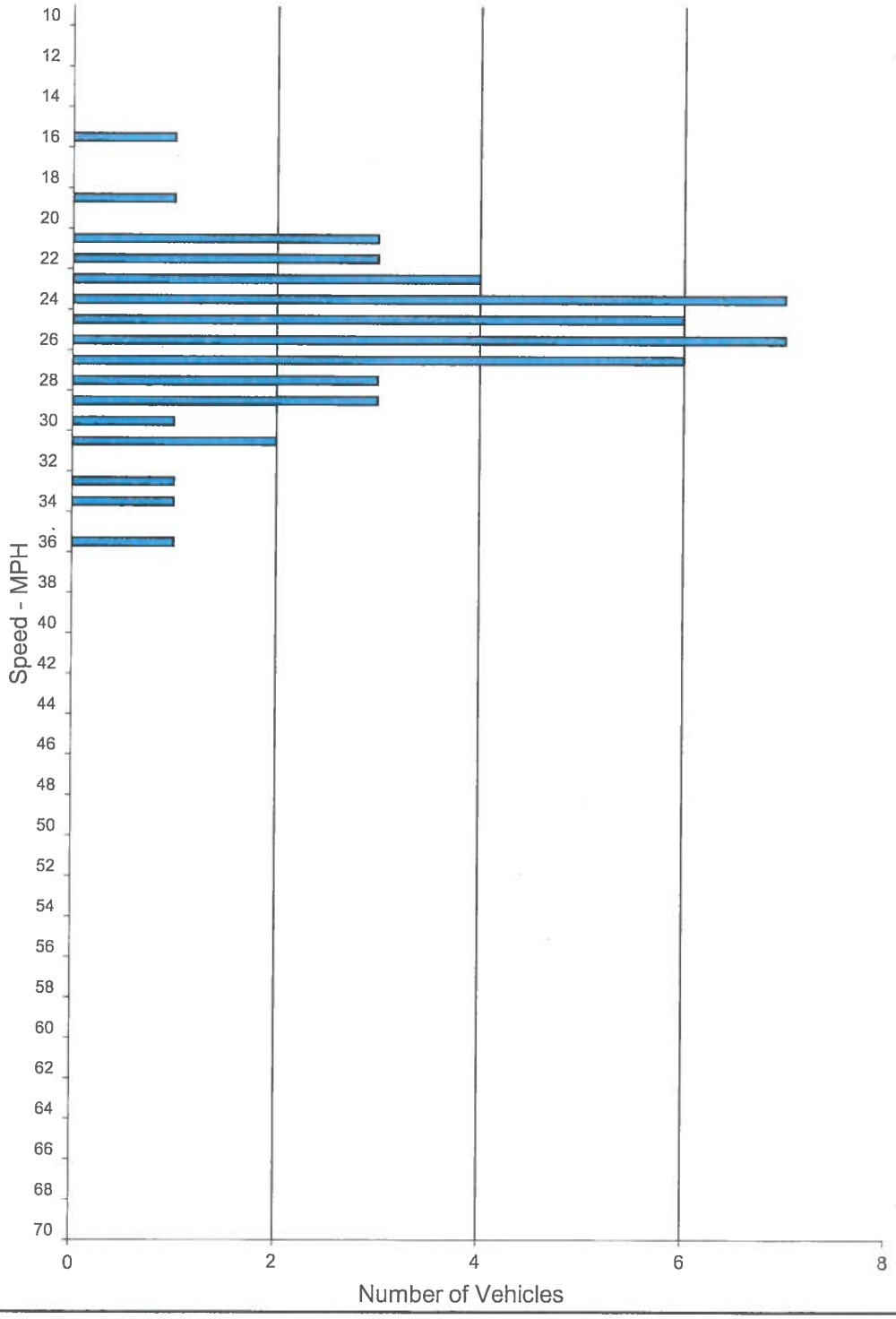
>=70	



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	# / % Below Pace	# / % Above Pace
ALL	50	25.7	16 - 36	25 mph	29 mph	21 - 30	43	86%	4% / 2	10% / 5

GRACE VILLAGE SENIOR APRTMENTS PROJECT (#15038)
GARDEN COURT PARKING SURVEY DATA

5/7/2015

TIME	RESIDENTS (7)	STAFF (13)	VAN (1)	VISITOR (6)	ADA (1)	OTHER	TOTAL	NOTES
9:00 A.M.	6	8	1	3	0	0	18	
10:00 A.M.	6	8	0	3	0	0	17	
11:00 A.M.	6	8	0	1	0	0	15	
1:00 P.M.	**7**	**8**	**0**	**3**	**0**	**1**	**19**	1 VEHICLE PASSENGER LOADING IN DRIVE AISLE
3:00 P.M.	6	9	0	3	0	0	18	1 RESIDENT SPACE CONED OFF
5:00 P.M.	6	3	1	2	0	0	12	

6/26/2015

9:30 A.M.	4	7	1	4	0	0	16	
11:30 A.M.	6	9	0	2	0	1	18	1 VEHICLE IN DROP-OFF LOOP

Garden Court Weekly Staff Schedule 2015

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
EXECUTIVE DIRECTOR							
Chris	9am-6pm On call 24 hrs	9am-6pm On call 24 hrs	9am-6pm On call 24 hrs	9am -6pm On call 24 hrs	9am-6pm On call 24 hrs	Cell: 619-869-5072 On call 24 hrs	On call 24 hrs
DIRECTORS							
Charlene	9:30am-6:00pm	9:30am-6:00pm	9:30am-6:00pm	9:30am-6:00pm	9:30am-6:00pm	403-4888	
Joanne	8:00am-4:00pm	8:00am-4:00pm	8:00am-4:00pm	8:00am-4:00pm	8:00am-4:00pm	680-8285	
Pancho	6:00am-2:30pm	6:00am-2:30pm	6:00am-2:30pm	6:00am-2:30pm	6:00am-2:30pm	350-1078	
Ricky	8:00am-4:00pm	8:00am-4:00pm	8:00am-4:00pm	8:00-4:00pm	8:00-4:00pm	570-2953	
FRONT OFFICE							
Angie	7:00am-3:30pm	7:00am-3:30pm	7:00am-3:30pm	7:00am-3:30pm	7:00am-3:30pm		
Veronica	3:30pm-11:30pm	3:30pm-11:00pm				3:00pm-11pm	
Yuribel				3:30pm-11:00pm	3:30pm-7:00pm		3:00pm-11:00pm
Connie				11:00pm-7am	11pm-7:00am		7:00am -3:00pm
Martin	11:00pm-7:00am	11:00pm-7:00am	11:00pm-7:00am			11pm-7:00am	11pm-7:00am
Sonia					7:00pm-11:00pm	7:00am-3:00pm	
Robert	7:45am-3:45pm	7:45am-3:45pm	7:45am-3:45pm	7:45am-3:45pm	7:45am-3:45pm		
MAINTENANCE & HOUSEKEEPING							
Juan Carlos	7:00am-3:30pm	7:00am-3:30pm	7:00am-3:30pm	7:00am-3:30pm	7:00am-3:30pm		
Veronica	7:45am-4:15pm	7:45am-4:15pm	7:45am-4:15pm	7:45am-4:15pm	7:45am-4:15pm		
KITCHEN							
Maricella	9:30am-6:00pm	9:30am-6:00pm	9:30am-6:00pm	9:30am-6:00pm	9:30am-6:00pm		
Sonia	6:00am-11:00am; 3:30pm-6:30pm	6:00am-11:00am; 3:30pm-6:30pm	6:30am-11:00am; 3:30pm-6:30pm	6:30am-11:00am; 3:30pm-6:30pm			7:00am-12:00pm; 3:30pm-6:30pm
Sandra	6:00am-2:30pm			6:00am-2:30pm	6:00-2:30pm	6:00am-2:30pm	6:00am-2:30pm
Yolanda	8:30am-1:30pm; 3:30pm-6:30pm	8:30am-1:30pm; 3:30pm-6:30pm			8:30am-1:30pm; 3:30pm-6:30pm	8:30am-1:30pm; 3:30pm-6:30pm	8:30am-1:30pm; 3:30pm-6:30pm
Christina			8:30am-1:30pm; 3:30pm-6:30pm	8:30am-1:30pm; 3:30pm-6:30pm	8:30am-1:30pm; 3:30pm-6:30pm	6:00am-11am	
Sandra	6:00am-2:30pm	6:00am-2:30pm			6:00am-2:30pm	6:00am-11:00pm; 3:00pm-6:30pm	7:00am-11:00pm; 2:30pm-6:30pm
Yolanda	8:30am-1:30pm; 3:30pm-6:30pm	8:30am-1:30pm; 3:30pm-6:30pm			8:30am-1:30pm; 3:30pm-6:30pm	6:30am-11:00am; 3:00pm-6:30pm	8:30am-1:30pm; 3:30pm-6:30pm
Helmer			10am-6:30pm	10am-6:30pm	10am-6:30pm		
Kevin			3:30pm-6:30pm	3:30pm-6:30pm		8:30am-1:30pm; 3:30pm-6:30pm	8:30am-1:30pm; 3:30pm-6:30pm
Yuribel	10am-6:30pm	10am-6:30pm					

HOUSING AUTHORITY OF THE CITY OF SANTA BARBARA

808 Laguna Street / Santa Barbara
California / 93101

Tel (805) 965-1071
Fax (805) 564-7041

June 30, 2015

Mr. Steve Foley
Supervising Transportation Planner
City of Santa Barbara
Public Works Department
PO Box 1900
Santa Barbara, CA 93102-1900

RE: **The Gardens on Hope Development**
251 South Hope Avenue
Parking Modification

Dear Mr. Foley:

The Housing Authority proposes to develop a new affordable housing project for seniors at 251 South Hope Avenue. Occupying a triangular parcel adjacent to a car dealership to the south and Arroyo Burro Creek to the west, the new complex would be called The Gardens on Hope. This complex will be patterned after the highly successful Garden Court complex at 1116 De La Vina Street. We believe that this is an excellent location for a project of this type as it is walking distance to numerous retail amenities (including grocery stores and drug stores), healthcare, and has ample public transportation opportunities along State Street.

The project intent is to target low income and very low income seniors who are at or below 60% of Area Median Income). The current design concept is for 89 studio apartments for frail low income senior residents and one one-bedroom manager's apartment, with provision of a common dining facility for the residents. In addition to meal service, housekeeping services are also provided to the residents, however no medical care would be provided. We propose 34 surface parking spaces, including two handicapped parking spaces. Given the low income and advanced age of the target resident population, the vehicle ownership rate is expected to be low.

The Housing Authority will have at its disposal various mechanisms to ensure that the parking spaces are used in the manner intended. To ensure that demand for parking spaces will not exceed available supply, the Housing Authority will have the ability to use car ownership as a filter in the selection of residents. It is the goal of the Housing Authority to limit personal vehicle use by its residents at this property. There may be exceptions in certain instances, but the vehicle ownership/use will always be limited to ensure parking spaces are available on site. Once a resident is in occupancy, the Housing Authority also has the ability to restrict car ownership/use through the lease agreement with the resident.

The Housing Authority has successfully limited tenant vehicle ownership in the past and currently at several of our apartment complexes via access to DMV records and on-site observations. For non-senior complexes, for example, the concept of workforce housing with geographical

boundaries and vehicle ownership/use limitations has been successfully implemented at the El Carrillo at 315 West Carrillo Street and Bradley Studios at 512 Bath Street:

- El Carrillo, which provides housing for those with special needs, has 17 parking spaces for 61 studio units. None of the residents own cars as they are prohibited from owning/using a vehicle through their lease agreement. Please note that the special needs residents are generally of an income level that does not permit car ownership or they are disabled and unable to operate a car. The on-site manager of the facility uses two parking spaces and the caseworkers use 5 spaces during business hours. On average, only one guest parking space is used on a daily basis. Therefore, the parking at El Carrillo is at 47% occupancy.

- Bradley Studios provides housing for downtown workers as well as special needs residents (roughly 50/50 of each category). Due to the different tenant composition (as compared to El Carrillo), there is a higher demand for parking, but the Housing Authority is able to manage the number of tenants with cars. Bradley Studios provides 25 parking spaces for 53 studio units and one two-bedroom manager unit. The onsite manager will use car ownership as one of the items in tenant selection. When all parking spaces are allocated, preference is given to new residents who do not own a car. If there is parking availability onsite, there will be no preference for car ownership. While parking space usage varies over time, overall the parking at Bradley tends to be fully occupied.

For senior only projects, a very useful comparison is the original Garden Court located at 1116 De La Vina Street, which was developed in 1999. Garden Court consists of 98 units in a three-story building and has surface parking for a total of 28 cars. The 28 parking spaces are allocated as follows:

Handicapped space	1
Resident spaces	7
Staff spaces	13
Visitor spaces	6
Space for Garden Court van	1
Total	28

Residents are only allowed a vehicle as an exception for particular reasonable accommodations, and the number of resident vehicles could be reduced through the lease selection process. After 6 pm, the number of staff personnel onsite is reduced and visitors are able to share the staff parking spaces. Per the property management, the single handicapped space has been sufficient for the property. The only occasions where the Garden Court parking lot is insufficient for demand is during the one or two annual events where community members are invited. These occur in the evening hours. In these cases, attendees are usually able to utilize nearby free after-hours parking. At all other times, there have been no reported parking problems.

Garden Court is an excellent model for the proposed development, because the target population and level of services is exactly the same.

We emphasize that these projects were specifically designed and developed to reduce parking demand. To provide more parking than is necessary takes away from space that can be used for housing and community outdoor space, and tends to promote vehicle ownership and use. Our agency has taken a proactive approach to reducing the community's dependency on the vehicle.

It is with the successful implementation of the vehicle limitation and reduced parking at properties such as El Carrillo, Bradley Studios and Garden Court that the Housing Authority confidently proposes this reduced parking. We seek the support of City staff in its review of this project to appreciate that the target senior population will not have a high car ownership rate and that parking demand can be managed by the Housing Authority's leasing and management policies. We feel that this project at this specific site can be another positive step we can all take in helping to address Santa Barbara's affordable housing needs.

We appreciate the opportunity to present this project and to hopefully become a reality as another example of Santa Barbara's high quality affordable housing. Please contact me at 805-897-1062 if you have any questions or comments with regard to our requests.

Sincerely,

SKIP SZYMANSKI
Deputy Executive Director/COO

cc: Lisa Plowman
Rob Fredericks

City of Santa Barbara
Planning Division

ARCHITECTURAL BOARD OF REVIEW
MINUTES

Monday, April 14, 2014 David Gebhard Public Meeting Room: 630 Garden Street 3:00 P.M.

CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING

1. 251 S HOPE AVE **E-3/PD/SP-4/SD-2 Zone**

(3:15) Assessor's Parcel Number: 051-240-008
Application Number: MST2014-00142
Owner: Hughes Dealership Group, Inc.
Architect: Peikert + RRM Design Group
Applicant: Housing Authority of the City of Santa Barbara

(Proposal for the construction of a new 17,004 square foot building with 90 studio apartments for very low- and low-income seniors on a vacant 1.76 acre site. The project includes a two-bedroom manager's unit, commercial kitchen, and common dining room.)

(Comments only; requires Environmental Assessment and Planning Commission review.)

Actual time: 3:27 p.m.

Present: Detlev Peikert and Lisa Plowman, Architects; Rob Pearson, Executive Dir. of the Santa Barbara Housing Authority (HACSB).

Public comment opened at 3:51 p.m.

1) Bob Cunningham, opposition; with concerns requesting emphasis of the elevations of the circulation element and street frontage façades; additional roof details; and requested screening of the parking; subdued lighting; site story poles, improved curb and sidewalk pedestrian appeal; and landscaping to be similar to that across the street on La Rada.
2) Jim Smith, (speaking for seven other people, submitted documentation) opposition; with concerns regarding the proposed size, bulk, and scale, and requested a more residential look and feel to the proposed project, parking density in the neighborhood, and requested a reduction in height on the project.
3) Vicki St. Martin, support; but with concerns regarding size, parking density, and rapid traffic in the area, and neighborhood compatibility of the proposed project.
4) Dorinda Carr, (submitted letter) opposition; with concerns regarding size and scale of the proposed project, and rapid traffic and parking density in the area.
5) Tamara Diamond, opposition; with concerns regarding size and scale of the proposed project, rapid traffic and parking density, and adjacent crosswalk safety.
6) Karen Shaw, (adjacent neighbor) opposition; with concerns regarding size and scale, rapid traffic, parking density, and adjacent cross walk safety due to the loading of cars by the nearby dealership in the middle of the road.
7) Edward Steinfeldt, (adjacent neighbor) opposition; with concerns regarding parking density in the area due to the nearby car dealership, and the proposed square footage (footprint) for each unit.

Four letters and emails of concern from Dr. Kiumarss Nassari, Jim Souza, the Board of Directors for the

Hope Village Maintenance Corp., Dorinda Carr, and William Gebhart were acknowledged.

Public comment closed at 4: 09p.m.

Motion: **Continued indefinitely to Full Board with comments:**

1) The Board generally appreciates the well-sited project, but finds the project is too massive, and suggests a reduction in the size, bulk, and scale of the buildings as seen from the street, with suggestions to break up the massing by:
   a) Removing end units on the third floor;
   b) Add tile roofs at the porches and balconies or add a tile roof at the third story at the mansard to preserve the flat roof for photovoltaic equipment.
2) The Board was in favor of Option 2 with a red tile Spanish roof treatment of the building.
3) The Board expressed concern about the creek setback for long-term security and felt the proposed 35-foot setback may not be enough, and to perhaps step the building back.
4) Study compacting vertical circulation elements to maximize open space.
5) Return with building sections on the plans, and/or computer modeling. Story poles may be required in the future.
6) Provide a Transportation Traffic Study of traffic circulation and impacts, and parking numbers, including any queuing issues prior to returning for further ABR review.
7) Provide landscape screening for parking areas and show on the plans any proposed landscape fingers in the parking drawings.
8) Provide roof plan.
9) Obtain comments from Creeks Division staff prior to returning for further ABR review.

Action: Wittausch/Poole, 4/0/0. Motion carried. (Hopkins stepped down, Gradin/Cung absent).

City of Santa Barbara
Planning Division

ARCHITECTURAL BOARD OF REVIEW
MINUTES

Monday, November 9, 2015 David Gebhard Public Meeting Room: 630 Garden Street
CONCEPT REVIEW - CONTINUED ITEM

4. 251 S HOPE AVE **E-3/PD/SP-4/SD-2 Zone**

(5:00)

Assessor's Parcel Number:	051-240-008
Application Number:	MST2014-00142
Owner:	Housing Authority of the City of Santa Barbara
Architect:	Peikert + RRM Design Group
Applicant:	Housing Authority of the City of Santa Barbara

(Proposal by the Housing Authority of the City of Santa Barbara for a new, four-story affordable housing development for very-low and low income frail, elderly residents under the Average Unit-Size Density (AUD) Incentive Program on a 1.76 acre lot adjacent to Arroyo Burro Creek. The project includes 89 studio apartments, one-bedroom manager's unit, commercial kitchen, dining facilities, and common areas (lobby/reception area, conference room, offices, gift shop, salon, gym, and activity room). The total building area is 56,735 square feet (gross). The average unit size is 332.5 square feet. A total of 34 vehicular and 5 bicycle parking spaces are proposed. Planning Commission approval is requested for a Front Setback Modification to allow the building to encroach into the required front setback (based on AUD requirements for R-3); a Lot Area Modification to allow 90 residential units instead of 47 residential units on the subject property; and a Parking Modification to allow 34 vehicle and 5 bicycle parking spaces instead of the required 90 vehicle and 90 bicycle parking spaces required for AUD projects. A Planning Commission recommendation to City Council is requested for an Amendment to the Rancho Arroyo Specific Plan to allow Community Benefit Housing and Recreation/Open Space as additional uses in Area A-2 and a Zone Change to Rancho Arroyo Specific Plan Area A-2 from E-3 (One-Family Residence Zone) to R-3 (Limited Multiple-Family Residence Zone).)

(Second Concept Review. Comments only; requires Environmental Assessment, Compatibility Criteria Analysis, and Planning Commission review. Project was last reviewed on April 14, 2014.)

Actual time: 4:53 p.m.

Present: Detlev Peikert, Architect and Lisa Plowman, Planning Manager for Peikert & RRM Design Group; Rob Pearson, Executive Director/CEO for the Santa Barbara Housing Authority; Bob Cunningham, Landscape Architect; and Kathleen Kennedy, Associate Planner.

Mr. Pearson clarified the Housing Authority's general support of the proposed AUD project.

Public comment opened at 5:27 p.m.

1) Vicki St. Martin, opposition; expressed concerns regarding the proposed three-story height and the proposed pathway, and requested the building be scaled back.
2) Kathleen Rodriguez (Arroyo Burro Creek Association-submitted letter) opposition; expressed concerns regarding high velocity water erosion impacts to the northern concrete culvert on the ocean side of the Arroyo Burro Creek, and supports maintaining the naturalization of the creek.
3) Eddie Harris (President of SB Urban Creek Council-submitted letter) supports the proposed water shed planning and removal of the concrete trapezoidal channel to return normalized water flow condition to that downstream portion of the Arroyo Burro Creek channel.
4) Jan Banister, (Casa Esperanza resident) opposition; expressed concerns regarding the proposed

parking modification with regard to safety and parking density in the neighborhood.

5) Daniel McCarter, opposition; expressed concerns regarding the proposed number of units, massing and scale, creek setback, and impacts to the proposed concrete culvert. He supports maintaining the naturalization of the creek and creek setback.

Emailed letters of expressed concerns from Ed Harris (for the SB Urban Creek Council), and Kathleen Rodriguez were acknowledged.

Public comment closed at 5:39 p.m.

Motion: Continued indefinitely to the Planning Commission for return to Full Board with comments:

1) The Board finds the proposed design is generally in keeping with the Santa Barbara style of architecture, and stepping back the massing to the larger portion of the triangular lot to be generally acceptable. The Board finds the community priority project location to be acceptable in proximity to the creek, and access to the creek area and other amenities within walking distance to be appropriate for the neighborhood community.
2) The Board finds the proposed front yard setback modification aesthetically appropriate in part, and does not pose consistency issues with the Architectural Board of Review Guidelines, except for the northeast corner where the building fronts Hope Avenue. The Board would like to see a reduction of the third story element and further stepping back of the massing (terracing) on that side of the building, with the possibility of some additional units that could be added at the fourth floor, rather than the street level massing.
3) The Board finds the proposed project has a minimal visual impact on the lot area modification, and the massing composition adequately addresses the northeast corner of the lot.
4) The Board is in favor of the eventual naturalization (restoration) of the creek and the approximate 43-48 foot separation of the top of bank from the footprint of the building.
5) Provide some selected jacarandas and palm trees along the street frontage.
6) The Board favors a natural looking surface treatment for the public trail.
7) The Board has reviewed the proposed project and the Compatibility Analysis criteria (SBMC 22.22.145.B. and 22.68.045.B.) were generally met as follows:
   a. Compliance with City Charter and Municipal Code; General Consistency with Design Guidelines: The Board made the finding that the proposed development project's site design, architecture, and landscaping complies with all City Regulations and is consistent with ABR Design Guidelines.
   b. Compatible with Architectural Character of City and Neighborhood. The proposed design of the proposed development is compatible with the distinctive architectural character of the Santa Barbara and of the particular neighborhood surrounding the project.
   c. Appropriate size, mass, bulk, height, and scale. The proposed development's size, mass, bulk, and scale are appropriate for its neighborhood, given consideration of additional comments made by the Board.
   d. Sensitive to Adjacent Landmarks and Historic Resources. The design of the proposed development is appropriately sensitive to adjacent City Landmark/designated historic resources, historic sites or natural features and mitigation measures are adequate to reduce any adverse impacts.
   e. Public View of the Ocean and Mountains. The design of the proposed project responds appropriately to established scenic public vistas.
   f. Appropriate Amount of Open Space and Landscaping. The project's design provides an appropriate amount of open space and landscaping.

Action: Wittausch/Poole, 4/0/0. Motion carried. (Hopkins stepped down, Miller/Cung absent).

Board Comments: The Board concurred that parking issues are a Planning Commission consideration that does not pose a visual impact to the project's architecture.

APPLICABLE GENERAL PLAN POLICIES

Land Use Element

Growth Management and Resource Allocation Policies

LG1. Resource Allocation Priority. Prioritize the use of available resources capacities for additional affordable housing for extremely low, very low, low, moderate, and middle income households over all other new development.

Possible Implementation Actions to be Considered

LG1.1 Affordable Housing. Support affordable housing consistent with Housing Element goals and requirements and develop incentives in the form of flexibility in densities or standards for affordable housing projects if supported by available resource capacities.

Land Use Policies

LG4. Principles for Development. Establish the following Principles for Development to focus growth, encourage a mix of land uses, strengthen mobility options and promote healthy active living.

- Focus Growth. Encourage workforce and affordable housing within a quarter mile of frequent transit service and commercial services through smaller units and increased density, transit resources, parking demand standards, targeted infrastructure improvements, and increased public areas and open space. Incorporate ideas as a result of an employee survey.
- Mobility and Active Living. Link mixed-use development with main transit lines; promote active living by encouraging compact, vibrant, walkable places; encourage the use of bicycles; and reduce the need for residential parking.

LG5. Community Benefit Housing. While acknowledging the need to balance the provision of affordable housing with market-rate housing, new residential development in multi-family and commercial zones, including mixed-use projects, should include affordable housing and open space benefits.

LG6. Location of Residential Growth. Encourage new residential units in multi-family and commercial areas of the City with the highest densities to be located in the Downtown, La Cumbre Plaza/Five Points area and along Milpas Street.

LG9. Multigenerational Facilities and Services. The City recognizes that there is an increasing need for multigenerational facilities and services. The City shall encourage development which provides for multigenerational facilities and services.

Housing Element

Housing Opportunities Policies

H2. Housing Opportunities. Promote equal housing opportunities for all segments of the community, with special emphasis given to extremely low, very low, low, moderate, middle income and special needs households.

Possible Implementation Actions to be Considered

H2.1 Special Needs Population. Continue to fund a wide range of housing, human and community service programs and capital projects that strive to meet the needs of children, families, seniors, disabled persons, homeless, victims of domestic violence, and others.

H6. Housing Opportunities for Seniors. Seek to ensure the availability of a range of housing opportunities with an emphasis on extremely, very low, low and moderate income seniors.

Possible Implementation Actions to be Considered

H6.1 Senior Housing. Encourage the development of a full range of senior living situations, available at market and affordable rates.

H6.7 Housing Incentives. Continue to provide reduced parking incentives for senior housing projects in combination with bonus densities to encourage the development of small senior and disabled apartment projects including efficiencies and congregate care.

New Housing Development Policies

H10. New Housing. Given limited remaining land resources, the City shall encourage the development of housing on vacant infill sites and the redevelopment of opportunity sites both in residential zones, and as part of mixed-use development in commercial zones.

H11. Promote Affordable Units. The production of affordable housing units shall be the highest priority and the City will encourage all opportunities to construct new housing units that are affordable to extremely low, very low, low, moderate and middle income owners and renters.

Possible Implementation Actions to be Considered

H11.1 Affordable and Workforce Housing. Explore options to promote affordable and workforce housing, including revising the variable density ordinance provisions to increase affordable housing (e.g., limit unit size), requiring a term of affordability, and reducing parking standards with tenant restrictions.

H11.5 Bonus Density. Continue to provide bonus density units above levels required by State law, to be reviewed on a case-by-case basis.

H11.7 Infill Housing. Continue to assist the development of infill housing including financial and management incentives in cooperation with the Housing Authority and private developers to use underutilized and small vacant parcels of land for new extremely low, very low, low and moderate income housing opportunities.

H16. Expedite Development Review Process. Assist affordable housing sponsors to produce affordable housing by reducing the time and cost associated with the development review process while maintaining the City's commitment to high quality planning, environmental protection and urban design.

Environmental Resources Element

Energy Conservation Policies

ER5. **Energy Efficiency and Conservation.** As part of the City's strategy for addressing climate change, minimizing pollution of air and water, depleting nonrenewable resources and insulating from volatility of fossil fuel prices, dependence on energy derived from fossil fuels shall be reduced through increased efficiency, conservation, and conversion to renewable energy sources when practicable and financially warranted.

Possible Implementation Actions to be Considered

ER5.1 Energy Efficient Buildings. Encourage all new construction to be designed and built consistent with City green programs, the California Green Building Code, policies, and the goal of achieving "carbon neutrality" by 2030 in all buildings.

Biological Resources Policies

ER11. **Native and Other Trees and Landscaping.** Protect and maintain native and other urban trees, and landscaped spaces, and promote the use of native or Mediterranean drought-tolerant species in landscaping to save energy and water, incorporate habitat, and provide shade.

ER12. **Wildlife, Coastal and Native Plant Habitat Protection and Enhancement.** Protect, maintain, and to the extent reasonably possible, expand the City's remaining diverse native plant and wildlife habitats, including ocean, wetland, coastal, creek, foothill, and urban-adapted habitats.

Possible Implementation Actions to be Considered

ER12.4 Native Species Habitat Planning. Protect and restore habitat areas for native flora and fauna, and wildlife corridors within the City, including for chaparral, oak woodland, and riparian areas. In particular, provide land use/design guidelines to:

a. Require buildings and other elements of the built environment, and landscaping to be designed to enhance the wildlife corridor network as habitat.

b. Ensure that the City and new development preserve existing trees within identified wildlife corridors, and promote planting new trees, and installing and maintaining appropriate native landscaping in new developments within or adjacent to important upland wildlife corridors and all streams. Ensure that efforts are made to minimize disturbance to understory vegetation, soils, and any aquatic habitats that are present below the trees in order to provide movement of species that utilize the habitat.

c. Ensure that new development and redevelopment projects will not result in a net reduction or loss in size and value of native riparian habitats.

d. Increase riparian habitat within the City and / or its sphere of influence by 20 acres or more, and 1 linear mile or more, over the 20 year life of Plan Santa Barbara. Priorities for restoration include perennial reaches of the major streams, reaches of creek on publicly-owned land, and degraded areas of the City's three major creeks.

ER12.5 Riparian Woodland Protection. Site new development outside of riparian woodlands to the extent feasible. Within and adjacent to riparian woodlands:

a. Avoid removal of mature native trees;

b. Preserve and protect native tree saplings and understory vegetation;

c. Provide landscaping within creek setback compatible with the continuation and enhancement of the habitat area, consisting primarily of appropriate native species and excluding use of invasive non-native species;

d. Include conditions of approval for habitat restoration of degraded oak woodlands where such development creates direct or indirect impacts to the affected habitat;

e. Include water quality protection and enhancement measures consistent with the adopted City Storm Water Management Plan.

ER13. **Trail Management**. Existing and future trails along creeks or in other natural settings shall be managed for both passive recreational use and as native species habitat and corridors.

Hydrology, Water Quality and Flooding Policies

ER19. **Creek Resources and Water Quality**. Encourage development and infrastructure that is consistent with City policies and programs for comprehensive watershed planning, creeks restoration, water quality protection, open space enhancement, storm water management, and public creek and water awareness programs.

ER20. **Storm Water Management Policies.** The City's Storm Water Management Program's policies, standards and other requirements for low impact development to reduce storm water run-off, volumes, rates, and water pollutants are hereby incorporated into the General Plan Environmental Resources Element.

ER21. **Creek Setbacks, Protection, and Restoration**. Protection and restoration of creeks and their riparian corridors is a priority for improving biological values, water quality, open space and flood control in conjunction with adaptation planning for climate change.

Possible Implementation Actions to be Considered

ER21.1 Creek Setback Standards. Establish updated creek setback and restoration standards for new development and redevelopment along all creeks, and prepare or update guidelines for restoration, increase of pervious surfaces and appropriate land uses within designated creek side buffers.

a. Develop setback standards of greater than 25 feet from the top of bank for new structures and hard surfaces adjacent to creeks and wetlands.

b. At a given site, creek buffers should be adequate for protection from flood, erosion, and geologic hazards, and to provide habitat support.

c. In developing creek setback and restoration standards, consider applicable creek standards in surrounding jurisdictions and the Santa Barbara County Flood Control District general recommendation for new development setbacks of 50 feet from the top of bank of major creeks with natural creek banks, with a reduction up to 25 feet where "hard bank" protection is present.

d. For new development that is closer than 50 feet to the top of the bank of any major stream, creek bank stabilization shall be provided through planting of native trees and shrubs on creek banks and along the top of banks to minimize erosion and the potential for bank failure.

e. When the City determines that a structure must be constructed within proposed creek setbacks or where a project would be exposed to unusually high risk of bank erosion or collapse, non-intrusive bank stabilization methods such as bio-engineering techniques (e.g. revegetation, tree revetment, native material revetment, etc.) shall be used where feasible rather than hard bank solutions such as rip-rap or concrete.

ER21.2 Creekside Development Guidelines. Establish design guidelines for development and redevelopment near creeks, such as measures to orient development toward creeks, and better incorporate creeks as part of landscape and open space design. Utilize native riparian palettes for landscaping along creeks, and prohibit the use of non-native invasive plants. Encourage public creekside pedestrian paths where appropriate to increase connectivity and provide pocket parks and signage to improve public awareness and enjoyment of the City's creeks.

ER21.3 Creek Naturalization. Prohibit the placement of concrete or other impervious material into, or piping of, major creeks and primary tributaries except for water supply projects or flood control projects that are necessary for public safety, or to maintain or repair a structure that protects existing development. These protection measures shall only be used for water supply or flood control purposes where no other less environmentally damaging method is available and the project has been designed to minimize damage to creeks, wetlands, water quality, and riparian habitats. Whenever feasible, existing concrete lining shall be removed from creek channels, and reaches of drainages that have been previously under-grounded shall be "daylighted."

ER21.4 Surface Water Drainage Restoration. Set a goal to restore or daylight a total of at least .5 miles of surface water drainages over the life of Plan Santa Barbara. Priority areas for restoration include segments of Mission Creek consistent with sound flood control practices, the reach of Arroyo Hondo Creek through City College, the tributary to Arroyo Burro Creek west of Las Positas Road, and the segment of Arroyo Burro Creek adjacent to La Cumbre Plaza.