



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: April 7, 2016
AGENDA DATE: April 14, 2016
PROJECT: 711 North Milpas Street (MST2015-00561)
TO: Planning Commission
FROM: Planning Division, (805) 564-5470, extension 4549
 Beatriz Gularte, Senior Planner *BEG*
 Andrew Bermond, AICP, Project Planner *ARB*

I. PROJECT DESCRIPTION

The proposed project would construct a new four-story 80,309 square foot mixed-use development under the Average Unit-Size Density (AUD) Incentive Program on 1.54 acres at the corner of Milpas and Ortega Streets. Two existing 665-square foot residential units and 26,927 square feet of existing commercial retail and warehouse space would be demolished. A total of 6,656 square feet of commercial floor area subject to the Non-Residential Growth Management Program (GMP) is proposed as well as 51,065 square feet of residential use for in 73 units. The unit mix would consist of 32 two-bedroom, two-bath units; 32 one-bedroom, one-bath units; and 9 two-bedroom, one-bath units. A total of 100 parking spaces and 15 bicycle parking spaces would be required under the Zoning Ordinance, 94 parking spaces and 77 bicycle parking spaces are proposed.

The proposed density is 48 dwelling units per acre and the average unit size would be 700 square feet, below the 970 square feet average allowable under the AUD program for the 1.54 acre project. The site is currently divided into 7 lots which are proposed to be merged into a single lot (see Exhibits A and B).

II. CONCEPT REVIEW

This project requires Planning Commission Conceptual Review because the lot size is more than 15,000 square feet and the project is being proposed under the AUD Incentive Program Priority Housing Overlay. The purpose of this hearing is for Planning Commission and the public to review the proposed project design and provide the applicant, staff, and the Architectural Board of Review (ABR) with comments on the proposed improvement, design, and General Plan consistency (SBMC §28.20.080).

Staff recommends that the Planning Commission review the proposed project, consider the issues outlined in this report, and provide comment and recommendation by majority vote regarding the proposed design and improvement of the project and the project's consistency with the City's General Plan. The Planning Commission's comments and recommendations will be communicated to the ABR for use in their deliberations on the project.

Project Vicinity



III. SITE INFORMATION

Applicant:	Lisa Plowman, RRM Design Group		
Property Owner:	Robert Bleecker, 711 Milpas Street, LLC		
Site Information			
Parcel Numbers:	031-121-011	Lot Area:	0.08 acres
	031-121-014		0.44
	031-121-016		0.16
	031-121-017		0.11
	031-121-019		0.15
	031-121-021		0.44
	031-121-022		0.04
	031-121-024		<u>0.10</u>
			1.52 acres
General Plan:	Commercial/ High Residential (28-36 du/acre)	Zoning:	C-2/Priority Housing Overlay (37-63 du/acre)

Existing Use: Commercial (retail/warehouse) and residential	Topography: 4%
Adjacent Land Uses	
North – Commercial	East – Commercial
South – Santa Barbara Junior High School/Commercial	
West – Santa Barbara Junior High School	

IV. ZONING

The project is proposed under the City’s AUD Incentive Program, which allows up to 95 dwelling units on the 1.52 acre property under the Priority Housing Density requirements. The project would construct units with an average size of 700 square feet, less than the maximum of 970 square feet for projects with a density of 48 dwelling units per acre.

The project has two frontages facing a public street. The AUD Incentive Program requires a five-foot variable setback from each of the front property lines. The project would provide a 2.5-8.25-foot setback from Milpas Street and a 0-foot setback from Ortega Street. A parking modification will be required for the parking proposed in the five foot variable front setback along Ortega Street. The AUD Incentive program requires a six-foot setback from interior property lines adjacent to residential zones and no setback from interior property lines adjacent to commercial zones. The project would provide a 6 foot setback from Santa Barbara Junior High School and a 5 foot setback from the commercial lots to the north.

The project would demolish 26,927 square feet of non-residential floor area and construct 6,656 square feet of new non-residential floor area. The project would be four stories with a maximum height of 45’ which is consistent with AUD height limitations. The project includes an open courtyard in the center of the project at ground level and a roof deck over the third story, providing in excess of the 15 percent required open space.

The AUD Incentive Program requires one parking space per residential unit. There is no requirement for covered parking under the AUD Incentive Program. The proposed project provides 94 parking spaces (28 covered) and an area has been specified for bicycle parking in the building. A total of 100 vehicle parking spaces and 77 bicycle parking spaces are required. A parking modification for providing less than the required commercial spaces is required.

Standard	Requirement/ Allowance	Existing	Proposed
AUD			
-Units	<95	2	73
-Unit Density	<63 units/acre	1.3 units/acre	47 units/acre
-Average Unit-Size	<970 sf	665 sf	700 sf
Res. Floor Area	<70,810 sf	2,660 sf	51,065 sf
Com. Floor Area	N/A	26,297 sf	6,656 sf
Setbacks			

-Front	5 feet (variable)	5 feet	0 feet (Ortega) 2.5-8.25 feet (Milpas)		
-Interior (Com)	None	0 feet	5 feet		
-Interior (Res)	6 feet	0 feet	6 feet		
Building Height	45 feet	~22 feet	45 feet		
Auto Parking					
-Residential	73 spaces	0 spaces	73 spaces		
-Commercial	27 spaces	29 spaces	21 spaces		
Bicycle Parking					
-Residential	77 spaces	0 spaces	77 spaces		
-Commercial	4 spaces	0 spaces	4 spaces		
Common Outdoor Living Space	10,111 sf	0 sf	11,585 sf		
Lot Coverage					
-Building	N/A	28,257 sf	41.9%	27,786 sf	41.2%
-Paving/Driveway	N/A	38,961 sf	57.8%	29,742 sf	44.1%
-Landscaping	N/A	188 sf	0.3%	9,878 sf	14.7%

V. GENERAL PLAN CONSISTENCY

Per SBMC §28.20.080.D, the Planning Commission shall provide comment and recommendation by majority vote regarding the proposed design and improvement of the project and the project’s consistency with the City’s General Plan. Exhibit E includes a comprehensive list of relevant General Plan goals, policies, and implementation strategies. A brief summary is provided below.

Land Use Element

The Land Use Element includes a policy to prioritize 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, and an implementation strategy to develop incentives in the form of flexibility in densities or standards for affordable housing projects.

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.

Land Use Element Policy LG4. Principles for Development calls for establishing 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.

Housing Element

The Housing Element includes multiple policies and implementation strategies encouraging and facilitating the development of affordable, rental, senior and special needs housing. The proposed project would provide 73 new rental units.

Environmental Resources Element

The Environmental Resources Element provides policies regarding the documentation of public views of the ocean, mountains, and other highly valued public view points. Views of the mountains would be lost from the end of Ortega Street, however, this area would not be considered a highly valued public view points. The project would be most visible from the playing fields and courts of Santa Barbara Junior High.

Conservation Element

The Conservation Element also provides policies for enhancing the scenic character of the City, maintaining existing mature trees and landscaping, encouraging the planting of new trees, and protection of scenic view corridors. As proposed, the project would remove existing mature landscaping and introduce new landscaping along Milpas and Ortega Streets.

Noise Element

The Noise Element provides policies regarding siting new residential uses in non-residential zones and the compatibility of adjacent uses to prevent noise conflicts.

Circulation Element

The Circulation Element provides policies emphasizing alternative modes of transportation in order to provide people with choices other than travel exclusively by automobile. The project is located along Milpas Street served by the bus system and also incorporates 77 bicycle parking spaces on-site.

VI. DESIGN REVIEW

This project was reviewed conceptually by the Architectural Board of Review (ABR) on February 1, 2016 (Exhibit C). The ABR received public comment pertaining to concerns about mountain views and parking availability in the area. The ABR also found that the project would not pose consistency issues with ABR design guidelines or required findings because it does not fall within the Hayley-Milpas Design Guideline District and reflects a pleasing contemporary aesthetic. The ABR made the following project compatibility findings:

1. **Parking Modification.** The ABR found the proposed parking modification was aesthetically appropriate because the commercial parking would be provided along Ortega Street.

2. **Compliance with City Charter and Municipal Code; General Consistency with Design Guidelines.** The ABR made the finding that the proposed development complies with all City Regulations and is consistent with ABR Design Guidelines.
3. **Compatible with Architectural Character of City and Neighborhood.** The ABR found that the proposed design of the proposed development is compatible with Milpas Street because its design presents a strong initial option for Milpas Street mixed-use development.
4. **Appropriate size, mass, bulk, height, and scale.** The ABR found that the proposed development's size, mass, bulk, height, and scale are appropriate for the Milpas Street area because the fourth story would be stepped back from Milpas Street.
5. **Sensitive to Adjacent Landmarks and Historic Resources.** The ABR found the design of the proposed development is appropriately sensitive to Santa Barbara Junior High School because landscaping (including vines along the west side) would be included to soften views from the school.
6. **Public View of the Ocean and Mountains.** The ABR found the design of the proposed project responds appropriately to established scenic public vistas because Ortega Street adjacent to the project site is not commonly used and mountain views from most public roads would not be adversely affected.
7. **Appropriate Amount of Open Space and Landscaping.** The ABR found the project's design includes an appropriate amount of open space and landscaping because the interior courtyard and the parking lot landscape would provide adequate relief from the building mass.

Additionally, two members of the ABR felt that the overall length along Milpas Street could be broken up by providing different stylistic elements along the building.

VII. PRE-APPLICATION REVIEW TEAM (PRT) REVIEW

The project was reviewed by the City's Land Development Team in December 2015. On December 22, 2015, the PRT comments were provided to the Applicant. The project design has been modified to address PRT concerns with warehouse use, loading, motorist sight lines, and trash/recycling vehicle access.

Tenant Displacement Assistance Ordinance (TDAO)

The project is subject to the Tenant Displacement Assistance Ordinance for the two existing apartments on site.

Non-Residential Growth Management Program (GMP)

The project would not require a Development Plan pursuant to the GMP because it would not construct any new non-residential floor area. The proposed project would demolish 26,297 square feet of non-residential floor area and construct 6,656 square feet resulting in a net reduction of 19,641 square feet.

Storm Water Management Program (SWMP)

The proposed project would need to meet Tier III SWMP requirements because its size and because it is a mixed-use project. The project is designed to retain and treat up to one inch of rainfall in a 24 hour period.

Parking

The proposed project would provide less than the required commercial parking for a project of its size. Also, 14 of the proposed parking spaces would be installed within the Ortega Street front setback. The project will also require a Parking Design Standard waiver from Transportation for backing out onto a public street.

Voluntary Lot Merger

The proposed project site is currently 7 lots. These lots would need to be merged in order to accommodate building and parking across property lines. One of the lots proposed to be merged extends approximately 5 feet into Milpas Street. The PRT letter advised that this 5-foot extension should be dedicated to the City.

VIII. ISSUE AREAS

Staff recommends that the Planning Commission consider the following issue areas for this concept review:

General Plan Consistency

As stated in Section V, Staff requests feedback regarding consistency with the City's General Plan policies related to Land Use, Housing, Conservation, Environmental Resources, Noise, and Circulation Elements.

Size, Bulk, and Scale

The proposed structure is a mix of three and four stories, allowed in the C-2 Zone and under the AUD program. The proposed building would be 45 feet tall. The three story portions of the structure front Milpas Street and Ortega Streets. The fourth story is toward the back which minimizes visibility of the tallest components from Milpas Street. The project is on the southwest side of Milpas Street, with the open playing fields and courts of Santa Barbara Junior High School directly behind the development. The ABR found the project's design and massing acceptable.

Public Improvements

New mixed-use development requires compliance with the goals and policies of the City's Pedestrian Master Plan. The proposed project would require public improvements along the Milpas and Ortega Street frontages, including the realignment of the crosswalk, new pedestrian access ramps, and replacement of lifting or damaged sidewalk.

The proposed project would reconstruct Ortega Street from Milpas Street to its terminus at the Santa Barbara Junior High School. The purpose of this reconstruction is to provide 13 on-site perpendicular commercial parking spaces and 11 off-site perpendicular parking spaces.

The configuration would give Ortega Street the appearance of a parking lot, but would remain right-of-way for neighboring access. The existing sidewalk connection from Milpas Street to

Santa Barbara Junior High School along the south side of Ortega Street would be maintained. While pedestrian improvements would be constructed along the on-site perpendicular sites, the pedestrian connection to the Junior High School would remain incomplete on the north side. Access to the vehicle gate would be maintained with an 11-foot wide driveway.

Parking and Setback Modifications

The Zoning Ordinance establishes a requirement of 1 parking space per 250 square feet of commercial development. Therefore, the proposed 6,656 square feet of retail development is required to provide 27 automobile parking spaces instead of the proposed 21 spaces.

The applicant has submitted a parking demand study (Exhibit D) demonstrating that 2.5 parking spaces per 1,000 square feet are required to satisfy Capital Hardware's peak demand (i.e. 1 space per 400 square feet). It also surveyed several other commercial uses on Milpas finding an average peak demand of 1.86 spaces per 1,000 square feet (i.e. 1 space per 540 square feet). Transportation staff has reviewed the parking demand study and supports its conclusion.

The project would require a Parking Modification from the Staff Hearing Officer because the project as designed would provide only 94 of the 100 required parking spaces for the mixed use project. The project would construct the 73 required residential parking spaces, but as previously stated would construct 21 instead of the required 27 commercial parking spaces, including the one required accessible space for commercial parking. This would result in a parking rate of 1 space per 317 square feet for the 6,656 square feet of commercial development.

The project would also require a Front Setback Modification from the Staff Hearing Officer to allow the parking of up to 14 vehicles in the 5-foot variable front setback along Ortega Street. Parking is not allowed in a front yard setback. Also, because the parking spaces are proposed to back out into a public street, a Parking Design Standards waiver will be required from the Transportation Engineer. The ABR generally supported the proposed redesign of Ortega Street to accommodate head-in parking.

IX. NEXT STEPS

The Parking Modification and Front Setback encroachment request is scheduled to be considered by the Staff Hearing Officer on April 27, 2016. Following the Staff Hearing Officer review, the applicant would return to the ABR for review and approval. The ABR cannot elect to refer this project to Planning Commission. However, the applicant can request additional concept reviews by the Planning Commission.

Exhibits:

- A. Applicant's letter, dated March 22, 2016
- B. Perspective Drawing, Site Plan, Building Elevations
- C. ABR Minutes dated February 1, 2016
- D. Parking Demand Study dated July 14, 2015
- E. Relevant General Plan Goals, Policies, & Implementation Strategies
- F. AUD Incentive Program Table



March 22, 2016

Mr. Andrew Bermond
Community Development Department
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93101

**RE: 711 N. Milpas Street MST205-00561, APN: 031-121-011, -014, -016, -017,
-019, -021, -022, -024**

Dear Mr. Bermond,

The purpose of this letter is to submit a respond to the City's additional requests for information outlined in the December 22, 2015 PRT letter addressing the proposed mixed use, Average Unit Size Density (AUD) project. Below are the City comments and our response to each comment. Please note that we have only included the comments that required a response.

I. RESPONSE TO COMMENTS - INCOMPLETE ITEMS

A. Planning Division

- 1. Tenant Displacement Assistance Ordinance (TDAO).** *The TDAO assists those tenants who are displaced due to their unit being demolished, eliminated, or lost as a result of a land use change. The TDAO applies to all discretionary or ministerial permits and requires notice to the tenants 60 days prior to filing an application. For purposes of the TDAO, an application includes any application to ABR, HLC, Staff Hearing Officer or Planning Commission (DART application), or the Building and Safety Division for a building permit or demolition permit. Among the provisions is monetary displacement assistance in the amount of four times the median advertised rental rate or \$5,000, whichever is greater. Special needs households, as defined in the ordinance, are entitled to greater assistance. For a complete copy of the TDAO, please refer to Chapter 28.89 of the Municipal Code, or find the TDAO handout on the City's website at: www.santabarbaraca.gov/services/planning/forms/planning.asp. The Municipal Code does not provide for a waiver of TDAO noticing requirements.*

As your project involves the elimination of a rental units, the TDAO applies. The required notice will need to have been provided 60 days prior to your submittal to ABR. It is our

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a California corporation • Lenny Grant Architect C26973 • Jerry Michael, PE 36895, LS 6276 • Jeff Ferber, LA 2844

EXHIBIT A



understanding, that you will be amending the original notice provided to the tenants to meet the zoning ordinance requirements.

The required documents were submitted prior to the ABR hearing and should be on file with the City.

- 2. Tree Removal.** *SBMC Chapter 15.24 (Preservation of Trees) regulates tree removal and the degree of pruning allowed for privately-owned trees. The removal of trees in a required front setback or City right-of-way (SBMC Chapter 15.20) requires a permit from the Parks and Recreation Department. Approval from the Street Tree Advisory Committee and Parks and Recreation Commission is required prior to application completeness. Please contact Parks and Recreation Staff for further information.*

The project includes the removal of the existing ficus trees in the right-of-way. The project team will seek the required permit for their removal and replacement with the designated street tree for Milpas.

- 3. Storm Water Management Program (SWMP).** *This is a Tier 3 SWMP project, which must incorporate design solutions to meet the City's storm water requirements for (1) water quality treatment; (2) peak runoff discharge rate; and (3) volume reduction for the entire site. Please submit a hydrology/storm water report that demonstrates how these three requirements will be met on-site. Refer to the City's Storm Water BMP Guidance Manual for more information:
www.santabarbaraca.gov/gov/depts/parksrecl creeks/quality/storm/default.asp.*

It is understood that the project is Tier 3, a report detailing how the project will meet the requirements has been submitted with the application.

- 4. Average Unit-Size Density (AUD) Incentive Program.** *The AUD Program, effective August 30, 2013, replaces the previously existing Variable Density Program and allows increased residential densities to encourage smaller, more affordable units in certain areas of the City. The AUD Program is available in the following zones of the City: R-3, R-4, HRC-2, R-O, C-P, C-L, C-1, C-2, C-M, and OC Zones, as shown on the City of Santa Barbara Average Unit-Size Density Incentive Program Map (available on the City's website).*

The Average Unit-Size Density Incentive Program (SBMC Chapter 28.20) will be in effect for a period of either eight years or until 250 residential units have been constructed under the Program, whichever occurs first.

The proposed project site is comprised of 9 lots totaling 1.52 acres. The lot associated with APN 031-121-021 extends approximately 10 feet into the Milpas Street right-of-way. In



compliance with SBMC §28.83.177 this approximate 300 square-foot area will need to be dedicated as right-of-way and reduced from the proposed project area calculations.

Additionally, a 4-foot sidewalk dedication would be required on the Milpas Street frontage per the Pedestrian Master Plan, reducing the total project area by approximately 1,200 feet. With a revised project area of 1.49 acres (64,711 square feet), the proposed 71 units would result in a 47.79 dwelling units per acre; above the High Residential (28-36 du/ac.) threshold but below the Priority Housing Overlay (49-63 du/ac.) threshold and within the average unit sizes allowed for the proposed density.

The project frontage has been revised to reflect the required right-of-way.

5. **Nonresidential Growth Management Program (GMP).** *Effective April 11, 2013, until December 31, 2033, the amount of new nonresidential floor area available for nonresidential construction projects shall be restricted to no more than one-million three-hundred fifty thousand (1,350,000) square feet. SBMC Chapter 28.85 implements the GMP and provides details on the allocation of nonresidential square footage each year, categories of nonresidential square footage and development areas. The proposed demolition of 33,000 square feet of existing development includes two residential units of unknown size. Therefore, the GMP credit after the proposed construction of 8,627 square feet of new nonresidential square footage cannot be verified. Please calculate the existing nonresidential and residential square footage separately.*

Please see Sheet A2 - Demolition Plan for the detailed information regarding the existing residential and commercial square footage that will be removed from the site.

6. Zoning Compliance.

- **Uses Permitted.** *Warehouse use is not an allowable land use in the C-2 Zone. Please show proposed storage associated with retail development as a component of the retail use. The parking calculations also must be based on retail and not assume warehouse use.*

The plans have been modified and the warehouse use has been eliminated.

- **Front Setback.** *The proposed front setback is currently shown at 8 feet 8 inches with intrusions reducing it to 6 feet 4 inches. This is consistent with the zoning requirement for a 5-foot front setback.*

Comment noted.



- **Interior Setbacks.** *The proposed setback of 6 feet from Santa Barbara Junior High School would comply with the requirement for setbacks from R-3 zoning. Please show parking bumper detail to ensure that parking overhang would not encroach into the interior setback. There is no interior setback requirement for AUD projects adjacent to C-2 zone. Therefore, the proposed 5-foot interior setback is consistent.*

As shown on Sheet A3 – Site Plan, the proposed setback from Santa Barbara Junior High School is 6 feet. The parking spaces are 18 feet long and do not require a bumper overhang into the landscape buffer.

- **Building Height.** *The proposed height of 44 feet and 4 stories complies with the maximum allowed height for an AUD rental project. Staff will need to review elevations and sections to confirm that the height is no more than 45 feet above existing or finished grade, whichever is lower.*

The proposed building height will meet the 45-foot height limit. See Sheets A8 and A9 – Elevations.

- **Outdoor Living Space.** *Required outdoor living space for the project can be provided as either private outdoor living space or common outdoor living space. The project is providing 12,758 square feet of common outdoor living space on the roof, above the 15% (10,180 square feet) required. The project is also providing private outdoor living space for most of the units in the form of a balcony. Please note that these balconies would not satisfy the private outdoor living space requirements as they are less than 6 feet in depth and are not provided for all of the units. Nevertheless, they do provide an additional amenity for residents and some architectural relief along the interior property lines.*

The outdoor Living space requirement is met by providing common outdoor space on the ground level and on the roof deck. Please see Sheet A1 – Cover Sheet, Common Open Space Method, Sheet A3 – Site Plan, and Sheet A7 – Level 4 Floor Plan.

- **Parking.** *The required vehicular parking is 106 spaces (71 residential and 35 commercial spaces); 93 spaces are proposed. 8,627 square feet of commercial retail use is proposed, requiring 35 parking spaces. As stated above, the parking cannot be calculated based on warehouse use. A modification to allow a new mixed-use AUD project to be constructed without 13 required parking spaces for the commercial use is difficult to support by staff. However, the Parking Demand Study will be taken into consideration by the Staff Hearing Officer, who will be the decision maker on the requested modification. Should the project go*



forward with the reduced parking, we will more than likely condition that the building not be occupied in the future by higher demand uses such as restaurants or fast food (See Transportation Comments below).

The parking calculations were adjusted to address this comment. In addition, the warehouse space was eliminated from the plan. Please see Sheet A1 – Cover Sheet, Required Parking and Sheet A3 – Site Plan.

7. **Rooftop Equipment.** *Please be aware that the ABR will be looking to ensure that any rooftop mechanical equipment is properly screened from public view. Because no sections or roof plans were provided, staff cannot comment of the potential for this equipment to be properly screened within the 45-foot height limit. The proposed design appears to have a maximum height of 44 feet. Also, please see Alternative Energy comment below.*

Comment noted.

8. **Trash/Recycling.**

- **Access.** *Please show how garbage vehicles would circulate on the property. The turning radii for a garbage truck is 34 feet on the interior wheel and 50 feet on the exterior wheel.*

Please see Sheet A3 – Site Plan, where the turning radius of 34' and 50' are shown.

- *Once revised, please review the proposed trash areas (location, configuration, etc.) with the trash service provider (Marborg) to ensure that they can service the site as designed.*

The Preliminary plan has been reviewed by Marborg and found to be acceptable (JCrowley@marborg.com).

9. **Alternative Energy.** *The City of Santa Barbara supports use of alternative energy sources to conserve energy resources and reduce carbon emissions that contribute to climate change.*
- **Solar Energy.** *Installation of solar photo-voltaic arrays as part of new construction, redevelopment, and significant remodel projects should be provided in accordance with General Plan Policy ER6 and the City of Santa Barbara Solar Energy System Design Guidelines. Multi-family residential projects of three or more units require provision of a minimum 2kw system per unit if physically feasible.*



Commercial projects require provision of a minimum of 5 watts of photovoltaic panel systems for every net new square foot of building floor area; or a photovoltaic system sized to meet a minimum of 30% of the average projected energy demand for the structure, whichever is lower.

Comment noted.

- **Electric Vehicle Charging.** *Project applicants are encouraged to pre-wire developments to facilitate electric vehicle charging. This may be accomplished in a variety of ways depending on the scope of the project. Please discuss options with Planning and Transportation Planning staff and refer to the Central Coast Plug-In Electric Vehicle Readiness Plan and the City Climate Action Plan Policy 20.*

Please see Sheet A3 – Site Plan. Four spaces of EV ready capability have been included.

B. Engineering Division

- I. Water Distribution.** *A water meter room will be required. The plans will require a schematic for meter room showing meter configurations with assigned units, private main, master water meter, and backflow protection. The City will require an easement to access the water meter room.*

Comment noted.

- *The water main will need to be replaced along all frontages of the project per direction of Water Resources staff.*

Comment noted.

- *Flow calculations will be required as part of the discretionary review process.*

Comment noted.

- *We recommend separate meters for each retail space.*

Comment noted.



2. **Land Development.** Please provide street file data and references, archive plan data, topographic maps and utility atlas data. Some review was made by staff based on limited internal information and we have the following: Right-of-Way dedication for Milpas Street for APN 031-121-021.

After discussion at public works counter with Tom Scott, it was determined that the comment was made in error. Plans will be submitted with available information on boundary, existing utilities and topographic information.

C. Transportation Division

1. **Changes to the ROW.** It appears that significant changes to the right-of-way are proposed for Ortega Street in particular. Staff supports the concept of providing 90-degree parking on Ortega Street that would also remain open to the public; however, a much greater detailed plan of what is existing versus proposed in the right-of-way (e.g., curb lines, pedestrian crossing locations, curb radii, pedestrian ramp location and design, etc.) is required in order for staff to provide more detailed comments and and/or supportability on details of the design. All changes to the right-of-way will require a separate Public Works permit.

Comment noted.

2. **Parking Modification.** Staff has concerns regarding the requested parking Modification. Staff can support of the proposed commercial rate of three spaces per 1,000 square feet of commercial based on the July 2015 Parking Demand Study. However, the project would need to be conditioned to exclude higher demand future uses (such as restaurant) in order to support the Modification. The spaces would appear and function as public parking and therefore, would be conditioned to remain open and available to the public. It is challenging to support a Modification for parking if a portion of the required spaces functions as public parking. Staff may support a waiver for the commercial spaces to back to a public street based on the dead end nature of the road.

You may consider the following options:

- Adjust the project size in order to meet parking demand without including the 13 spaces fronting Ortega Street;
- Provide design elements on Ortega Street to appear more like a private parking area, while keeping it open to the public and it would also remain a public street. For example, provide a driveway type approach from Milpas Street onto Ortega Street.



- Consider exploring the relinquishment of Ortega Street to create a private parking lot area. If this option was pursued, public easements would be required for pedestrian access to the Junior High School.

RRM met with transportation planning staff on February 17, 2016, to review the design and determined that the redesign of Ortega Street that would be consistent with Option B above would be supportable and that the on-site parking could back out onto the street. Consistent with option B, this section of Ortega Street would be designed to be like a parking lot rather than an extension of the street.

3. Traffic. Please provide a detailed breakdown of the existing and proposed commercial uses and their gross square footages, so that the following preliminary traffic analysis by staff may be confirmed:

- Based on information provided in the PRT and subsequent emails with Ms. Plowman, Transportation planning Staff prepared a preliminary traffic analysis of the traffic effects of the proposed development agreement to demolish approximately 10,062 square feet of retail and 15,041 square feet of warehouse buildings and two residential units, and construct 71 residential units and approximately 6,967 gross square feet of retail and 2,068 gross square feet of warehouse use. Note, the warehouse use for the proposed retail component is considered an ancillary use to the retail and thus the entire proposed commercial uses are considered retail for traffic analysis purposes. The City of Santa Barbara's traffic model was used to determine traffic effects using the model's specific traffic generation rates by land use; which vary depending upon use and location. The proposed project is in Model Area 2, with an AM Peak Hour Trip rate (PHT) of 7.44 trips per 1,000 square feet of gross building area for retail uses ("commercial services: rate") and a PM PHT of 8.94 trips per 1,000 square feet. There is no "warehouse" land use category in the City's traffic model rates, so a land use rate of "industrial" was used for existing and proposed warehouse square footages (.52 trips per 1,000 square feet AM PHT and .41 trips per 1,000 square feet PM PHT. The rate used for the residential units is .46 trips per unit AM PHT and .42 trips per unit PM PHT. These rates are based on vehicle ownership of 1 space per unit, since that is what is provided for parking. The total trips generated by the project would be 100 AM PHT and 111 PM PHT.
- Trips generated by the existing uses onsite (warehouse, retail, and two residential units) generate approximately 84 AM PHT and 97 PM PHT. Therefore, the net new trips generated by the project would be 16 AM PHT 14 PM PHT. Distributing these trips to the city grid would not use one percent or more of the intersection capacity at any of the 27 identified future 2030 anticipated impacted intersections. Therefore, the proposal would not constitute a project specific traffic impact.
- The project was also analyzed regarding its contribution to cumulative traffic effects. A considerable project contribution to cumulative traffic effects would result when a



project's net peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable projects would cause an intersection to exceed 0.77 VIC; or when the project would contribute peak-hour traffic to an intersection already exceeding 0.77 VIC. The program EIR for the 2011 General Plan provided a citywide cumulative traffic analysis to the year 2030 using this threshold. This project is within the growth assumptions of the EIR analysis and it is considered to contribute to the cumulative effects identified in the Program EIR.

Please see Sheet A2 - Demolition Plan for detailed information regarding the existing development to be removed.

4. **Pedestrian Master Plan.** *New multi-family or nonresidential development projects typically include pedestrian improvements in the public right-of-way, and are subject to the guidelines and policies of the Pedestrian Master Plan (PMP): (http://www.santabarbaraca.gov/gov/depts/pw/transpark/master_plans.asp). The project does not appear to meet the recommendations of the PMP specifically for the Milpas Street frontage.*

Please see Sheet A3 – Revised Site Plan for the proposed pedestrian improvements.

5. **Standards for Parking Design.** *For all development, parking shall meet the Standards for Parking Design, which can be found on the City's website at: http://www.santabarbaraca.gov/gov/depts/pw/transpark/project_review.asp*

Comment noted.

6. **Loading.** *There appears to be inadequate on-site loading provided for all of the uses proposed. Please clarify how commercial loading will work for all of the uses on-site. Loading activities should not interfere with required parking spaces or pedestrian paths of travel.*

The loading space is located along the south side of the proposed building and is accessed from the redesigned Ortega Street. The applicant will be seeking additional commercial loading space along Milpas Street in order to serve the commercial uses.

II. REQUIRED ADDITIONAL INFORMATION FOR APPLICATION SUBMITTAL

A. Planning Division



1. Application Letter.

Please submit an application letter for concept review at Planning Commission, including: elevations, building heights, site plans, and renderings.

- 2. PRT Letter.** *Submit a copy of this letter, indicating how each of the comments contained herein have been addressed.*

Comment noted.

- 3. TDAO Notice.** *Please provide an affidavit demonstrating that tenants on the proposed project site were given notice of your intent to submit an application to demolish their residences at least 60 days prior to submittal.*

As previously noted, the TDAO information has already been provided to City staff.

- 4. Demolition Plan.** *Please provide the use and area of each structure proposed for demolition.*

Please see Sheet A2 – Demolition Plan.

- 5. Elevations.** *Please provide elevations with the finished height for each story.*

Please see Sheets A8 and A9 – Elevations.

- 6. Streetscape.** *Please provide a streetscape plan as part of your ABR submittal.*

Please see the proposed Landscape Plan Sheet L-1 and L-2.

- 7. Site Plan.** *Please show and label the existing and proposed legal lots associated with the proposed project. Please include the required dedications along Milpas Street in the proposed lot. Please note that any future GMP allocation to the existing site, requires confirmation that legal lots.*

Please see the voluntary merger application has been submitted, which is included in the package for more information on the existing Lots. The required dedications are shown on the site plan and the map.

- 8. SWMP.** *Please provide the following items, as required for Tier 3 SWMP projects:*

- *A hydrology/storm water report is required. The Report should include:*
 - *A description of the existing site and proposed project (map optional).*



- Site assessment (see Chapter 2 of the BMP Guidance Manual).
- BMP Selection, including the 24 hr. treatment capacities of each BMP (see Appendix C and Appendix D of BMP Guidance Manual for sizing methodologies and worksheets) and the amount of storm water tributary to each BMP in a 1", 24 hr. storm (suggest table format and color coded exhibit indicating impervious area treated by each BMP).
- Soil report including infiltration testing results (see Chapter 3 of the BMP Guidance Manual for methodology).
- Storm Water Calculations (including narrative summary discussing calculated results for treatment, peak runoff discharge rate, and volume reduction requirements) see Appendix C in the Guidance Manual.
- Summary and Conclusions (must include confirmation that total BMP capacities meet/exceed the post-development runoff requirements, e.g. "1 inch, 24-hour storm required BMP capacity = 2000 cu. ft., permeable paver capacity provided = 3000 cu. ft.").
- Show proposed BMPs on the plans. Proposed BMPs should comply with specifications described in Chapter 6 of the BMP Guidance Manual. Include cross-section details of all proposed BMPs as well.
- Indicate where storm water from all proposed hardscape will flow (i.e. clearly show how all hardscape will be treated by proposed BMPs).

A Hydrology/Stormwater Report has been prepared for the project site and each of the items identified above has been addressed in the report.

B. Engineering Division

- I. Please show water meter room and access on the plans.

Please see Sheet A3 – Site Plan.

C. Transportation Division

- I. **Changes to the Right-of-Way.** It appears that the existing street width and curb lines are proposed to be altered on Ortega Street. Provide a clear picture of the existing right-of-way features for both frontages, including ROW boundaries, curbs, sidewalk, parkway, street trees, pedestrian ramps, etc., and all proposed changes (e.g., curb realignment, new sidewalk, parking stalls, pedestrian ramp locations, pedestrian crossings, etc.). Further, please be aware these details will be requested of the project:
 - Since pedestrian ramp locations and curb lines at the corner of Milpas and Ortega Streets are being relocated, the entire crossing (crosswalk, median, flashing beacons, etc.)



and ramps on the opposite sides of the street will also need to shift to align with the new crossing locations.

- *A new crosswalk should be installed on the south side of the Milpas/Ortega crossing.*
- *A formal turn around should be proposed at the termination of Ortega Street to accommodate at a minimum a three point turn for a SU-30 commercial vehicle. Please demonstrate how this will be accommodated.*
- *The sidewalk proposed on the Ortega Street project frontage shall continue to the school access point instead of terminate in a loading area.*

All of the above comments were addressed in the revised site plan. Please see Sheet A3 – Site Plan.

2. Pedestrian Master Plan. Please address the following pedestrian access elements:

- **Milpas Street:** *The project design is not consistent with the minimum sidewalk corridor width recommended by the PMP for the Milpas Street frontage. For frontages that have an 80' or greater right-of-way, the recommended dimensions are a 6" curb, 4' parkway, 8' sidewalk, and 2.5' "frontage zone", or buffer between back of sidewalk and the closest vertical obstruction. Please show these dimensions, which will also include a dedication of easement for sidewalk widening purposes. The 2.5' frontage zone may be a landscape buffer located on private property, therefore, the dedication of easement required would be approximately 4' wide.*

Please see the revised site plan – Sheet A3.

- **Ortega Street:** *The minimum sidewalk width on Ortega Street should be 6' wide with a 1.5' frontage zone at back of sidewalk. The sidewalk width may not include bumper overhang areas from the 90-degree parking stalls. Further, the sidewalk shall be a continuous path from Milpas Street to the school access at the end of Ortega Street.*

Please see the revised Sheet A3 – Site Plan.

- 3. Public Pedestrian Easements.** *Sidewalk located on the Ortega Street frontage that is proposed on private property, shall have a dedication of easement for public pedestrian access.*

After conversations with Transportation staff, it was determined that it would be appropriate to maintain the sidewalk on the project site as private and to provide a public sidewalk on the south side of Ortega Street. Please see Sheet A3 – Site Plan.



- 4. Parking Design.** Provide bay widths for the three main 90-degree parking areas. Include 2'-3" overhang areas in the total bay width where applicable (e.g., into planter areas that are 6" or less in height).

Please see the correct parking dimensions on the Sheet A3 – Site Plan.

- 5. Driveway Design.** Please provide a commercial dustpan driveway at the entrance to the project site off of Ortega Street.

Please see Sheet A3 – Site Plan.

- 6. Compact Parking.** Compact parking stalls should be dispersed rather than all adjacent to each other in long rows. Please disperse the spaces throughout the site. No more than three compact spaces should be adjacent to each other.

Please see Sheet A3 – Site Plan.

- 7. Parking Assignment.** Since a parking Modification is requested, all of the residential parking spaces should be assigned to assure that one space per unit is provided and not "shared" among the commercial supply.

Comment noted. Please see Sheet A3 – Site Plan.

- 8. Parking Calculation.** Please provide a breakdown of the parking requirement calculation on the project data sheet.

Please see Sheet A1 – Cover Sheet for a breakdown of the required parking.

- 9. Bicycle Parking.** Please provide a dimensioned floor plan of the bicycle parking rooms and information on the specific type of racks proposed for the residential bicycle parking, so that staff may confirm that the space allocated in the rooms are adequate for the rack type proposed. Provide dimensions and rack types for the commercial racks proposed as well.

Please see Sheet A3 – Site Plan

- 10. Sight Triangle.** On the site plan, show a visibility sight triangle at the Milpas Street driveway, demonstrating consistency with SBMC §28.90.001.J.

Please see Sheet A3 – Site Plan



- 11. Traffic.** Please provide a detailed breakdown of the existing and proposed commercial uses and their gross square footages as discussed in section II. C. 3 of this letter.

Please see Sheet A2 for a breakdown of the existing and proposed square footage. In addition, a demolition plan has been provided – Sheet A2.

- 12. Site Circulation:** Please show adequate garbage and loading vehicle maneuvering space.

Please see Sheet A3 – Site Plan. A turning template has been applied to the site plan.

D. Fire Department

1. Note on the plans the location of fire hydrant FH-H07-022 on Ortega St. adjacent to the property. Include the hydrant number, that it is a commercial hydrant, and the water flow 1275 gpm.

A note has been added to the Sheet C1 – Civil Plans.

2. Note on the plans that a fire sprinkler system, with standpipes, will be installed under a separate permit.

A note has been added to Sheet A1 – Cover Sheet.

3. Note on the plans that a fire alarm system will be installed under a separate permit.

A note has been added to Sheet A1 – Cover Sheet.



CONCLUSION

The project team has made every attempt to respond to all staff questions and comments thoroughly and thoughtfully. We are eager to work with staff to bring this important project to fruition and we look forward to being scheduled for the Planning Commission Concept Review, the Staff Hearing Officer, and the Architectural Review Board. Please do not hesitate to contact me with any questions regarding the information contained herein.

Sincerely,

RRM DESIGN GROUP

A handwritten signature in blue ink, appearing to read 'Lisa Plowman', written over a light blue horizontal line.

Lisa Plowman
Planning Manager

cc: Alan Bleecker

Attachments:

- A. Application Letter, RRM Design Group, March 22, 2016
- B. Revised Architectural Plans, Landscape Plans and Civil Plans
- C. Parking Demand Study, ATE, July 14, 2015
- D. Hydrology and Stormwater Quality Report, RRM Design Group, March 18, 2016



City of Santa Barbara California

Exhibit B: The Prospective Drawing, Site Plan, and Building Evaluations for 711 Milpas Street has been distributed separately.

A copy of the plans is available for viewing at the Planning and Zoning Counter, 630 Garden Street, Santa Barbara, CA between the hours of 8:30 A.M and 4:30 P.M. Monday through Thursday, and every other Friday. Please check the City Calendar at www.SantaBarbaraCA.gov to verify closure dates.



City of Santa Barbara

Planning Division

ARCHITECTURAL BOARD OF REVIEW MINUTES

Monday, February 1, 2016 **David Gebhard Public Meeting Room: 630 Garden Street** **3:00 P.M.**

BOARD MEMBERS:

KIRK GRADIN, *Chair* (Consent Agenda Representative)
SCOTT HOPKINS, *Vice Chair*
THIEP CUNG
COURTNEY JANE MILLER (Consent Agenda Landscape Representative)
KEVIN MOORE
AMY FITZGERALD TRIPP
WM. HOWARD WITTAUSCH

CITY COUNCIL LIAISON: FRANK HOTCHKISS
PLANNING COMMISSION LIAISON: JOHN CAMPANELLA
PLANNING COMMISSION LIAISON (Alternate): SHEILA LODGE

STAFF: JAIME LIMÓN, Design Review Supervisor
 SUSAN GANTZ, Planning Technician
 KATHLEEN GOO, Commission Secretary

Website: www.SantaBarbaraCA.gov

An archived video copy of this regular meeting of the Architectural Board of Review is viewable on computers with high speed internet access on the City website at www.SantaBarbaraCA.gov/ABRVideos.

CALL TO ORDER:

The Full Board meeting was called to order at 3:00 p.m. by Chair Gradin.

ATTENDANCE:

Members present: Gradin, Hopkins, Miller, Moore, Tripp and Wittausch.
Members absent: Cung.
Staff present: Gantz and Goo.

CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING

3. 701 N MILPAS ST C-2 Zone

(4:45) Assessor's Parcel Number: 031-121-014
 Application Number: MST2015-00561
 Owner: 711 N Milpas, LLC
 Applicant: RRM Design Group

(Proposal for a new four-story, 57,721 square foot mixed-use development to be reviewed under the Average Unit Density Incentive Program [AUD]. Two existing residential units and commercial buildings totaling 33,000 square feet will be demolished. A total of 6,656 square feet of non-residential use is proposed as well as 51,065 square feet of residential use in 73 units. The unit mix will consist of 32 two-bedroom, two-bath units, 32 one-bedroom, one-bath units, and nine two-bedroom, one-bath units. A total of 100 parking spaces are required, with 94 proposed. There would be 77 bicycle parking spaces. The average unit size will be 700 square feet, of that the maximum allowed is 970 square feet. This 69,610 square foot site encompasses eight parcels which will be merged, with a General Plan Land Use designation of

EXHIBIT C

Commercial/High Residential of 28-36 dwelling units per acre in the Priority Housing Overlay District. Planning Commission review is requested for a zoning modification to provide less than the required parking as well as concept review under AUD.)

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

Actual time: 4:56 p.m.

Present: Detlev Peikert and Lisa Plowman, Architects; and Robert Bleecker, Owner.

Public comment opened at 5:17 p.m. As no one wished to speak, public comment was closed.

An email of concerns from Kellam de Forest regarding impacts to mountain views, and the proposed height, bulk, and massing of the building, and an email of concerns from Rachel Arriaga regarding parking density for the neighborhood, were both acknowledged.

Public comment closed at 5:18 p.m.

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

- 1) The Board finds the proposed size, mass, bulk, and scale, and orientation toward the street acceptable.
- 2) The Board finds the proposed modification is aesthetically appropriate and does not pose consistency issues with the ABR design guidelines or required findings.
- 3) Two Board members felt that the overall length along Milpas Street could be broken up by providing different stylistic elements to portions of the building.
- 4) **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 design 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, height, and scale are appropriate for its neighborhood.
 - 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 adverse impacts where applicable.
 - 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 includes an appropriate amount of open space and landscaping.

Action: Wittausch/Tripp, 5/0/0. Motion carried. (Hopkins stepped down, Cung absent).



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

July 14, 2015

15051L02

Alan Bleeker, Owner
711 North Milpas Street LLC
711 North Milpas Street
Santa Barbara, CA 93103

PARKING DEMAND STUDY FOR THE CAPITOL HARDWARE MIXED-USE PROJECT, CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following parking demand study for the Capitol Hardware Mixed-Use Project, proposed in the City of Santa Barbara. The study presents the results of the parking surveys that were conducted along the Milpas Street corridor in order to develop peak parking demand rates for the commercial component of the proposed project.

PROJECT DESCRIPTION

The project site is located at the northwest corner of the Milpas Street/Ortega Street intersection. The project is proposing to replace the existing Capitol Hardware store with 70 apartment units, 6,750 SF of commercial space, and 1,400 SF of warehouse space. Access to the site will be provided via a driveway connection to Milpas Street and a driveway connection to Ortega Street. A total of 87 parking spaces are proposed on-site and an additional 12 public parking spaces will be installed on Ortega Street adjacent to the site. Figure 1 (attached) presents the project site plan.

PARKING DEMAND ANALYSIS

ATE conducted parking demand surveys at several commercial sites, including the existing Capitol Hardware site, to develop peak parking demand rates for commercial uses along the Milpas Street corridor. The surveyed sites are listed below:

- 711 Milpas Street – Capitol Hardware (Project Site)
- 833 Milpas Street – Mi Fiesta Liquor Store/Aggressive Soccer
- 700 Milpas Street – Alpha Thrift Store
- 621 Milpas Street – Santa Barbara Plumbing Supply
- 305 Milpas Street – Auto Zone
- 436 Milpas Street – O’Reilly Auto Parts
- 21 Milpas Street – Sherwin Williams/Little Caesars/H & R Block

The surveys were conducted hourly from 8:00 A.M. to 6:00 P.M. on one weekday and on a Saturday (survey data attached for reference). Peak demand rates were developed based on the peak observed parking demand at each site and the existing building square footage information that was obtained from the City Assessor’s office.

Table 1 presents the peak weekday and weekend demand rates for the existing Capitol Hardware site. It is noted that the existing site contains warehouse square footage that does not generate parking demands. The rates developed for the existing site were therefore developed using only the commercial building square footage.

**Table 1
Peak Parking Demand Rates – Capitol Hardware Site**

Site	Size (a)	Weekday		Weekend	
		Peak Demand	Demand Rate	Peak Demand	Demand Rate
Capitol Hardware	8,000 SF	20 Vehicles	2.50 spaces/KSF	11 Vehicles	1.38 spaces/KSF

(a) Includes commercial SF only; Warehouse not included.

The data presented in Table 1 indicates that the peak parking demand observed at the existing Capitol Hardware site was 20 vehicles during the weekday survey period. The peak parking demand for the existing site was calculated to be 2.50 spaces per 1,000 SF of commercial building space.

Table 2 presents the peak observed parking demands and calculated demand rates for the other surveyed sites located along the Milpas Street corridor.

Table 2
Peak Parking Demand Rates – Milpas Street Commercial Sites

Site	Size	Weekday		Weekend	
		Peak Demand	Demand Rate	Peak Demand	Demand Rate
833 Milpas	8,165 SF	9	1.10 spaces/KSF	11	1.35 spaces/KSF
700 Milpas	6,200 SF	11	1.77 spaces/KSF	11	1.77 spaces/KSF
621 Milpas	11,607 SF	12	1.03 spaces/KSF	12	1.03 spaces/KSF
305 Milpas	4,176 SF	15	3.59 spaces/KSF	13	3.11 spaces/KSF
436 Milpas	7,943 SF	22	2.77 spaces/KSF	21	2.64 spaces/KSF
21 Milpas	8,648 SF	18	2.08 spaces/KSF	18	2.08 spaces/KSF
Total:	46,739 SF	87	1.86 spaces/KSF	86	1.84 spaces/KSF

The data presented in Table 2 show that the average peak weekday parking demand rate for the commercial uses along Milpas Street was calculated at 1.86 spaces per 1,000 SF and the average peak weekend rate is 1.84 spaces per 1,000 SF.

This concludes our summary of the Milpas Street parking surveys. We request that this information be shared with the City in order to determine the appropriate rates to use for the parking study being prepared for the project.

Associated Transportation Engineers



Scott A. Schell, AICP, PTP
 Principal Transportation Planner

SAS/MMF

Attachment: Parking Survey Data

Cc: Lisa Plowman, RRM - Peikert Design Group

CAPITAL HARDWARE MIXED-USE PROJECT (#15051)
 PARKING SURVEY - WEEKDAY

DATE: THURSDAY - JUNE 18, 2015

TIME	Capital Hardware		Aggressive Soccer		Fiesta Liquor Store		Rehersal Studios		MI Alpha Thrift		SB Plumbing		O'Reilly Autoparts		AutoZone		Sherwin-Williams		H&R	
	SUPPLY:	ON-STREET	SUPPLY:	ON-STREET	SUPPLY:	ON-STREET	SUPPLY:	ON-STREET	SUPPLY:	ON-STREET	SUPPLY:	ON-STREET	SUPPLY:	ON-STREET	SUPPLY:	ON-STREET	SUPPLY:	ON-STREET	SUPPLY:	ON-STREET
8:00 AM	10	0	4	0	0	0	2	0	2	0	0	0	13	0	8	0	9	0	16	0
9:00 AM	11	0	1	0	0	0	6	0	6	0	0	13	0	6	0	8	0	0	0	0
10:00 AM	13	2	7	0	1	2	5	0	5	0	0	12	0	8	2	14	1	1	1	1
11:00 AM	13	3	6	0	6	2	5	0	5	0	0	15	0	7	2	12	1	1	1	1
12:00 PM	11	2	4	0	8	2	6	0	6	0	0	11	0	11	2	10	1	1	1	1
1:00 PM	13	2	6	0	7	2	12	0	12	0	0	12	0	10	0	17	1	1	1	1
2:00 PM	16	2	6	0	8	2	6	0	6	0	0	16	0	13	2	11	0	0	0	0
3:00 PM	18	2	6	0	8	2	6	0	6	0	0	18	0	10	1	8	1	1	1	1
4:00 PM	17	2	3	0	9	2	6	0	6	0	0	22	0	10	2	16	1	1	1	1
5:00 PM	15	2	9	0	6	2	4	0	4	0	0	17	0	12	1	8	0	0	0	0
6:00 PM	1	0	7	0	4	1	1	0	1	0	0	17	0	11	0	13	0	0	0	0

Bldg. KSF: 8.000
 Peak Demand Rate: 2.50

Capital Hardware Rate: 20
 Average Demand Rate: 87

8.165
 1.10

8.000
 46.739

6.200
 1.77

2.50
 1.86

11.607
 1.03

spaces per KSF
 spaces per KSF

7.943
 2.77

7.943
 2.77

4.176
 3.59

4.176
 3.59

8.648
 2.08

8.648
 2.08

**CAPITAL HARDWARE MIXED-USE PROJECT (#15051)
PARKING SURVEY - WEEKEND**

DATE: SATURDAY - JUNE 13, 2015

TIME	Capitol Hardware		27
	SUPPLY: LOT	ON-STREET	
8:00 AM	4	1	
9:00 AM	8	0	
10:00 AM	7	1	
11:00 AM	9	2	
12:00 PM	8	2	
1:00 PM	2	0	
2:00 PM	0	0	
3:00 PM	0	0	
4:00 PM	0	0	
5:00 PM	0	0	
6:00 PM	0	0	

	Aggressive Soccer MI Fiesta Liquor Store Riviera Rehearsal Studios		Alpha Thrift		SB Plumbing		O'Reilly Autoparts Vacant Office Apartment Units		AutoZone		Sherwin-Williams H&R Block Little Caesars C & J Nail Salon Vacant Space	
	SUPPLY: LOT	ON-STREET	SUPPLY: LOT	ON-STREET	SUPPLY: LOT	ON-STREET	SUPPLY: LOT	ON-STREET	SUPPLY: LOT	ON-STREET	SUPPLY: LOT	ON-STREET
5	0	0	0	0	0	0	17	0	11	1	2	0
4	0	0	0	0	3	0	20	0	10	0	3	0
7	0	0	2	2	7	0	21	0	12	1	11	1
6	0	0	9	2	5	0	19	0	10	2	9	1
10	0	0	7	2	6	2	10	0	9	2	8	1
6	0	0	9	2	12	0	21	0	8	1	6	1
11	0	0	6	2	9	0	18	0	9	0	12	0
5	0	0	8	2	7	0	20	0	7	0	12	2
6	0	0	9	2	5	0	17	0	11	2	15	3
6	0	0	7	2	2	0	16	0	7	1	11	0
4	0	0	0	0	0	0	11	0	5	2	5	0

Bldg. KSF: 8.165 6.200 11.607 7.943 4.176 8.648
Peak Demand Rate: 1.35 1.77 1.03 2.64 3.11 2.08

Capitol Hardware Rate: 11 / 8.000 = 1.38 spaces per KSF
Demand Rate w/o Capitol: 86 / 46.739 = 1.84 spaces per KSF

711 N. MILPAS
RELEVANT GOALS, POLICIES AND IMPLEMENTATION STRATEGIES

Land Use Element (2011)

GOALS

- *Resource Allocation:* Achieve a balance in the amount, location and type of growth within the context of available resources including water, energy, food, housing, and transportation.
- *Character:* Maintain the small town character of Santa Barbara as a unique and desirable place to live, work, and visit.
- *Design:* Protect and enhance the community's character with appropriately sized and scaled buildings, a walkable town, useable and well-located open space, and abundant, sustainable landscaping.
- *Historic Preservation:* Protect, preserve and enhance the City's historic resources.

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.

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.
 - Mix of Land Uses. Encourage a mix of land uses, particularly in the Downtown to maintain its strength as a viable commercial center, to include retail, office, restaurant, residential, institutional, financial and cultural arts, encourage easy access to basic needs such as groceries, drug stores, community services, recreation, and public space.
 - 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.
- 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.

Possible Implementation Actions to be Considered

LG6.3 Priority Housing Overlay. Encourage the construction of rental and employer housing and limited equity co-operatives in select multi-family and commercial zones where residential use is allowed by providing increased density (over Average Unit-Size Density Incentive Program).

LG6.7 Housing for Downtown Workers. Encourage affordable housing projects by expediting and facilitating downtown housing construction that includes provisions prioritizing downtown workers to the extent legally possible.

Housing Element (2011)

GOALS

- *Housing Opportunities*: Ensure a full range of housing opportunities for all persons regardless of race, religion, sex, age, marital status, sexual orientation, ancestry, national origin, color or economic status, with special emphasis on providing housing opportunities for low income, moderate, middle income and special needs households.
- *New Housing Development*: Encourage the production of new housing opportunities which are sustainable, and increase equity by providing a sufficiently wide range in type and affordability to meet the needs of all economic and social groups, with special emphasis on housing that meets the needs of extremely low, very low, low, moderate, middle income and special needs households.

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.

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.

Possible Implementation Actions to be Considered

H10.3 Building Reuse. Encourage residential reuse of existing nonresidential buildings, for both ownership and rental affordable housing.

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

H11.2 Priority Housing Overlay. Encourage the construction of rental housing, employer sponsored housing, and co-operative housing in the Downtown, La Cumbre

Plaza/Five Points area, C-M Commercial Manufacturing Zone and Milpas Street area by providing incentives such as:

- Increased density overlays up to 63 du/ac as part of the Average Unit-Size Density Incentive Program.
- Higher Floor Area Ratios (FAR) when such standards are developed.
- More flexibility with zoning standards, (e.g., reduced parking standards).
- Expedited Design Review process.
- Fee waivers or deferrals.

H14. Sustainable Housing. Ensure that new market-rate residential development is consistent with the City's sustainability goal, including reduced energy and resource use, and increased affordable housing opportunities.

Possible Implementation Actions to be Considered

H14.1 Market Rate Housing. Market-level housing projects in the multi-family or commercial zones (including mixed-use) shall be encouraged to:

Construct unit sizes consistent with averages and maximums set out under the City's Average Unit-Size Density Incentive Program; and

Have access to adequate public open space within a ½-mile radius, a dedication of sufficient useable open space on-site, a contribution is made toward future parks through in-lieu fees, or a combination of any of these.

H17. Flexible Standards. Implement changes to development standards to be more flexible for rental, employer sponsored workforce housing, affordable housing projects, and limited equity co-operatives, where appropriate.

Possible Implementation Actions to be Considered

H17.1 Parking Requirements. Consider incremental changes to the Zoning Ordinance parking requirements such as:

- Reducing parking requirements for projects that develop under the Average Unit-Size Density Incentive Program to 1 space minimum per unit.
- Allowing tandem parking
- Providing more flexibility for constrained sites (e.g., allowing for more than one maneuver, use of car stacking devices or other space saving measures)
- Eliminating guest parking requirements for housing in the Downtown commercial area
- Rounding down when calculating parking requirements

H17.2 Zoning Standards. Consider amending the Zoning Ordinance to change how, where and the extent of outdoor living space, yard and setback requirements for housing in commercial zones.

Environmental Resources Element (2011)

GOALS

- *Sustainable Resource Use.* Protect and use natural resources wisely to sustain their quantity and quality, minimize hazards to people and property, and meet present and future service, health and environmental needs.
- *Reduce Greenhouse Gases.* Reduce where practicable greenhouse gas emissions contributions to climate change, and to air pollution and related health risks.
- *Climate Change Adaptation.* If applicable, incorporate adaptation to climate change in proposals for new development, redevelopment and public infrastructure.

Climate Change Policies

ER1. **Climate Change.** As applicable, private development and public facilities and services may be required to incorporate measures to minimize contributions to climate change and to adapt to climate changes anticipated to occur within the life of each project.

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.

ER6. **Local and Regional Renewable Energy Resources.** Provide both within the city, and regionally through working with the County and other local jurisdictions or parties, opportunities to preserve, promote and participate in the development of local renewable energy resources such as solar, wind, geothermal, wave, hydro, methane and waste conversion.

Possible Implementation Actions to be Considered

ER6.6 Solar Energy. Encourage the use of solar photo-voltaic arrays on new construction, redevelopment, and significant remodel projects, as appropriate, taking into consideration project scale and budget, building size, orientation, roof type, and current energy use.

- a. For multi-residential projects of 3 or more units, require provision of a minimum 2 kw system per unit consistent with the City's Solar Energy System Design Guidelines, if physically feasible.
- c. For commercial and industrial projects provide a minimum of 5 watts of photovoltaic panel systems for every new square foot of building net floor area; or a photovoltaic system sized to meet a minimum of 30% of the average projected energy demand for the structure, whichever is lower.

Air Quality Policies

- ER8. **Low-Emission Vehicles and Equipment.** Expand infrastructure and establish incentives for use of lower emission vehicles and equipment (e.g., parking priority, electric vehicle plug-ins). Support the amendment of speed limit restrictions to permit the wider use of electric vehicles.

Possible Implementation Actions to be Considered

ER8.1 Electric Vehicles. Monitor electric car development, including the projected availability of new vehicles and the types of charging stations that will serve those vehicles. Require the installation of the most commonly used types of electric charging stations in all major new non-residential development and remodels as appropriate, based on increases in the electric vehicle fleet and the availability of suitable charging technology. Provide expedited permitting for installation of electric vehicle charging infrastructure in residential, commercial, and industrial development. Consider changing the Building Code to require pre-wiring for electric vehicle charging infrastructure in new and substantial remodels of residential units.

Aesthetics and Visual Resources Policies

- ER29. **Visual Resources Protection.** New development or redevelopment shall preserve or enhance important public views and viewpoints for public enjoyment, where such protection would not preclude reasonable development of a property.

Possible Implementation Actions to be Considered

- ER29.2 Evaluation Criteria. In evaluating public scenic views and development impacts at a particular location, the City shall consider:
- a. The importance of the existing view (i.e., whether a view contains one or more important visual resources, has scenic qualities, and is viewed from a heavily used public viewpoint, such as public gathering area, major public transportation corridor or area of intensive pedestrian and bicycle use);
 - b. Whether a proposed change in the existing view would be individually or cumulatively significant (i.e., substantially degrade or obstruct existing important public scenic views, or impair the visual context of the Waterfront area or designated historic resource);

- c. Whether changes in the proposed action could be avoided or adequately reduced through project design changes (such as site lay-out, building design, and landscape design).

Noise Policies

ER31. Noise Policies for New Residential Uses. Take into consideration the surrounding existing and future legal land uses in establishing exterior noise policies for new residential uses.

Possible Implementation Actions to be Considered

ER31.1 Residential Exterior Ambient Noise Levels in Non-Residential and Multi-Family Zones. An average ambient outdoor noise level of 65 dBA Ldn or CNEL or less is established as the level considered normally acceptable for required outdoor living areas of residential units located within non-residential and multi-family zones. This policy amends the General Plan Noise Element Land Use Compatibility Guidelines for residential units in non-residential and multi-family zones.

ER31.4 Construction Noise. Establish different construction noise standards for mixed-use urban and suburban residential areas, including standards for days, hours, and types

Conservation Element (1979, prior amendment 1994)

VISUAL RESOURCES

Policies

- 3.0 New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.
- 4.0 Trees enhance the general appearance of the City's landscape and should be preserved and protected.

Implementation Strategies

- 3.1 Mature trees should be integrated into project design rather than removed. The Tree Ordinance should be reviewed to ensure adequate provision for review of protection measures proposed for the preservation of trees in the project design.
- 4.2 All feasible options should be exhausted prior to the removal of trees.
- 4.3 Major trees removed as a result of development or other property improvement shall be replaced by specimen trees on a minimum one-for-one basis.

AIR QUALITY

Policies

- 1.0 Reduce single occupant automobile trips and increase the utilization of public transit.
- 2.0 Improve the attractiveness and safety of bicycle use as an alternate mode of travel for short- and medium-distance trips.

Circulation Element (1997, original 1964)

Goal 2 STRIVE TO ACHIEVE EQUALITY OF CONVENIENCE AND CHOICE AMONG ALL MODES OF TRANSPORTATION

Emphasize alternative modes in order to provide real options and opportunities for people to choose among different forms of transportation rather than relying exclusively on the automobile.

POLICIES AND IMPLEMENTATION STRATEGIES

- 2.1 **Work to achieve equality of convenience and choice among all modes of transportation.**
- 2.1.2 Expand and enhance the infrastructure for and promote the use of the bicycle as an alternative form of travel to the automobile.

Goal 4 INCREASE BICYCLING AS A TRANSPORTATION MODE

Develop a comprehensive system of bicycle routes which are integrated with other modes of transportation and which provide safe and efficient bikeways.

POLICIES AND IMPLEMENTATION STRATEGIES

- 5.1 **The City shall create an integrated pedestrian system within and between City neighborhoods, schools, recreational areas, commercial areas and places of interest.**
- 5.1.5 Encourage newly proposed developments to include pedestrian connections to surrounding areas, adjacent transit facilities, or other travel facilities during development review.

LAND USE AND ZONING

- 5.7 The City shall amend the Zoning Ordinance to ensure that land use planning and zoning encourage pedestrian uses.**
- 5.7.1 Include sidewalks, landscaping, and other facilities in new public and private construction to promote pedestrian activity where appropriate and consistent with the policies contained in this element.
- 5.7.3 Continue to implement zoning practices that encourage mixed use developments in order to improve opportunities for pedestrian access and decrease dependency on the automobile.

Goal 13 *APPLY LAND USE PLANNING TOOLS AND STRATEGIES THAT SUPPORT THE CITY'S MOBILITY GOALS.*

Enhance the historic pattern of compact development. The City can facilitate this development pattern in a number of ways, including:

- *Allowing more compact development along major transit corridors (without increasing the City-wide development potential as provided for in the existing Zoning Ordinance and General Plan);*
- *Providing incentives for mixed use development;*
- *Establishing provisions that allow for creative site development and urban design standards;*
- *Studying neighborhoods to determine their service needs and creating mechanisms to address those needs;*
- *Encouraging and supporting neighborhood services and commercial uses in residential areas;*
- *Reducing/eliminating parking requirements (residential and nonresidential) where it can be demonstrated as appropriate; and*
- *Evaluating proposed annexations to ensure that services/commercial needs and transportation linkages are adequately addressed.*

POLICIES AND IMPLEMENTATION STRATEGIES

GENERAL PLAN CONSISTENCY

- 13.1 **The City shall integrate the goals of this Circulation Element with land use decisions.**

- 13.1.1 Encourage the development of projects that combine and locate residential uses near areas of employment and services.
- 13.1.2 Continue to require the review of proposed projects for consistency with the Goals and Policies of the General Plan.

DESIGN STANDARDS

- 13.4.2 Ensure that all City design guidelines orient buildings toward pedestrian activities through such methods as:
 - Commercial Areas:
 - creating attractive, interesting, and pleasing building facades that are oriented toward paseos, streets and sidewalks,
 - reducing or eliminating setbacks for non-residential or mixed use buildings,
 - placing parking lots behind buildings or underground, if feasible,
 - encouraging shared parking facilities,
 - incorporating paths and paseos between adjacent properties as new development, redevelopment and infill development occurs,
 - screening equipment and materials storage from public view,
 - incorporating lighting, seating, landscaping, newsracks, shade structures, etc., and
 - creating landscaped open spaces.

NEIGHBORHOOD SERVING USES

- 13.5 Determine the need for residential neighborhood services and commercial uses that support the City’s mobility goals. Provide opportunities to address those needs, while preserving and protecting the neighborhood character.**
- 13.5.1 Allow small scale neighborhood serving commercial uses in residential areas if supported by affected property owners. Ensure that the character of the surrounding neighborhood is protected.

AVERAGE UNIT-SIZE DENSITY (AUD) INCENTIVE PROGRAM TABLE

Medium-High Density (15-27 du/ac)		High Density (28-36 du/ac)		Priority Housing Overlay (37-63 du/ac)	
Maximum Average Unit Size SF	Density du/ac	Maximum Average Unit Size SF	Density du/ac	Maximum Average Unit Size SF	Density du/ac
1,450	15	1,245	28	970	37
1,360	16	1,200	29	970	38
1,280	17	1,160	30	970	39
1,210	18	1,125	31	970	40
1,145	19	1,090	32	970	41
1,090	20	1,055	33	970	42
1,040	21	1,025	34	970	43
1,005	22	995	35	970	44
985	23	970	36	970	45
965	24			970	46
945	25			970	47
925	26			970	48
905	27			969	49
				960	50
				941	51
				935	52
				917	53
				901	54
				896	55
				880	56
				874	57
				859	58
				845	59
				840	60
				827	61
				825	62
				811	63