



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: April 11, 2024
AGENDA DATE: April 18, 2024
PROJECT ADDRESS: 3805 State Street (PRE2022-00216)
 The Neighborhood at State and Hope
TO: Planning Commission
FROM: Planning Division
 Megan Arciniega, Senior Planner
 Patsy Price, Contract Planner

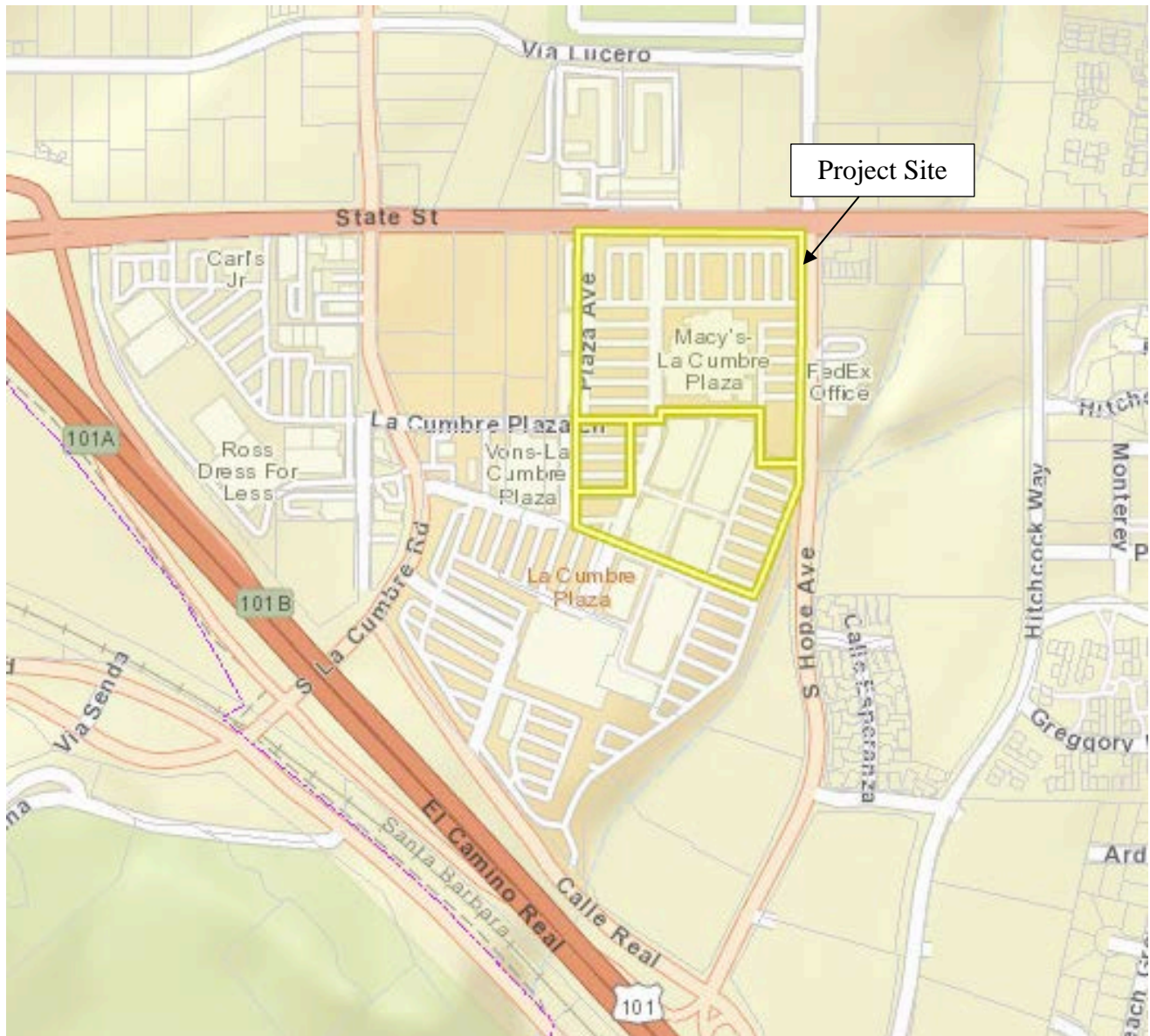
I. PROJECT DESCRIPTION

The 14.9-acre site is currently developed with a multi-story commercial structure (Macy's), four commercial structures that are part of La Cumbre Plaza, and on-site parking. The proposed project involves demolition of the Macy's building and on-site parking and construction of a 642-unit mixed-use housing project under the City's Average Unit-Size Density (AUD) Incentive Program, including moderate- and very-low-income affordable units, senior option units, market-rate units, and a variety of retail, dining, commercial and public spaces. A subdivision of the single legal lot into two parcels, thereby creating a new 8.7-acre site for the new development, is proposed. The project includes approximately 27,748 gross square feet of commercial space, 76 studio, 341 one-bedroom, 205 two-bedroom, 20 three-bedroom units, a total of 1,039 parking spaces, 13 loading spaces, 642 bicycle parking spaces, and an open yard design area of approximately 36,727 square feet with common shared amenities. The project would consist of six separate buildings at varying heights from one to six stories. The project qualifies for a density bonus and incentives and concessions under State density bonus law and is proposing several development standard waivers. Site grading in the amount of approximately 104,000 cubic yards of cut and 15,000 cubic yards of fill would be required to establish appropriate site drainage, infrastructure, and access throughout the site. Sidewalks, walkways and bicycle facilities would be enhanced and/or installed as well as enhancements to multiple ingress/egress points for vehicle entry. See Exhibits A and B for project plans and applicant letter, respectively.

II. PURPOSE OF HEARING

Planning Commission Conceptual Review is required because the lot is greater than 15,000 square feet, the project is proposed under the Average Unit-Size Density (AUD) Incentive Program Priority Housing Overlay, and the project as currently proposed does not require another discretionary approval by the Planning Commission (SBMC §30.150.060.A). The purpose of the hearing is for the Planning Commission to review the proposed design and provide the applicant, staff, and the Architectural Board of Review (ABR) with comments regarding the design, overall improvements, and consistency with the City's General Plan (SBMC §30.150.060.E).

The project is being presented to the Planning Commission for AUD concept review and comments only; no decisions will be made at this meeting. Following the review, the applicant may submit a formal application. The formal application would then be conceptually reviewed by the ABR. Environmental analysis would be conducted before land use approvals are considered. A determination regarding the level of environmental review required pursuant to the California Environmental Quality Act (CEQA) will be made after the formal application is submitted. A Planning Commission public hearing on the draft environmental document will be held as required under SBMC §§ 22.100.110 or 22.100.130.



Vicinity Map: 3805 State Street

III. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant:	Gelare Macon, Flowers & Associates	
Property Owner:	MCP Santa Barbara, LLC and Macerich La Cumbre, LLC	
Site Information		
Parcel Number:	051-010-012, -013, and -014	Lot Area: 14.9 acres
General Plan: Commercial-High Density Residential, Priority Housing Overlay	Zoning: C-G/USS (Commercial General/Upper State Street Area Overlay)	
Existing Use: Commercial	Topography: 9% average	
Adjacent Zoning and Land Uses		
North:	R/USS & O-R/USS	Public Right-of-Way (State Street) and commercial
East:	C-G/USS	Public Right-of-Way (Hope Avenue) and commercial and multi-unit residential
South:	C-G/USS	Commercial
West:	C-G/USS	Commercial

B. PROJECT STATISTICS

The following statistics apply to the 8.7-acre development site. No changes are proposed to the remainder of the site.

	Existing	Proposed
Residential Units	0 units	642 units
Commercial Floor Area	~150,000 sf	27,748 sf (gross)

IV. POLICY AND ZONING CONSISTENCY ANALYSIS

A. ZONING ORDINANCE CONSISTENCY

Standard	Requirement/ Allowance	Existing	Proposed
Setbacks			
-Front, Primary	10 feet	204 feet	5 feet*
-Front, Secondary	10 feet	143 feet	6 feet 8 inches*
-Interior	0 feet	210 feet	23 feet
Building Height	45 feet	54.5 feet Bell tower ~75 feet	76.5 feet*
Parking			
-Vehicle	767 spaces	603 spaces	1,039 spaces
-Bicycle	657 spaces	0 spaces	642 spaces
Density	62 units/acre	N/A	74 units/acre

Average Unit Size	824 s.f.	N/A	824 s.f.
Open Yard	56,846 s.f. (15% of lot area; one area with dimensions of 20 feet long and 20 feet wide)	N/A	36,727 s.f.*

*Density Bonus waivers requested. See discussion below.

1. AFFORDABLE UNITS

The project is proposed under the City’s AUD Incentive Program and includes units with an average size of 824 s.f. The AUD Program allows a density of up to 62 units/acre for this average unit size. The project proposes to utilize State density bonus law by offering 5 percent of the units at rents affordable to very low-income households. This entitles the project to a 20 percent bonus over the maximum allowed base density. The calculations are as follows:

- Base Density (8.7 acres x 62 units/acre) = 540 units
- Very Low-Income Units (540 units x 5%) = 27 units
- 20% Density Bonus (540 units x 20%) = 108 units
- Total Allowed Density (540 base units + 108 bonus units) = 648 units

The AUD Incentive Program requires rental housing developments of 10 or more units to provide at least 10 percent of the total residential units, excluding density bonus units, at a rent affordable to moderate-income households (SBMC §30.150.110). The calculation is as follows:

Required Moderate-Income Units (540 base units x 10%) = 54 units

The AUD Incentive Program provides exemptions from the inclusionary requirement for certain types of projects, including projects that provide 100 percent of units for lower-income households. The conceptual application indicates the project proposes to provide 5 percent very low-income and 5 percent moderate-income units. Because the project is proposing less than 100 percent of the units for lower-income households, it is required to provide a minimum of 10 percent of units for moderate-income households, in addition to any affordable units proposed under State density bonus law, to qualify for the additional density and reduced zoning standard incentives offered by the AUD Program. The project must be revised to include a minimum of 10 percent moderate-income units to qualify for the AUD Program.

2. HEIGHT

Projects developed in accordance with the AUD Incentive Program in the C-G/USS Overlay Zone have a 45-foot height limit. However, waivers from development standards are afforded by State density bonus law if the development standard would preclude the project from building at the density entitled by state law. Per the application materials, the additional height is necessary to accommodate the density bonus, and therefore the project proposes a waiver to exceed the height limit with a maximum height of 76.5 feet. The tallest elements of the design are setback from street frontages where buildings vary

from one to four stories. With the adjustments to the affordability mix as identified above, staff concurs that the project would include sufficient affordable housing to qualify for relief from the 45-foot height limitation using a density bonus waiver, provided the building height is proportional to the density permitted under State law and is in compliance with all applicable requirements of State density bonus law.

3. SETBACKS

Projects developed in accordance with the AUD Incentive Program in the C-G/USS Overlay Zone have a 10-foot front setback requirement for both primary and secondary frontages. Front setbacks are measured from building to the boundary of the public right of way dedication where a portion of the property is located within a right of way dedication (SBMC §30.15.100.A). The project includes additional proposed right of way dedications for widened sidewalks, bicycle facilities, and vehicle turn lanes. Building setbacks from proposed right of way dedications vary along the State Street and Hope Avenue frontages with the closest setbacks being 5 feet and 6 feet 8 inches, respectively. As discussed above, waivers from development standards are afforded by State density bonus law if the development standard would preclude the project from building at the density entitled by state law. The applicant proposes a waiver to allow reduced setbacks along these street frontages. With the adjustments to the affordability mix as identified above, staff concurs that the project would include sufficient affordable housing to qualify for relief from front setback requirements.

4. OPEN SPACE

Open space for zoning purposes is generally intended to 1) give relief from the massing of the building (e.g. open-air green spaces), and 2) to provide a dedicated usable outdoor space for the residents of each unit to improve livability, especially for units with smaller unit sizes. This can be achieved either with private areas (e.g. private patios or balconies) or in communal areas (e.g. courtyard, garden area, pool, roof deck, etc.). If those communal areas are open to the public, those open areas can facilitate public gatherings or recreational opportunities and can serve as a community benefit (e.g. public square/garden, gathering space, passive recreation, exercise equipment/active recreation) when a community need exists; however, those areas do not count toward the residential open yard area requirement. Both are important components of open space and must be balanced.

For zoning purposes, AUD projects are required to provide a minimum amount of open yard area as private and/or communal space. Open yard area may be located on the ground or on any floor of a building or structure, including roof decks. The project proposes to apply the open yard standard which requires open yard area equal to a minimum of 15 percent of the net lot area with at least one common open yard area with minimum dimensions of 20 feet by 20 feet (SBMC § 30.150.090.G.2.b.iii). The applicant is requesting a development standard waiver under State density bonus law to reduce the minimum open yard area from 56,845 s.f. (15% of net lot area) to 36,727 s.f. (10% of net lot area).

Waivers from development standards are afforded by the State density bonus law if the development standard would preclude the project from building at the density entitled by

State law. As discussed above, while reducing open yard is an appropriate waiver to address zoning requirements for open space, other regulations related to open space must also be considered, namely the need for public park space in the project area identified in the Upper State Street Area Design Guidelines and General Plan, so that the open areas provided in the development are adequate for residents *and* provide the associated recreational benefits. See further discussion of open space requirements in the General Plan consistency analysis and Project Design discussion below.

5. VEHICLE PARKING

As an AUD project located outside the Central Business District, a minimum of one vehicle parking space is required for studio, one- and two-bedroom units and a minimum of two vehicle parking spaces are required for three- or more bedroom units. Parking requirements for retail and restaurant uses are one vehicle space per 250 square feet of net floor area. Additional parking is required for outdoor dining areas where outdoor seating is 50 percent or more of the indoor floor area. The project includes 1,039 vehicle parking spaces. While the conceptual plans do not include enough detail to determine exact parking requirements, the proposed parking appears to exceed the minimum required parking per the Zoning Ordinance. Given the preliminary parking demand study provided by the applicant, it appears the project is overparking the site by approximately 242 parking spaces. The number of parking spaces is anticipated to decrease when the project design is updated to comply with the City's Access and Parking Standards. Staff has requested the applicant evaluate shared parking between the commercial and residential uses. The subject site also has a shared parking agreement with the rest of La Cumbre Plaza and the applicant will be required to confirm that the parking demand for the entire La Cumbre Plaza development is still being met. The overall goal is to meet the parking demand and not overpark the property as that would contribute to increased traffic.

6. BICYCLE PARKING

A minimum of one covered and secured bicycle parking space is required for each residential unit in an AUD project. In addition, one bicycle parking space per 1,750 square feet of commercial floor area is required. As proposed, the project would require 642 residential bicycle parking spaces and 15 commercial bicycle parking spaces. The conceptual project plans indicate 642 residential spaces are proposed but do not identify any commercial bicycle parking. Bicycle parking for commercial uses should be included in the project design for the formal application. All bicycle parking must be easily accessible at ground level.

B. GENERAL PLAN CONSISTENCY

1. LAND USE ELEMENT

The project site is in the C-G/USS (Commercial General/Upper State Street Area Overlay) zone, within the Priority Housing Overlay, and has a General Plan Land Use designation of Commercial/High Density Residential. The site is also in the Upper State Street Neighborhood of the General Plan which includes the State Street corridor from Alamar Avenue in the east to Highway 154 in the west. It extends approximately one

block north and south of State Street along most of the corridor and expands on the western end to include La Cumbre Plaza and Five Points Shopping Center.

The last major building boom in the 1960s and 1970s produced some of the residential subdivisions and commercial development in the Upper State Street area, including La Cumbre Plaza. The Commercial/High Density Residential designation of the site is applied to areas located along and/or near major transit corridors.

The Land Use Element includes a policy (LG6, Location of Residential Growth) to encourage new residential units in multi-family and commercial areas of the City with the highest densities to be located in the La Cumbre Plaza/Five Points area and a policy (LG5, Community Benefit Housing) to encourage new residential development in commercial zones to include affordable housing, with implementation actions (LG5.1, Affordable Housing) to provide rental housing and housing affordable to low, moderate, or middle income households. The City's AUD Program and Priority Housing Overlay implement these policies. Another policy (LG15, Sustainable Neighborhood Planning) encourages preservation and enhancement of a sense of place and providing opportunities for healthy living and accessibility, while reducing the community's carbon footprint, with an implementation action (LG15.2, La Cumbre Plaza Specific Plan) to prepare an initial framework for a future La Cumbre Plaza Specific Plan for eventual redevelopment of the site based on the analysis in the Upper State Street Study, including consideration of a mixed commercial and residential village and possible public improvements such as a transit center, open space/public park, pedestrian connections, east/west vehicle circulation connections, and parking structures. Another policy (LG4, Principles for Development) encourages development that focuses growth near transit and services through smaller units and increased density; encourages a mix of land uses with easy access to basic needs such as groceries, drug stores, community services, recreation, and public space; and links mixed use development to main transit lines and encourages active living in compact, vibrant, walkable places, reducing the need for residential parking.

While the project does not propose a Specific Plan as envisioned by LG15.2, it does incorporate a commercial and residential village approach with plaza and paseo elements. For consistency with LG15 and LG15.2, the formal application must include an initial framework of a master plan for the larger La Cumbre Plaza site. The framework should include conceptual consideration of major site planning elements, addressing where possible public improvements such as a transit center, open space/public park, pedestrian connections, east/west vehicular connections, and parking structures could occur on the larger La Cumbre Plaza site if the entire site were developed as a mixed use commercial and residential village. The project is consistent with the General Plan Land Use designation which supports High Density Residential including rental and affordable housing. However, as currently designed, it does not include substantial public open space/park space that offers recreational opportunities (e.g., playgrounds, trails, sports facilities, picnic/public gathering spaces) to the public. The project site is in an area where there is an existing lack of public open space/park space. MacKenzie Park, the closest public park, is approximately one mile away. A lack of these amenities within walking distance could lead to increased traffic and greenhouse gas emissions, which would be inconsistent with the vision for this area as outlined in Land Use Element

policies LG15 (Sustainable Neighborhood Planning) and LG4 (Principles for Development).

2. HOUSING ELEMENT

The Housing Element includes multiple policies and implementation strategies to encourage and facilitate the development of affordable, rental housing opportunities. Policies encourage smaller rental units close to transit and easy walking and biking distance to commercial services and recreational opportunities (H2.5, Rental Housing) and prioritize affordable housing (H2.1, Prioritize Affordable Housing and Community Priority Projects). A goal of the Housing Element is to encourage construction of a wide range of housing types to meet the needs of various household types and to assist in the production of new housing opportunities which vary sufficiently in type and affordability to meet the needs of all economic and social groups. Other policies call for reducing constraints (H1.4, Reduce Constraints) and increasing flexibility in standards to allow a variety of unit sizes and affordability (H1.8, Flexible Standards).

Housing Element program HE-2 (La Cumbre Plaza Planning Area) addresses substantial redevelopment of the 31-acre La Cumbre Plaza, including the project site, and notes the need to consider effects on Arroyo Burro Creek, provision of new public open space, multi-modal circulation improvements, impacts to nearby schools, new affordable housing, and increased height limits in redevelopment of this area. Further, the Housing Element specifically identifies the project site as likely to be redeveloped during the current 2023-2031 Housing Element planning period.

The project would provide a mix of 642 studio to three-bedroom rental units, including deed-restricted affordable units, in an area designated for high residential densities consistent with the Housing Element. Further analysis is needed as the project design is refined to ensure the considerations associated with La Cumbre Plaza redevelopment outlined in the Housing Element are adequately addressed.

3. ENVIRONMENTAL RESOURCES ELEMENT & CONSERVATION ELEMENT

There are no existing biological or habitat resources on this developed site; however, Arroyo Burro Creek is in proximity to the site. Measures will be required to protect biological and creek resources to ensure consistency with resource protection policies. The Environmental Resources Element and Conservation Element also include aesthetic and visual resource policies to protect visual resources. There are no public views of the ocean in the vicinity of the project site. Views of the mountains are visible at varying degrees around the project site but are partially obstructed by existing development. Views of the mountains are largely afforded by the La Cumbre Road and Hope Avenue street corridors, which are void of structures. While the proposed development would increase the amount and height of structural development on the project site, it would not alter or impede either corridor, as it would be located outside of the public right-of-way, so the view of the mountains around the site would be largely maintained. Therefore, the project can be found consistent with the Environmental Resources and Conservation Elements.

4. CIRCULATION ELEMENT

The Circulation Element’s comprehensive goal and vision statement is, “While sustaining or increasing economic vitality and quality of life, Santa Barbara should be a city in which alternative forms of transportation and mobility are so available and so attractive that use of an automobile is a choice, not a necessity.”

Upper State Street is very car centric compared to the City’s Downtown grid, which is a mix of dense residential/nonresidential land uses that are accessible by walking, biking, and transit. The building boom for the Upper State Street area was in the 1960s and 1970s catering to suburban development and sprawl, making it more difficult for residents to walk and bike due to distance between residences, jobs and services, and lack of strong pedestrian and bicycle facilities. La Cumbre Plaza opened in 1967 and continues to be accessed primarily by vehicle, except for recent housing developments that have been developed adjacent to the Plaza.



La Cumbre Plaza, 1967

The proposed mixed-use project endeavors to break away from the suburban development model and attempts to mimic a Downtown development putting jobs, services, and housing together to reduce the necessity of every trip to and from the site by a personal vehicle. City staff are closely working with the applicant team to make sure there are safe and accessible pedestrian and bicycle facilities surrounding the development along State Street and Hope Avenue, and within the development. City staff and MTD are working with the applicant on strong connections to transit, as the subject site is adjacent to a High Priority Transit Corridor as identified by SBCAG’s 2050 Regional Transportation Plan/Sustainable Communities Strategy. While the initial design concepts from the Pre-Application reviews, which are depicted on the plans presented for this hearing, are lacking in strong pedestrian/bike/transit infrastructure, staff has worked with the applicant team and is pleased with the design concepts of the pedestrian and bicycle facilities that have since evolved. If the project moves forward to the formal application, staff will continue to work with the applicant team on the design to ensure the project complies with the City’s Pedestrian Master Plan, Bicycle Master Plan and Vision Zero Policy and Strategy.

City staff are also working with the applicant on vehicle ingress/egress and on-site loading/unloading areas, including the types of vehicles/service trucks that are anticipated to load, as well as evaluating traffic circulation from State Street and Hope Avenue to the project site and within the site. One of the issue areas being evaluated is ensuring the

project's and La Cumbre Plaza's traffic does not queue onto State Street and Hope Avenue, causing an impediment to circulation on the City's roadway network.

The applicant is also finalizing the details of the nonresidential land uses so staff can evaluate whether there would be a traffic effect to a City-identified impacted intersection (current or forecasted to be impacted by 2035). Please note that there is a significant amount of trip credit from the existing commercial land use that gets applied as a "trip credit" in the traffic analysis.

C. PROJECT DESIGN

The project site is located in the Upper State Street Area, which is a distinct area in the City where commercial corridor development has evolved adjacent to residential neighborhoods. The area has a variety of architectural styles, and there is a community desire for it to possess its own identity within the context of Santa Barbara's character.

In 2009, the Upper State Street Area Design Guidelines were developed to carry forward the results of the City Council's 2007 Upper State Street Study (Study) recommendations and to help implement the goals and objectives outlined in the Study. The purpose of the guidelines is to provide additional direction for how property owners, both public and private, can make improvements to their properties to collectively improve the visual character and circulation of the Upper State Street area.

The project site is in the "West Sub Area" Of the Upper State Street area. Currently there are no public open spaces/parks in the West Sub Area to serve a residential community. The only open space/public park in the Upper State Street area is MacKenzie Park, which is a mile away. While the open yard area required by zoning regulations provides some outdoor amenity space for residents, it is intended to supplement, not replace open space/parks in a residential community. For these reasons, the Upper State Street Design Guidelines recommend an open space/public park in the West Sub Area, specifically at the project site, to serve the residential uses envisioned for redevelopment of La Cumbre Plaza. While the proposed design includes additional open space areas in the form of paseos and plazas, it is unclear whether these areas are sufficient to serve the public in the Sub Area as an open space/park, given that these areas are currently proposed as more commercial/urban space, and the surrounding area is void of quality recreational opportunities (e.g., playgrounds, trails, sport facilities, picnic/public gathering areas). This component of open space needs will be analyzed during environmental review of the project and should be considered in relation to policy consistency as discussed in section IV.B.

1. CHANGES IN PROGRESS

At the March 4, 2024 ABR conceptual review hearing, the applicant team discussed the possible addition of public park space near the southeast corner of the project site which would replace all or a portion of Building C2.

Further, as discussed in IV.A.4 above, staff are working with the applicant team on access and circulation for all modes of travel (vehicle, walking, biking and transit). Some of the recent design concepts discussed with staff include:

- **Pedestrian Improvements:** Widened sidewalks along State Street and Hope Avenue are proposed to comply with the City’s Pedestrian Master Plan and Municipal Code (Title 22.44). On-site sidewalks together with the sidewalks on State Street and Hope Avenue will create a walking loop around the project site. From the sidewalks, the project has connecting walkways and paseos navigating residents and patrons to the apartments, on-site amenities, and nonresidential uses. Raised crosswalks connecting to adjacent land uses are incorporated and will also help slow on-site vehicle speeds making it safer for pedestrians to get to and from their destinations. Trees and landscaping would be adjacent to the sidewalks/walkways to provide a nice walking environment and protection from vehicles.
- **Bicycle Improvements:** Like the sidewalk network, there would be bike facilities surrounding the project site. On-site bike facilities are separated from vehicle traffic and would connect to the City’s existing bicycle network. A new crosswalk with rapid flashing beacons would be installed on Hope Avenue at La Cumbre Lane, which would help pedestrians and cyclists cross this intersection safely. The on-site bike facilities would also connect to on-street bike parking for residents and patrons/customers.
- **Transit Improvements:** The proposed right turn lane for vehicles from State Street to Hope Avenue would also double as a new transit stop. The traffic signal at State Street and Hope Avenue would be modified so the bus would have a queue jump, which allows the bus to continue southbound on State Street without having to get back into the southbound vehicle lane. A covered bus stop is proposed and the applicant team is working on the bus stop design details with MTD.
- **Vehicle Access Improvements:** Vehicle access is taken from State Street to Plaza Avenue and directly from Hope Avenue and Hope Avenue at La Cumbre Plaza Lane. The goal of the vehicle circulation is to not place an undue burden on State Street and Hope Avenue. The details of the on-site lane striping are still under evaluation to make sure there is adequate turn lane depth in and out of the proposed parking structures. Turning movements of service vehicles, like trash/recycle trucks and moving/delivery trucks are still being evaluated. The goal of the on-site vehicle circulation is to encourage slow traffic speeds and there would be raised crosswalks and paving material changes to facilitate slow traffic.

V. **DESIGN REVIEW**

This project was conceptually reviewed by the ABR on March 4, 2024. The ABR was generally supportive of the architectural style and the integration of plazas and paseos through the development; however, found that additional work on the massing and articulation of structures was needed to improve street frontages and ensure the quality of interior plaza and paseo spaces. ABR members expressed concern that some of the plazas and paseos would be shaded all or most of the time due to their orientation and the height of the surrounding buildings. ABR members commented that the project seems to turn its back on adjacent development to the south and west. Members recommended providing greater articulation between buildings, varying fenestration, and improving pedestrian entrances to the site. The ABR was supportive of the potential addition

of a public park space which the applicant team mentioned in its presentation. Minutes are included in Exhibit C.

VI. ENVIRONMENTAL REVIEW

Preliminary review indicates the project is likely not exempt from CEQA. While housing at the La Cumbre Plaza site was identified in the City's 2023-2031 Housing Element, the Housing Element Implementation Program is a programmatic document and does not consider the impacts of individual housing sites. The City's General Plan also identified housing at the La Cumbre Plaza site; however, project-specific impacts were not analyzed in the General Plan Environmental Impact Report (EIR) either. Given the scope of the project, there are project-specific impacts that must be analyzed, such as construction impacts as well as impacts to public services including fire protection, police protection, schools, parks, or other public facilities and utilities.

The project is in the conceptual, pre-application phase. As the project is further developed, additional environmental analysis will occur prior to the project returning to decision makers for consideration of land use and design approvals. An initial study will be prepared to determine potential impacts and their level of significance. If no significant impacts are identified, a Negative Declaration or Mitigated Negative Declaration will be prepared, and a public comment hearing will be held at the Planning Commission. If potentially significant impacts are identified, an environmental scoping hearing would be held at the Planning Commission, followed by preparation of an Environmental Impact Report.

VII. RECOMMENDATION

Staff recommends that the Planning Commission review the project and provide comment and recommendation by majority vote regarding (1) the proposed design and improvements of the project, and (2) 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.

VIII. NEXT STEPS

Following the Planning Commission concept review, the applicant would submit a formal project application to include items necessary for a complete application, and staff would commence the environmental review process discussed above.

The formal project would then return to ABR for formal Conceptual review, followed by a Staff Hearing Officer decision regarding the tentative subdivision map. Per SBMC § 27.07.090.A, the Staff Hearing Officer's decision may be appealed to, or suspended¹ by, the Planning Commission. In which case, the Planning Commission would review the decision regarding the

¹ SBMC §30.205.150 "Planning Commission Suspensions. The Chairperson, Vice Chairperson or designated liaison of the Planning Commission may suspend a decision of the Staff Hearing Officer (except Minor Zoning Exceptions) within the 10-day appeal period. The suspension shall be processed in the same manner as an appeal. Such action shall not require any statement of reasons and shall not represent opposition to or support of an application."

tentative map. The Planning Commission decision may be subsequently appealed to the City Council.

Upon the City's final action on the map, the project would return to ABR for Project Design and Final approval. Per SBMC § 22.68.100, the ABR decision on the design of the project may be appealed to City Council.

Exhibits:

- A. Project Plans
- B. Applicant's letter, March 27, 2024
- C. ABR Minutes
- D. Applicable General Plan Policies

Contact/Case Planner: Patsy Price, Contract Planner
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City of Santa Barbara California

Exhibit A: Project Plans Dated for the April 18, 2024 Planning Commission Meeting, are available electronically for view online at: SantaBarbaraCA.gov/PC and will be transferred the city's [Archived Agendas & Documents system](#) after the hearing.

APPLICANT LETTER and PROJECT DESCRIPTION

“Neighborhood at State & Hope”

Project Introduction:

In the early 1960's, developer Ernest Hahn negotiated long-term leases on two adjoining +15-acre parcels of agricultural land on the outskirts of Santa Barbara. One parcel was a dairy operation along highway 101 and the other a lemon orchard along Hollister Avenue, which soon would become upper State Street.

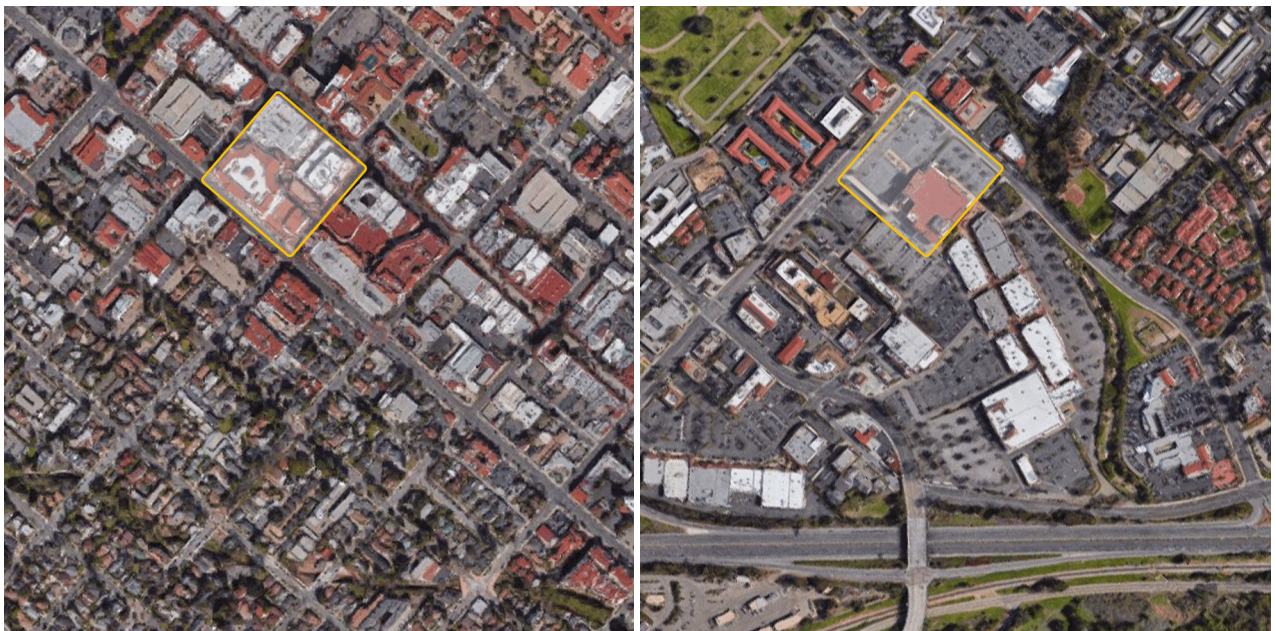


By 1967, the 31-acre site had been massively re-graded and transformed into a regional retail mall called La Cumbre Plaza. With over 490,000 square feet of buildings, including anchors Sears and J.W. Robinsons, and 19.8 acres of asphalt, it drew the retail activity from Downtown State Street and brought traffic impacts to upper State Street as growth pushed westward into the Goleta farmlands



Today, 55 years later, the mall is functionally obsolete and one of the two “anchors” has already vacated. Now, our community faces an unprecedented housing shortage. The State of California has allocated to the City of Santa Barbara over 8,000 new residential units to meet its Regional Housing Needs Allocation (RHNA). The City has long anticipated multifamily residential redevelopment of La Cumbre Plaza. A Priority Housing Overlay Zone, which grants the highest residential density allowed by the City, was placed on the site by the City in 2013 to facilitate that housing.

As the owners of the 15-acres fronting State Street and Hope Avenue, we are proposing a transformative, sustainable, mixed-use residential neighborhood of 642 units and approximately 27,748 square feet of retail uses on the front 8¾ acres of the site. Our vision for this site is inspired by traditional urban patterns reflected in downtown Santa Barbara, where a city block is 500 feet square and comprised of multiple buildings with interconnecting paseos and courts. The scale of our site can best be understood in relation to Santa Barbara’s downtown pattern.



Our design concept transforms this singular, monolithic site into a new city block with a series of buildings featuring distinctive architectural styles and scale, infused with their own personalities and arranged in a pattern that typifies walkable and dynamic neighborhoods and recalling the scale and feel of Spanish cities like Granada and Sevilla.

Our design is a collection of neighborhoods, with parking underground and out of sight, taking advantage of the large below-grade area already in place along State Street. Overall, these neighborhoods offer an attractive and intimate place for people to live, work, shop, dine, relax

and interact. Paseos prioritize pedestrians and provide multi-modal connections throughout, linking public and private space and offering a chance for wandering and exploring.

Open space complements the architecture while offering a cohesive sense of place through amenities, materials, and landscaping. Courtyards between buildings create moments of discovery and thoughtfully located specimen trees reflect the uniqueness of the neighborhoods, weaving a story through the site. The site's central square celebrates all things local, fusing architecture, landscape, art, and culture.

The architecture is scaled to different densities throughout the site, with the tallest buildings in the middle where their added height is minimally visible from the public streets. Thoughtful building massing, layering, and varied design languages contribute character to the distinctive neighborhood feel of the place.

A new, lengthened right-hand turning lane at State and Hope, a new dedicated left-hand turning lane (on-site) at Plaza Avenue, a dedicated sidewalk and parkway along La Cumbre Plaza Lane, dedicated Fire Department and Marborg circulation access, and a new dedicated Class 1 bike lane from State Street to Hope Avenue have been incorporated into the plan to facilitate improved traffic flow and we have ensured, through sensible circulation patterns, that our neighborhood plan encourages and accommodates appropriate future redevelopment of La Cumbre Plaza.

Project Description:

MCP Santa Barbara, LLC proposes to demolish the existing multi-story structure and associated parking, located at 3805 State Street, Santa Barbara, APN 051-010-013 and construct a 642-unit mixed-use AUD housing project comprised of 5% moderate and 5% very-low affordable, market-rate units and a variety of retail, dining, commercial and public spaces. A subdivision of the single legal parcel into two parcels, thereby creating a new approximately 8.75 acre site for the proposed project is also proposed. The development will include approximately 27,748 square feet of commercial space gross, 76 studio, 341 one-bedroom, 205 two-bedroom, 20 three-bedroom bedroom units, a total of 1,039 parking spaces, 13 loading spaces, 642 bicycle parking spaces, and an open yard design area of approximately 36,727 square feet with common shared amenities. The project will consist of 6 separate buildings at varying heights from two-stories to six-stories. The taller building elements will be internalized to minimize their visibility from public view points. The project site will be approximately 8.79 acres, designated by the General Plan as "Commercial High-Density Residential" and zoned C-G: General Commercial, with an Upper State Street Study Overlay and Average Unit-Size Density (AUD) Program Priority Housing Overlay designation of High Density (37-63 du/acre).

Entitlements requested for this project are to 1) subdivide the existing legal lot to two legal lots via a Vesting Tentative Parcel Map, and 2) obtain Design Review and Planning Commission approvals to demolish the existing multi-story structure on the project parcel (parcel -013) and construct a new AUD Program mixed-use residential and commercial development with surface

level and subterranean parking. Site grading in the amount of approximately ~104,000 cubic yards of cut and approximately ~15,000 cubic yards of fill will be required to establish appropriate site drainage, infrastructure, and access throughout the site. New permeable paving and landscaping will be installed around the perimeter and throughout the site to create an attractive aesthetic and to enhance water quality. Sidewalks to be improved and installed throughout the site for pedestrian entry and multiple existing ingress/egress points for vehicle entry to be improved and/or adjusted. A central square will allow for public access surrounded by neighborhood serving retail. Exterior aesthetic lighting will be added and will be dark sky compliant.

Project Summary:

Criteria	Information	
APN	051-010-013 & 051-010-014,012	
Address	3805 State Street, Santa Barbara, CA 93105 110 S. Hope Avenue, Santa Barbara, CA 93105	
Lot Size	8.79 acres (379,652 sf)	
General Plan Designation	Commercial High Density Residential	
Zoning	C-G/USS	
Adjacent Land Use	North: State Street Corridor, Bank, Best Western Hotel South: La Cumbre Plaza Shopping Center East: Commercial- Retail- FedEx, Fidelity West: Commercial- Retail- Chipotle, Wingstop, Bayside Watch	
Baseline Priority Housing AUD Density	63 du/acre = 548 units	
Proposed Density with State Density Bonus	642 units	
Building Square Footage, Existing & Proposed	Existing Building: ~150,000 sf	Residential Total: ~555,016 sf (gross) Commercial: ~27,748 sf (gross) Garage: ~432,114 sf (gross)
Height, Existing & Proposed	Existing Structure: ~54'6" building ~75' bell tower	Mixed-Use Development: Maximum approximately 76'6"
Parking, Existing & Proposed	603	Commercial: 105 Residential: 934 Total: 1,039
Grading	~89,000 net cut	
Site Coverage	Landscape: TBD	

	Open Yard: ~36,727 sf
Site Access	<ol style="list-style-type: none"> 1. One driveway entrance on the north side of development taken from State Street 2. Two entrances on west side of development from driveway isle and parking lot of adjacent parcel, with connectivity to State Street and La Cumbre Road 3. Two entrances on south side of development taken from adjacent parcel parking lot, with connectivity to Hope Avenue and La Cumbre Road 4. Three entrances on east side of property, taken from Hope Avenue 5. Pedestrian access taken from multiple access points on north, south, east and west 6. Class 1 bike lane from State Street connecting to Hope Avenue
Utilities	Water/Sewer/Trash/Recycle/Green Waste: City of Santa Barbara Electric: Southern California Edison Gas: Southern California Gas Company
Fire	City of Santa Barbara Fire Department
Entitlements Requested	AUD Program: Architectural Board of Review, Planning Commission Review and Approval

Permit History

The parcel was approved by the Planning Commission and certificate of occupancy was granted July 27, 1967. Over subsequent years, several upgrades and repairs have been made to the property including but not limited to utilities, cell towers, wall signs, parking structure, interior remodels, structural and mechanical repairs. The site has also previously been permitted for use with a seasonal pumpkin patch and Christmas tree sales. See attached permit history documents, which may not be exhaustive.

Nonresidential Growth Management Program (GMP)

The site, located in the Upper State Street Development Area per the City’s Traffic Management Strategy, is currently in use with the existing ~150,000 square foot existing multi-story department store building and would be eligible for a development credit for the same nonresidential square footage. The proposal includes construction of approximately ~27,748 square feet of new nonresidential development. Therefore, no Development Plan or allocation for new square footage is required.

State Density Bonus and Concessions

1. Allowances

The proposed project would create 102 housing units over base density with 27 units at the Very Low-Income Level and 27 at the Moderate Income Level, for a total of 10% affordability. The project qualifies as a state affordable housing project pursuant to Government Code Sections 65915 – 65918, referred to herein as Density Bonus Law, which entitles a developer to a density bonus, one or more concessions or incentives and an unlimited number of waivers or reductions in development standards as a matter of right.

2. Density Bonus Sought:

8.7 acres net x 62 dwelling units/acre = 540
BASE DENSITY = 540

Proposed project to provide 10% affordable units, a 20% density bonus is granted:

ALLOWED TOTAL UNITS = 540 x 1.20 = 648

PROJECT PROPOSED TOTAL UNITS = 642

Very Low-Income units are based on Base Density:

540 x 0.05 = 27

VERY LOW-INCOME RENT RESTRICTED UNITS = 27

Moderate Income Inclusionary units are based on Base Density:

540 x 0.05 = 27

MODERATE INCOME RENT RESTRICTED UNITS = 27

In summary, this results in the following breakdown in units:

Very Low-Income Units: 27

Moderate Income Units: 27

Market Rate Units: 588

Total: 642

4. Concessions and Incentives

As noted in Government Code Section 65915, at least one incentive or concession for a very low-income affordable project shall be provided by the City.

This project is proposing 10% of the units to be affordable to moderate and very-low-income households, and therefore, is entitled to one concession or incentive. At this time, we are not requesting an incentive or concession but reserve the right to do so as the project progresses through the entitlement process.

5. Waivers

A Density Bonus Law project is entitled to a waiver or reduction of any and all development standards that would physically preclude the development of the proposed project at the density permitted and with the incentive(s) or concession(s) granted.

This project is requesting waivers of the following development standards¹:

- A waiver of the USSO Zone Height Restriction of 45 feet.

The project proposes to develop buildings at a maximum 76'6" feet at various, internalized locations and therefore requests a waiver of the City's height limit.

- A waiver of the USS Overlay Zone Floor Area Restriction for structures over 2 stories.

Per Section 30.85.030 Development Standards, Maximum Floor Area, "the maximum floor area of any building other than single-unit residential and two-unit residential that exceeds two stories shall be no more than the total floor area of a two-story building that could be constructed on the lot..."

The proposed project exceeds two stories for a maximum of six stories. The project requires additional floor areas for several of its buildings onsite, which will have more floor area than that of a two-story building constructed on the lot to provide the allowed number of units.

- Open Space/Open Yard Requirement

Project is requesting a waiver of the required 15% net lot area requirement of 56,845 sf for a total proposed 36,727 sf of open yard space.

¹ As the project progresses through the entitlement process, additional waivers may be required to address changes in the project. We reserve the right to request such waivers in the future.



City of Santa Barbara
ARCHITECTURAL BOARD OF REVIEW
SPECIAL MEETING MINUTES
MARCH 4, 2024

1:00 P.M.
City Hall, Council Chambers
735 Anacapa Street
SantaBarbaraCA.gov

BOARD MEMBERS:

Lauren Anderson, *Chair*
Dennis Whelan, *Vice Chair*
David Black
Steve Nuhn
Richard Six
Will Sofrin

CITY COUNCIL LIAISON:

Meagan Harmon

PLANNING COMMISSION LIAISON:

Sheila Lodge

STAFF:

Tava Ostrenger, Assistant City Attorney
Ellen Kokinda, Design Review Supervisor
Carly Earnest, Assistant Planner
Joanie Saffell, Commission Secretary

CALL TO ORDER

The Full Board meeting was called to order at 1:00 p.m. by Chair Anderson.

ATTENDANCE

Members present: Anderson, Whelan, Black, Six, and Sofrin

Members absent: Nuhn

Staff present: Ostrenger; Allison DeBusk, City Planner; Kokinda; Megan Arciniega, Senior Planner; Earnest; Mariah Johnson, Commission Secretary; and Saffell

GENERAL BUSINESS

A. Public Comment:

No public comment.

B. Approval of Minutes:

Motion: Approve the minutes of the Architectural Board of Review meeting of **February 20, 2024**, as amended.

Action: Six/Anderson, 5/0/0. (Nuhn absent.) Motion carried.

C. Approval of the Consent Calendar:

Motion: Ratify the Consent Calendar of **February 26, 2024**, as reviewed by Board Members Whelan and Sofrin.

Action: Whelan/Black, 5/0/0. (Nuhn absent.) Motion carried.

- D. Announcements, requests by applicants for continuances and withdrawals, future agenda items, and appeals:

No announcements.

- E. Subcommittee Reports:

No subcommittee reports.

(1:00PM) NEW ITEM: ONE-TIME PRE-APPLICATION CONSULTATION

1. **3805 STATE ST (Macy's Site)**

Assessor's Parcel Number: 051-010-013
Zone: C-G/USS
Application Number: PRE2022-00216
Owner: Nettleship Family Trust
Patricia S. Nettleship, Trustee
Applicant: Flowers & Associates, Inc.

(Proposal to demolish an existing three-story commercial building and associated asphalt parking lots and landscaping. The project includes a lot split to create an 8.79 acre parcel (gross). Three mixed use buildings are proposed providing 642 apartments and 27,748 square feet of commercial space. The project utilizes the Average Unit Size Density (AUD) Incentive Program and California State Density Bonus Program, proposing 5% very low-income units and 5% moderate-income units and a 20% density bonus, allowing the proposed base density of 62 units/acre. The proposed buildings vary in height from two stories to six stories, with a maximum height of 76.5 feet. Proposed parking for the project includes two levels of sub-terranean parking serving residential uses, two ground level parking garages for commercial uses and 13 surface loading spaces. ROW improvements include new sidewalks and parkways on State Street and Hope Avenue meeting the Pedestrian Master Plan requirements and a new right hand turn lane from State St. to Hope Ave. On site improvements include a vehicular connection from Hope Ave. to the western edge of the property (connecting to the off-site drive to La Cumbre Rd), a new Class 1 bike lane connecting State St. to Hope Ave., new permeable paving, landscaping, and plazas and paseos that will be available to the public.

This review is for comments only. No final appealable decision will be made at this hearing. Project will require submittal of a formal Planning Application subject to compliance with the Project Compatibility Findings, Urban Design Guidelines, Upper State Street Area Design Guidelines and Outdoor Lighting Design Guidelines.

Actual time: 1:05 p.m.

Present: Patsy Price, Project Planner, Confluence Land Use LLC; Jim Taylor, MCP La Cumbre; Brian Cearnal, Cearnal Collective; Christine Pierron, Cearnal Collective; Daniel Simons, Principal, David Baker Architects; Chelsea Johnson, David Baker Architects; Vicki Li, EPT Design; and Megan Arciniega, Senior Planner, City of Santa Barbara

Public comment opened at 1:55 p.m.

The following individuals spoke:

1. Assad Mora
2. Nicholas Storr
3. Michael Rassler
4. Bonnie Elliot
5. Alex Gravenor
6. Sullivan Israel
7. Steve Fort

Written correspondence from Kathy Patmore D.D.S., Nina Meyer, and Steve & Celia Fort was acknowledged.

Public comment closed at 2:04 p.m.

Board Comments:

1. Board Member Six is overwhelmed by the size of this project. Technically, the project's massing reflects what is allowed per the new housing rules. However, this site's area and frontage dwarfs most of the sites in the area and thus the resulting mass dwarfs the rest of the neighborhood. Board Member Six is prepared to stretch the past Architectural Board Review (ABR) sense of compatibility per the new housing rules but he expected to stretch it more typically sized sites throughout the city. To see such massing increase on one large site is uncomfortable. He wishes the project had more balance between compatible massing and maximizing unit count. The design team has done an admiral job so far in managing the bulk, but it is not there yet. 2. The ABR is also responsible for seeing that projects include high standards of livability. A lot of the inspirational images presented of other public spaces involved one to three story buildings with wide plazas. However, building sections show much narrower paseos along six and five story buildings, creating deep shade and issues of privacy between buildings. He does not sense the livability the Board is to encourage. 3. He understands the project is trying to generate vitality with the internal distribution of retail but is disappointed in the project's weak connections to the remaining surrounding retail: the strip retail along Plaza Avenue, and the entry to the existing retail spine to the west. 4. He suggests finding more differentiation and concentration of unit types among buildings that allows some buildings to have denser unit count and smaller in size, adding that space to the paseos and open areas. 5. The applicant should not be so careful to hide five and six story buildings internally. There are 5&6 stories such as the Balboa Building, 820 State, and others along lower State Street. If a limited number of 5 and 6 story buildings (narrow and distinct) were to be closer to the street it could help open the internal living spaces. Compatibility is a transitional process, there will be more five and six story buildings proposed along upper State that will have more limited frontages that will not be able to hide the height. Allowing 5&6 stories closer to the street frontages will ease future compatibility. 6. As evident in the rendering of the corner of State Street and Plaza Avenue, the massing has not been broken up enough especially on the 3rd&4th floor. The paseo openings, building masses, and fenestration are very homogenous, and more variation is needed. There should be more variation in setbacks, paseo widths at street, building heights (including limited 5&6 story as mentioned before). He suggests making fenestration less regimented by grouping openings of side-by-side units as to read as one opening. Consider limited use of unique architectural styles and/or materials (like the Granada brick) to have a different older look. Perhaps 1 or 2 perimeter masses at angles to add character. 7. The length of Mediterranean language of (Building C2) is stretching that vernacular too far. He is delighted that it will be shorter due to the park. In addition, he suggests

considering a significant gap for the remaining building and have part Mediterranean and Contemporary. He likes Chair Anderson's idea to move the park up Hope Avenue so that it is more central and provides a significant break in the street elevation. 8. If the park is moved east, the western end of Building C2 could be a good place for a narrowed-down version of the Balboa Building. It would be less an imposition on internal living spaces. 9. The roof deck on Building C, level 5, adds mass to the building at the street. The roof deck should be eliminated or relocated deeper in the project. 10. Consider opportunities to further dig State Street frontage down below sidewalk level like Building C1.

2. Vice Chair Whelan is in general agreement with the comments of Board Member Six. To review a few of the fine points from the Upper State Street Guidelines, the project should enhance the Santa Barbara building environment and possess its own identity within the context of Santa Barbara character. The project should be pedestrian friendly along the street scape. The project does not seem to be there yet and is not an enhanced pedestrian experience along State Street. Ultimately, the site and project are overbuilt despite complying with all the zoning and state laws. The project should present an integrated appearance, that does not mean hybridizing the neighboring buildings, it should be complete and integrated in and of itself. The buildings to the west are not admirable to the Santa Barbara spirit or the City Charter which calls for a certain expression that relates to our history and tradition. The project should integrate harmoniously with the immediate neighborhood and that is open to interpretation and a dialogue with the clients. The project overwhelms the adjacent buildings to the west and to the south. He is concerned about Plaza Avenue where the eateries are popular and have pedestrians scampering across from the parking. There is a very weird intersection at Plaza Avenue and Bristol Farms that he hopes the project could resolve. There may be more compatible uses for project buildings along that site that mirror the commercial projects across the street and off the site. The project overwhelms the existing building to the south with the proposed 5-6 stories adjacent to the 1.5 story commercial building. It does not seem compatible. He was pleased to see the example of Granada, Spain but cautions interpreting in two dimensions rather than three dimensions. Building A3 calls out the 35 feet wide paseo and is 75 feet tall. This is not in the spirit of Granada. In the open and community spaces there would not be a big tree and seating in the middle of public spaces, the plazas are meant more for assembly. Building A3 may completely overshadow the plaza, and the project needs to consider daylighting these spaces for livability. He would like to see the public spaces developed in a more personal and habitable way and could have a completely different identity than the rectilinearity that is happening now. The pedestrian entrance from State Street needs a stronger expression either in buildings or gateway. The Hope Avenue elevation gets it right and reflects the Santa Barbara style, but he would like to see that extended to State Street. He would like to note the proposal is twice the allowed floor to area ratios of the Upper State Street Design Guidelines.
3. Board Member Black likes what he sees in the variation of architectural styles from Hope Avenue to State Street. He is overwhelmed by the size, bulk, and scale of the project. Imagine all the center buildings to be as tall as Macy's tower, and that is a huge impact. However, if the project is well done and serves the purpose of providing housing that is as important. The paseos are very valuable, and he appreciates the integration of public space, without them you would not have a project. He is concerned about the primary plaza surrounded by six story buildings and that this space would be in the shade all the time. However, this could be balanced with a judicious use of rich materials that is typical of Santa Barbara. Despite the reservations one may have about the size, bulk, and scale, if the project is well done with the richness of materials and the project fulfills the necessary commodity of housing, then this will be a good and more palatable project for many.

4. Board Member Sofrin stated that problems are opportunities, and this is a great opportunity, and there is a lot of great work going into this project. The project feels homogenous, the jump between Building C1 and C2 and the architectural difference between A1, A2 and A3 are very far. At the same time, he loves seeing a mix of architecture. Comparing the project to West Village in New York City, it is a popular neighborhood with tall buildings and tight streets like paseos that continues to be reinvigorated. This project is an opportunity to create a village on Upper State Street that does not exist. In regard to neighborhood compatibility, there are a lot of different architectural styles. This project has a wonderful opportunity to redefine Upper State Street and set an example that will ultimately impact the opposite side of the street. North of this project, the property owners will see this project and there can be a tremendous shift. The mass, bulk, and scale are acceptable for what it is. This is going to be a new neighborhood and a new community. He likes the sixth story setback from the street. He likes the village idea, like Palisade Village in the Pacific Palisades, where there is a created community and a neighborhood with retail, residential, and restaurants. He appreciates how timeless Santa Barbara is and there should be more articulation in the building finishes, spaces, and a mix of architectural styles that can make the project interesting and feel more timeless. The project should look built over time and have a character like it has always belonged. He recommends breaking up the continuity of vertical and horizontal lines on the State Street elevation to add articulation.

5. Chair Anderson agrees with Board Member Sofrin. She does not have a problem with the height and feels it is necessary for this project. Applicant to study and manipulate where the five and six stories are placed to add interest as the Board is looking for variation of the elevations. The idea of adding the park is great but the applicant should study how to integrate it into the Hope Avenue elevation to break up that building and how long it looks. It is thoughtful to have specimen trees as the gateway to the paseos instead of just using architecture. However, architecture can also be used for gateways to the paseos, by considering articulation of the corners. Another way to study the variation of the buildings would be to look at varying the floor heights to help with fenestration and avoid monotonous lines along the elevation of State Street. Introducing the green pockets is great. Continue to study program adjacencies, specifically with the introduction of the park, dog wash station, and gym and how they interact together to create a neighborhood feel. On the plans, differentiate the live work units because it does feel like the development turns it back on its neighbors when in reality the project is thoughtful, but might need to be relayed in a different way. This is a great project that is going in the right direction. The different architectural styles are great and what we need.

*** MEETING ADJOURNED AT 3:36 P.M. ***

Applicable General Plan Policies
3805 State Street

Land Use Element (2011)

- 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.
- LG2. **Limit Non-Residential Growth.** Establish the net new non-residential square-foot limitations through the year 2030 at 1.35 million square feet, and assess the need for increases in non-residential square footage based on availability of resources, and on economic and community need through a comprehensive Adaptive Management Program.

The 1.35 million square feet of non-residential development potential shall be allocated to the three following categories:

<u>Category</u>	<u>Square Footage</u>
Small Additions	400,000
Vacant	350,000
Community Benefit	600,000

Non-residential square footage associated with Minor Additions, demolition and replacement of existing square-footage on-site, projects that are pending and approved as of time of ordinance adoption, government buildings, and sphere of influence annexations with existing development are not included in the 1.35 million square feet established above.

Existing permitted square footage not in the City, but in the sphere of influence, that is part of an annexation shall not count as new square footage necessitating a growth management allocation. However, once annexed, all development or developable parcels that propose net new square footage are subject to the limitations of the City's growth management ordinance.

- LG3. **Live Within Our Resources.** New development shall be monitored to ensure that we are living within our resources through a comprehensive Adaptive Management Program.
- 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.

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.

Possible Implementation Actions to be Considered

LG5.2 Open Space. Develop on and off site open space standards for incorporation into the development review process to include:

- Access to adequate public open space within a ½-mile radius; and/or
- Dedication of sufficient useable open space on-site; and/or
- A contribution made toward future parks through in-lieu fees.

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).

LG11. Healthy Urban Environment. Consider health in land use, circulation and park and recreation decisions.

LG12. Community Character. Strengthen and enhance design and development review standards and process to enhance community character, promote affordable housing, and further community sustainability principles.

Possible Implementation Actions to be Considered

LG12.2 Building Size, Bulk and Scale. Ensure that proposed buildings are compatible in scale with the surrounding built environment.

- a. **Standards and Findings.** Strengthen and expand building size, bulk and scale standards and findings for development projects of 10,000 square feet or more in the commercial zones to ensure compatibility with surrounding uses, particularly historic resources and residential neighborhoods.
- b. **Floor Area Ratios (FARs).** Develop a set of maximum FARs for the non-residential and High Density areas of the City, with particular attention to protecting historic resources and areas that are adjacent to single family zoned

areas, maintaining Santa Barbara's small town character, and encouraging small, affordable residential units.

- i) **Maximums.** Develop a set of maximum FARs that permit the largest structures in the center of the city (adjacent to transit and commercial services), and reduce maximum building size/FARs moving outward from the center. (This approval would be similar to the "Parking Zone of Benefit" model);
 - ii) **Buffers.** On parcels adjoining historic structures, establish "buffers" using more restrictive FAR limits;
 - iii) **Incentives.** Consider higher FARs for multi-family rental projects and small, affordable residential units; and
 - iv) **Guidelines.** Consider FAR Guidelines for development models such as where parking is proposed at the ground or in basement floors.
 - v) **Development Community.** Create a working group that includes local professionals from the development community when developing FARs.
- c. **Development Monitoring.** Develop a program to monitor the scale and pace of development within the City; take action where transformative developments may occur along a block or corridor to guide development along that corridor.
 - d. **Community Character Preservation.** Include in design guidelines that as part of any major new in-fill development or remodel, consider the context of the proposed structure in relation to surrounding uses and parcels along the entire block; ensure that the proposed development will not eliminate or preclude preservation of the key visual assets of the particular block or corridor, including landmark structures, structures of merit, potentially historic structures, key scenic view points that provide unique or important views to the surrounding hills, and specimen trees and other important visual resources. Require building design modifications as needed to preserve essential elements of the community character along that block or corridor.

LG15. Sustainable Neighborhood Planning. Neighborhoods shall be encouraged to preserve and enhance the sense of place, provide opportunities for healthy living and accessibility, while reducing the community's carbon footprint.

Possible Implementation Actions to be Considered

LG15.2 La Cumbre Plaza Specific Plan. Prepare an initial framework for a future La Cumbre Plaza Specific Plan for the eventual redevelopment of the site based on the analysis in the Upper State Street Study, including identification of applicable parcels, and issues to be addressed in the future Specific Plan. Include consideration of a mixed commercial and residential village approach and possible public improvements such as a transit center, open space/public park, pedestrian connections, east/west vehicle circulation connections, and parking structures.

Housing Element (2023)

- H1.1. **Sustainable and Livable Neighborhoods.** Ensure that new housing programs, housing developments, and related infrastructure improvements include community-led strategies that encourage community revitalization in areas of lower opportunity to meet the needs of lower-income residents and are consistent with the City's sustainability initiatives for energy efficiency and active transportation goals.
- H1.2. **Infill Housing.** Encourage development of housing on infill sites near transit and jobs, particularly redevelopment of sites suitable for housing, while continuing to limit residential density in High Fire Hazard Areas.
- H1.4. **Reduce Constraints.** Reduce and, where feasible and practical, remove unnecessary City imposed constraints that impede housing development.
- H1.7. **Prioritize Housing and Community Benefit.** Prioritize residential development and nonresidential priority projects with broad community benefit on sites zoned for both residential and other uses.
- H1.8. **Flexible Standards.** Increase flexibility in multi-unit housing densities and other standards to allow a variety of unit sizes and affordability levels.

Possible Implementation Actions to be Considered

HE-2: LA CUMBRE PLAZA PLANNING AREA

La Cumbre Plaza is a 31-acre site comprised of eight parcels, six of which are suitable for substantial redevelopment as a residential/mixed-use site during the Housing Element planning period. It is within the AUD Program Priority Housing Overlay (37-63 units/acre) and is included in the Suitable Sites Inventory. Rezoning is not needed to meet the number of units (housing capacity) assumed in the Suitable Sites Inventory.

The City has a special and unique opportunity to guide and facilitate redevelopment of this large site, identified as a High Resource Area on the California Tax Credit Allocation Committee opportunity maps. The site is served by transit and has unique challenges with respect to topography and habitat resources.

A planning document will be prepared for La Cumbre Plaza Planning Area that facilitates the full residential development potential of the site. This effort will consider effects on Arroyo Burro Creek; provision of new public open space; multi-modal circulation improvements; impacts to nearby schools; new affordable housing, and increased height limits, among other things.

- H2.1. **Prioritize Affordable Housing and Community Priority Projects.** Prioritize production of deed-restricted affordable housing and nonresidential community priority projects with broad community benefits over all other land uses and housing types.
- H2.2. **Increase Production of Affordable Housing.** Encourage and provide development opportunities and incentives to increase production of affordable housing.
- H2.5. **Rental Housing.** Continue to encourage smaller rental units close to transit, and easy walking and biking distance to commercial services and recreational opportunities.

Environmental Resource Element (2011)

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.

Possible Implementation Actions to be Considered

ER1.2 Greenhouse Gas Emission (GHG). Require new development, redevelopment and substantial remodels to demonstrate how the project will support the City in attaining regional GHG vehicular emissions reduction targets. The Santa Barbara region has targets of zero net increase (from 2005 levels) in per capita GHG vehicular emissions in 2020 and 2035. These regional targets were adopted in 2010 by the Santa Barbara County Association of Governments (SBCAG) and the California Air Resources Board (CARB) pursuant to SB 375.

ER3. Decrease City's Global Footprint. In addition to promoting reduced unit size, building footprints and GHG emissions, and energy conservation, promote the use of more sustainable building and landscaping materials and methods.

ER4. Incorporation of Adaptation in Development. New public and private development or substantial redevelopment or reuse projects shall estimate the useful life of proposed structures, and, in conjunction with available information about established hazard potential attributable to climate change, incorporate adaptation measures in the design, siting and location of the structures.

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.

Further reduce energy consumption over time to "carbon neutrality" by 2030 in new building and through suggested retrofits. Establish a voluntary program and time line for increasing the energy efficiency and carbon neutrality of new buildings or additions, and of existing building stock. Provide:

- a. Information on current energy use and conservation options;
- b. Incentives for voluntary upgrades;
- c. Voluntary incremental upgrades may be encouraged at time of sale, and/or other methods for greening the existing building stock; and

- d. Tools for self-assessment financing for energy efficiency upgrades and on-site solar and wind power generation through property taxes (in conjunction with AB 811).

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.

ER17. Water Conservation Program. The use of water conservation practices shall be both encouraged and required, as appropriate, for all development projects.

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.

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 Action 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).

ER30. Enhance Visual Quality. Not only retain, but improve visual quality of the city wherever practicable.

Conservation Element (1979, prior amendment 1994)

Visual Resources

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.

Air Quality

- 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 (2011)

C1. **Transportation Infrastructure Enhancement and Preservation.** Assess the current and potential demand for alternative transportation and where warranted increase the availability and attractiveness of alternative transportation by improving related infrastructure and facilities without reducing vehicle access.

Possible Implementation Actions to be Considered

C1.1 **Pedestrian and Bicycle Infrastructure.** Emphasize high quality public right-of-way infrastructure to include enhanced pedestrian and bicycle facilities.

- Provide high quality pedestrian crossings as described in the Pedestrian Master Plan that result in a high rate of vehicle yielding at uncontrolled intersections.
- Consider establishing bicyclist priority within some additional City right-of-way areas along major bicycle routes, as part of Bicycle Master Plan update including creating more bike lane connections Downtown by regulating curbside parking during peak travel periods working closely with Downtown stakeholders. Consider increased funding for bike-lane maintenance to encourage their use and maximize safety.
- Continue implementing of the City's Sidewalk Infill Program.
- Install pedestrian amenities (e.g., pedestrian-scaled street lighting, benches, trees and other landscaping) along high volume pedestrian corridors, at other key pedestrian destinations (parks, schools, etc.) and, in coordination with MTD, around transit stops and stations (e.g. shade and rain structures, and space for newspaper dispensers).
- Continue with the installation of corner curb ramps in compliance with federal and state universal access requirements for public rights-of-way.
- Consider adoption of tiered development impact fees (with discounts for community benefit uses) as needed to fund improvements.

- Improvements to bicycle travel-ways and parking are a priority use of rights-of-way throughout the City, therefore, carry out implementation of all of the recommended improvements within the City's Bicycle Master Plan.
- Improve coordination between City, County, UCSB, SBCAG, and other South Coast cities and entities to improve and expand regional bike paths and routes that cross jurisdictional boundaries.

C6. **Circulation Improvements.** Where existing or anticipated congestion occurs, improve traffic flow in conjunction with providing improved access for pedestrians, bicycles and public and private transit through measures that might include physical roadway improvements, Travel Demand Management (TDM) strategies and others.

C9. **Accessibility.** Make universal accessibility for persons with disabilities, seniors, and other special needs populations a priority in the construction of all new development for both public and private projects.

Circulation Element (1997, original 1964)

- 1.1 The City shall establish, maintain, and expand a mobility system that supports the economic vitality of local businesses.
 - 1.1.1 Optimize access and parking for customers in business areas by implementing policies of the Circulation Element aimed at reducing dependence upon the automobile, and improving and increasing pedestrian, bicycle use, and transit use.
 - 1.1.3 Enhance alternative transportation services and infrastructure access between residential, recreational, educational, institutional and commercial areas.
 - 1.1.4 Provide adequate infrastructure and info-structure to support the delivery of goods and services to and from area businesses.
- 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.
- 4.2 The City shall work to expand, enhance, and maintain the system of bikeways to serve current community needs and to develop increased ridership for bicycle transportation and recreation.
 - 4.2.3 Encourage facilities for bicycle travel and parking in any future development, construction, or reconstruction projects during the review of new development and infrastructure improvements. Bicycle facilities can be achieved through methods such as:

- purchase, dedication, and other means of property acquisition,
 - conditions of approval,
 - expanding the scope of maintenance projects, and
 - enforcement of the Santa Barbara Municipal Code, Parking Section.
- 5.1.5 Encourage newly proposed developments to include pedestrian connections to surrounding areas, adjacent transit facilities, or other travel facilities during development review.
- 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.
- 13.2.3 Identify commercial areas along transit corridors where opportunities exist for creating pedestrian access, such as paseos and paths.

Open Space, Parks and Recreation Element (2011)

- OP1. **Variety and Abundance.** Provide ample open space through a variety of types, including nature reserves, parks, beaches, sports fields, trails, urban walkways, plazas, paseos, pocket parks, play areas, gardens, and view points, consistent with standards established for this city.