



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** August 5, 2010  
**AGENDA DATE:** August 12, 2010  
**PROJECT ADDRESS:** 34 W. Victoria St. (MST2009-00266)  
**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470  
 Danny Kato, Senior Planner *DK*  
 Allison De Busk, Project Planner *AD*

### I. PROJECT DESCRIPTION

The project consists of the redevelopment of a 1.35-acre site located at the northeast corner of Victoria and Chapala Streets. The project includes demolition of the existing 20,125 square foot commercial building (formerly occupied by Vons supermarket) and associated parking lot, and the construction of a new mixed-use development containing 23,125 square feet of commercial space and 37 residential condominiums above a 34,541 square foot underground garage. The mural located on the existing building wall along Victoria Street is proposed to be relocated and incorporated into the new building along the Chapala Street façade as part of the project.

The commercial development would include 14,703 square feet of market, 7,490 square feet of commercial/retail and 932 square feet of miscellaneous/accessory floor area, and 39 parking stalls. Two of the parking stalls would be reserved as "car-share" spaces.

The residential development includes 37 units (32 market-rate units and 5 inclusionary units) comprised of 5 studios (624-676 s.f. each), 29 one-bedroom units (648-1251 s.f. each) and 3 two-bedroom units (1,157-1,913 s.f. each), with 39 assigned parking stalls. The residential portion of the development also includes 7,577 square feet of accessory area that consists of two guest rooms, a club room, a lobby, individual storage units and miscellaneous accessory space.

Public improvements including new sidewalk, curb and gutter and street trees are required. Vehicular access to the underground parking garage would be provided from Chapala Street. Grading is anticipated to consist of approximately 20,000 cubic yards of cut.

### II. REQUIRED APPLICATIONS

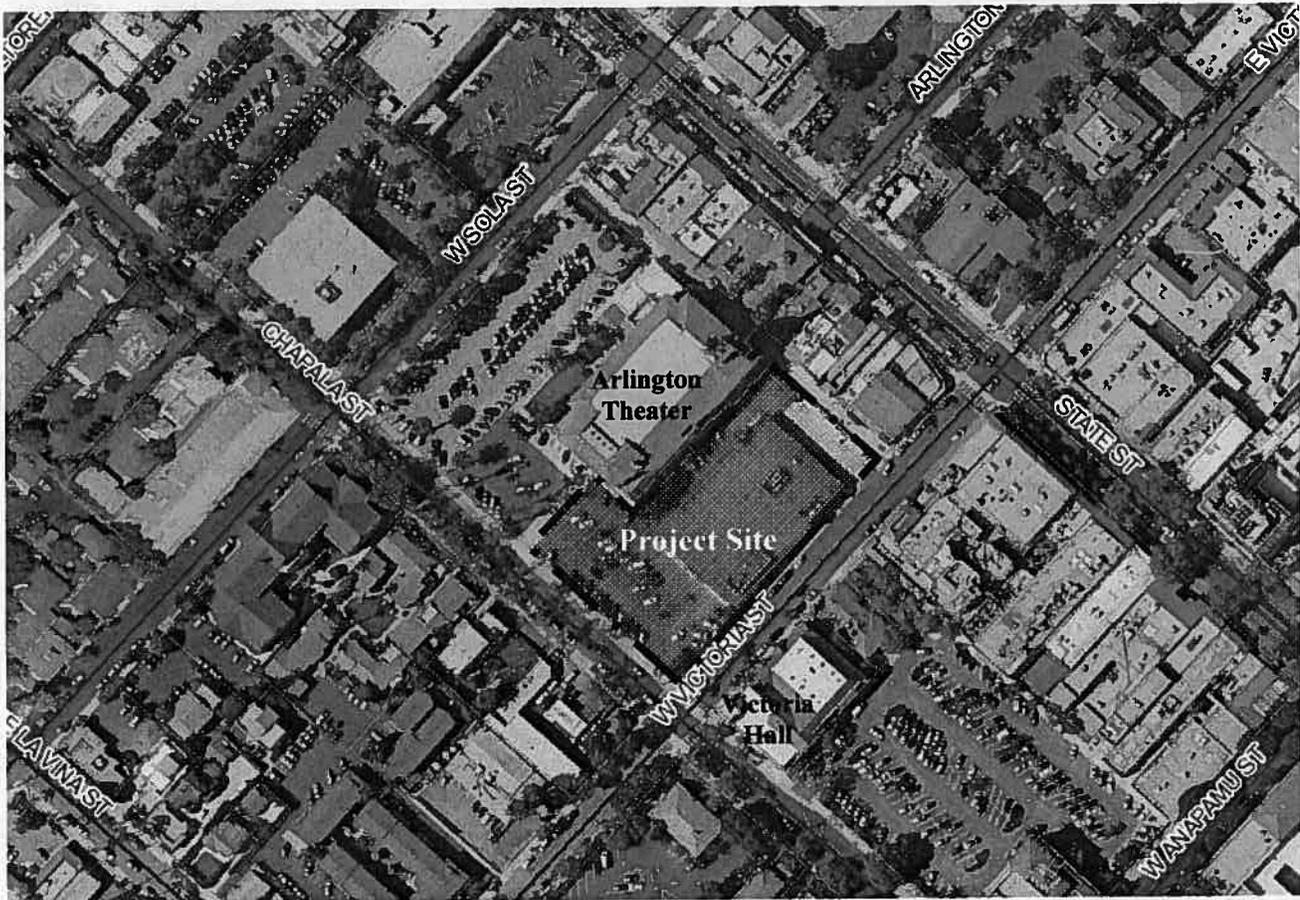
The discretionary applications required for this project are:

1. A Development Plan to allocate 3,000 square feet of nonresidential square footage from the Minor and Small Addition categories (SBMC §28.87.300); and

2. A Tentative Subdivision Map for a one-lot subdivision to create thirty-seven (37) residential condominium units, and 23,125 square feet of commercial condominium space (that may be divided into as many as three condominium units) (SBMC 27.07 and 27.13).

### III. RECOMMENDATION

The proposed project conforms to the City's Zoning and Building Ordinances and policies of the General Plan. In addition, the size and massing of the project are consistent with the surrounding neighborhood. Therefore, Staff recommends that the Planning Commission approve the project, making the findings outlined in Section VII of this report, and subject to the conditions of approval in Exhibit A.



Vicinity Map – 34 W. Victoria Street

**APPLICATION DEEMED COMPLETE:** July 15, 2010  
**DATE ACTION REQUIRED PER MAP ACT:** September 3, 2010

**IV. SITE INFORMATION AND PROJECT STATISTICS**

**A. SITE INFORMATION**

Applicant:	Brian Cearnal, Architect	Property Owner:	Victoria Street Partners, LLC
Parcel Number:	039-131-016	Lot Area:	58,715 s.f. (1.35 acres)
General Plan:	Offices and Residential	Zoning:	C-2 Commercial Zone
Existing Use:	parking lot and currently vacant building (formerly occupied by a Vons supermarket)	Topography:	relatively flat, with a gentle slope from the north/west to the south
Adjacent Land Uses:			
North – Arlington Theater		East - commercial	
South – Victoria Hall / Teen Center		West – commercial and residential	

**B. PROJECT STATISTICS**

	Existing	Proposed
Commercial Area	20,125 s.f.	23,125 s.f.
Living Area	N/A	38,711 s.f.
Accessory Residential Space	N/A	7,577 s.f.
Parking Area	approx. 24,630 s.f. at-grade parking lot	29,123 s.f. (underground) + 1,348 s.f. (ramp)
<b>TOTAL</b>	<b>20,125 s.f.</b>	<b>99,884 s.f.</b>

The residential units average one bedroom and 1,046 square feet. Eight of the units range from 624-700 square feet, 17 units range from 988-1,112, 9 units range from 1,137-1,251 and the remaining two units are 1,827 and 1,913 square feet, respectively. For detailed statistics on the residential development, refer to Exhibit D.

**V. ZONING ORDINANCE CONSISTENCY**

Standard	Requirement / Allowance	Proposed
Setbacks -Front	none	5" (Chapala St) 2'-10" from p.l. (Victoria St)
-Interior	none	3'-4"
Building Height	4 stories and 60 feet	3 stories and 44 feet
Parking	Commercial: 1 / 500 s.f. less a 20% zone of benefit reduction = 37 spaces Residential: 1 / unit = 37 spaces Total = 74 spaces	Commercial = 39 spaces (includes 2 car-share spaces) Residential = 39 spaces (includes 2 guest spaces) Total = 78 spaces

Bicycle Parking	1 per 7 non-residential vehicle parking spaces = 5 bicycle spaces	43 bicycle spaces (31 residential, 12 employee)
Density (Variable)	Studio unit: 1,600 s.f. x 5 = 8,000 s.f. 1 Bd unit: 1,840 s.f. x 25 = 46,000 s.f. 2 Bd unit: <u>2,320 s.f. x 2 = 4,640 s.f.</u> 32 units on 58,640 s.f.	32 market-rate units on 58,718 s.f. + 15% (5) inclusionary units = 37 units (27.4 du/ac)
Unit Size	400 s.f. minimum	624 s.f. minimum 1,913 s.f. maximum
Outdoor Living Space	15% of lot area (8,807 s.f.)	16% (9,413 s.f.)
Private Storage Space	300 cu. ft. minimum per unit	300 cu. ft. storage/unit
Lot Coverage		
-Building	N/A	40,127 s.f. 68.3%
-Paving/Driveway	N/A	13,630 s.f. 23.2%
-Landscaping	N/A	4,958 s.f. 8.4%

The project would satisfy the requirements of the C-2 Zone (SBMC 28.66) for mixed-use development. The project would also comply with the residential condominium development requirements of SBMC 27.13, by providing one parking space per unit, at least 300 cubic feet of private storage space per unit, appropriate utility metering, laundry facilities in each unit, units larger than 400 square feet, and outdoor living space for each unit per the requirements of the R-4 zone (see chart above).

#### A. CAR SHARE

The project includes a commercially operated “car-share” program<sup>1</sup> wherein two cars would be available for use by members of the public. This would be the first program of its kind in the City<sup>2</sup>. The two car-share parking spaces are in addition to the required spaces for the commercial square footage, and no traffic credit was given. It should be noted that the Traffic Analysis prepared for this project indicates there is evidence that car-share programs can significantly reduce the number of privately owned vehicles and thereby vehicle trips. The car-share program is intended to be one of the sustainable elements of the project. If the car-share program were to be discontinued, the two parking spaces would be considered excess parking.

#### B. GUEST ROOMS

The project includes two “Guest Rooms” that are 315 net square feet each and are laid out much like a hotel room. These Guest Rooms are intended to be available for use by all residents of the development and can be reserved on an as-needed basis. Residents would be

<sup>1</sup> Carsharing is a model of car rental where people rent cars for short periods of time, often by the hour. Carsharing differs from traditional car rentals in several ways: a) It is not limited by office hours, b) Reservation, pickup, and return is all self-service, c) Vehicles can be rented by the hour, as well as by the day, d) Users are members and have been pre-approved to drive, e) Insurance and fuel costs are included in the rates.

<sup>2</sup> There is a Zipcar operation at UCSB / Isla Vista. Visit [www.zipcar.com](http://www.zipcar.com) for more information.

responsible for paying a cleaning deposit in order to reserve the room, but no other fees would be required. The intent of the Guest Rooms is to allow for smaller residential units because individual homeowners wouldn't need to purchase a larger unit simply to have room to house infrequent overnight visitors. In calculating the project's density and Measure E statistics, these Guests Rooms were not counted as either a "bedroom" or as non-residential floor area. Rather, they were considered as accessory residential space, similar to the Club Room and Lobby areas. Staff believes that treating the rooms as accessory space is appropriate because they function much like the common Club Room, and there will be no "fee" to rent the room, other than a nominal cleaning charge, so they don't function as commercial space. Staff also believes that providing these guests rooms has allowed the development to be comprised of smaller individual units, which is consistent with the goals of the General Plan Update.

## **VI. ISSUES**

### **A. DESIGN REVIEW**

Staff considers the design review process to be paramount for this project, given its location adjacent to the Arlington Theatre, a designated City Landmark, and the need to be sensitive to that resource. (Please refer to Sections B and C below for additional discussion of Historic Resource impacts). As noted in the El Pueblo Viejo (EPV) Design Guidelines, the Arlington Theatre is one of the most distinctive skyline buildings within EPV.

This project was reviewed by the HLC on five occasions for design review purposes (meeting minutes are attached as Exhibit E). Initially, although the HLC was appreciative of the urban design elements of the project (such as the underground parking, commercial storefronts along Victoria, mixed-use character and paseos), they had concerns with the massing of the building, loss of views toward the Arlington, compatibility with the Arlington, the amount of open space provided, and the design of the market. The applicant worked with the HLC to revise and refine the project. Because the applicant was making progress with the HLC, staff and the applicant agreed that a concept review at the Planning Commission was not required.

On October 28, 2009, the HLC continued the project indefinitely to the Planning Commission with positive comments. The HLC determined that the compatibility findings could be made, and that the project was sensitive to the adjacent landmark.

### **B. COMPLIANCE WITH THE GENERAL PLAN**

The General Plan designation of the project site is Offices and Residential and the zoning designation is C-2, Commercial. The project site is located in the Downtown Neighborhood, an area delineated in the City's General Plan by Sola Street on the north, Ortega Street on the south, Santa Barbara Street on the east and De la Vina Street on the west. The project site is also within the Central Business District (CBD), which is roughly bounded by Arrellaga Street to the north, Garden Street to the east, U.S. 101 to the south and De la Vina to the south, as defined in the Circulation Element.

Based on analysis of all applicable General Plan goals and policies, staff finds the proposed project to be consistent with the General Plan. Given the textual discussion of the area in the

Land Use and other General Plan Elements, as well as the existing zoning designation and historic use of the site as a grocery store, staff finds that development of the site with a mixed-use (commercial and residential) project is appropriate and consistent with the General Plan. Discussion of applicable General Plan Elements is provided below. Refer to Exhibit H for text of General Plan policies.

**Land Use Element** - The General Plan Land Use Element characterizes the Downtown Neighborhood primarily as commercial and office use with a small number of residences. Residences range from cottages and second story apartments to residential hotels and institutions. Plans for redevelopment envision high-density residential development on the periphery of the Downtown district. As part of the 1989 General Plan Update, the City recognized the importance of housing and included a policy requiring that residential development be given the highest priority in future development.

The Land Use Element includes discussion of the Downtown in general, and includes recommended development policies that call for the downtown to include a variety of businesses and services, be a major center for retail shopping, emphasize the quality specialty-shop sector of the general merchandise market, and encourage office and financial institutions to locate downtown. The Land Use Element also includes discussion of retail expansion in the CBD, noting that new retail floor area should be added to the CBD to maintain the CBD as a major retail center and to counteract retail decentralization (i.e. to La Cumbre Plaza and other South Coast shopping centers). The proposed development would implement these policies.

In addition, the Land Use Element recommends that a Performing Arts Center be established within the two-block area bounded by Sola, Anacapa, Victoria and Chapala Streets. Included in the Performing Arts Center would be a high-quality, large-capacity, performing arts auditorium, or concert hall, and a public assembly building suitable for meetings, exhibits, conferences and banquets. It is also notes that a restaurant may be appropriate in this area, as may be the existing commercial uses not inhibiting the function of a Performing Arts Center. While the site is not proposed for development with performing arts-related uses, it would be compatible with the existing Arlington Theater and would not inhibit the areas function as a Performing Arts Center.

It should also be noted that, as part of the *Plan Santa Barbara* General Plan update process, the land use envisioned for the project site is Commercial/High Density (27-34 units/acre). The project would be potentially consistent with this proposed land use and density (at 27.45 units/acre). The project could also be considered potentially consistent with the associated development policies currently identified in the draft General Plan update, such as average unit size (at 1,046 square feet where 1,000 square feet is identified), although this does not include the "accessory" residential square footage, which includes the guest rooms and is discussed above in Section V.B. See Conservation Element discussion below for additional information on historic resources and the General Plan update.

**Circulation Element** - The Circulation Element addresses ways in which physical development patterns can affect transportation modes. Chapter 13 encourages compact development including housing and mixed-use projects in the Downtown in order to decrease parking demand and facilitate alternative transportation use. It also notes that housing located between

De la Vina and Garden Streets from Cabrillo Boulevard to Sola Street would be most beneficial to the parking system because people can more easily walk, ride, or bike from housing in the Downtown without the need to park. The project site is located within this area and is also adjacent to transit. The project also includes widening the existing sidewalk/parkway width along Victoria Street, consistent with the Pedestrian Master Plan.

The City's Bicycle Master Plan is an implementation of the Circulation Element. Bicycle Master Plan Policy 3.1 states that parking for bicycles shall be required in private development, construction, or reconstruction projects. It also recognizes that different types of development will require different amounts and types of bicycle parking in order to provide support for people and their bicycles once they reach their destination. The project would exceed the zoning ordinance requirement by providing more than the minimum number of bicycle spaces and by providing bicycle parking for residential uses. A locker room is also proposed within the parking garage. However, during reviews of the project, staff requested that the applicant provide more user-friendly bicycle parking, with regard to location and type of rack, consistent with the goals and policies of the Bicycle Master Plan. In particular, the residential bicycle parking located in the far end of the parking garage is not convenient for daily commuting, with the only access down a stairwell or the elevator and then through the parking garage. The Bicycle Master Plan states that lockers in parking garages may not be used as much because of the auto-oriented environment, and they may be more effective if placed outside of garages in a pedestrian environment. Staff recommends at least some residential bicycle parking be provided in a lockable bicycle room or in bicycle lockers accessed from a central area like the "upper court" outside of the parking garage. Staff also recommends that different racks be proposed for at least some of the residential and employee bicycle parking, as all racks are proposed to be wall mounted. Both of these suggestions were made to the applicant through the staff review process. Although the wall mounted racks allow for more capacity, they are limiting in that they don't accommodate all types of bicycles, and they are not user friendly for all cyclists because you have to lift your bicycle overhead to use them. The project is in an ideal location for bicycle commuting by both residential and commercial users and staff requests that the Planning Commission consider these recommendations as conditions of approval. A suggested condition of approval is included as condition F8 in Exhibit A.

**Conservation Element** – City Conservation Element policies provide that significant environmental resources (including archaeological and historic resources, views, biological resources, open space, trees, air and water quality/resources, etc) of the City be preserved and protected.

**Historic Resources** – A Revised Historic Structures/Sites Report (Exhibit G - Post/Hazeltine Associates, April 6, 2010) was prepared for the project to determine the significance of the existing building and the potential impacts of the project on the project site, as well as on adjacent resources. The Report concludes that the existing mosaic tiled mural, located on the Victoria Street side of the building and designed by Joseph Knowles, is eligible for listing as a City Landmark and in the California and National Registers of Historic Places. The mural design represents the largest example of mid-century public art in Santa Barbara, and depicts the idea of progress, both culturally and technologically, through transportation-related motifs

drawn from local history. The project would remove the mural and relocate it onto the Chapala Street building façade, which was determined to preserve the mural's historic appearance and arrangement, and would therefore be a less than significant impact to the resource.

The project site is also located adjacent to or in close proximity to several historic properties (Arlington Theatre, Mortimer Cook House, Victoria Street Theater, Christian Science Reading Room, and Arlington Garage). The Historic Structures/Sites Report concludes that the project would not significantly impact any nearby historic resources, either individually or cumulatively. The greatest potential for impacts is relative to the Arlington Theatre and its setting, due to its close proximity. The Report concludes that because the project would not impact historically significant viewsheds, and because the project would preserve sightlines toward the Arlington and sufficient character-defining elements would remain visible, the project will not significantly impact the historic significance of the Arlington or its setting.

The report concluded that the project would not damage or destroy any historic resources. The HLC accepted the Historic Structures/Sites Report on April 28, 2010. Therefore, the project can be found consistent with the cultural resources policies of the Conservation Element.

Discussions arising from the *Plan Santa Barbara* General Plan update process have included additional protection for historic sites, potentially including some type of a buffer area to protect the resource. Applying a 100-foot buffer to the Arlington Theatre and Victoria Street Theater would essentially preclude development of the project site. This project's relationship to the Arlington is a key issue in the development of the site. The HLC considered this issue in-depth, and determined that the setbacks, combined with the building's height and paseos, create an appropriate relationship to the Arlington, and maintains appropriate sightlines of the building. Due to the size of surrounding historic structures, the proposed development would be in keeping with the mass and scale of those structures, would maintain their setting, and would not negatively impact the spatial relationships and historic settings of the surrounding historic structures. Therefore, staff finds that the project is potentially consistent with the direction of the General Plan update.

Archaeological Resources – A Phase 1 Archaeological Resources Report (David Stone, M.A., RPA, Dudek, April 2010) was accepted by the HLC on April 28, 2010. The Report concludes that the project does not have the potential to result in significant impacts on prehistoric or historic archaeological resources.

Visual Resources – The project would not significantly affect views of the upper foothills or mountains, and therefore the project is consistent with the direction of the Conservation Element.

**Housing Element** –The City Housing Element encourages construction of a wide range of housing types to meet the needs of various household types. The project consists of a mixed-use development in a commercial zone, thereby adding new units to the City's housing stock. The project includes primarily one-bedroom units, and includes five Inclusionary units. In accordance with Housing Element Policy 3.3, which requires new development to be compatible with the prevailing character of the neighborhood, the proposed development would be compatible in scale, size and design with the surrounding neighborhood. The development

would have maximum height of 44 feet, and the three-story portions of the buildings have been set back from Victoria Street to allow for continued views toward the Arlington.

### C. ENVIRONMENTAL REVIEW

The Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) identify types of projects that are generally exempt from CEQA review. The City's Environmental Analyst determined that this project qualifies for a categorical exemption pursuant CEQA Guidelines Section 15332, which provides for infill development projects in urbanized areas that meet the following conditions:

1. **The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.**

As discussed in Section VI.B above, the project is consistent with the General Plan land use designation and applicable textual descriptions of the area. The project is consistent with the C-2 Zone designation and the project is consistent with all applicable zoning regulations.

2. **The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.**

The project site is located within the City boundary, is less than five acres in size and is surrounded on all sides by urban uses.

3. **The project site has no value as habitat for endangered, rare or threatened species.**

The project site is located in an urban area of the City and has been developed with commercial uses for more than 75 years. No endangered, rare or threatened species are believed to be present in the vicinity, and the project site has no value as habitat for these species.

4. **Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

*Traffic.* The project is expected to generate a small net increase in traffic during both the A.M. and P.M. peak hours, as identified in the Traffic Impact Analysis prepared for the project (Exhibit F - ATE, June 18, 2010). It is estimated that the project would result in 254 additional average daily trips, 11 additional A.M. peak hour trips and 13 additional P.M. peak hour trips. When these trips are distributed to area intersections, they do not create any significant project-specific or cumulative traffic impacts.

*Noise.* The project site is located at the northern corner of Chapala and Victoria Streets, an area subject to noise levels ranging up to 65 dBA along Chapala Street, according to the City's Master Environmental Assessment. A Noise Study was prepared by Dudek (May 18, 2010) to assess potential noise impacts

to residents. The report concludes that the location of the common open space effectively shields it from existing and predicted future noise levels in excess of 60 dB CNEL (the City's exterior noise threshold for residential uses), and standard construction methods would ensure that interior residential areas would not exceed 45 dB CNEL (the City's interior noise threshold for residential uses). Therefore, the project is not expected to result in any significant effects relating to noise.

*Air Quality.* Using the URBEMIS 9.2.4 computer model, it is estimated that the long-term vehicle emissions resulting from the project would be approximately 1.57 pounds per day of ROG and 1.82 pounds per day of NOx, which is substantially below the significance thresholds of 25 pounds per day as adopted by the APCD and the City of Santa Barbara. Also, ROG and NOx for all sources during operations would be approximately 6.2 pounds per day where the threshold would be 240 pounds per day. It is estimated that PM10 from source and operations would be approximately 2.15 pounds per day where the threshold is 80 pounds per day. The project impacts on long-term (area source and operational) emissions would be less than significant because the emissions would be substantially below the thresholds as stated above.

The project would involve demolition, grading, paving and landscaping activities, which could result in short term dust-related impacts; however, the applicant would be required to incorporate standard dust control mitigation measures during grading and construction activities. These measures are included as standard conditions of approval and would further reduce potential short-term less than significant air quality impacts.

*Water Quality.* The project would reduce peak runoff volumes for the 25-year storm event due to the reduction in impermeable surfaces on the project site. The project addresses water quality by applying low impact development techniques including raised planters and a green roof, as well as catch-basin insert filters, consistent with Storm Water Management Plan requirements. Therefore, the proposed project is not expected to have any significant adverse effects on water quality.

5. **The site can be adequately served by all required utilities and public services.**

All utilities are existing and available at the site and can be extended to the development. The project would result in an insignificant increase in demand for public services, including police, fire protection, electrical power, natural gas, and water distribution and treatment.

In addition to the technical reports identified above, staff also relied on the following technical reports in order to make the determination that the project qualifies for an exemption:

- Historic Structures Report (discussed in Section VI.B above)

- Phase 1 Archaeological Resources Report (discussed in Section VI.B above)
- Geotechnical Investigation prepared by Rockridge Geotechnical and dated April 30, 2010
- Preliminary Drainage and Water Quality Analysis prepared by Penfield & Smith and dated March 11, 2010

## **VII. FINDINGS**

The Planning Commission finds the following:

### **A. THE DEVELOPMENT PLAN (SBMC §28.87.300.D)**

1. The proposed development complies with all provisions of Title 28.

*As identified in Section V of the staff report, the project complies with all provisions of the City's Zoning Ordinance (Title 28).*

2. The proposed development is consistent with the principles of sound community planning.

*As described in Section VI of the staff report, the project is an infill mixed-use project proposed in an area where commercial and residential development are permitted uses. The project is located in Downtown Santa Barbara, in the delineated Central Business District (CBD), an area envisioned for higher intensity commercial uses, with high density residential development on the periphery. Given the site's location near the northern edge of the downtown and CBD, development with a commercial and higher residential project is appropriate. The project is adequately served by public streets, public transportation and utilities.*

3. The proposed development will not have a significant adverse impact upon the neighborhood's aesthetics/character in that the size, bulk or scale of the development will be compatible with the neighborhood.

*As described in Section VI of the staff report, the design has been reviewed by the City's design review board, which found the architecture and site design appropriate. Specifically, the project has been designed to be sensitive to the adjacent Arlington Theater, a designated City Landmark. The immediate neighborhood contains a mixture of one and two-story developments, with primarily one-story buildings fronting on State Street and the much taller Arlington Theater to the north and the Victoria Theater to the south. The project contains one- and two-story development along the street (Chapala and Victoria), with three story structures located on the interior of the lot. The project includes courtyards and paseos, consistent with the historic and encouraged development pattern in the area.*

*Final review of the project, including architectural details, outdoor lighting, mechanical equipment and landscaping will be provided by the Architectural Board of Review.*

4. The proposed development will not have a significant unmitigated adverse impact upon City and South Coast affordable housing stock.

*The project includes only a very small increase in non-residential floor area, and no existing residential units would be eliminated. The project also provides 37 new residential units, ranging in size from 624 to 1,913 square feet, with the majority of units provided as one-bedroom and an average of 1,050 square feet. Five of the units are designated as affordable to middle-income homebuyers, in accordance with the City's Inclusionary Housing Ordinance. The project will benefit the City's housing stock and will not have an adverse impact on affordable housing stock.*

5. The proposed development will not have a significant unmitigated adverse impact on the City's water resources.

*As described in Section VI.C.5. of the staff report, adequate City services, including water, are currently available to the project site. Water resource impacts are not anticipated as a result of the construction of 37 additional residential condominiums and a net increase of 3,000 square feet of non-residential floor area.*

6. The proposed development will not have a significant unmitigated adverse impact on the City's traffic.

*As explained in Section VI.C.4 of the staff report, the project will not generate substantial traffic and will not significantly impact any area intersections.*

7. Resources will be available and traffic improvements will be in place at the time of project occupancy.

*The project site is adequately served by existing public streets and utilities. No traffic improvements are required as part of the project; however, required sidewalk improvements must be completed prior to project occupancy, as outlined in the project's conditions of approval.*

#### **B. THE TENTATIVE MAP (SBMC §27.07.100)**

The Tentative Subdivision Map is consistent with the General Plan and the Zoning Ordinance of the city of Santa Barbara as discussed in Sections VI.B and V, respectively, of the staff report. The site is physically suitable for the proposed in-fill development, the project is consistent with the variable density provisions of the Municipal Code and the General Plan as identified in Section V of the staff report, and the proposed use is consistent with the vision for the Downtown neighborhood of the General Plan, as discussed in Section VI.B of the staff report. As discussed in Section VI.C of the staff report, the design of the project will not cause substantial environmental damage, and associated improvements will not cause serious public health problems.

**C. THE NEW CONDOMINIUM DEVELOPMENT (SBMC §27.13.080)**

1. There is compliance with all provisions of the City's Condominium Ordinance.

*The project complies with all provisions of the City's Condominium Ordinance, including density requirements, parking, laundry facilities, separate utility metering, adequate unit size, and the required outdoor living space, as identified in Section V of the staff report.*

2. The proposed development is consistent with the General Plan of the city of Santa Barbara.

*The project is consistent with policies of the City's General Plan including the Housing Element, Circulation Element, Conservation Element, and Land Use Element, as discussed in Section VI.B of the staff report. The project will provide an infill mixed-use development, including 37 residential units, 5 of which are affordable to middle-income homebuyers, that is compatible with the surrounding neighborhood, including the historic Arlington Theater.*

3. The proposed development is consistent with the principles of sound community planning and will not have an adverse impact upon the neighborhood's aesthetics, parks, streets, traffic, parking and other community facilities and resources.

*The project is an infill residential project proposed in an area where residential development is a permitted use. The project is adequately served by public streets, will provide adequate parking to meet the demands of the project and will not result in traffic impacts. The design has been reviewed by the City's design review board, which found the architecture and site design appropriate, as described in Section VI.A. of the staff report.*

**Exhibits:**

- A. Conditions of Approval
- B. Reduced Plan Set
- C. Applicant's letter, dated May 17, 2010
- D. Residential Statistics
- E. HLC Minutes:
  - E.1 July 22, 2009,
  - E.2 September 16, 2009,
  - E.3 September 30, 2009,
  - E.4 October 14, 2009,
  - E.5 October 28, 2009
  - E.6 April 28, 2010
- F. Traffic Impact Analysis (Associated Transportation Engineers, June 18, 2010)
- G. Revised Historic Structures/Sites Report
- H. Applicable General Plan Policies



## PLANNING COMMISSION CONDITIONS OF APPROVAL

34 W. VICTORIA STREET

TENTATIVE SUBDIVISION MAP, DEVELOPMENT PLAN

AUGUST 12, 2010

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

- A. **Design Review.** The project is subject to the review and approval of the Historic Landmarks Commission (HLC). HLC shall not grant preliminary approval of the project until the following Planning Commission land use conditions have been satisfied.
1. **Minimize Visual Effects of Paving.** Textured or colored pavement shall be used in paved areas of the project, except the underground parking garage, to minimize the visual effect of the expanse of paving, create a pedestrian environment, and provide access for all users.
  2. **Screened Check Valve/Backflow.** The check valve or anti-backflow devices for fire sprinkler and/or irrigation systems shall be provided in a location screened from public view or included in the exterior wall of the building.
  3. **Mural.** Per the project description, and as described in the Historic Structures Report prepared by Post/Hazeltine Associates and dated April 6, 2010, the existing mural shall be removed and reinstalled on site according to a plan approved by the historians of record and the Historic Landmarks Commission. The panels will maintain their original chronological progression (i.e. reading left to right). Photo-documentation of the mural and its setting prior to its removal shall be done in accordance with the City's MEA guidelines.
  4. **Bicycle Parking Signage.** Signage for bicycle parking locations shall be provided on-site near the main points of access to the bicycle parking, such as the elevators. Signage may be incorporated into the Project Directory, or as separate signage, and is subject to the approval of the Transportation Manager.
- B. **Recorded Conditions Agreement.** Prior to the issuance of a Public Works permit or Building permit for the project on the Real Property, with the exception of a demolition permit, the Owner shall execute an *Agreement Relating to Subdivision Map Conditions Imposed on Real Property*, which shall be reviewed as to form and content by the City Attorney, Community Development Director and Public Works Director, recorded in the Office of the County Recorder, and shall include the following:
1. **Approved Development.** The development of the Real Property approved by the Planning Commission on August 12, 2010 is limited to 37 residential condominium units and 7,577 square feet of accessory residential square footage, 23,125 square feet of commercial development that may be subdivided into as many as 3 commercial condominium units, and the improvements shown on the Tentative Subdivision Map and project plans signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.

2. **Uninterrupted Water Flow.** The Owner shall provide for the uninterrupted flow of water onto the Real Property including, but not limited to, swales, natural watercourses, conduits and any access road, as appropriate.
3. **Recreational Vehicle Storage Prohibition.** No recreational vehicles, boats, or trailers shall be stored on the Real Property.
4. **Landscape Plan Compliance.** The Owner shall comply with the Landscape Plan approved by the Historic Landmarks Commission (HLC). Such plan shall not be modified unless prior written approval is obtained from the HLC. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan. If said landscaping is removed for any reason without approval by the HLC, the owner is responsible for its immediate replacement. The following tree protection measures shall be incorporated:
5. **Storm Water Pollution Control and Drainage Systems Maintenance.** Owner shall maintain the drainage system and storm water pollution control devices intended to intercept siltation and other potential pollutants (including, but not limited to, hydrocarbons, fecal bacteria, herbicides, fertilizers, etc.) in a functioning state (and in accordance with the Operations and Maintenance Procedure Plan prepared in accordance with the Storm Water Management Plan BMP Guidance Manual). Should any of the project's surface or subsurface drainage structures or storm water pollution control methods fail to capture, infiltrate, and/or treat water, or result in increased erosion, the Owner shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the applicant shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Building Permit is required to authorize such work. The Owner is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health, or damage to the Real Property or any adjoining property.
6. **Ownership Unit Affordability Restrictions.** The dwelling units designated as units number 101, 105, 109, 114 and 202 on the approved project plans shall be designated as Affordable Middle Income Units and sold only to households who, at the time of their purchase, qualify as Middle Income Households as defined in the City's adopted Affordable Housing Policies and Procedures. The maximum sale prices upon initial sale shall not exceed the following:
  - a. Units No. 101, 109, 114, 202 (1-bedroom units) = \$236,400
  - b. Unit No. 105 (2-bedroom unit) = \$297,300

The Affordable Units shall be sold and occupied in conformance with the City's adopted Affordable Housing Policies and Procedures. The resale prices of the Affordable Units shall be controlled by means of a recorded affordability covenant executed by Owner and the City to assure continued affordability for at least ninety

(90) years from the initial sale of the affordable unit. No affordable unit may be rented prior to its initial sale.

7. **Residential Permit Parking Program.** Residents shall not participate in the Residential Permit Parking Program.
8. **Required Private Covenants.** The Owners shall record in the official records of Santa Barbara County either private covenants, a reciprocal easement agreement, or a similar agreement which, among other things, shall provide for all of the following:
  - a. **Common Area Maintenance.** An express method for the appropriate and regular maintenance of the common areas, common access ways, common utilities and other similar shared or common facilities or improvements of the development, which methodology shall also provide for an appropriate cost-sharing of such regular maintenance among the various owners of the condominium units.
  - b. **Parking Spaces Available for Parking.** A covenant that includes a requirement that all residential parking spaces within the parking garage be kept open and available for the parking of vehicles owned by the residents of the property in the manner for which the spaces were designed and permitted.
  - c. **Landscape Maintenance.** A covenant that provides that the landscaping shown on the approved Landscaping Plan shall be maintained and preserved at all times in accordance with the Plan.
  - d. **Trash and Recycling.** Trash holding areas shall include recycling containers with at least equal capacity as the trash containers, and trash/recycling areas shall be easily accessed by the consumer and the trash hauler. Green waste shall either have containers adequate for the landscaping or be hauled off site by the landscaping maintenance company. If no green waste containers are provided for common interest developments, include an item in the CC&Rs stating that the green waste will be hauled off site.
  - e. **Gates.** Any gates that have the potential to block access to any designated commercial space shall be locked in the open position during business hours.
  - f. **Covenant Enforcement.** A covenant that permits each owner to contractually enforce the terms of the private covenants, reciprocal easement agreement, or similar agreement required by this condition.
- C. **Public Works Submittal Prior to Final Map Approval.** The Owner shall submit the following, or evidence of completion of the following, to the Public Works Department for review and approval, prior to processing the approval of the Final Map and prior to the issuance of any permits (with the exception of a demolition permit) for the project:

1. **Final Map.** The Owner shall submit to the Public Works Department for approval, a Final Map prepared by a licensed land surveyor or registered Civil Engineer. The Final Map shall conform to the requirements of the City Survey Control Ordinance.
2. **Dedication(s).** Easements as shown on the approved Tentative Subdivision Map and described as follows, subject to approval of the easement scope and location by the Public Works Department and/or the Building and Safety Division:
  - A one-foot Easement for all street purposes along Victoria Street in order to satisfy the minimum requirements found in the Pedestrian Master Plan for public right-of-way frontage widths.
3. **Water Rights Assignment Agreement.** The Owner shall assign to the City of Santa Barbara the exclusive right to extract ground water from under the Real Property in an *Agreement Assigning Water Extraction Rights*. Engineering Division Staff will prepare said agreement for the Owner's signature.
4. **Required Private Covenants.** The Owner shall submit a copy of the *draft* private covenants, reciprocal easement agreement, or similar private agreements required for the project at the time of review of the Final Map.
5. **Hydrology Report.** The Owner shall submit a final hydrology report prepared by a registered civil engineer demonstrating that the new development will not increase runoff amounts above existing conditions for a 25-year storm event. Any increase in runoff shall be retained on-site. Ground water from around the foundation of the proposed structures, and any polluted water from the underground garage, may not be discharged to the public right of way. Discharge from the underground parking structure containing hydrocarbons *may* potentially be discharged to the City sewer system after treatment, with a special permit from the El Estero Wastewater Treatment Facility. *Contact Alex Alonzo at 568-1026 with questions about the sewer permit.* Please note that *under no circumstances* will groundwater be permitted to discharge to the sewer system, and *contaminated* groundwater will not be permitted to discharge to the storm drain system. *See Building and Safety comments about constructing the foundation for saturated conditions, in which case groundwater would not need to be pumped.*
6. **Drainage and Water Quality.** Project drainage shall be designed, installed, and maintained such that stormwater runoff from the first inch of rain from any storm event shall be retained and treated onsite in accordance with the City's NPDES Storm Water Management Program. Runoff should be directed into a passive water treatment method such as a bioswale, landscape feature (planter beds and/or lawns), infiltration trench, etc. Project plans for grading, drainage, stormwater treatment methods, and project development, shall be subject to review and approval by City Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants or groundwater pollutants would result

from the project. The Owner shall maintain the drainage system and storm water pollution control methods in a functioning state.

The Owner shall provide an Operations and Maintenance Procedure Plan (describing replacement schedules for pollution absorbing pillows, etc.) for the operation and use of the storm drain surface pollutant interceptors. The Plan shall be reviewed and approved consistent with the Storm Water Management Plan BMP Guidance Manual.

7. **Chapala Street Public Improvements.** The Owner shall submit C-1 public improvement plans for construction of improvements along the property frontage on Chapala Street. Public Works C-1 plans shall be submitted separately from plans submitted for a Building Permit. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: *6-foot wide sidewalk, 4' parkway, and 1.5' frontage zone, supply and install new street trees as approved by the Park and Recreation Commission and tree grates per approval of HLC, one commercial driveway apron modified to meet Title 24 requirements, one standard access ramp with 12' curb radius and new concrete cross gutter at the intersection of Chapala and Victoria Streets, supply and install one Chapala Street style standard mid-block street light, crack seal to the centerline of the street along entire subject property frontage, slurry seal a minimum of 20-feet beyond the limits of all trenching, public drainage improvements with supporting hydrology report for installation of curb drain outlets, preserve and/or reset survey monuments and contractor stamps, supply and install directional/regulatory traffic control signs per the 2006 CA MUTCD during construction, and provide adequate positive drainage from site.* C-1 plans shall be prepared by a civil engineer registered in the State of California. Any work in the public right-of-way requires a Public Works Permit.
8. **Victoria Street Public Improvements.** The Owner shall submit C-1 public improvement plans for construction of improvements along the property frontage on Victoria Street. Public Works C-1 plans shall be submitted separately from plans submitted for a Building Permit. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: *raise the existing sandstone curb to standard curb height, construct new concrete gutter and new 6-foot sidewalk along entire property frontage, construct 4' tree wells, and a 1.5' frontage zone, construct +/- 150 linear feet of sewer main, supply and install new street trees as approved by the Park and Recreation Commission with tree grates as approved by HLC, one commercial driveway apron modified to meet Title 24 requirements, crack seal to the centerline of the street along entire subject property frontage and slurry seal a minimum of 20 feet beyond the limits of all trenching, public drainage improvements with supporting hydrology report for installation of on-site slot/trench drain & curb drain outlets, preserve and/or reset survey monuments and contractor stamps, supply and install directional/regulatory traffic control signs per the 2006 CA MUTCD during construction, and provide adequate positive drainage from site.*

C-1 plans shall be prepared by a civil engineer registered in the State of California. Any work in the public right-of-way requires a Public Works Permit.

9. **Land Development Agreement.** The Owner shall submit an executed *Agreement for Land Development Improvements*, prepared by the Engineering Division, an Engineer's Estimate, signed, and stamped by a registered civil engineer, and securities for construction of improvements prior to execution of the agreement.
  10. **Removal or Relocation of Public Facilities.** Removal or relocation of any public utilities or structures must be performed by the Owner or by the person or persons having ownership or control thereof.
- D. **Public Works Requirements Prior to Building Permit Issuance.** The Owner shall submit the following, or evidence of completion of the following, to the Public Works Department for review and approval, prior to the issuance of a Building Permit (with the exception of a demolition permit) for the project.
1. **Recordation of Final Map Agreements.** After City Council approval, the Owner shall provide evidence of Final Map recordation to the Public Works and Community Development Departments prior to issuance of building permits.
  2. **Conceptual Public Improvement Plans.** Upon submittal of substantially complete (minimum 90%) public improvement plans, the Building Permit may be issued (or, subject to approval of the Public Works Department, in consultation with the Community Development Department, the applicant may provide securities for public improvements and provide assurances that said improvements will be completed within 12-months of executed *Land Development Agreement* for any public improvement construction associated with the project).
  3. **Traffic Control Plan.** A traffic control plan shall be submitted, as specified in the City of Santa Barbara Traffic Control Guidelines. Traffic Control Plans are subject to approval by the Public Works Director/Transportation Manager. Construction and storage in the public right-of-way is prohibited during Fiesta in the affected areas (around McKenzie Park, Downtown and Waterfront) and during the Holiday Shopping Season (between Thanksgiving Day and New Years Day) in all commercial shopping areas, including but not limited to Upper State Street, the Mesa shopping area, Downtown and Coast Village Road.
- E. **Community Development Requirements with the Building or Public Works Permit Application.** The following shall be submitted with the application for any Building or Public Works permit:
1. **Prepare a Structural Crack Survey and Video Reconnaissance.** At least twenty (20) days prior to the issuance of a demolition permit, Owner shall notify owners and occupants of structures within 100 feet of the project site property lines of the opportunity to participate in a structural crack survey and video reconnaissance of their property. Prior to the issuance of a demolition permit, Owner shall prepare a structural crack survey and video reconnaissance of the property of those owners or occupants who express a desire to participate in the survey. The purpose of the

survey shall be to document the existing condition of neighboring structures within 100 feet of the project site property line and more than 50 years old. After each major phase of project development (demolition, grading, and construction), a follow-up structural crack survey and video reconnaissance of the property of those owners and occupants who have elected to participate in the survey. Prior to issuance of a certificate of occupancy, Owner shall meet with the owners and occupants who have elected to participate in the survey to determine whether any structural damage has occurred due to demolition, grading or construction at the project site.

2. **Recorded Affordability Covenant.** Submit to the Planning Division a copy of an affordability control covenant that has been approved as to form and content by the City Attorney and Community Development Director, and recorded in the Office of the County Recorder, which includes the following:

- a. **Initial Sale Price Restrictions.** The dwelling units designated as units number 101, 105, 109, 114 and 202 on the Tentative Subdivision Map shall be designated as Affordable Middle Income Units and sold only to households who, at the time of their purchase, qualify as Middle Income Households as defined in the City's adopted Affordable Housing Policies and Procedures. The maximum sale prices upon initial sale shall not exceed the following:

- (1) Units No. 101, 109, 114 and 202 (1-bedroom units) = \$236,400
- (2) Unit No. 105 (2-bedroom unit) = \$297,300

- b. **Resale Restrictions.** The Affordable Units shall be sold and occupied in conformance with the City's adopted Affordable Housing Policies and Procedures. The resale prices of the Affordable Units shall be controlled by means of a recorded affordability covenant executed by Owner and the City to assure continued affordability for at least ninety (90) years from the initial sale of the affordable unit. No affordable unit may be rented prior to its initial sale.

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

1. **Design Review Requirements.** Plans shall show all design, landscape and tree protection elements, as approved by the Historic Landmarks Commission, outlined in Section A above.
2. **Shoring Design.** Special design of the shoring is required to minimize the potential for deflection that may damage the Arlington Theatre. A structural/civil engineer knowledgeable in this type of construction shall be retained to design the shoring and underpinning.

3. **Acoustic Report.** An acoustic report compliant with 2007 CBC section 1207.11.2 shall provide specific construction requirements so “Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room.”
4. **Grading Plan Requirement for Archaeological Resources.** The following information shall be printed on the grading plans:

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

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

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

5. **Post-Construction Erosion Control and Water Quality Plan.** Provide an engineered drainage plan that addresses the existing drainage patterns and leads towards improvement of the quality and rate of water run-off conditions from the site by capturing, infiltrating, and/or treating drainage and preventing erosion. The Owner shall employ passive water quality methods, such as bioswales, catch basins, or storm drain on the Real Property, or other measures specified in the Erosion Control Plan, to intercept all sediment and other potential pollutants (including, but not limited to, hydrocarbons, fecal bacteria, herbicides, fertilizers, etc.) from the parking lot areas and other improved, hard-surfaced areas prior to discharge into the public storm drain system, including any creeks. All proposed methods shall be reviewed and approved by the Public Works Department and the Community Development Department. Maintenance of these facilities shall be provided by the Owner, as outlined in Condition B.5, above, which shall include the regular sweeping and/or vacuuming of parking areas and drainage and storm water methods maintenance program.

6. **Trash Enclosure Provision.** A trash enclosure with adequate area for recycling containers (an area that allows for a minimum of 50 percent of the total capacity for recycling containers) shall be provided on the Real Property and screened from view from surrounding properties and the street.  
  
Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs, unless protected with fire sprinklers.
7. **Guest Parking.** Two guest parking space(s) shall be provided on the lot to serve the two “Guest Rooms” in addition to the residential and commercial parking spaces required by the Zoning Ordinance. Their size and location shall be approved by the Public Works Director.
8. **Bicycle Parking.** In addition to the general requirements for bicycle parking spaces, at least 10 residential bicycle parking spaces shall be provided on the first floor in either bicycle lockers, a bicycle room, or similar covered and lockable storage. At least 50% of the provided on-site commercial bicycle parking spaces shall be ground mounted racks, and if possible, located in a common area outside of the parking garage.
9. **Project Directory.** A project directory, including map and parking directional signs, listing all units on-site shall be indicated on the project plans. This directory shall be lit sufficiently for readability for site visitors and placed in a location or locations acceptable to the Fire Department, shall meet current accessibility requirements, and is subject to Sign Committee Approval.
10. **Conditions on Plans/Signatures.** The final Planning Commission Resolution shall be provided on a full size drawing sheet as part of the drawing sets. Each condition shall have a sheet and/or note reference to verify condition compliance. If the condition relates to a document submittal, indicate the status of the submittal (e.g., Final Map submitted to Public Works Department for review). A statement shall also be placed on the above sheet as follows: The undersigned have read and understand the above conditions, and agree to abide by any and all conditions which is their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

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Property Owner

Date

---

Contractor

Date

License No.

---

Architect

Date

License No.

---

Engineer

Date

License No.

- G. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field by the Owner and/or Contractor for the duration of the project construction.
1. **Demolition/Construction Materials Recycling.** Recycling and/or reuse of demolition/construction materials shall be carried out to the extent feasible, and containers shall be provided on site for that purpose, in order to minimize construction-generated waste conveyed to the landfill. Indicate on the plans the location of a container of sufficient size to handle the materials, subject to review and approval by the City Solid Waste Specialist, for collection of demolition/construction materials. A minimum of 90% of demolition and construction materials shall be recycled or reused. Evidence shall be submitted at each inspection to show that recycling and/or reuse goals are being met.
  2. **Vibration.** During demolition of the existing site improvements, care shall be taken to ensure that excessive vibrations of the ground closest to the Arlington Theatre do not occur. Any piece of pneumatic machinery used in the demolition process should be restricted to working at least 20 feet away from the Theatre.
  3. **Sandstone Curb Recycling.** Any existing sandstone curb in the public right-of-way that is removed and not reused shall be salvaged and sent to the City Corporation Annex Yard.
  4. **Construction-Related Truck Trips.** Construction-related truck trips shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). The purpose of this condition is to help reduce truck traffic on adjacent streets and roadways.
  5. **Construction Related Traffic Routes Require Separate Permit.** The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods, subject to approval by the Transportation Manager.
  6. **Haul Routes Require Separate Permit.** The haul route(s) for all construction-related trucks with a gross vehicle weight rating of three tons or more, entering or exiting the site, shall be approved by the Transportation Manager.
  7. **Traffic Control Plan.** All elements of the approved Traffic Control Plan shall be carried out by the Contractor.
  8. **Construction Hours.** Construction (including preparation for construction work) is prohibited Monday through Friday before 7:00 a.m. and after 5:00 p.m., and all day on Saturdays, Sundays and holidays observed by the City of Santa Barbara, as shown below:

New Year's Day	January 1st*
Martin Luther King's Birthday	3rd Monday in January
Presidents' Day	3rd Monday in February
Cesar Chavez's Birthday	March 31st
Memorial Day	Last Monday in May
Independence Day	July 4th*
Labor Day	1st Monday in September
Thanksgiving Day	4th Thursday in November
Following Thanksgiving Day	Friday following Thanksgiving Day
Christmas Day	December 25th*

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

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

9. **Construction Parking/Storage/Staging.** Construction parking and vehicle/equipment/materials storage shall be provided as follows:
  - a. During construction, free parking spaces for construction workers and construction equipment shall be provided on-site or off-site in a location subject to the approval of the Public Works Director. Construction workers are prohibited from parking within the public right-of-way, except as outlined in subparagraph b. below.
  - b. Parking in the public right of way is permitted as posted by Municipal Code, as reasonably allowed for in the 2006 Greenbook (or latest reference), and with a Public Works permit in restricted parking zones. No more than three (3) individual parking permits without extensions may be issued for the life of the project.
  - c. Storage or staging of construction materials, equipment or vehicles within the public right-of-way shall not be permitted, unless approved by the Transportation Manager.
  
10. **Water Sprinkling During Grading.** The following dust control measures shall be required, and shall be accomplished using recycled water whenever the Public Works Director determines that it is reasonably available:
  - a. Site grading and transportation of fill materials.

- b. Regular water sprinkling; during clearing, grading, earth moving or excavation.
  - c. Sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied on-site to prevent dust from leaving the site.
  - d. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.
  - e. Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement on-site damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.
11. **Construction Dust Control - Expeditious Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used, as directed by the Building Inspector.
12. **Construction Dust Control - Gravel Pads.** Gravel pads, 3 inches deep, 25 feet long, 12 feet wide per lane and edged by a rock berm or a pipe grid track out control device shall be installed at all access points to the project site to reduce mud/dirt track out on to public roads from unpaved truck exit routes.
13. **Street Sweeping.** The property frontage and adjacent property frontages, and parking and staging areas at the construction site shall be swept daily to decrease sediment transport to the public storm drain system and dust.
14. **Construction Best Management Practices (BMPs).** Construction activities shall address water quality through the use of BMPs, as approved by the Building and Safety Division.
15. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor(s) name, contractor(s) telephone number(s), work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval. The font size shall be a minimum of 0.5 inches in height. Said sign shall not exceed six feet in height from the ground if it is free-standing or placed on a fence. It shall not exceed 24 square feet if in a multi-family or commercial zone or six square feet if in a single family zone.
16. **Construction Equipment Maintenance/Sound Control.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.
17. **Graffiti Abatement Required.** Owner and Contractor shall be responsible for removal of all graffiti as quickly as possible. Graffiti not removed within 24 hours of notice by the Building and Safety Division may result in a Stop Work order

being issued, or may be removed by the City, at the Owner's expense, as provided in SBMC Chapter 9.66.

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

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

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

- H. **Prior to Certificate of Occupancy.** Prior to issuance of the Certificate of Occupancy, the Owner of the Real Property shall complete the following:
  1. **Repair Damaged Public Improvements.** Repair any damaged public improvements (curbs, gutters, sidewalks, roadways, etc.) subject to the review and approval of the Public Works Department per SBMC §22.60.090. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.
  2. **Complete Public Improvements.** Public improvements, as shown in the separate C-1 improvement plans, including utility service undergrounding and installation of street trees, shall be completed.
  3. **Cross-Connection Inspection.** The Owner shall request a cross connection inspection by the Public Works Water Reclamation/Cross Connection Specialist.

4. **Fire Hydrant Replacement.** The residential hydrant in front of 1325 Chapala Street shall be upgraded to a commercial hydrant.
  5. **Manholes.** Raise all sewer and water manholes on easement to final finished grade (if any).
  6. **Ownership Affordability Provisions Approval.** For all dwelling units subject to affordability conditions obtain from the Community Development Director, or Director's designee in the City's Housing Programs Division, written approval of the following: (a) the Marketing Plan as required by the City's Affordable Housing Policies and Procedures; (b) the initial sales prices and terms of sale (including financing); (c) the eligibility of the initial residents; and (d) the recorded affordability control covenants signed by the initial purchasers which assure continued compliance with the affordability conditions.
  7. **New Construction Photographs.** Photographs of the new construction, taken from the same locations as those taken of the story poles prior to project approval, shall be taken, attached to 8 ½ x 11" board and submitted to the Planning Division.
  8. **Evidence of Private CC&Rs Recordation.** Evidence shall be provided to the Community Development Department that the private CC&Rs required in Section B have been recorded.
- I. **Litigation Indemnification Agreement.** In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant/Owner hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any third party legal challenge to the City Council's denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the California Environmental Quality Act (collectively "Claims"). Applicant/Owner further agrees to indemnify and hold harmless the City and the City's Agents from any award of attorney fees or court costs made in connection with any Claim.

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

**NOTICE OF DEVELOPMENT PLAN TIME LIMITS:**

The development plan approved, per Santa Barbara Municipal Code §28.87.350, shall expire four (4) years from the date of approval unless:

1. A building or grading permit for the work authorized by the development plan is issued prior to the expiration date of the approval.
2. A time extension is granted by the Staff Hearing Officer for one (1) year prior to the expiration date of the approval, only if it is found that there is due diligence to implement and complete the proposed project. No more than one (1) time extension may be granted.

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

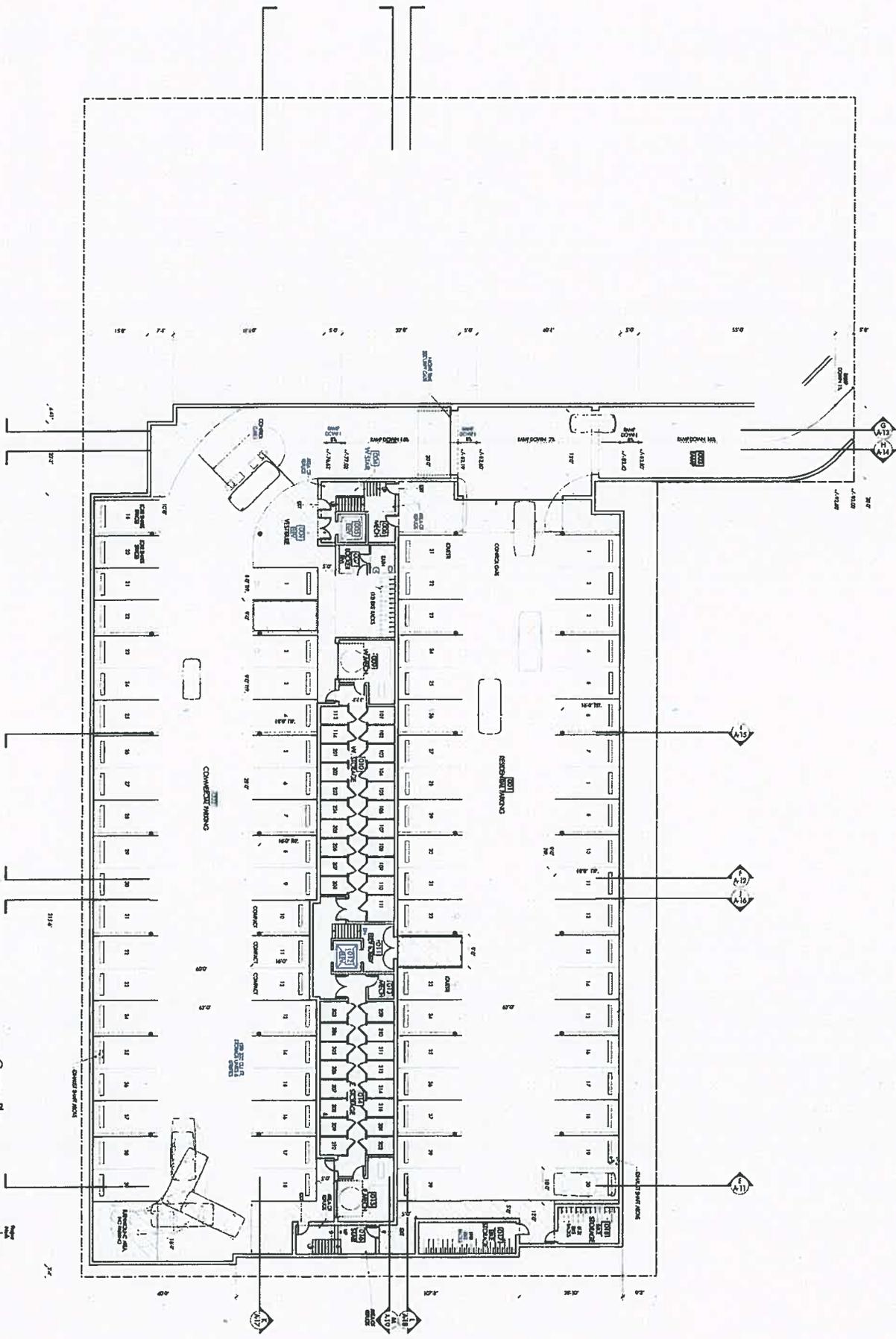
The Planning Commission's action approving the Tentative Map shall expire two (2) years from the date of approval. The subdivider may request an extension of this time period in accordance with Santa Barbara Municipal Code §27.07.110.







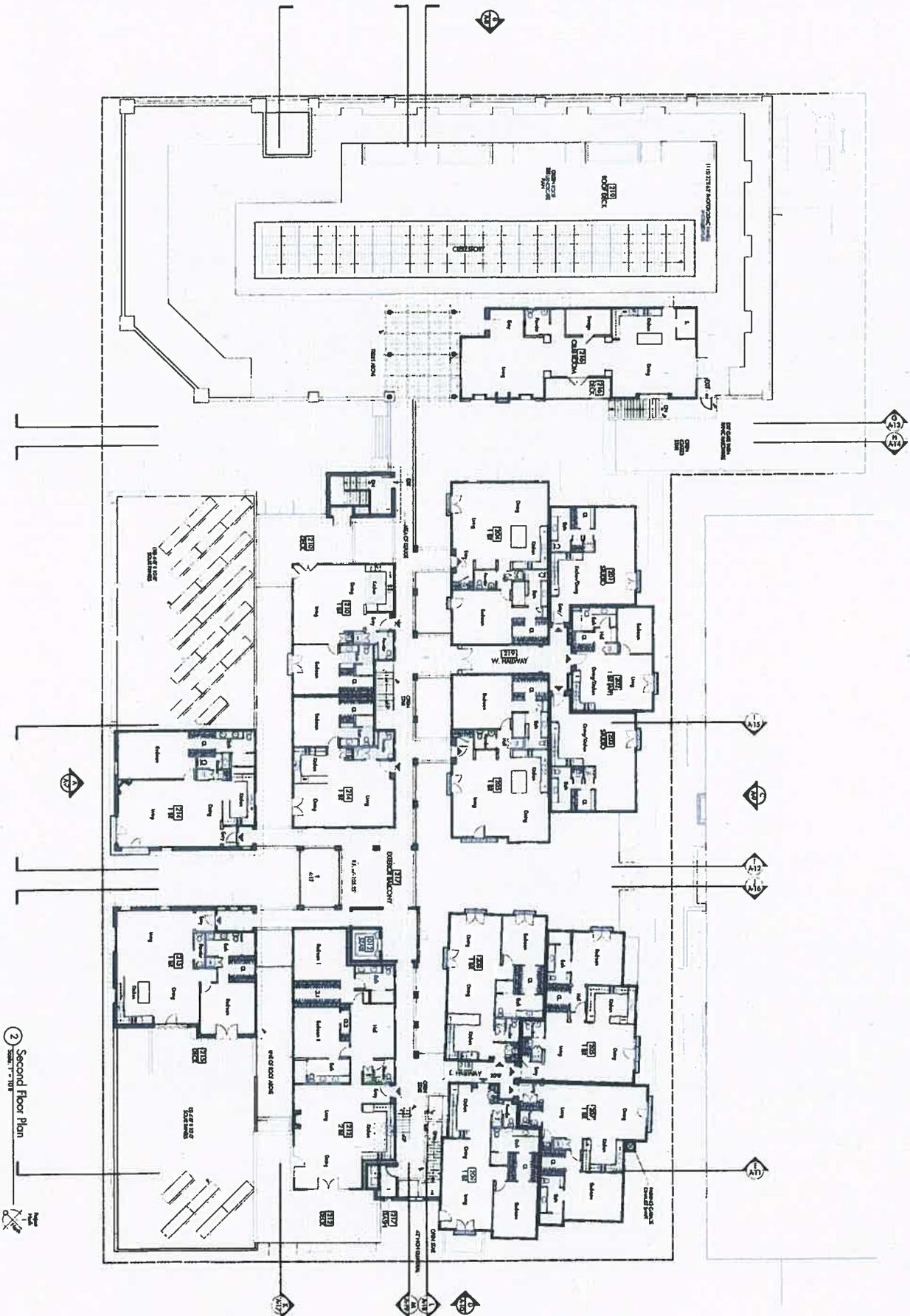




0 Garage Plan

	<p>Proposed project for:  <b>Victoria Street Parkade, LLC</b>          34 West Victoria Street          Santa Barbara, CA 93101</p>
	<p>DATE: 11/10          DRAWN BY: JMK          CHECKED BY: JMK          PROJECT NO: 0809          SHEET NO: A-2</p>





2 Second Floor Plan

PROJECT NO.	00000
DATE	08/00
DESIGNER	CECENALI ASSOCIATES
CLIENT	VICTORIA STREET PARTNERS, LLC
ADDRESS	34 WEST VICTORIA STREET, SANTA BARBARA, CA 93101
DATE	7/27/10
SCALE	AS SHOWN
BY	CECENALI ASSOCIATES
CHECKED BY	CECENALI ASSOCIATES
DATE	7/27/10
PROJECT NO.	00000
DATE	08/00
DESIGNER	CECENALI ASSOCIATES
CLIENT	VICTORIA STREET PARTNERS, LLC
ADDRESS	34 WEST VICTORIA STREET, SANTA BARBARA, CA 93101
DATE	7/27/10
SCALE	AS SHOWN
BY	CECENALI ASSOCIATES
CHECKED BY	CECENALI ASSOCIATES
DATE	7/27/10

Proposed project for:  
 Victoria Street Partners, LLC  
 34 West Victoria Street  
 Santa Barbara, CA 93101

CECENALI ASSOCIATES, INC.  
 ARCHITECTS  
 1000 W. SANTA BARBARA STREET  
 SANTA BARBARA, CA 93101  
 TEL: 805.964.1111  
 FAX: 805.964.1112  
 WWW.CECENALI.COM

A4







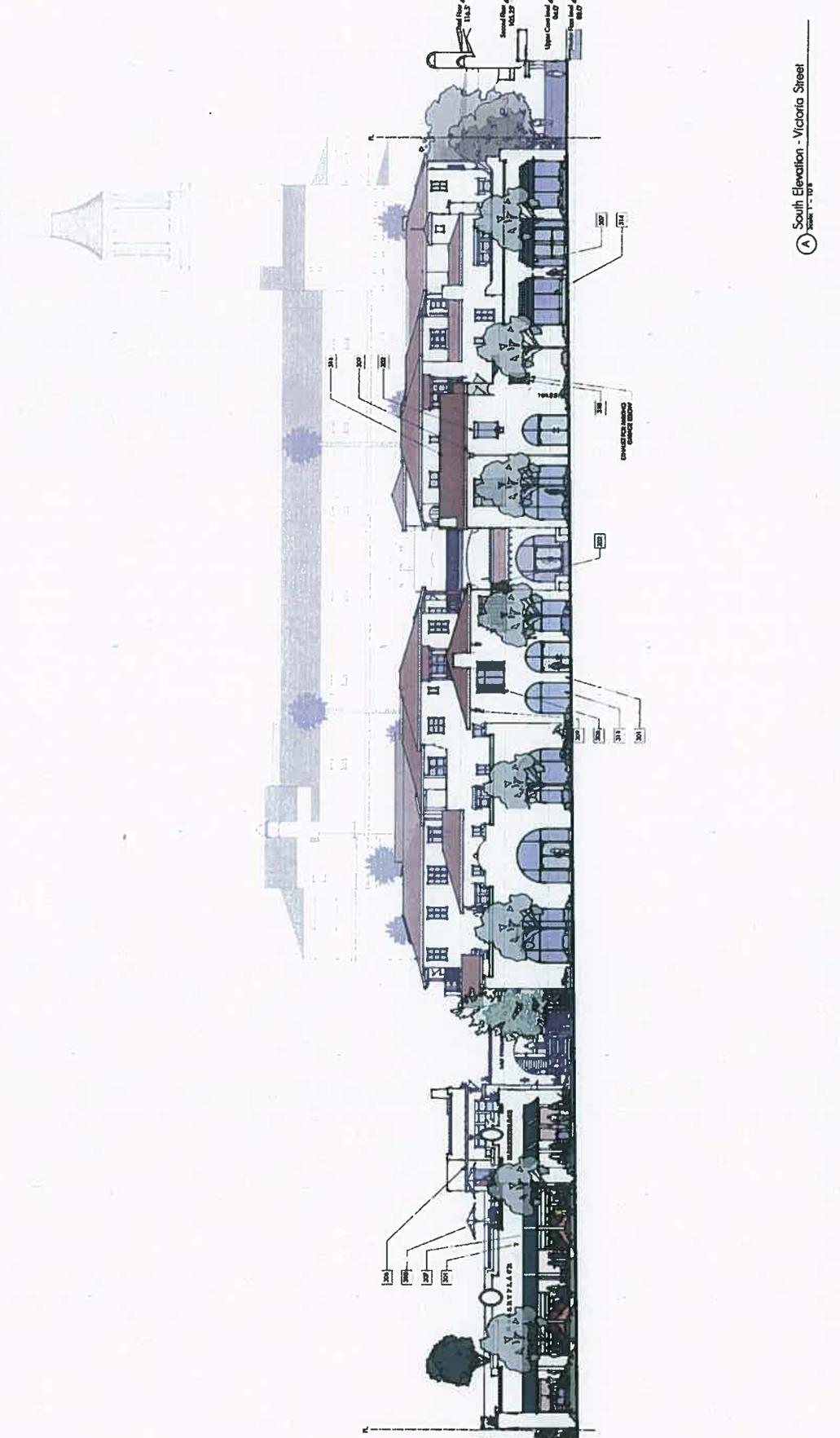
CEARNAL ANTIQUARIATIS  
 1000 N. 10TH ST.  
 SUITE 100  
 DENVER, CO 80202  
 (303) 733-1111



Proposed project for:  
 West Street Partners, LLC  
 34 West Victoria Street  
 San Bruno, CA 94011

DATE	DESCRIPTION
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- KEY NOTES
- 1. 100% FINISHED INTERIORS
  - 2. 100% FINISHED EXTERIORS
  - 3. 100% FINISHED ROOFS
  - 4. 100% FINISHED FLOORS
  - 5. 100% FINISHED WALLS
  - 6. 100% FINISHED CEILING
  - 7. 100% FINISHED LIGHTING
  - 8. 100% FINISHED MECHANICAL
  - 9. 100% FINISHED ELECTRICAL
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  - 15. 100% FINISHED FIXTURES
  - 16. 100% FINISHED ACCESSORIES
  - 17. 100% FINISHED PLANTS
  - 18. 100% FINISHED ARTWORK
  - 19. 100% FINISHED STORAGE
  - 20. 100% FINISHED SECURITY
  - 21. 100% FINISHED MAINTENANCE
  - 22. 100% FINISHED INSULATION
  - 23. 100% FINISHED VENTILATION
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  - 26. 100% FINISHED HEAT
  - 27. 100% FINISHED COOLING
  - 28. 100% FINISHED HUMIDITY
  - 29. 100% FINISHED AIR QUALITY
  - 30. 100% FINISHED WATER
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  - 32. 100% FINISHED RADIATION
  - 33. 100% FINISHED ELECTROMAGNETIC INTERFERENCE
  - 34. 100% FINISHED ACoustics
  - 35. 100% FINISHED Optics
  - 36. 100% FINISHED Thermodynamics
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  - 38. 100% FINISHED Solid Mechanics
  - 39. 100% FINISHED Structural Dynamics
  - 40. 100% FINISHED Geotechnical Engineering
  - 41. 100% FINISHED Environmental Engineering
  - 42. 100% FINISHED Occupational Health and Safety
  - 43. 100% FINISHED Fire Protection
  - 44. 100% FINISHED Life Safety
  - 45. 100% FINISHED Accessibility
  - 46. 100% FINISHED Sustainability
  - 47. 100% FINISHED Resilience
  - 48. 100% FINISHED Risk Management
  - 49. 100% FINISHED Quality Management
  - 50. 100% FINISHED Project Management



South Elevation - Victoria Street  
 Sheet 7 of 10



**KEY NOTES**

- 121. BRICKWORK/CLAY TILE
- 122. CONCRETE/PAVING BLOCK/STONE/PAVING TILE
- 123. FIBERGLASS/STAINLESS STEEL/FRP
- 124. FIBERGLASS/STAINLESS STEEL/FRP
- 125. FIBERGLASS/STAINLESS STEEL/FRP
- 126. STAINLESS STEEL
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CEARNAL  
ARCHITECTURE  
INTERIOR DESIGN  
1000 S. GARDEN AVENUE  
SUITE 100  
DORSET, MA 01922  
TEL: 508.281.8112  
WWW.CEARNAL.COM



Proposed project for:  
Victoria Drive Forum, LLC  
34 West Victoria Street  
Scotts Valley, CA 95011

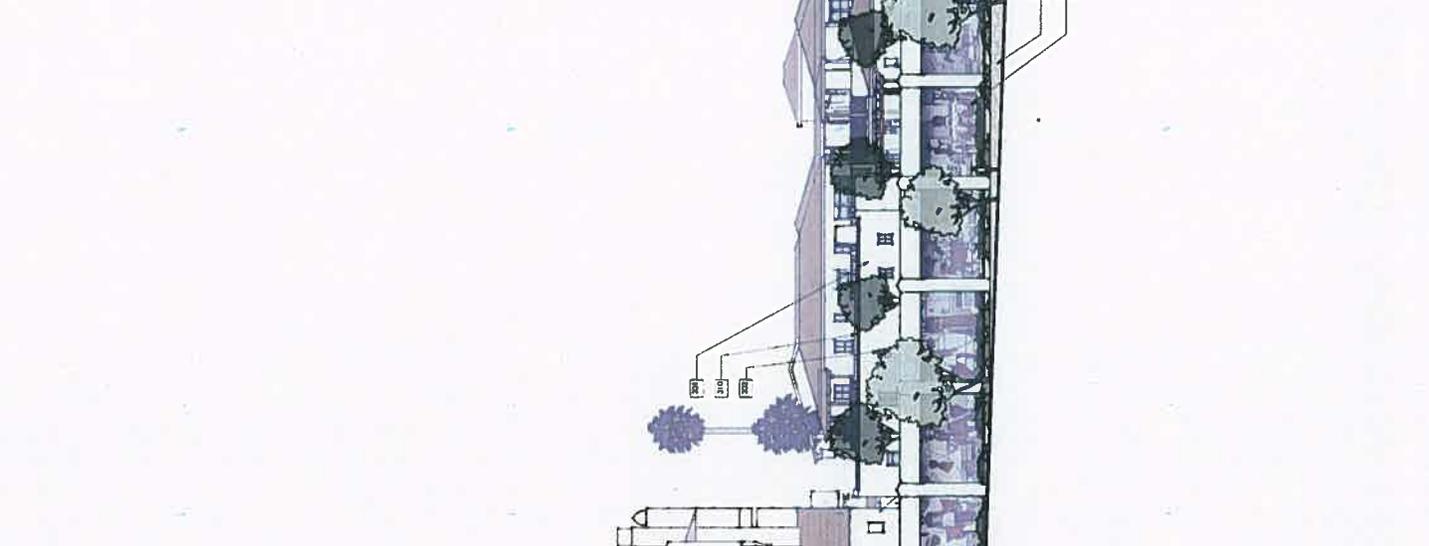
DESIGNED BY: CEARNAL  
CONTRACTOR: BENTON  
DRAWN BY: MWA  
CHECKED BY: CHUCK BENTON

DATE: 11/14/18  
SCALE: AS SHOWN

PROJECT NO: 18-001  
SHEET NO: 02

A-8

West Elevation - Chappala Street



West Elevation - Chappala Street  
Scale: 1/8" = 1'-0"



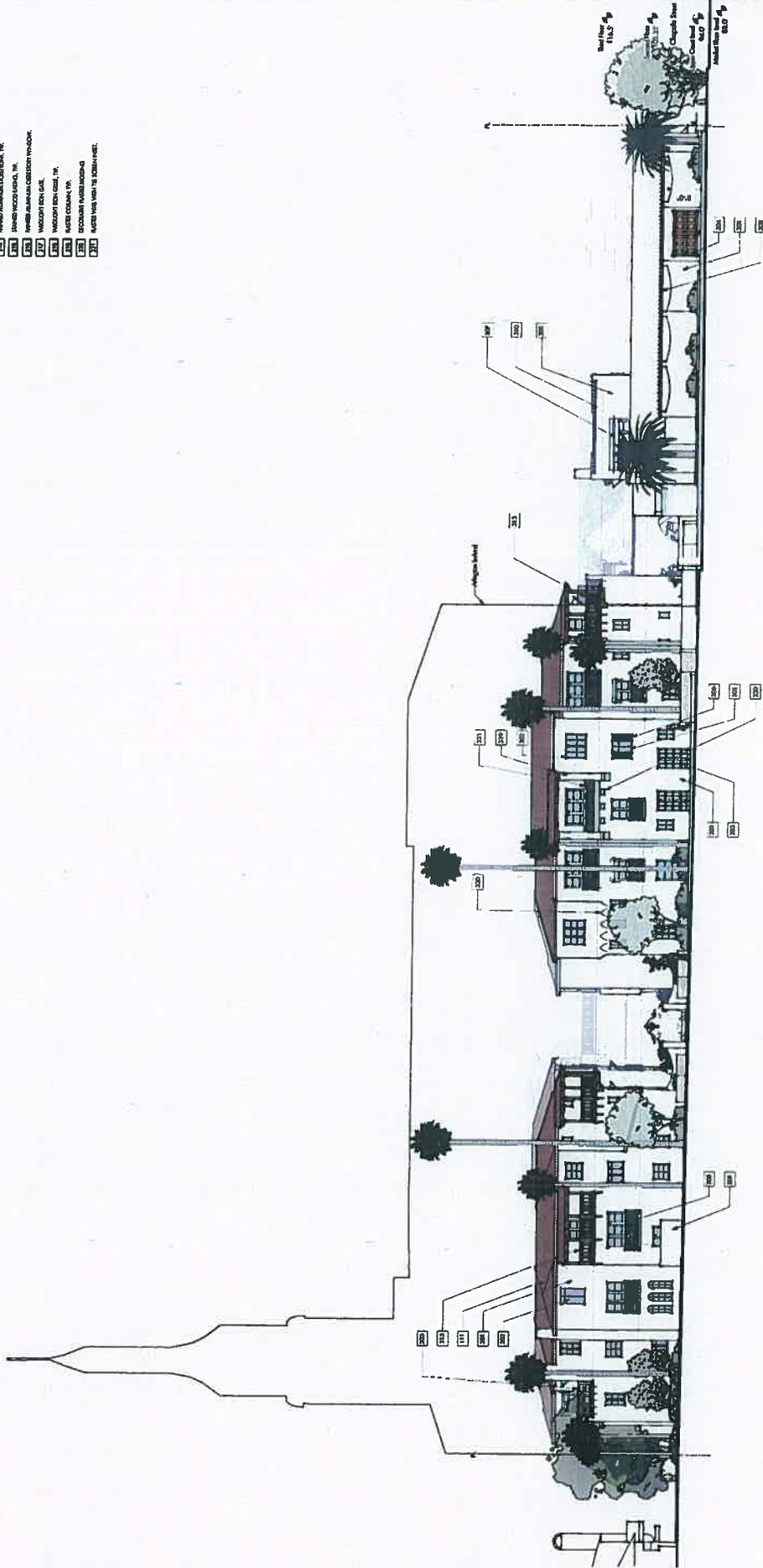
Proposed project for:  
 Victoria Street Parkery, LLC  
 34 West Victoria Street  
 Santa Barbara, CA 93101

OWNER: 00000	DATE: 00/00
CONTRACT: 000000	PROJECT: 000000
DESIGNER: JAK	PROJECT NO: 000000
CHECKED BY: 000000	DATE: 00/00/00
PROJECT LOCATION: 000000 PROJECT NO: 000000 DATE: 00/00/00 DRAWING NO: 000000 SHEET NO: 000000 TOTAL SHEETS: 000000	

A.9  
 SHEET 01

**KEY NOTES**

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North Elevation - Paseo at Arlington  
 Scale 1" = 10'



CEARNAL  
ARCHITECTURE  
ARCHITECTS  
1000 S. GARDEN STREET  
SUITE 100  
ANN ARBOR, MI 48106  
TEL: 734.769.1111  
WWW.CEARNAL.COM



Proposed project for  
34 West Victoria Street  
Westland, MI 48186  
State of Michigan, CA 99101

DESIGNED BY: [blank]  
DRAWN BY: [blank]  
CHECKED BY: [blank]

DATE: [blank]  
SCALE: [blank]

PROJECT NO.: [blank]  
SHEET NO.: [blank]

DATE: [blank]

SCALE: [blank]

PROJECT NO.: [blank]

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SHEET NO.: [blank]

DATE: [blank]

SCALE: [blank]

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DATE: [blank]

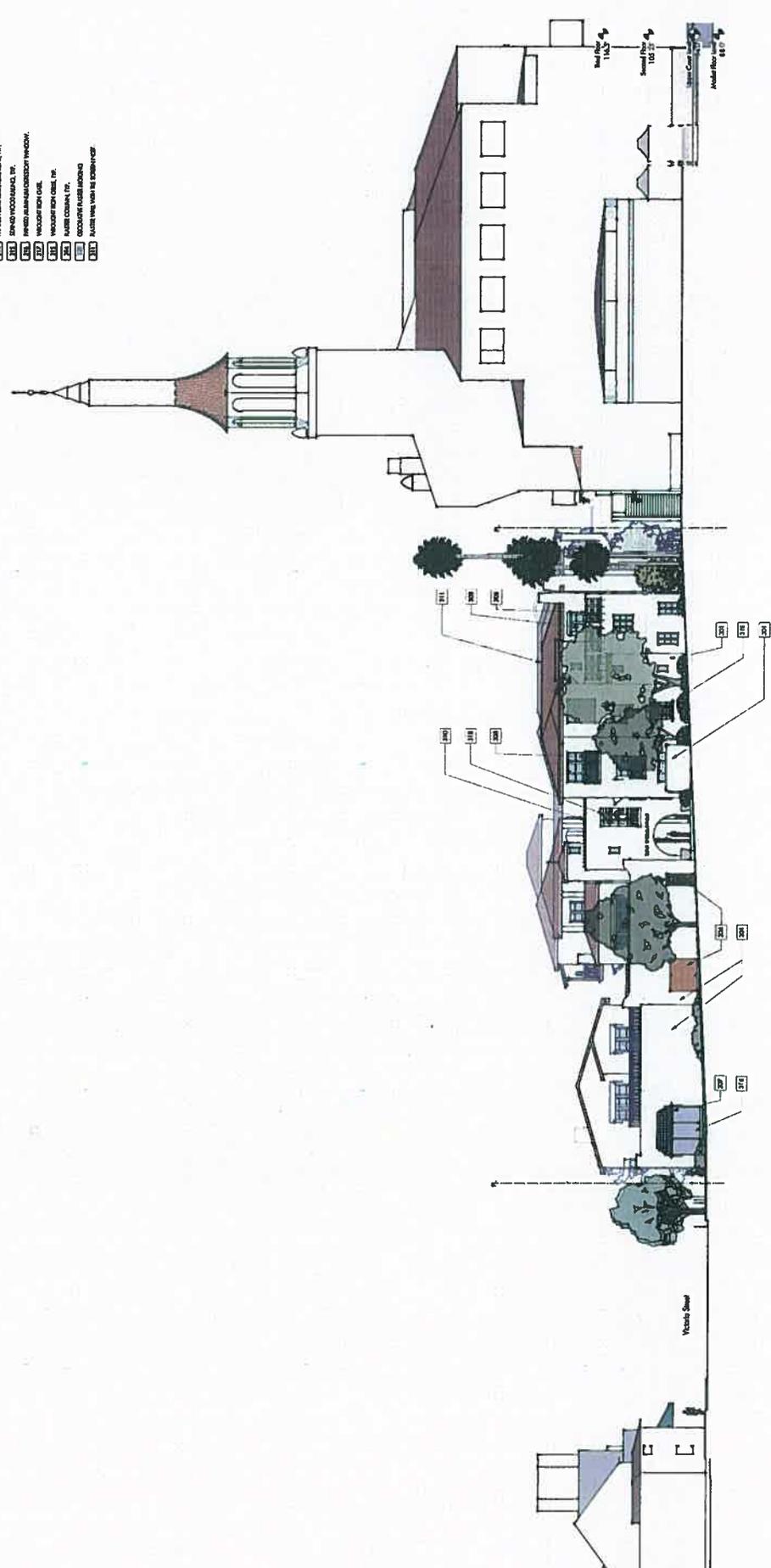
SCALE: [blank]

PROJECT NO.: [blank]

SHEET NO.: [blank]

KEY NOTES

- 1. [Symbol] BRICKWORK MASONRY
- 2. [Symbol] CONCRETE MASONRY
- 3. [Symbol] FINISH CONCRETE
- 4. [Symbol] FINISH BRICKWORK
- 5. [Symbol] FINISH STUCCO
- 6. [Symbol] FINISH PLASTER
- 7. [Symbol] FINISH GYP. BOARD
- 8. [Symbol] FINISH PAINT
- 9. [Symbol] FINISH GLASS
- 10. [Symbol] FINISH METAL
- 11. [Symbol] FINISH WOOD
- 12. [Symbol] FINISH CERAMIC TILE
- 13. [Symbol] FINISH GRANITE
- 14. [Symbol] FINISH MARBLE
- 15. [Symbol] FINISH QUARTZ
- 16. [Symbol] FINISH STONE
- 17. [Symbol] FINISH FABRIC
- 18. [Symbol] FINISH LEATHER
- 19. [Symbol] FINISH PAPER
- 20. [Symbol] FINISH VINYL
- 21. [Symbol] FINISH LINOLEUM
- 22. [Symbol] FINISH CARPET
- 23. [Symbol] FINISH RUG
- 24. [Symbol] FINISH FLOORING
- 25. [Symbol] FINISH CEILING
- 26. [Symbol] FINISH WALL
- 27. [Symbol] FINISH TRIM
- 28. [Symbol] FINISH DOOR
- 29. [Symbol] FINISH WINDOW
- 30. [Symbol] FINISH ROOF
- 31. [Symbol] FINISH SLOPE
- 32. [Symbol] FINISH CURB
- 33. [Symbol] FINISH DRIVEWAY
- 34. [Symbol] FINISH SIDEWALK
- 35. [Symbol] FINISH PAVEMENT
- 36. [Symbol] FINISH LANDSCAPE
- 37. [Symbol] FINISH TREES
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- 44. [Symbol] FINISH APPLIANCES
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- 47. [Symbol] FINISH ELECTRICAL
- 48. [Symbol] FINISH PLUMBING
- 49. [Symbol] FINISH HVAC
- 50. [Symbol] FINISH INSULATION
- 51. [Symbol] FINISH VENTILATION
- 52. [Symbol] FINISH EXHAUST
- 53. [Symbol] FINISH INTAKE
- 54. [Symbol] FINISH DUCTWORK
- 55. [Symbol] FINISH PIPING
- 56. [Symbol] FINISH WIRING
- 57. [Symbol] FINISH CONDUIT
- 58. [Symbol] FINISH TRAYS
- 59. [Symbol] FINISH RACEWAYS
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- 98. [Symbol] FINISH TRAYS
- 99. [Symbol] FINISH RACEWAYS
- 100. [Symbol] FINISH CABLES



East Elevation - Paseo at State St.  
Scale: 1" = 16'

A-10  
SHEET OF



- KEY NOTES**
- 101. EXISTING MATERIAL
  - 102. CONCRETE WALL, UNLESS NOTED OTHERWISE
  - 103. FIBERGLASS INSULATION
  - 104. 2" POLYSTYRENE INSULATION
  - 105. 1" POLYSTYRENE INSULATION
  - 106. 1/2" POLYSTYRENE INSULATION
  - 107. 1/4" POLYSTYRENE INSULATION
  - 108. 1/8" POLYSTYRENE INSULATION
  - 109. 1/16" POLYSTYRENE INSULATION
  - 110. 1/32" POLYSTYRENE INSULATION
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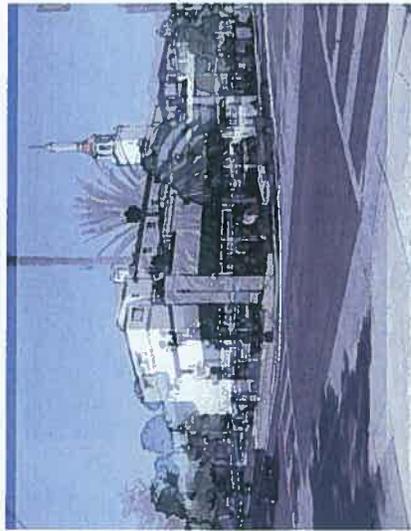
E Up Victoria St... Existing  
Not to scale



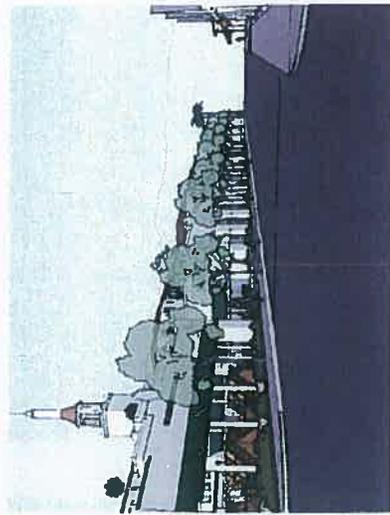
F Corner of Chapala St & Victoria St... Existing  
Not to scale



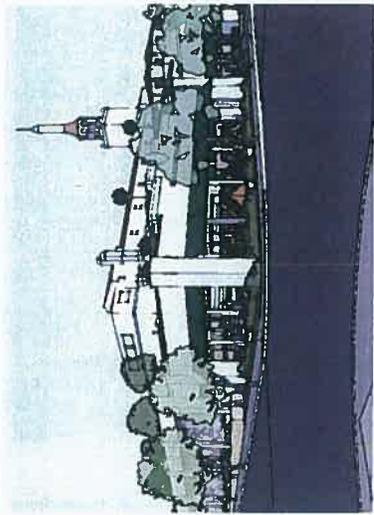
E Up Victoria St... Composite View  
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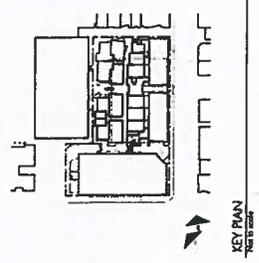
F Corner of Chapala St & Victoria St... Composite View  
Not to scale



E Up Victoria St... Proposed  
Not to scale



F Corner of Chapala St & Victoria St... Proposed  
Not to scale







**SURVEYOR'S NOTES**

1. WORKING
2. BOUNDARY AND EASEMENT INFORMATION
3. BASIS OF RECORDS AND CORRECTIONS
4. MEASUREMENTS
5. NOTES
6. TRAILING POINTS

**CONTROL LISTING**

NO.	DESCRIPTION	DATE	BY
1	...	...	...
2	...	...	...
3	...	...	...
4	...	...	...
5	...	...	...
6	...	...	...
7	...	...	...
8	...	...	...
9	...	...	...
10	...	...	...

**SITE STATISTICS**

NO.	DESCRIPTION	DATE	BY
1	...	...	...
2	...	...	...
3	...	...	...
4	...	...	...
5	...	...	...
6	...	...	...
7	...	...	...
8	...	...	...
9	...	...	...
10	...	...	...

**OWNER'S STATEMENT**

I, the undersigned, being the owner of the above described property, hereby certify that the foregoing is a true and correct copy of the original records as the same appear in the office of the County Clerk of the County of ... State of ...

**SURVEYOR'S STATEMENT**

I, the undersigned, being duly qualified and sworn, do hereby certify that the foregoing is a true and correct copy of the original records as the same appear in the office of the County Clerk of the County of ... State of ...

**FLOOD BOUNDARY**

...

**LEGAL DESCRIPTION**

...

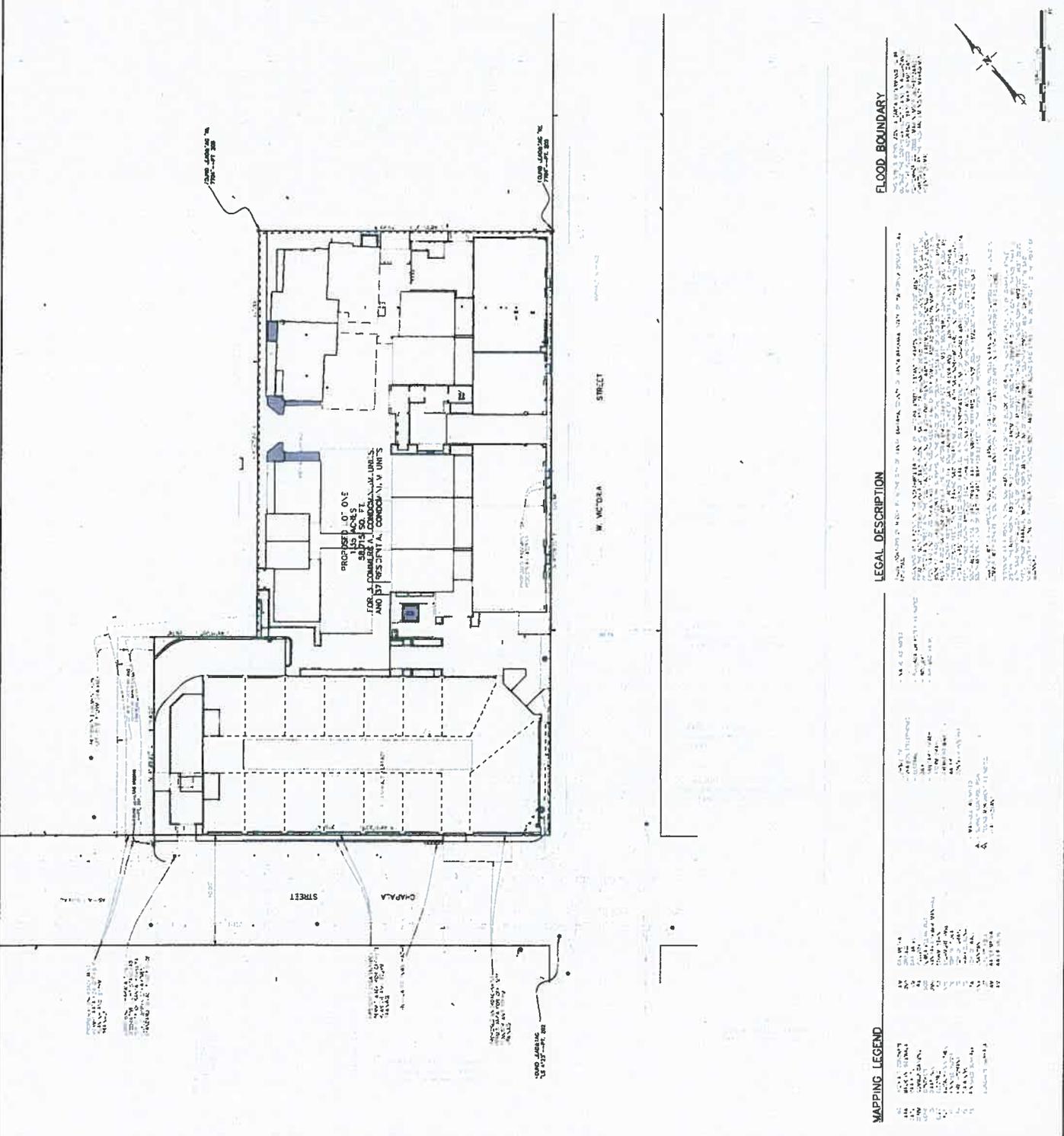
**MAPPING LEGEND**

- 1. ...
- 2. ...
- 3. ...
- 4. ...
- 5. ...
- 6. ...
- 7. ...
- 8. ...
- 9. ...
- 10. ...

TENTATIVE MAP



Professional Engineer  
State of ...





**CEARNAL ARCHITECTS**  
 34 WEST VICTORIA STREET  
 SANTA BARBARA, CA 93105  
 TEL: 805.964.1111  
 FAX: 805.964.1112  
 WWW.CEARNAL.COM



Professional Engineer  
 License No. 10000  
 State of California  
 Mechanical  
 Date of Issue: 01/01/2010  
 Expiration Date: 12/31/2014

Proposed project for:  
**34 WEST VICTORIA STREET**  
 Santa Barbara, Ca 93105



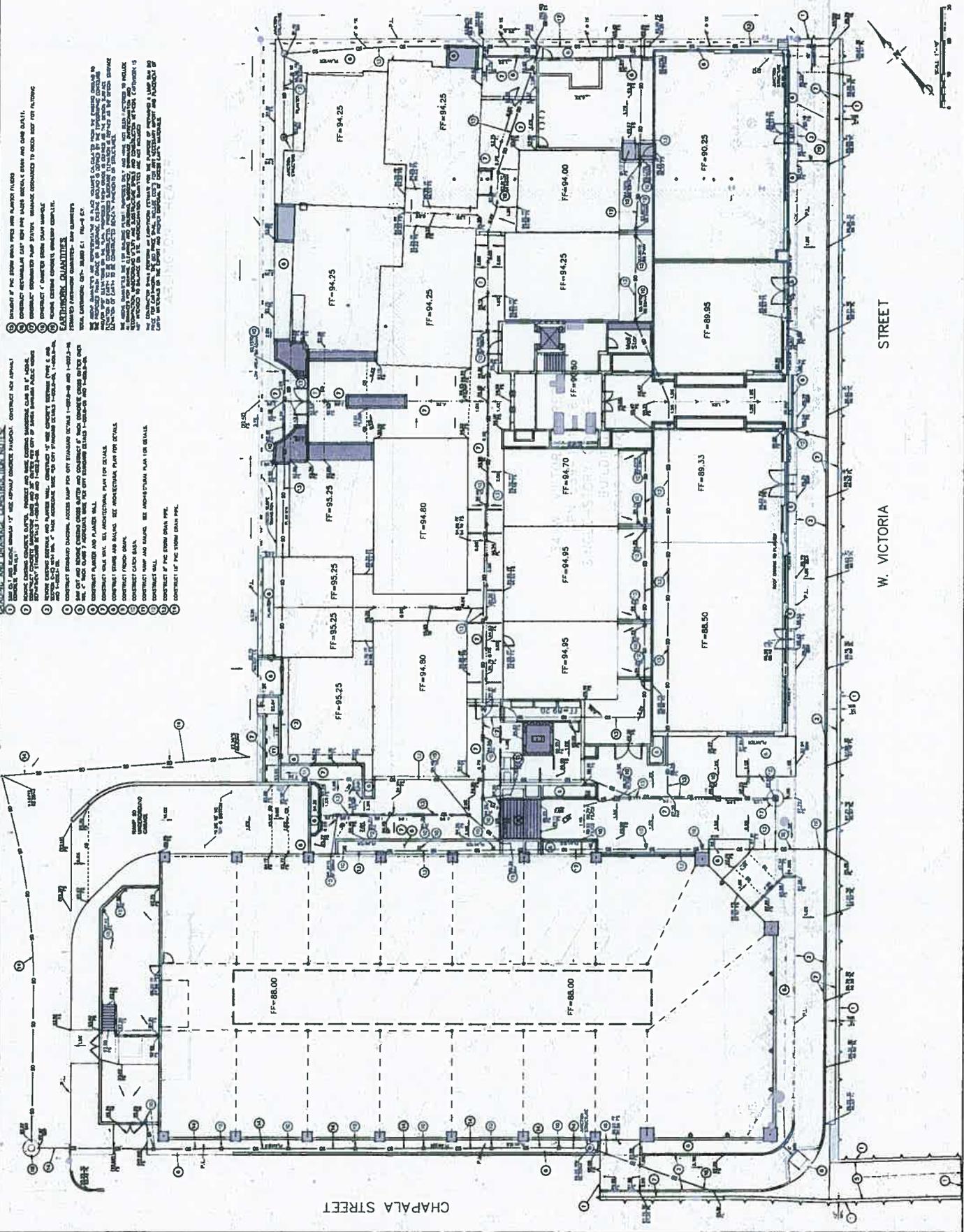
JOB NUMBER: 03-003  
 CONTRACTOR:  
 SHEET NO. 2  
 DRAWN BY:  
 CHECKED BY:

SUBMITTALS  
 MATERIAL PREPARATION  
 FIELD PREPARATION  
 INSTALLATION

ISSUE DATE:  
 REVISIONS

NO.	DATE	DESCRIPTION

2  
 SHEET 2 OF 3



- GENERAL NOTES:**
1. VERIFY ALL FIELD WORK AND FINISHES (FLOORING, PAINT, ETC.) BEFORE PROCEEDING WITH THE REMAINING WORK.
  2. VERIFY ALL MATERIALS AND FINISHES ARE AS SHOWN ON THE DRAWINGS.
  3. VERIFY ALL WORK IS DONE IN ACCORDANCE WITH THE CITY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT SPECIFICATIONS AND THE CITY ENGINEER'S APPROVAL.
  4. VERIFY ALL WORK IS DONE IN ACCORDANCE WITH THE CITY ENGINEER'S APPROVAL.
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  20. VERIFY ALL WORK IS DONE IN ACCORDANCE WITH THE CITY ENGINEER'S APPROVAL.
- CONTRACTOR'S OBLIGATIONS:**
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SANTA BARBARA AND THE STATE OF CALIFORNIA.
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**SANITARY SEWER CONSTRUCTION NOTES:**

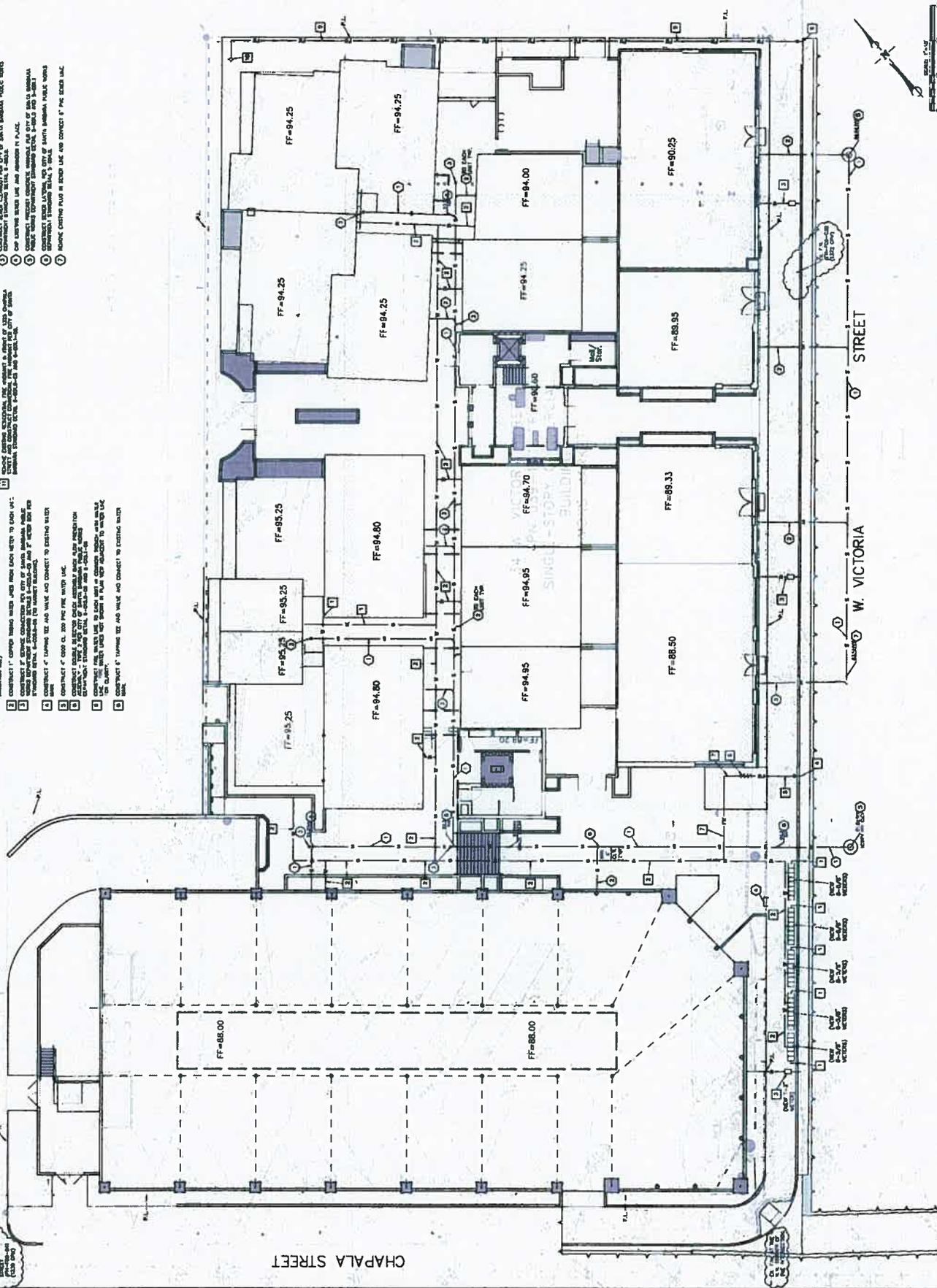
1. CONTRACTOR TO VERIFY EXISTING SANITARY SEWER LAYOUT.
2. CONTRACTOR TO VERIFY EXISTING SANITARY SEWER DEPTHS.
3. CONTRACTOR TO VERIFY EXISTING SANITARY SEWER MATERIALS.
4. CONTRACTOR TO VERIFY EXISTING SANITARY SEWER CONNECTIONS.
5. CONTRACTOR TO VERIFY EXISTING SANITARY SEWER SIZES.
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17. CONTRACTOR TO VERIFY EXISTING SANITARY SEWER SCHEDULES.
18. CONTRACTOR TO VERIFY EXISTING SANITARY SEWER SPECIFICATIONS.
19. CONTRACTOR TO VERIFY EXISTING SANITARY SEWER CONTRACTS.
20. CONTRACTOR TO VERIFY EXISTING SANITARY SEWER AGREEMENTS.

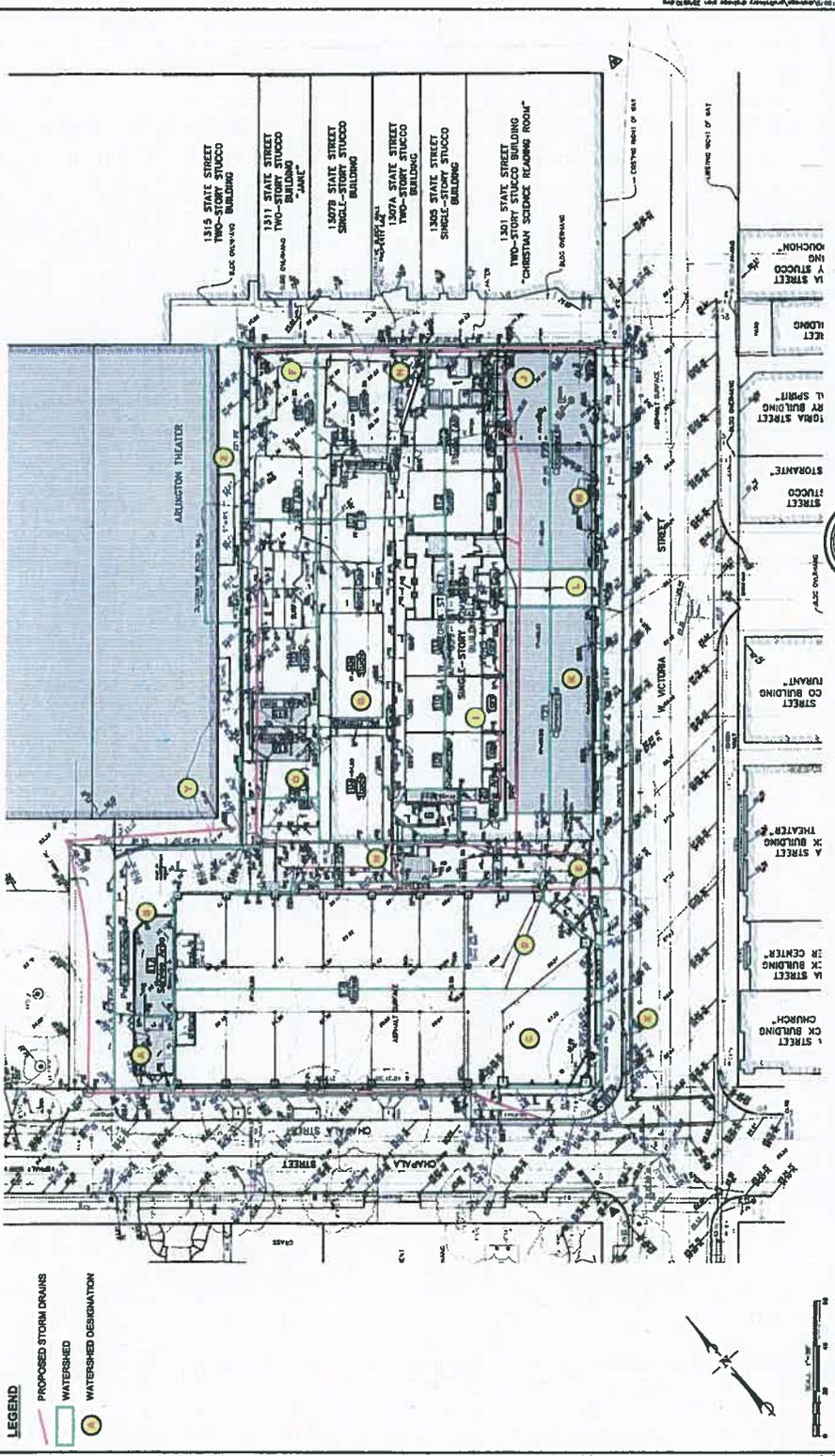
**WATER CONSTRUCTION NOTES:**

1. CONTRACTOR TO VERIFY EXISTING WATER MAINS.
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19. CONTRACTOR TO VERIFY EXISTING WATER MAIN CONTRACTS.
20. CONTRACTOR TO VERIFY EXISTING WATER MAIN AGREEMENTS.





**LEGEND**

- PROPOSED STORM DRAINS
- WATERSHED
- WATERSHED DESIGNATION

**FOR REDUCED PLANS**  
 ORIGINAL SCALE IN INCHES

**PROFESSIONAL SEAL**  
 CIVIL ENGINEER  
 STATE OF CALIFORNIA  
 No. 101,000  
 DATE: 01/20/10  
 PROJECT NO. 09/2004  
 SHEET NO. 1 OF 3

**PRELIMINARY DRAINAGE PLAN**  
 24 W. VICTORIA STREET  
 CITY OF SANTA BARBARA, CALIFORNIA

**REVIEWED BY:**  
 CITY OF SANTA BARBARA  
 ENGINEER

**DATE:**  
 01/20/10

**PROJECT NO.:**  
 09/2004

**SHEET NO.:**  
 1 OF 3

10-000 DATE: 09/2004 4:00:00 PM PLOT BY: [Name] PLOT SCALE: 1/8"=1'-0"







Proposed project for  
 Woods Bagot Architects, LLC  
 34 West Victoria Street  
 San Diego, CA 92101

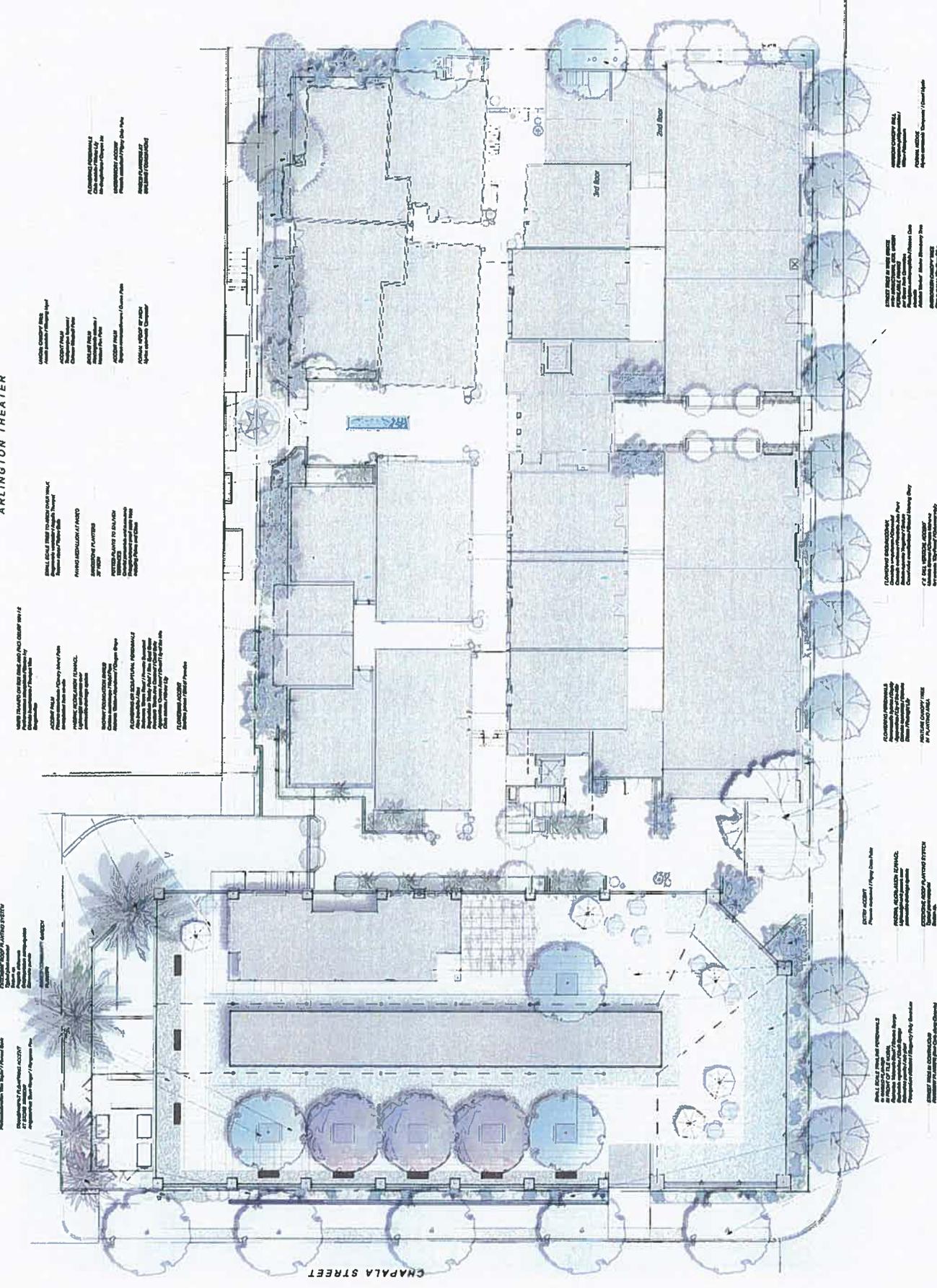
JOB NUMBER: 04-07  
 CONTENTS:  
 PRELIMINARY  
 LANDSCAPE PLAN  
 DRAWN BY:  
 CHECKED BY:

SUBMITALS:  
 DATE:  
 APPROVAL:

SCALE DATE: 7.16.10  
 SHEETS:  
 OF 10

APPROVED DATE: 08/20/10  
 1-017 02

ARLINGTON THEATER



LANDSCAPE ARCHITECTS:  
 CEARNAL ARCHITECTS AND ASSOCIATES  
 1500 AVENUE OF THE STARS  
 SUITE 100  
 SAN DIEGO, CA 92108  
 TEL: 619-594-1111  
 FAX: 619-594-1112  
 WWW.CEARNAL.COM

ARCHITECTS:  
 WOODS BAGOT ARCHITECTS, LLC  
 1000 AVENUE OF THE STARS  
 SUITE 100  
 SAN DIEGO, CA 92108  
 TEL: 619-594-1111  
 FAX: 619-594-1112  
 WWW.WOODSBAGOT.COM

ENGINEER:  
 CIVIL ENGINEERING  
 1000 AVENUE OF THE STARS  
 SUITE 100  
 SAN DIEGO, CA 92108  
 TEL: 619-594-1111  
 FAX: 619-594-1112  
 WWW.CIVILENGINEERING.COM

PLANTING:  
 LANDSCAPE ARCHITECTS  
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 SUITE 100  
 SAN DIEGO, CA 92108  
 TEL: 619-594-1111  
 FAX: 619-594-1112  
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CONTRACTOR:  
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CEARNAL ANDRULAITIS LLP  
ARCHITECTURE & INTERIOR DESIGN

May 17, 2010

Planning Commission  
City of Santa Barbara  
P.O. Box 1990  
Santa Barbara, CA 93102

RE: 34 West Victoria Street  
APN - 039-131-016

Dear Planning Commission Members,

We are pleased to submit for your review and approval our application for a development plan and tentative subdivision map for the property located at 34 West Victoria Street. Because of the sensitivity of this site due to its proximity to the Arlington Theater, we've worked very closely with the Historic Landmarks Commission (HLC), over the course of 5 meetings, to create a design that is appropriate in size, bulk and scale to the Arlington Theater.

### Project Description

The proposed project is located on a 58,715 sq. ft. (1.35 acre) site at the northeast corner of Chapala Street and Victoria Street. The surrounding land uses are all C-2 zoned (general commercial) and include the Arlington Theater to the North, the Victoria Theater to the South, miscellaneous retail fronting Victoria Street and State Street along with a mix of commercial and residential uses along Chapala Street.

The proposed project involves the demolition of the existing 20,125 sq. ft. grocery store (formally a Safeway/Vons) along with the 61 space surface parking lot, the preservation and relocation on-site of the mosaic mural designed by Joseph Knowles and the construction of a new mixed-use development comprised of 23,125 sq. ft. of new commercial floor area, 37 new residential condominiums totaling 38,711 sq. ft. and a 29,123 sq. ft. underground parking structure.

The commercial area includes a 14,703 sq. ft. Public Market with a "green roof" garden, 7,490 sq. ft. of specialty retail space along Victoria St. and 932 sq. ft. of miscellaneous floor area (service areas, locker room, elevator mechanical room, etc.). The locker room & adjacent bicycle storage in the underground parking is for the exclusive use of the commercial tenants and their employees.

The residential area includes 32 market rate and 5 affordable residential units ranging in size from 648 sq. ft. to 1,913 sq. ft. (average unit size is 1,046 sq. ft.) and providing a variety of housing opportunities with a diverse mix of unit types and sizes including five studios, twenty-nine - one

Allison De Busk  
May 17, 2010  
Re: 34 West Victoria Street  
Page 2

bedrooms, and three - two bedrooms. All the standards required by SBMC Ord. 27.13.060 Physical Standards for Condominiums are being complied with.

In addition to the 37 new residential condominiums, there is accessory residential area of 7,577 sq. including 2 guest rooms and a club room for the exclusive use of residents, a lobby, individual storage units, elevator, mechanical rooms, etc. The Guest Rooms & Club Room will be managed by the Homeowner's Association and available to the residents and their guests on a first come-first serve basis. There will be no charge except for a minimal cleaning fee. Entry gates into the inner courtyards of the residential area will be locked at all times, operable by a keypad or by activation from a resident via intercom.

All the parking for the project is located in an underground parking structure accessed from Chapala Street via a 20' wide ingress/egress easement on the Arlington Theater parcel. There are 2 levels within the parking structure. The upper level has 39 parking spaces devoted to the residential and guest parking and will be controlled 24 hours by security gates. The lower level has 39 parking spaces devoted to the commercial/retail uses including 2 "car-share" spaces. The "car-share" program will be managed by an independent organization such as Flexcar or Zipcar. It is targeted for people who make only occasional use of a vehicle and will be available to the public as well as residents. The lower level will be open to the public during normal business hours for a fee or by validation from the commercial tenants via an electronically controlled gate. When this lot is fully occupied, a sign at the Chapala driveway entrance will be activated to notify drivers before they descend down the ramp. In the event a driver does go down the ramp and there is no available parking, they will be allowed to enter thru the control gate, turn around and exit without charge.

The existing 60 + ft. long yellow-curb commercial loading zone on Victoria Street is proposed to be relocated towards Chapala St. and expanded to 75 ft. per the site plan. The current six street parking spaces will be moved to the east. On-site loading is not proposed in order to avoid conflict with the Arlington Theatre loading & access.

The site drains from North to South, discharging to the Victoria Street gutter. The site currently accepts drainage from the Arlington Theater site. Storm water runoff from the new grading & drainage will continue to capture and remove the off-site drainage from the Arlington Theater site but will be significantly less than the pre-project condition due to the implementation of Low Impact Development (LID) storm water techniques. The on-site drainage is filtered through planters and the "green roof" garden above the Public Market. Storm water is prevented from contacting automobile-contaminated surfaces through the use of underground parking. An underground collection tank located in the southeastern quadrant of the site along Victoria Street collects 6% of the runoff. Construction of the underground parking will involve the excavation and export of 20,000 cubic yards of soil. The disposal site for this exported soil is yet to be determined.

The vegetation on site is extremely limited and includes 2 Canary Island palms, 3 Olive trees and multiple small Junipers. New landscaping for the project involves the relocation of the 2 Canary Island Palms, the addition of 10 Salmon Gum Eucalyptus street trees along Victoria Street, the removal of 3 London Plane trees on Chapala Street and replacement with 5 new Brazilian Cedar Wood street trees in a continuous parkway. The majority of planting along the perimeter of the site will be in natural earth and will include Mexican Fan and Queen palms, Olive trees, Willow Pittosporums and drought tolerant shrubs and ground cover. Landscaping located above the parking garage (podium level) will be in raised planters and freestanding pots. The new "green roof" garden

on top of the Public Market will provide active and passive outdoor space for residents and their visitors in excess of the 15% common outdoor living space requirement and includes 6 new trees including New Zealand Christmas trees & Crape Myrtles.

The existing parking lot has four unshielded high discharge light fixtures on two +36 ft. high poles and a 30 ft. cobra-head. The new project involves all low level, energy efficient courtyard lighting located predominately at the entrances to the units. There will be low-level landscape lighting at the roof garden. All site lighting will be connected to photo-voltaic solar panels located on the roof of the clubroom.

It is anticipated that some of the new commercial retail space along Victoria St. could be occupied by restaurant uses. The exact size and location is yet to be determined, but it is anticipated to be on either the west or east end where there is a flat roof to accommodate mechanical and exhaust systems. The new Public Market will be served by ground mounted mechanical equipment within the enclosure at the rear of the building. Placement, enclosure design and equipment selection will insure that any noise produced will be within Noise Element standards. All the residential units are being designed to comply with minimum Noise Element Standards per the Noise Study.

Designed to be a model of sustainability, the project incorporates a significant number of sustainable features with the goal of achieving LEED for Homes Platinum designation for the residential and LEED for Core and Shell Platinum designation for the market. These sustainable features include, but are not limited to:

- "Car-share" program
- Alternative refueling station
- Storm water management plan
- "Green roof" garden
- 20% water use reduction
- 50% irrigation reduction
- 20% energy cost savings
- 75% of construction waste recycled or salvaged
- FSC certified wood
- Low or no VOC paint, adhesives, sealants & flooring

A Phase 1 Hazardous Materials Assessment was prepared for the site and revealed no evidence of *recognized environmental conditions* in connection with the property.

Per the recommendations in the Geotechnical Investigation Report, during demolition of the existing building, care will be taken by the contractor to ensure that excessive vibrations of the ground closest to the Arlington Theater does not occur. Any piece of pneumatic machinery used in the demolition process will be restricted to working at least 30 feet away from the theater. During excavation for the below-grade parking level, shoring will be required to laterally restrain the sides of the excavation and limit any movement of the adjacent Arlington Theater. Although underpinning of the theater foundations should not be necessary, special design of the shoring will be required to minimize the

potential for deflection that may damage the theater. A structural/civil engineer knowledgeable in this type of construction will be retained to design the shoring and underpinning.

## Project Merits

This project represents one of the single most important redevelopments within the City of Santa Barbara's downtown core. It is an extremely important site not only because it desperately needs redevelopment but also due to its proximity to the Arlington Theater. The most significant feature of the existing site are the six mosaic murals facing Victoria Street that were created by Joseph Knowles in 1959. These mosaic murals, extensively analyzed in the Historic Structures Report, will be relocated on-site along the Chapala Street frontage of the new Public Market.

The Public Market will be an important part of Urban Life and the central place for an exchange between commerce and community. It's an indoor - outdoor market that will offer fresh and prepared foods year round to eat in or take home. It will showcase Santa Barbara region farmers, wine makers and other providers of locally produced goods. It will support enhancement of sustainable and organic agricultural practices within the region, incorporate green building practices, promote social responsibility, encourage healthy eating and provide entrepreneurial opportunities for small business owners. The "green roof" garden on the roof will create an attractive parklike setting to enhance livability for users and sustainability for the community as a whole.

The market use of this site has been in place since a 11,095 sq. ft. market was constructed on the corner of Chapala & Victoria Street in 1933, by Safeway Stores, Inc. pursuant to the demolition of the old Arlington Hotel Annex in 1928. The project returns a new Public Market to that original location, providing a more appropriate setting for the mosaic murals along Chapala Street.

With the mural relocation, the streetscape along Victoria Street will be enlivened with new retail frontage designed to emulate and enhance the current pattern of retail and commercial frontage on the first blocks of East and West Victoria Street.

Behind this new streetscape are the proposed residences, designed in the spirit of the Andalusian villages that became the inspiration for the Spanish Colonial Revival movement in Santa Barbara after the June 1925 earthquake. The primary entrance to the residences will be a new Paseo from Victoria Street, which provides an important visual break in the Victoria Street frontage along with a new view corridor to the Arlington Theater.

The side of the Arlington Theater is being transformed into another new Paseo which connects back again to Victoria Street, culminating in a new plaza and entrance to the Public Market. A new courtyard with a fountain on axis with the primary entrance Paseo from Victoria Street creates a beautiful central open space adjacent to the Arlington Theater.

The unit designs reflect the goal of the "Plan Santa Barbara" General Plan Update by providing smaller units downtown intended to be affordable by design. These smaller residential units benefit from the addition of two guestrooms available by reservation to the individual owners. This concept

Allison De Busk  
May 17, 2010  
Re: 34 West Victoria Street  
Page 5

allows the owners to feasibly buy one-bedroom units knowing that occasional guests will be able to have a place to stay. Additionally, the clubroom provides each resident with the opportunity to entertain at a scale that would not be possible within smaller units.

We look forward to your making the findings necessary for approval of the development plan and tentative subdivision map. The project complies with SBMC sec. 27.13 & 28.87.300. It is consistent with the General Plan of the City of Santa Barbara and with the principles of sound community planning. It will not have an adverse impact upon the neighborhood's aesthetics, parks, streets, traffic, parking and other community resources. In short, we believe this is an exemplarily project for Santa Barbara's downtown core.

Thank you for your consideration.

Respectfully,

A handwritten signature in black ink, appearing to read 'B. Cearnal', with a stylized flourish at the end.

Brian Cearnal, AIA, LEED AP  
Partner  
Cearnal Andrulaitis LLP

cc.: Margaret Cafarelli  
Steve Walker  
Penfield & Smith  
Dudek  
Arcadia Studio  
ATE  
Post Hazeltine Assoc.



### 34 W. VICTORIA RESIDENTIAL STATISTICS

Unit	Unit #	Bedrooms	Size (Net)	Affordability
1	101	1	676 s.f.	Middle-Income
2	102	Studio	676 s.f.	Market
3	103	1	1,235 s.f.	Market
4	104	1	1,251 s.f.	Market
5	105	2	1,157 s.f.	Middle-income
6	106	1	1,060 s.f.	Market
7	107	1	1,027 s.f.	Market
8	108	1	1,020 s.f.	Market
9	109	1	988 s.f.	Middle-Income
10	110	1	1,103 s.f.	Market
11	111	1	1,103 s.f.	Market
12	112	1	1,112 s.f.	Market
13	114	1	946 s.f.	Middle-Income
14	201	Studio	676 s.f.	Market
15	202	1	648 s.f.	Middle-income
16	203	Studio	676 s.f.	Market
17	204	1	1,227 s.f.	Market
18	205	1	1,243 s.f.	Market
19	206	1	1,102 s.f.	Market
20	207	1	1,060 s.f.	Market
21	208	1	1,020 s.f.	Market
22	209	1	993 s.f.	Market
23	210	1	967 s.f.	Market
24	211	1	967 s.f.	Market
25	212	2	1,827 s.f.	Market
26	214	1	1,208 s.f.	Market
27	215	1	1,208 s.f.	Market
28	301	Studio	676 s.f.	Market
29	302	Studio	624 s.f.	Market
30	303	1	700 s.f.	Market
31	304	1	1,036 s.f.	Market
32	305	1	1,243 s.f.	Market
33	306	1	1,103 s.f.	Market
34	307	1	1,020 s.f.	Market
35	308	2	1,913 s.f.	Market
36	309	1	1,137 s.f.	Market
37	310	1	1,083 s.f.	Market
<b>Subtotal</b>			<b>38,711 s.f.</b>	
Guest Room (115)		N/A	315 s.f.	N/A
Guest Room (116)		N/A	315 s.f.	N/A
Club Room (216)		N/A	1,448 s.f.	N/A
Lobby (100)		N/A	934 s.f.	N/A
Bike Storage		N/A	410 s.f.	N/A
Storage		N/A	2,183 s.f.	N/A
Misc. (service, stairs, etc.),		N/A	1,972 s.f.	N/A
<b>Subtotal</b>			<b>7,577 s.f.</b>	
<b>Total</b>			<b>46,288 s.f.</b>	



**ARCHAEOLOGY REPORT**

1. 421-425 E COTA ST C-M Zone

(2:07) Assessor's Parcel Number: 031-160-010  
 Application Number: MST2009-00250  
 Owner: Transition House  
 Architect: Mark Wienke

(Proposal to demolish the existing 7,566 square foot two-story mixed-use building and construct a new 9,142 square foot two-story mixed-use building, comprising of 8 affordable residential apartments (six two-bedroom and two three-bedroom units, totaling 7,208 square feet) and a 1,934 square foot day care center. The existing 14,080 square foot, two-story mixed-use building, comprised of 8 residential apartments (6,175 square feet) and 7,905 commercial square feet, will remain. A total of 715 cubic yards of grading is proposed. The parcel will result in two two-story mixed-use buildings, with a combined total of 16 affordable apartments (13,383 residential square feet) and 9,839 commercial square feet, on a 42,221 square foot lot. A total of 37 uncovered parking spaces are proposed. The project requires Staff Hearing Officer review for a requested zoning modification for a reduction of the required parking.)

**(Review of Phase I Archaeological Resources Report prepared by David Stone, Stone Archaeological Consulting.)**

Present: Mark Wienke, Architect

Staff comments: Susan Gantz, Planning Technician, stated that Dr. Glassow reviewed the report and concluded that the archaeological investigation supports the report's conclusions and recommendations that, as the proposed project would not have the potential to result in significant impacts on either historic or prehistoric archaeological resources, no mitigation measures are required.

Public comment opened at 2:08 p.m. and, as no one wished to speak, it was closed.

**Motion: To accept the report as presented.**

**Action: Boucher/Sharpe, 7/0/0. (Murray abstained. Drury absent.) Motion carried.**

**CONCEPT REVIEW - NEW**

2. 34 W VICTORIA ST C-2 Zone

(2:09) Assessor's Parcel Number: 039-131-016  
 Application Number: MST2009-00266  
 Owner: Victoria Street Partners, LLC  
 Architect: Cearnal Andrulaitis, LLP  
 Landscape Architect: Arcadia Studio

(Proposal to demolish an existing 20,125 square foot commercial building (Vons grocery store) and 61 surface parking spaces on a 1.4 acre lot. The proposal includes the construction of 23,125 square feet of commercial/retail space, 38 residential condominium units (of which five would be affordable to middle-income homebuyers) and 87 parking spaces in a subterranean garage. Buildings would be two and three stories in height. Planning Commission approval is requested for a tentative subdivision map and a zoning modification for the residential units to encroach into the interior yard setback.)

**(Project requires Environmental Assessment, Compatibility Criteria Analysis, and Planning Commission approval.)**

**Present:** Brian Cearnal and Joe Andrulaitis, Architects  
Martha Degasis, Landscape Architect  
Margaret Caparelli, Property Owner  
Dr. Pamela Post and Timothy Hazeltine, Historical Consultants

**Staff comments:** Jake Jacobus, Associate Planner/Urban Historian, commented that the mural on the building by Joseph Knowles has been the issue of concern by several members of the public. A historic structures report is being drafted particularly addressing the mural.

Public comment opened at 2:37 p.m.

Kellam de Forest, local resident, commented that there should be unity in design and the monumentality of the Arlington Theater should be retained.

Public comment closed at 2:39 p.m.

A letter from Randall Fox was received expressing concern with adequate parking.

**Motion:** **Continued four weeks with the following comments:** 1) The project was found to be acceptable within the overarching guidelines of the General Plan in terms of sustainability and the Urban Design Guidelines: a) The salient aspects include the underground parking, the mixed-use character of the buildings, the commercial aspect on Victoria Street, its paseos, and general articulation of the architecture. b) The proposal is in compliance with zoning and the general mass, bulk and scale standards. c) The sensitivity to the history of the site and the adjacent City Landmark is appreciated. 2) **Density:** a) The large areas of white stucco that give the feeling of mass and thick walls should remain as part of the proposal. b) The variation with the two-story buildings is appreciated. c) Allowing the possibility of better views by starting at a lower level at the street is appreciated. d) There should be more of a sense of openness so that the Arlington Theater does not feel crowded. At least two Commissioners were concerned with the size, bulk and scale of the proposed three-story buildings near the Arlington. Maintain some view to the rear entryway of the Arlington along Chapala Street. e) There should be more variation in the building frontages from the back of the sidewalk. 3) **Market building:** a) It would be preferred that the Safeway market not be replicated. b) Restudy the proposed market so that it is less contemporary and does not feel like a box that would crowd every inch of the site. c) The market should enhance the monumentality of the Arlington on the Chapala Street side. d) The windows on the Victoria Street elevation and near the entrance are too large. e) The concept of "eyes upon the street" should be part of the design with coffee shops and live/work activity on top of the work spaces on Victoria Street. f) Provide elements that break the scale of the major building, such as cues or small spaces that would articulate the pedestrian experience. 4) **Green roof:** a) The effort to incorporate a workable green roof is appreciated. b) The way the green roof would impact the view of the Arlington should be analyzed so that it enhances, but does not take away from the theater's monumentality.

**5) Landscaping:** a) The general palette is appreciated. It was suggested that Canary Island date palms be incorporated into key spots as a framing device to relate to the beauty of the Arlington. b) Soften the edges of the property and the walls with more landscaping. c) One Commissioner believes that the large skyline trees would interfere with the distance views to the Arlington and that trees between 15 and 20 feet would be more appealing. **6) Mural:** a) The majority agreed that the orientation of the mural will be commented on once the historic structures report is prepared and reviewed. b) Two Commissioners believe it should blend with the pedestrian experience and locating it on Chapala Street would not achieve this. **7) Streetscape:** It would be helpful to have a complete elevation from Victoria Street to Sola Street of this project with the proposed project to the north. This would give an idea of what both projects will look like with the Arlington Theater as a backdrop.

Action: Boucher/Adams, 7/0/0. (Shallanberger stepped down. Drury absent.) Motion carried.

**CONCEPT REVIEW - NEW**

3. 125 STATE ST HRC-2/SD-3 Zone

(3:19) Assessor's Parcel Number: 033-075-012  
 Application Number: MST2009-00119  
 Owner: City of Santa Barbara Redevelopment Agency  
 Applicant: Children's Museum of Santa Barbara  
 Agent: Post Hazeltine Associates, Historical Consultants  
 Agent: Trish Allen, SEPPS, Inc.  
 Architect: B3 Architects and Planners

(The project site contains the 455 square foot "Signalman's Building," which has been found eligible for listing on the National Register of Historic Places. The project includes a new approximately 15,000 square foot, two-story building to be used as the Children's Museum of Santa Barbara with indoor and outdoor galleries, a courtyard, and roof terrace. The maximum building height would be 40 feet. The project also includes a surface parking lot accessed from Kimberly Avenue and pedestrian access on the south side of the site connecting State Street and Kimberly Avenue. The proposal received a Preliminary Community Priority Designation by City Council on April 7, 2009. The project requires Environmental Assessment, Coastal Development Permit, Zoning Modifications, Development Plan, and Final Community Priority Designation.)

**(Comments only; project requires Environmental Assessment, Compatibility Criteria Analysis, and Planning Commission approval.)**

Present: Barry Berkus, Architect  
 Sheila Cushman, Executive Director  
 George Myers, Building Committee member

Public comment opened at 3:40 p.m.

Kellam de Forest, local resident, commented that the building would fit into locations elsewhere in Santa Barbara, but not at the proposed location. He questioned whether it follows El Pueblo Viejo Guidelines. Mr. de Forest requested that the architecture get toned-down.

Public comment closed at 3:42 p.m.



**HISTORIC STRUCTURES REPORT**2. **34 W VICTORIA ST**

C-2 Zone

**(1:56)**

Assessor's Parcel Number: 039-131-016  
Application Number: MST2009-00266  
Owner: Victoria Street Partners, LLC  
Architect: Cearnal Andrulaitis, LLP  
Landscape Architect: Martha Degasis

(Proposal to demolish an existing 20,125 square foot commercial building (Vons grocery store) and 61 surface parking spaces on a 1.4 acre lot. The proposal includes the construction of 23,125 square feet of commercial/retail space, 38 residential condominium units (of which five would be affordable to middle-income homebuyers) and 87 parking spaces in a subterranean garage. Buildings would be two and three stories in height. Planning Commission approval is requested for a tentative subdivision map and a zoning modification for the residential units to encroach into the interior yard setback.)

\* (Review of Historic Structures/Sites Report prepared by Post-Hazeltine Associates. The report concludes that the mosaic mural is eligible for Landmark status.)

Present: Dr. Pamela Post and Tim Hazeltine, Historical Consultants

Staff comments: Jake Jacobus, Associate Planner/Urban Historian, stated that the word "clusters of" should be struck as an inaccurate description from pages 39 and 48 of the report. Other than these two corrections, staff read the report and found it acceptable.

Public comment opened at 2:00 p.m.

Chair Naylor read an email with several comments and suggestions from Kellam de Forest.

Public comment closed at 2:03 p.m.

**Motion:** To accept the report with the correction that the words "clusters of" should be struck from pages 39 and 48 on the report.

**Action:** Pujo/Naylor, 4/3/0. (Boucher/Sharpe/Murray opposed because they cannot agree that the cumulative effects of the proposed project will not negatively impact the Arlington Theater; and the spatial relationships are not addressed satisfactorily. Shalanberger absent.) Motion carried.

**CONCEPT REVIEW - CONTINUED****3. 34 W VICTORIA ST**

C-2 Zone

**(2:24)**

Assessor's Parcel Number: 039-131-016  
 Application Number: MST2009-00266  
 Owner: Victoria Street Partners, LLC  
 Architect: Cearnal Andrulaitis, LLP  
 Landscape Architect: Martha Degasis

(Proposal to demolish an existing 20,125 square foot commercial building (Vons grocery store) and 61 surface parking spaces on a 1.4 acre lot. The proposal includes the construction of 23,125 square feet of commercial/retail space, 38 residential condominium units (of which five would be affordable to middle-income homebuyers) and 87 parking spaces in a subterranean garage. Buildings would be two and three stories in height. Planning Commission approval is requested for a tentative subdivision map and a zoning modification for the residential units to encroach into the interior yard setback.)

**(Second Concept Review. Comments only; project requires Environmental Assessment, Compatibility Criteria Analysis, and Planning Commission approval.)**

Present: Brian Cearnal and Joe Andrulaitis, Architects  
 Margaret Cafarelli, Owner  
 Bob Cunningham, Landscape Architect

Public comment opened at 3:12 p.m. and, as no one wished to speak, it was closed.

- 1 Straw votes: How many Commissioners find the proposed mass, bulk, and scale compatible? 3/4. (Adams/Boucher/Murray/Sharpe opposed.)
- 2 How many Commissioners find the project is compatible with the adjacent landmark? 1/6. (Adams/Boucher/Drury/Murray/Naylor/Sharpe opposed.)
- 3 How many Commissioners find the proposed location of the mural on the face of the commercial building on Chapala Street would be appropriate? 4/3. (Boucher/Murray/Sharpe opposed.)
- 4 How many Commissioners feel that the mural should be kept on the project site? 7/0.
- 5 How many Commissioners find there is an appropriate amount of open space? 2/5. (Adams/Boucher/Drury/Murray/Sharpe opposed.)
- 6 How many Commissioners find the project has an appropriate amount of landscaping? 5/2. (Murray/Sharpe opposed.)

**Motion: Continued two weeks with the following comments:**

- 1) The project has an appropriate amount of landscaping.
- 2) The proposed location of the mural on the face of the commercial building on Chapala Street would be appropriate.
- 3) The mural should be kept on the project site.
- 4) The proposed mass, bulk and scale are not compatible.
- 5) The project is not compatible with the adjacent landmark.
- 6) Study increasing the amount of open space.

Action: Adams/Murray, 7/0/0. (Shallanberger absent.) Motion carried.

**CONCEPT REVIEW - NEW**

5. **28 ANACAPA ST** OC/SD-3 Zone  
(3:13) Assessor's Parcel Number: 033-113-009  
Application Number: MST2009-00193  
Owner: Hughes Land Holding Trust  
Owner: Jason Leggitt  
Architect: Henry Lenny
- (Proposal to construct a new entry paseo to connect two privately owned parcels at 28 and 32 Anacapa Street to a City parking lot located at 15 Santa Barbara Street. The project would include the relocation of a city streetlight and an existing palm tree, and new landscaping. The proposal would not eliminate any parking lot spaces and no exterior alterations are proposed to the buildings at 28 and 32 Anacapa Street at this time. The project is located in the appealable jurisdiction of the Coastal Zone and will require a Coastal Exemption.)
- (Project requires Coastal Review. Final HLC approval cannot be given until a public easement is procured.)**
- Present: Henry Lenny, Architect  
Kim Hughes, Owner
- Public comment opened at 3:19 p.m. and, as no one wished to speak, it was closed.
- Motion: **Preliminary Approval and indefinitely continued.**  
Action: Pujó/Shallanberger, 7/0/0. (Drury absent.) Motion carried.

**\*\* THE COMMISSION RECESSED FROM 3:22 P.M. TO 3:31 P.M. \*\***

**CONCEPT REVIEW - CONTINUED**

6. **34 W VICTORIA ST** C-2 Zone  
(3:31) Assessor's Parcel Number: 039-131-016  
Application Number: MST2009-00266  
Owner: Victoria Street Partners, LLC  
Architect: Cearnal Andrulaitis, LLP  
Landscape Architect: Martha Degasis
- (Proposal to demolish an existing 20,125 square foot commercial building (Vons grocery store) and 61 surface parking spaces on a 1.4 acre lot. The proposal includes the construction of 23,125 square feet of commercial/retail space, 38 residential condominium units (of which five would be affordable to middle-income homebuyers) and 87 parking spaces in a subterranean garage. Buildings would be two and three stories in height. Planning Commission approval is requested for a tentative subdivision map and a zoning modification for the residential units to encroach into the interior yard setback.)
- (Third Concept Review. Comments only; project requires Environmental Assessment, Compatibility Criteria Analysis, and Planning Commission approval.)**

Present: Joe Andrulaitis and Brian Cearnal, Architects  
Margaret Cafarelli, Owner  
Dr. Pamela Post and Timothy Hazeltime, Historical Consultants  
Bob Cunningham, Landscape Architect

Public comment opened at 3:57 p.m.

Kellam de Forest, local resident, commented about the proposed market and the "green" roof.

Public comment closed at 4:01 p.m.

- 1 Straw votes: How many Commissioners find the proposed mass, bulk and scale compatible? 1/5.  
(Adams/Boucher/Naylor/Murray/Sharpe opposed.)
- 2 How many Commissioners find that the project has been designed sensitive to the adjacent landmark? 6/0.
- 3 How many Commissioners find the proposed location for the mural appropriate? 6/0.
- 4 How many Commissioners find the amount of open space appropriate? 3/2/1.  
(Boucher/Sharpe opposed. Murray abstained.)
- 5 How many Commissioners find the architectural character compatible with the City and neighborhood? 6/0.

**Motion:** Continued two weeks with the following comments:  
1) Provide a real-time model.  
2) Reduce the amount of the three-stories in the center section.  
3) Reduce the three-story straight façade on the east and west that face the two paseos.  
4) Reduce the amount of two stories on the sidewalk to help open up more views to the Arlington Theater building.

**Action:** Sharpe/Boucher, 5/1/0. (Pujo opposed because he finds the two-story element on Victoria Street appropriate as proposed. Shallenberger stepped down. Drury absent.)  
Motion carried.

**CONSENT CALENDAR**

**CONTINUED ITEM**

A. 1316 STATE ST C-2 Zone  
 Assessor's Parcel Number: 039-133-001  
 Application Number: MST2009-00364  
 Owner: Ronchietto Trust  
 Designer: Ernesto Busnelli  
 Business Name: Café Buenos Aires  
 (Proposal to install new windows to act as wind barriers in an existing streetscape dining patio. The area of work will be in three arched openings and two currently wrought iron-gated entries on the Arlington Avenue elevation.)  
 (Final Approval of the project is requested.)  
 This item was postponed two weeks to October 14, 2009.

**CONCEPT REVIEW - CONTINUED****8. 34 W VICTORIA ST**

C-2 Zone

(4:17) Assessor's Parcel Number: 039-131-016  
 Application Number: MST2009-00266  
 Owner: Victoria Street Partners, LLC  
 Architect: Cearnal Andrulaitis, LLC  
 Landscape Architect: Martha Degasis

(Proposal to demolish an existing 20,125 square foot commercial building (Vons grocery store) and 61 surface parking spaces on a 1.4 acre lot. The proposal includes the construction of 23,125 square feet of commercial/retail space, 38 residential condominium units (of which five would be affordable to middle-income homebuyers) and 87 parking spaces in a subterranean garage. Buildings would be two and three stories in height. Planning Commission approval is requested for a tentative subdivision map and a zoning modification for the residential units to encroach into the interior yard setback.)

**(Fourth Concept Review. Comments only; project requires Environmental Assessment, Compatibility Criteria Analysis, and Planning Commission approval.)**

Present: Brian Cearnal Joe Andrulaitis, Architects  
 Margaret Cafarelli, Owner  
 Dr. Pamela Post and Timothy Hazeltine, Historical Consultants

Public comment opened at 4:33 p.m., reopened at 4:30 p.m. and reopened again at

Kellam de Forest, local resident, commented about having a big courtyard for an outdoor restaurant, the use of the rear of the theater as part of the project's paseo, and the reduction of the bridges' mass to open up the view to the theater.

Robin Madden, neighbor, commented about the project's effect on traffic and views, that a three story structure looking from Victoria Street would not add to the enjoyment or enhance the view of the Arlington Theater, and the consideration of the project in context to the entire block and how it affects the city.

Brant Griesinser, local resident, commented that he did not agree that the view to the Arlington Theater from the parking lot at Victoria Court would be opened up.

Nancy Ferguson, local resident, commented that the mural is not pedestrian-friendly, that it be considered to have the mural placed elsewhere in the city where it could be seen from a distance, and that the column at the corner of the market would act as a structural and visual barrier for pedestrians.

Public comment closed at 4:36 p.m., reclosed at 4:42 p.m., and reclosed again at 4:49 p.m.

**Motion: Continued two weeks with the following comments:**

1. The major improvements that have been made to the project were recognized.
2. At Victoria Street and the proposed market, explore manipulating the chamfer of the building in order to open up the view to the Arlington Theater.
3. Open up the view to the rear of the Arlington on Chapala Street by manipulating the corner of the market through the use of a curve or a chamfer.
4. The third floor bridge needs revisiting.
5. There is concern with regard to the three story massing at the east and west elevations.

Action: Pujo/Drury, 6/0/0. (Shallanberger stepped down. Murray absent.) Motion carried.



**CONCEPT REVIEW – CONTINUED**4. **34 W VICTORIA ST**

C-2 Zone

(2:55) Assessor's Parcel Number: 039-131-016  
Application Number: MST2009-00266  
Owner: Victoria Street Partners, LLC  
Architect: Cearnal Andrulaitis, LLC  
Landscape Architect: Martha Degasis

(Proposal to demolish an existing 20,125 square foot commercial building (Vons grocery store) and 61 surface parking spaces on a 1.4 acre lot. The proposal includes the construction of 23,125 square feet of commercial/retail space, 38 residential condominium units (of which five would be affordable to middle-income homebuyers) and 87 parking spaces in a subterranean garage. Buildings would be two and three stories in height. Planning Commission approval is requested for a tentative subdivision map and a zoning modification for the residential units to encroach into the interior yard setback.)

**(Fifth Concept Review. Comments only; project requires Environmental Assessment, Compatibility Criteria Analysis, and Planning Commission approval.)**

Present: Brian Cearnal and Joe Andrulaitis, Architects  
Dr. Pamela Post and Timothy Hazeltine, Historical Consultants

Public comment opened at 3:10 p.m.

Kellam de Forest, local resident, commented about the bridges becoming less bulky and should be a straight walkway rather than an arch, would like to see a less park-like structure on the bridge next to the market and that it could emulate the bridge that is proposed to be located in the center paseo.

Public comment closed at 3:12 p.m.

**Motion: Continued indefinitely to the Planning Commission with positive comments:**

- 1) The applicant's sensitivity and responsiveness to the Commission's requests and comments is appreciated. There have been continuous improvements to the project.
- 2) The project is in compliance with the required compatibility findings in terms of the mass, bulk and scale, including the reduction of the third floor mass on the east and west elevations; its sensitivity to the adjacent landmark; and the architectural character of the design.
- 3) The concerns among some Commissioners about the central paseo bridge, the landscape design and other details will be resolved in future reviews.

Action: Pujo/Sharpe, 5/1/0. (Murray opposed because she is concerned with the cumulative impact of the project's density on the adjacent landmark, and the need of more open space and landscape. Drury/Shallanberger absent.) Motion carried.



**DISCUSSION ITEM****1. BUDGET FOR FISCAL YEAR 2011**

(1:43) Staff: Bettie Weiss, City Planner  
(Presentation of Community Development Department budget information for FY2011.)

Present: Paul Casey, Community Development Director  
Sue Gray, Administrative Services Manager

Discussion held.

**ARCHAEOLOGY REPORT****2. 34 W VICTORIA ST**

C-2 Zone

(2:06) Assessor's Parcel Number: 039-131-016  
Application Number: MST2009-00266  
Owner: Victoria Street Partners, LLC  
Architect: Cearnal Andrulaitis, LLP  
Landscape Architect: Martha Degasis

(Proposal to demolish an existing 20,125 square foot commercial building (old Vons grocery store) and 61 surface parking spaces on a 1.4 acre lot. The proposal includes the construction of 23,125 square feet of commercial/retail space, 37 residential condominium units (of which five would be affordable to middle-income homebuyers) and 78 parking spaces in a subterranean garage. Buildings would be two and three stories in height. Planning Commission approval is requested for a tentative subdivision map and development plan.)

**\* (Review of Phase I Archaeological Resources Report prepared by David Stone, Dudek.)**

Staff comments: Susan Gantz, Planning Technician, stated that Dr. Glassow reviewed the report and appendix and concluded that the archaeological investigation supports the report's conclusions and recommendations that, because the proposed project would not have the potential to result in significant impacts on prehistoric or historic archaeological resources, no mitigation measures are required, and the standard condition regarding the discovery of unanticipated archeological resources applies and shall be on plans prior to issuance of building permit.

**Motion:** To accept the report as submitted.

**Action:** Boucher/Adams, 7/0/0. (Drury/Shallanberger absent.) Motion carried.

**HISTORIC STRUCTURES REPORT****3. 34 W VICTORIA ST**

C-2 Zone

(2:07) Assessor's Parcel Number: 039-131-016  
Application Number: MST2009-00266  
Owner: Victoria Street Partners, LLC  
Architect: Cearnal Andrulaitis, LLP  
Landscape Architect: Martha Degasis

(Proposal to demolish an existing 20,125 square foot commercial building (old Vons grocery store) and 61 surface parking spaces on a 1.4 acre lot. The proposal includes the construction of 23,125 square feet of commercial/retail space, 37 residential condominium units (of which five would be affordable to middle-income homebuyers) and 78 parking spaces in a subterranean garage. Buildings would be two and three stories in height. Planning Commission approval is requested for a tentative subdivision map and development plan.)

\* (Review of revised Historic Structures/Sites Report prepared by Post/Hazeltine Associates as requested by Staff. The report determined that the mosaic mural on the south elevation of the existing commercial building is eligible for City Landmark status.)

Present: Debra Andaloro, Senior Planner

Staff comments: Ms. Andaloro stated that the historical consultant revised the HSSR to focus on the potential cumulative impacts of the project on the adjacent historic landmark and the view of its tower.

Public comment opened at 2:18 p.m.

Kellam de Forest, local resident, commented about preserving the Arlington Theater's monumentality.

Public comment closed at 2:20 p.m.

**Motion:** To accept the report with the condition that on page 49 the last sentence under the subtitle "Analysis" be stricken from the report.

**Action:** Pujo/Suding, 7/0/0. (Drury/Shallanberger absent.) Motion carried.



## ASSOCIATED TRANSPORTATION ENGINEERS

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Richard L. Pool, P.E.  
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June 18, 2010

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Margaret L. Cafarelli  
Urban Developments  
239 Brannan Street, #7J  
San Francisco, CA 94107

### **TRAFFIC IMPACT ANALYSIS FOR THE 34 WEST VICTORIA STREET MIXED-USE PROJECT - CITY OF SANTA BARBARA**

Associated Transportation Engineers (ATE) has prepared the following traffic impact analysis for the 34 West Victoria Street Mixed-Use Project.

#### **PROJECT DESCRIPTION**

The project site is located at the corner of Chapala Street and Victoria Street in the downtown area of the City of Santa Barbara. Figure 1 (attached) shows the location of the project within the City. The project is proposing to redevelop the existing site, which was previously occupied by a 20,125 square-foot (SF) Von's Supermarket, with a mixed-use development consisting of a 15,047 SF public market, 7,296 SF of retail space, and 37 residential condominium units. For this analysis, it is assumed that 3,000 SF of the retail space is used for restaurants, in order to provide a conservative analysis and to provide flexibility for future tenants of the building.

#### **PROJECT TRIP GENERATION**

Trip generation estimates were developed for the existing and proposed uses based on rates presented in the Institute of Transportation Engineers (ITE) Trip Generation report.<sup>1</sup> ATE also reviewed the Upper State Street Traffic Study and the trip generation assumptions contained in the traffic analysis completed for the proposed Whole Foods Supermarket Project in Santa

<sup>1</sup> Trip Generation, Institute of Transportation Engineers, 8<sup>th</sup> Edition, 2008.

Barbara in order to be consistent with the methodologies developed for similar land uses.<sup>2</sup> City staff also requested that the analysis of the retail area include a restaurant in order to provide a conservative analysis and to provide flexibility for future tenants of the building. The trip generation rates and pass-by assumptions used to calculate the trip estimates for the existing and proposed site uses are listed below.

**Supermarket (Existing and Proposed).** The ITE average rates for Supermarkets (Land Use Code #850) were used to estimate traffic for the existing Von's supermarket as well as the proposed public market component of the project. Based on ITE data, 64% of the market trips are primary trips and 36% are pass-by trips. Primary trips are trips with the sole purpose of visiting the site. Pass-by trips already exist on the adjacent street system and would stop at the site during their trip.

**Residential (Proposed).** The ITE average rates for Residential Townhomes/Condominiums (Land Use Code #230) were used to forecast traffic for the proposed residential component of the project.

**Retail (Proposed).** The ITE average rates for Specialty Retail Centers (Land Use Code #814) were used to forecast traffic for the retail component of the project. Because no A.M. peak data is available in the ITE Trip Generation manual, 3% of the Average Daily Trips (ADT) are assumed to occur during the A.M. peak period, pursuant to the San Diego Association of Governments (SANDAG) Traffic Generators report.<sup>3</sup> Based on ITE data, 66% of the retail trips are primary trips and 34% are pass-by trips.

**Restaurant (Proposed).** The ITE average rates for Quality Restaurants (Land Use Code #931) were used to estimate traffic for the restaurant area that could be implemented in the retail building. Based on SANDAG data, 90% of the restaurant trips are primary trips and 10% are pass-by trips.

Table 1 presents the trip generation forecasts developed for the proposed project.

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<sup>2</sup> Upper State Street Traffic, Circulation, and Parking Study, Meyer, Mohaddes Associates, February 2007.

Whole Foods Development Traffic Study, Iteris, March 2008.

<sup>3</sup> Traffic Generators, San Diego Association of Governments, 2002.

**Table 1  
Project Trip Generation**

Land Use	Size	Pass-By	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
			Rate	Trips	Rate	Trips	Rate	Trips
<u>Proposed</u>								
Market	15,047 SF	36%	102.24	985	3.59	35	10.5	101
Condominium	37 Units	-	5.86	217	0.44	16	0.52	19
Specialty Retail	4,296 SF	34%	44.32	126	1.33	4	2.71	8
Restaurant	3,000 SF	10%	89.95	<u>243</u>	0.81	<u>2</u>	7.49	<u>20</u>
Sub-Total				1,571		57		148
<u>Existing</u>								
Supermarket	-20,125 SF	36%	102.24	-1,317	3.59	-46	10.5	-135
<b>Total New Trips</b>				<b>+ 254</b>		<b>+ 11</b>		<b>+ 13</b>

The data presented in Table 1 show that the project is forecast to generate a net increase of 254 average daily trips, 11 A.M. peak hour trips, and 13 P.M. peak hour trips.

Two assumptions are noted regarding the trip generation estimates, as discussed below.

- 1) The project includes a mix of residential and commercial uses. Given the mix of uses, there will be some interaction between the proposed residential and commercial uses that will reduce the number of vehicular trips generated at the site. Those reductions were not quantified when assessing the potential traffic-related impacts in order to provide a conservative analysis.
- 2) The project proposes to implement a carshare program. The carshare program includes 2 "Zipcars" for use by residents and workers on the site as well as other downtown residents and workers that may opt to enroll in the program. Studies indicate that carshare programs are proving to be effective transportation programs in the United States.<sup>4</sup> Data show that carshare programs reduced the average amount of privately owned vehicles by 15-25 vehicles for each shared car. While the carshare program would reduce the actual trip generation potential of the project and the surrounding area, the reductions were not quantified when assessing potential traffic impacts in order to provide a conservative analysis.

<sup>4</sup> TCRP Report 108 - Car-Sharing: Where and How It Succeeds, Transportation Research Board, 2005.

Carsharing: A Guide to Local Planners, Innovative Mobility Research, June 2008.

Zipcar for Universities Case Study, May 2009.

## PROJECT TRIP DISTRIBUTION

Trip distribution percentages for the project were developed based on data from the City's new traffic model as well as additional input from City staff. The project trip distribution percentages are presented in Table 3 and illustrated on Figure 3. Project-Added traffic volumes are presented on Figure 4. It is noted that the assignment of project traffic assumes the driveway access shown on the site plan, with access provided via the adjacent one-way segment of Chapala Street.

**Table 3**  
**Project Trip Distribution**

Origin/Destination	Direction	Distribution %
U.S. Highway 101 (a)	North	15%
U.S. Highway 101 (b)	South	5%
Chapala Street-De la Vina Street (one-way pair)	North	5%
	South	5%
State Street	North	5%
	South	5%
Micheltorena Street	West	5%
Carrillo Street	West	5%
Local Downtown Area	NA	50%
<b>Total</b>		<b>100%</b>

(a) Inbound via Carrillo Street ramps. Outbound via Arrellaga Street ramps.

(b) Inbound via Arrellaga Street ramps. Outbound via Carrillo Street ramps.

## CITY OF SANTA BARBARA IMPACT CRITERIA

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

### *Project-Specific Threshold*

A project-specific significant impact is deemed to have occurred if a development project would cause the V/C ratio at signalized intersections to exceed 0.770, or if the project would increase the V/C ratio by 0.010 at signalized intersections that already exceed 0.770. For unsignalized intersections, an average delay of 22 seconds per vehicle is considered to be the

minimum standard and a significant impact is considered to have occurred if a project increases the amount of traffic traveling through an unsignalized intersection by greater than one percent (0.010).

#### *Cumulative Threshold*

A cumulative significant impact is deemed to have occurred if a development project would contribute traffic to a signalized intersection that is forecast to operate above V/C 0.770 with cumulative traffic volumes or would contribute traffic to an unsignalized intersection that is forecast to operate with more than 22 seconds of delay.

### **POTENTIAL IMPACTS**

#### A.M. Peak Hour

The project is forecast to generate 11 A.M. peak hour trips. As shown on Figure 4, the project would not add 5 or more P.M. peak hour trips to the critical intersections located in the Carrillo Street or Arrellaga Street corridors. The project would therefore not generate significant project-specific or cumulative impacts to the intersections along these corridors.

The project would add more than 5 trips to the intersections in the immediate vicinity of the site on Chapala Street (Chapala Street/Sola Street). Previous traffic counts conducted in this area show that these intersections operate at good levels of service (LOS A). The addition of project traffic would not generate significant project-specific or cumulative impacts at these locations.

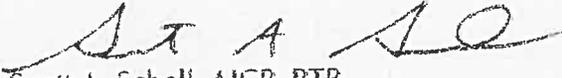
#### P.M. Peak Hour

The project is forecast to generate 13 P.M. peak hour trips. As shown on Figure 4, the project would not add 5 or more P.M. peak hour trips to the critical intersections located in the Carrillo Street or Arrellaga Street corridors. The project would therefore not generate significant project-specific or cumulative impacts to the intersections along these corridors.

The project would add more than 5 trips to the intersections in the immediate vicinity of the site on Chapala Street (Chapala Street/Victoria Street and Chapala Street/Anapamu Street). Previous traffic counts conducted in this area show that these intersections operate at good levels of service (LOS A). The addition of project traffic would not generate significant project-specific or cumulative impacts at these locations.

This concludes our traffic impact analysis for the 34 West Victoria Street Project.

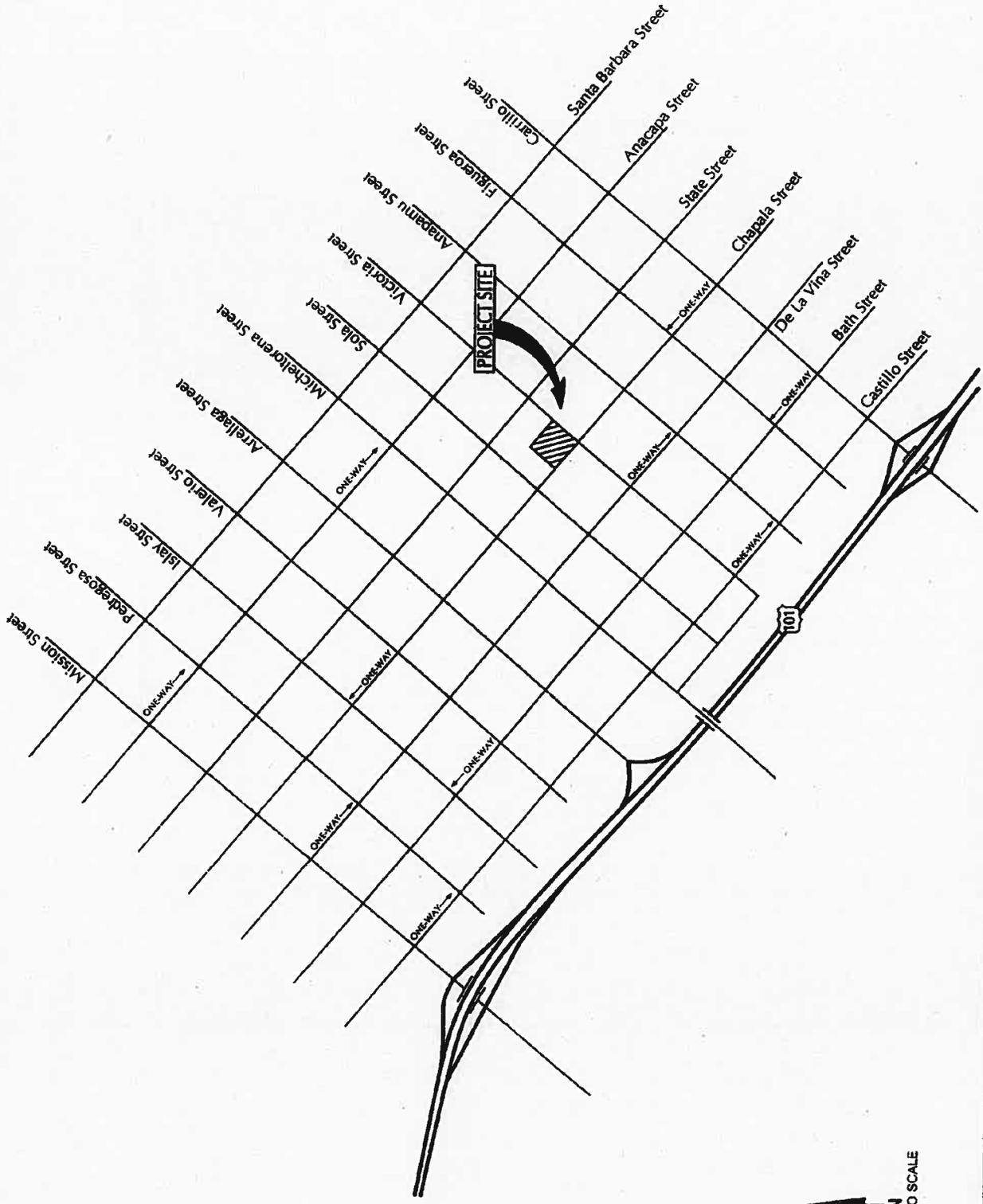
Associated Transportation Engineers



Scott A. Schell, AICP, PTP  
Principal Transportation Planner

SAS/MMF

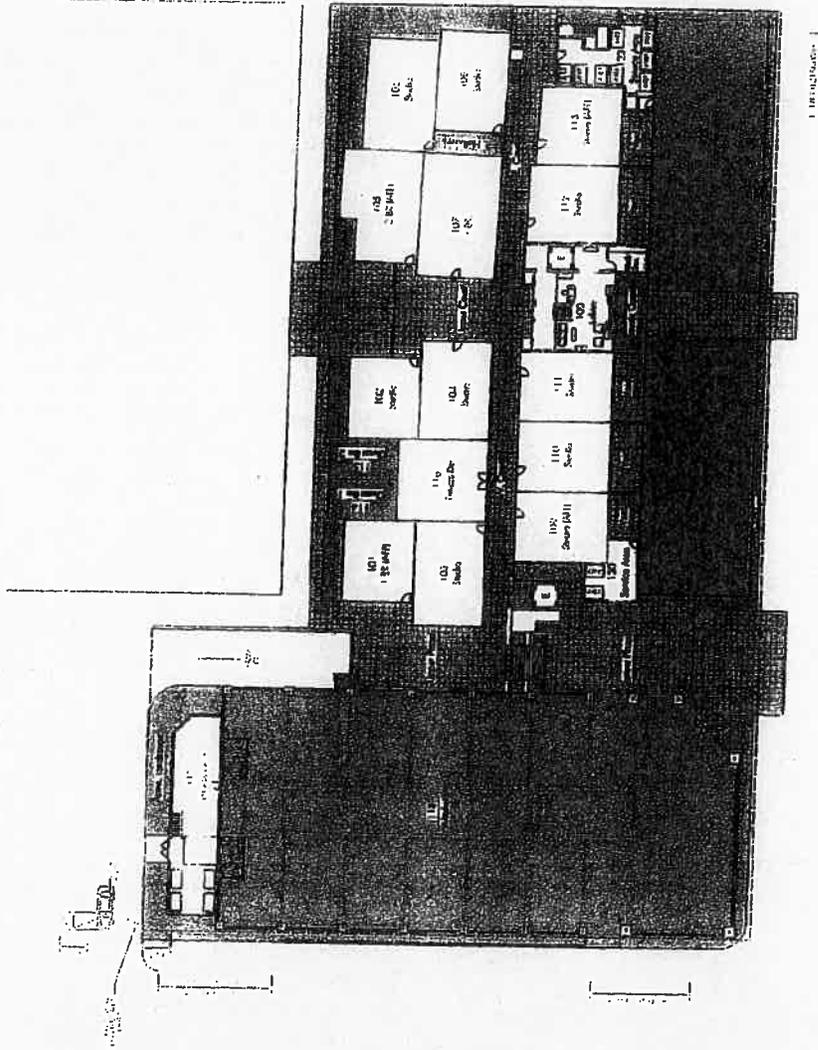
Attachments: Figure 1 – Existing Street Network and Project Location  
Figure 2 – Project Site Plan  
Figure 3 – Project Trip Distribution Percentages  
Figure 4 – Project-Added Peak Hour Trips



EXISTING STREET NETWORK AND PROJECT SITE LOCATION

ASSOCIATED  
TRANSPORTATION  
ENGINEERS

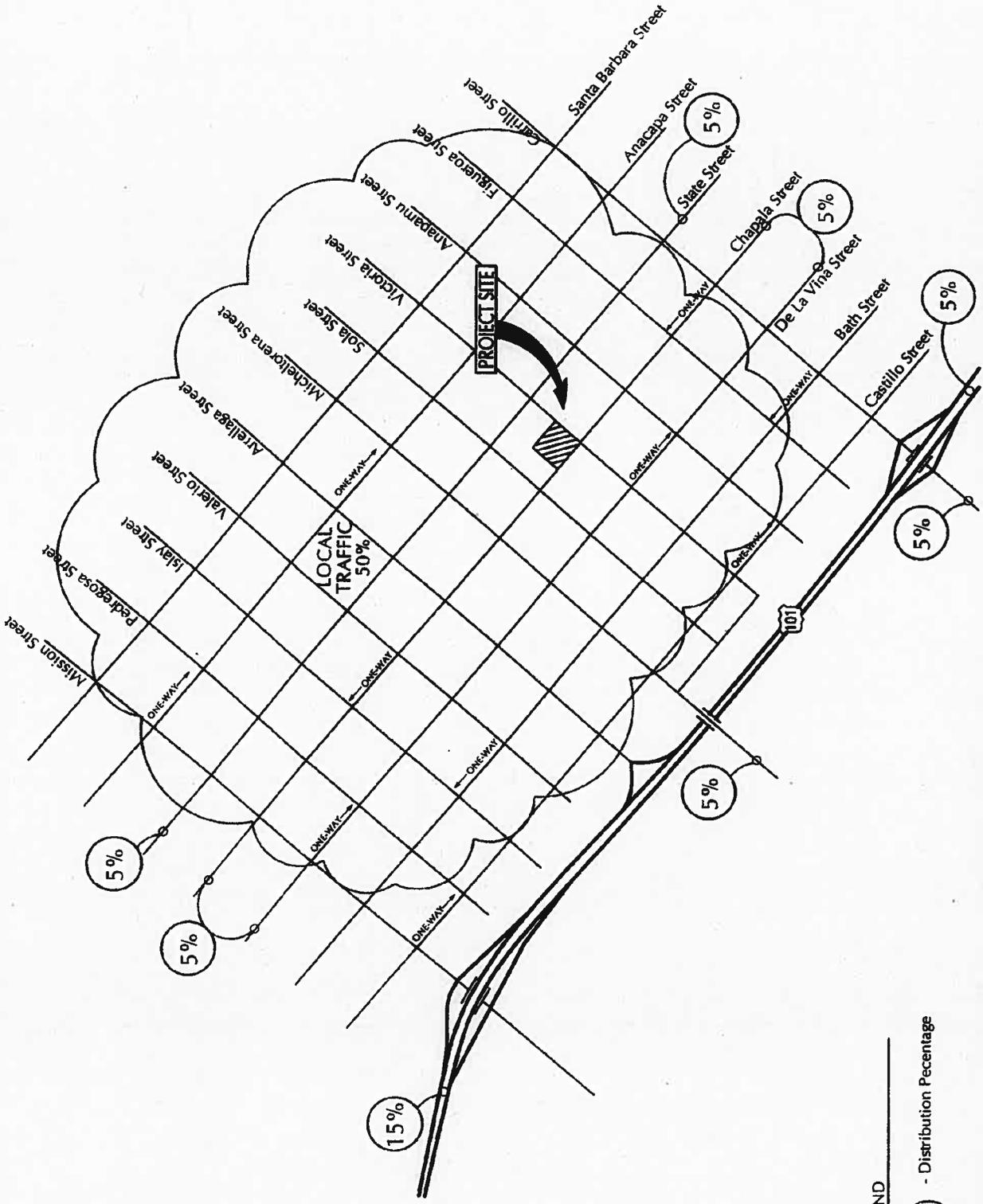
NOT TO SCALE



PROJECT SITE PLAN

ASSOCIATED  
TRANSPORTATION  
ENGINEERS





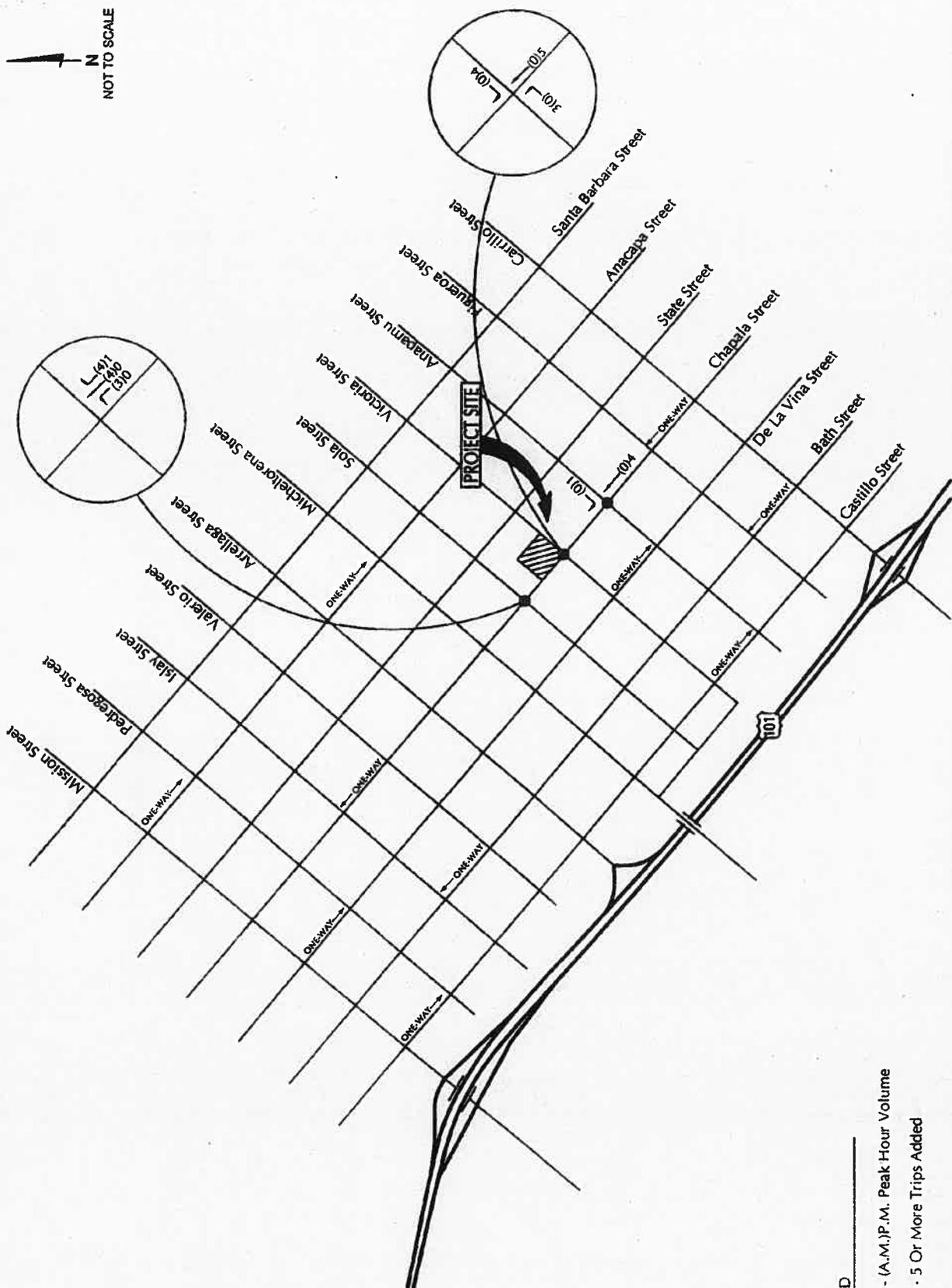
LEGEND  
 % - Distribution Percentage



ASSOCIATED  
 TRANSPORTATION  
 ENGINEERS

PROJECT TRIP DISTRIBUTION PERCENTAGES

N  
NOT TO SCALE



LEGEND  
 L-XX - (A.M.)P.M. Peak Hour Volume  
 ● - 5 Or More Trips Added



ASSOCIATED  
 TRANSPORTATION  
 ENGINEERS

PROJECT-ADDED TRAFFIC VOLUMES

HLC F.B. 4/28/10

Approved by one revision by CAG  
09

# REVISED HISTORIC STRUCTURES/SITES

## REPORT

for

**34 West Victoria Street**

**(APN 039-131-016)**

**MST 2009-00266**

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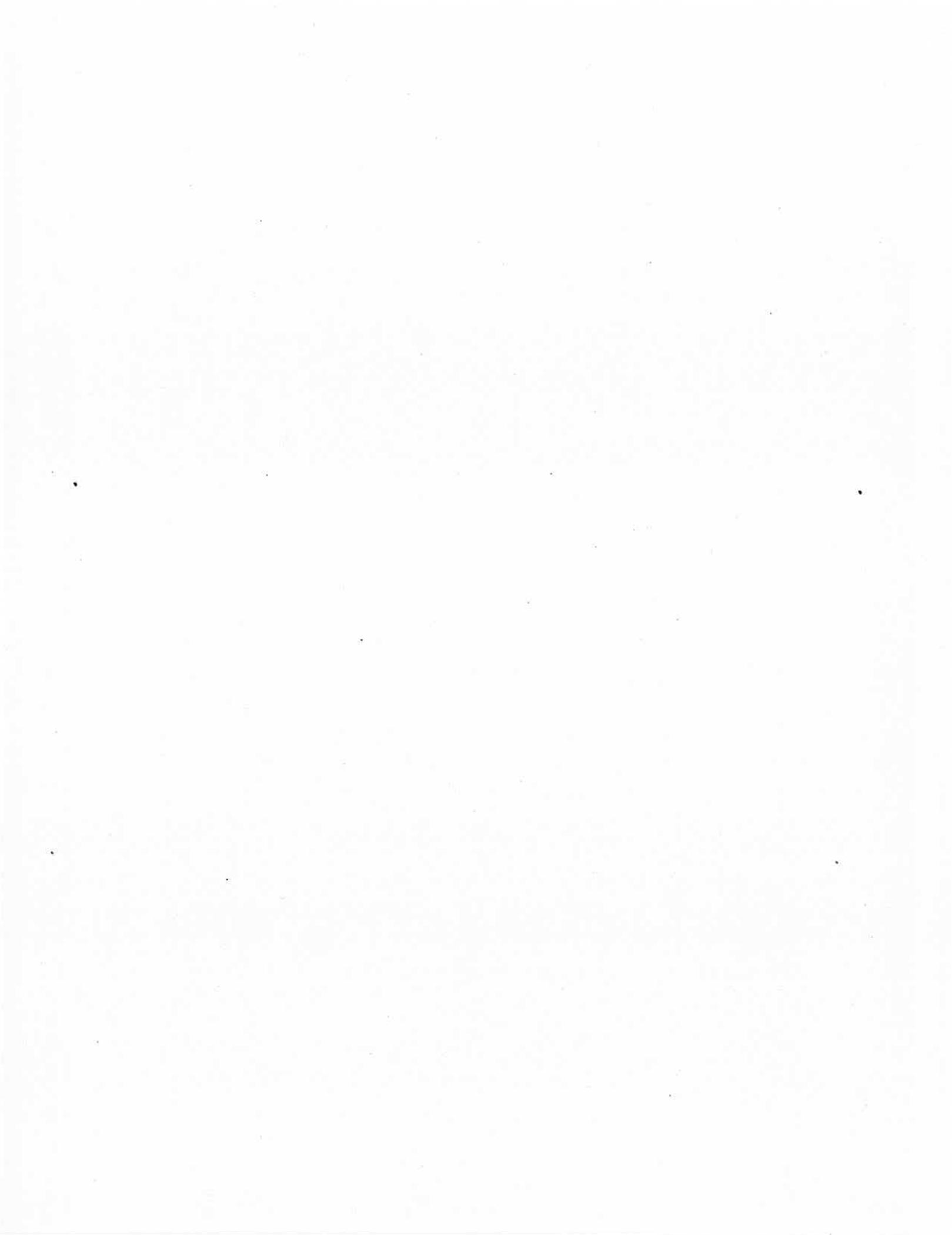
April 6, 2010

**EXHIBIT G**



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## **1.0 INTRODUCTION AND REGULATORY FRAMEWORK**

This revised Historic Sites/Structures Report (HSR) for a proposed project at 34 West Victoria Street (APN 039-131-016) was prepared by Post/Hazeltine Associates in 2009 (Figures 1 – 2). The HSR was reviewed and accepted by the Historic Landmarks Commission on September 16, 2009. The proposed project subsequently underwent concept review and was continued indefinitely to the Planning Commission with positive comments on October 28, 2009. Subsequent to the approval of the HSR, City staff concluded that the report's cumulative impact analysis section required revisions to ensure its consistency with provisions of the California Environmental Quality Act (CEQA). This revised HSR includes a revised project description and cumulative impacts section; with the exception of minor edits including a revised project description, the rest of the document has not been substantively revised. The focus of the revisions to the study is the analysis of potential cumulative impacts.

The applicant proposes to demolish the 1.4-acre property's existing improvements, including a one-story commercial building (the Vons Store) and a parking lot. In its place the applicant proposes to build a mixed-use development, consisting of one and two-story commercial buildings and condominium units, ranging in height from one to three stories in height. The California Environmental Quality Act (CEQA) guidelines state that proposed projects are to be analyzed to determine potential effects to historic resources. Principal No. 8 of the City of Santa Barbara General Plan provides for the protection of cultural and historic resources. Guidelines for determining the significance of a property are outlined in the City of Santa Barbara Master Environmental Assessment (MEA) (City of Santa Barbara MEA: *Guidelines for Archaeological Resources and Historic Structures and Sites Reports* (January 2002)). The revised HSR, which was prepared by Post/Hazeltine Associates, follows the guidelines for such studies as set forth in the City of Santa Barbara MEA.

## **2.0 PROJECT DESCRIPTION**

The applicant proposes the following: to demolish the existing 20,124 square-foot commercial building, 61-space surface parking lot and landscaping; and replace them with: 1) a new mixed-use development containing 23,618 square feet of commercial space (currently allocated as a 15,832 square-foot market and 7,786 square feet of general commercial space) and 38 residential condominiums (15 studios, 15 one-bedroom and 3 two-bedroom units, of which 5 would be inclusionary units; 3) The proposed project includes 78 parking stalls, in an underground parking facility; 4) A club room, two guest rooms and a management office also would be encompassed within the project; and 5) The commercial building whose street façade faces West Victoria Street, has single-story components at east and west ends (Appendix A-0.0-A-10); and 6) Incorporate the six ceramic mosaic panels currently located on the south elevation of the existing commercial building at 34 West Victoria Street into the design of the proposed commercial building.

## **3.0 DOCUMENTS REVIEW**

The following resources and information sources were consulted during the preparation

of this report (Bibliographical resources are listed in Section 12):  
City of Santa Barbara:

Street Files for 34 West Victoria Street  
Planning Files for 34 West Victoria Street

Santa Barbara Historical Society, Gledhill Library

Preliminary Sketch of Santa Barbara 1853. Field Notes of Surveyor, 1853. Bancroft Library, University of California, Berkeley (Copy on file at the Santa Barbara Historical Society, Gledhill Library)

United States Coast Survey Map of Santa Barbara: 1852, 1870 and 1878.

1877 Bird's Eye View of Santa Barbara, California. Drawn and published by E. S. Glover

C.1887 Bird's Eye View of Santa Barbara. 1898 Bird's Eye View of Santa Barbara.

United States Geological Survey, Santa Barbara County Special Maps: 1903 and 1909

Bird's Eye View of Santa Barbara. *El Pueblo de las Rosas*. Published by E. S. Glover

1917 Map of the City of Santa Barbara

Sanborn Fire Insurance Maps 1886-1961

Santa Barbara Public Library

Eldon Smith Collection

Santa Barbara City Directories: 1920-1991

University of California, Santa Barbara

Davidson Library, Special Collections, Pearl Chase Collection

#### **4.0 ENVIRONMENTAL SETTING**

The dominant landscape feature of the city's downtown is the massive alluvial fan that extends from the base of Mission Ridge to the Mesa. This geological feature is a result of the accumulation of decomposing sedimentary residues from the Santa Ynez Mountains deposited over the alluvial fan by the flow of Mission and Sycamore Creeks and a number of small subsidiary streams. Over the centuries, the creeks have moved over the entire width of their alluvial fans, depositing sediment and building the fan to its present-day level. Before the arrival of the Spanish in the late eighteenth century, vegetation was characterized by oak woodland and the Coastal Sage Community, with riparian plant communities along Mission and Sycamore Canyon Creek and the coastal estuaries. The natural environment of the downtown neighborhood has been modified by a variety of human activities since Spain founded the Santa Barbara Presidio in 1782 and Mission Santa Barbara, in 1786. Since the arrival of Europeans in 1782 these habitats have largely been eliminated by stock grazing, agriculture, and commercial and residential development.

#### **5.0 NEIGHBORHOOD CONTEXT**

The 00 block of West Victoria Street is located within the 169-acre Downtown

Neighborhood, which is bounded on the north by Sola Street, on the south by Ortega Street, on the east Santa Barbara Street, and on the west by De la Vina Street. State Street, the City's major commercial corridor, bisects the Downtown Neighborhood. Development is characterized by a mix of commercial buildings including restaurants, offices, and stores, as well as public and private institutional buildings such as the County Courthouse, City Hall, and various churches, such as Our Lady of Sorrows Church. Residential housing is comprised of single-family houses, multi-unit apartment buildings, and multi-unit condominium developments. An eclectic mix of architectural designs characterize the neighborhood and range in style from Spanish and Mexican era buildings (the Hill-Carrillo Adobe and the Casa de la Guerra, among others), to the Italianate Mortimer Cook House, nineteenth century vernacular, Queen Anne, Craftsman, to early twentieth century period revival schemes, such as the Spanish Colonial Revival Arlington Theatre (Figures 3 & 4), the Tudor Revival Victoria Street Theatre (Figure 6) and postwar Moderne style Christian Science Reading Room

## **6.0 HISTORICAL CONTEXT**

### **6.1 The Founding of the Spanish Presidio to California as a Territory (1782-1848)**

Long before the Spanish Presidio was founded, in 1782, a Chumash village existed near the mouth of Mission Creek. This settlement was inhabited for at least eight hundred years prior to the arrival of the Spanish. When an exploratory party of Spanish soldiers, commanded by Gaspar Portola, arrived in 1769, the village had a population of approximately six hundred individuals. The village was known as *Syuxtun* (The word *Syuxtun* means "the road that branches") and was the residence of *Yanonalit*, the most powerful Chumash chief at the time (Agren 1997: 2). By 1797, *Syuxtun* had shrunk to one hundred and twenty-five; six years later the village had been abandoned completely, the remaining inhabitants having moved to the neophyte village at Mission Santa Barbara.

During the Spanish Colonial/Mexican period, (1769-1848) European settlement in Santa Barbara was concentrated primarily around the Presidio at what is now the intersection of Canon Perdido and Santa Barbara Streets. The Spanish established Santa Barbara not as a pueblo, but as a presidio governed by a military commandante. In order to support the soldiers and their families, a large tract of land was assigned to the Presidio for the maintenance of the fort and its inhabitants. This tract included the future location of the property at 34 West Victoria Street. In 1821, Spanish rule ended and California became a Mexican territory. For the next several decades, California developed slowly and it was not until the end of the 1830s that the lucrative hide and tallow trade made some of its families, including several in Santa Barbara, wealthy. However, this prosperity resulted in little substantial growth in Santa Barbara, which remained a small enclave of adobe houses clustered around the remnants of the presidio. A review of historic maps, such as the 1852 Coast Survey Map, reveal that during the Spanish and Mexican eras, the block bounded by the 1300 block of State Street, Victoria Street, Sola Street, and Chapala Street remained unimproved.

## **6.2 Development of Block 92 (1300 Block of State and Chapala Streets and the 00 Block of West Victoria Street) (1848-2009)**

With the end of Mexican rule in 1848, California came under the control of the United States. Two years later, in 1850, the territory joined the Union as the country's 31st state. Just a year after statehood Santa Barbara was incorporated as an American city. One of the first acts of the new common council was to authorize a survey of the city. The two most important purposes of the survey were to establish a grid of streets and blocks and to delineate the extensive landholdings that the City of Santa Barbara had inherited from the former Mexican pueblo. Carried out by Colonel Salisbury Haley, in 1851, the survey established the orthogonal street grid that has since delineated much of the City's downtown area, including as far north as Mission Street. As part of this survey the project parcel, on which 34 West Victoria Street is located, was designated Block 92. Until the late 1860s and early 1870s, the project parcel and its surrounding area, was comprised primarily of cultivated fields (1870 Coast Survey Map). By 1872 the area began to be developed with single-family house's set on expansive lots. Among the most notable of these was the Italianate style house built for banker, Mortimer Cook, at 1407 Chapala Street. Block 92, however, continued to remain unimproved until 1875 when William W. Hollister, Santa Barbara County's biggest landowner, and most influential business leader, built the Arlington Hotel. Designed by the architect, Peter Barber, the Italianate style 90-room hotel was named in honor of Confederate general, Robert E. Lee's ancestral home. When completed the hotel and its gardens took up half of Block 92, bounded by the 1300 block of Chapala Street, the 00 block of West Sola Street, the 1300 block of State Street, and the 00 block of West Victoria Street (Figure 7 & 7a).

In 1887, the same year that the Southern Pacific Railroad reached Santa Barbara, the 50-room Arlington Hotel Annex, a freestanding three-story wing, was built at the northeast corner of the intersection of West Victoria Street and Chapala Street). Along with the original Arlington, the Annex and the hotel's gardens now extended to include the whole block (Figure 7b and see Figure 7) (The location of the Annex subsequently would become the site of the Safeway (now the Vons store at 34 West Victoria Street). The Arlington Hotel, along with the Potter Hotel (built in 1902) and the Miramar Hotel, in Montecito, were considered among California's premier destination hotels. Featuring opulent interiors, grounds lushly landscaped with exotic specimen plants and a deer park, the Arlington Hotel attracted an affluent clientele that included Princess Louise of Great Britain, President William McKinley, President Rutherford Hayes, and the King of Hawai'i. By the 1880s, driven in large measure by the success of the Arlington Hotel, commercial development had extended to the 1300 block of State Street. One of the most notable buildings constructed during this period was the Upper Hawley Building. Also developed by William Hollister, for a few years it housed Santa Barbara College. Today, it has been incorporated as a part of Victoria Court. By the end of the nineteenth century, the extension of street car lines to upper State Street made the area between Victoria Street and Mission Street a popular residential district for Santa Barbara's affluent middle and upper classes. By the turn-of-the-twentieth century the neighborhood surrounding the Arlington Hotel had been intensively developed with commodiously-sized houses, designed primarily in the Italianate and Queen Anne styles. By this time commercial development had been almost entirely relegated to the blocks below the

Arlington Hotel, on the 1100 and 1200 blocks of State Street.

The Arlington Hotel continued to operate as one of Santa Barbara's premier hotels until it was destroyed by fire in 1909. During the interim while constructing a new hotel the Annex, undamaged by the fire, remained open. In 1911, two years after the fire, the New Arlington Hotel, a large Mission Revival Style complex designed by architect, Arthur Benton, opened. To make it compatible with the hotel's new design, the Annex was remodeled in the same Mission Revival style (Figure 7c). Both buildings featured motifs drawn from Mission Santa Barbara, including several prominent towers, capped by domes. During this period development along State Street intensified, with houses being moved or demolished to make way for commercial and/or institutional development. Among the most notable of these was the Gothic Revival style (with Tudor Revival style elements) First Baptist Church designed by Norman F. Marsh in 1910 (No longer a church, the building is located at 1236 Chapala Street, on the south side of Victoria Street from the project parcel). In 1913, a large residential hotel was built at 105 West Sola. Featuring an eclectic mix of Craftsman and Period Revival elements the hotel was designed by Arthur Benton, who had designed the second Arlington Hotel. More modest buildings, such as a Craftsman style house/office for Dr. Myra Sperry at 21 West Victoria Street (circa 1900).were also constructed during this period. In the early 1920s a store in the vicinity of the Arlington Hotel was constructed at 1315 State Street (the store was possibly designed by Arthur Benton) (Conard and Nelson 1986: 94).

The Arlington Hotel remained a popular destination for affluent visitors until after World War I, when the increasing popularity of automobile travel made the type of extended stays at full service hotels, such as the Arlington, less popular. Almost simultaneously with its waning popularity, portions of the main hotel were badly damaged by the 1925 earthquake. It was undoubtedly both economic considerations, as well as the cost of repair, that the decision was made to demolish the main hotel a year later, in 1926. Just two years later, in 1928, the Annex was torn down (Permit #A-4058, June 6, 1928). Today, the only remaining remnants of the Arlington Hotel are a plastered archway and several Canary Island Date Palms located near the northeast corner of the intersection of Chapala and Sola streets. Responding to the rising popularity of the period revival movement, as well as the establishment of the City's Board of Architectural Review, set in place after the 1925 earthquake, a number of new buildings were designed in the Spanish Colonial Revival style. One such building, located at 1321 State Street, was the Town House Restaurant, designed by A. C. Saunders, in 1926, (Conard and Nelson 1986: 95).

In 1927, the architectural firm of Edwards and Plunkett was commissioned to build the Fox Arlington Theatre on a portion of the property that once comprised the former Arlington Hotel. Designed in the Spanish Colonial Revival style, the scenographic movie theater, which featured a prominent tower, paseos and an arched entrance, was sited near the center of the block with its main entrance on State Street. Completed in 1931, the movie theater was intended to function as the centerpiece of a retail/commercial development along the 1300 block of State Street and the 00 block of West Sola Street. However, only the single-story shops along State Street were built; like the theatre, the stores were designed in the Spanish Colonial Revival style. The original plan to extend

commercial development via pedestrian paseos to the ends of the block and then wrap-around Sola Street never came to fruition, largely due to the onset of the Great Depression in 1929. Like the El Paseo complex in the 800 block of State Street (built 1922-1924; 1928-1929), the scheme for the Arlington Theatre featured tiled roofs, plastered walls, a tower and an arcaded loggia that evoked a romanticized visage of colonial era California. Landscaping, including narrow beds of plants, continued along either side of the open arcade, linking the Arlington Theatre with State Street. More extensive grounds, planted with lawn, trees, flowers, and shrubs, extended along either side of the building's north and south elevations. After the construction of the Arlington Theatre the street frontage of the west side of the 1300 block of State Street underwent further development, including the construction of Spanish Colonial Revival Style commercial buildings at 1311 State Street (Edwards and Plunkett, 1931), the former Lou Rose Annex (Edwards and Plunkett, 1934), and the former Alpha Floral, (Alex D' Alfonso, 1940) (Conard & Nelson 1986: 92 - 96). After World War II a Mediterranean style commercial building was constructed at 1325 -1327 State Street (Soule & Murphy 1946) and a Streamlined Moderne building, designed by the industrial designer, Kem Weber, was built at 1301 - 1303 State Street. Since the 1950s a number of new buildings, all drawing inspiration from a Mediterranean vocabulary, have been built on the west side of the 1300 Block. These include a building at 1335 -1345 State Street (Stanley Riffle Jr., 1976) and a building at 1307 State Street (Michael Carmichael, 1979).

### **6.3 Development of 34 West Victoria Street: (1927-1959)**

The lot on which the demolished Arlington Hotel Annex had stood remained vacant until 1933 when Safeway Stores, Inc., one of the largest retail grocery chains in California, leased a portion of Lot 1, Block 91 from the Arlington Corporation of California, Ltd. In that same year Safeway applied for a permit to build a branch store at 34 West Victoria Street (Permit #H-7885, August 11, 1933). Edwards and Plunkett, the same architectural firm responsible for the design of Fox Arlington Theatre, designed the 11,095 square foot store; Jackson Brothers, a contracting firm from Los Angeles was responsible for its construction (despite an extensive review of local archives, including the Santa Barbara Public Library, UCSB's Special Collections, the Santa Barbara Historical Museum, and the Architecture and Design Collection at UCSB, no photographs of the building's elevations, nor architectural plans have been found). The clearest view of the market is a 1954 aerial photograph which shows a rectangular building whose 161-foot long façade was aligned with Chapala Street with the shorter 65-foot long elevation facing West Victoria Street (Figures 8a - 8c). Constructed of concrete, the one-story building was capped by a tile-clad mansard roof, surrounding a well that sheltered mechanical equipment. On its west side the building featured a shallow setback from Chapala Street. On its east and north sides the building faced a paved parking lot. On West Victoria Street the store's primary façade, like a number of markets of the period, appears to have been partially open as indicated by a subsequent permit issued in 1947 to "enclose front of store" (Permit #C-2313, January 13, 1947). The parking lot on the east side of the market featured minimal landscaping with a row of tall Washingtonia Palms facing West Victoria Street (one of these palms, at the corner of West Victoria Street and Chapala Street, survives). On its north side the parking lot faced a symmetrically designed landscaped area, featuring a wide walkway, flanked by lawns that extend the length of the

Arlington Theatre Building (this landscaping may have dated to the construction of the Arlington Theatre). The lawn on the west side of the property was embellished with a five-pointed star centered on a Washingtonia palm tree. The lawn on the east side of the walkway featured a planting of three trees. Street trees (type unknown) extended along the east side of Chapala Street elevation.

In 1958, a quarter-century after its construction, the store designed by Edwards and Plunkett was demolished to make way for a new supermarket (Safeway #384). At the same time the existing landscaping, with the exception of the Washingtonia Palm at the corner of West Victoria Street and Chapala Street, was removed (This removed, as well, the landscaping that had originally extended along the Arlington Theatre's south elevation). Built by Novikoff Engineers of Los Angeles, the Modernist designed store was one of several Safeway markets constructed by the firm between the late 1950s and early 1970s (Permit #13058, February 11, 1959). A characteristic feature of the new market was the provision for a large parking area. Placed in front of the store it not only provided parking for the store's customers, but was designed to provide an unimpeded view of the market's façade.

#### **6.4 Development of the Self-Service Grocery Store, the Supermarket, and the Founding of the Safeway/Vons Stores**

##### Self Service Grocery Store

The self service grocery store is a relatively recent phenomenon and began in the early decades of the twentieth century. Prior to this, grocery stores were generally small, often less than 1,000 square feet, and specialized in selling specific types of food, such as meat, fruit, vegetables, or grains. Clarence Saunders is credited with opening the first self-service grocery store, the Piggly Wiggly, in Memphis, Tennessee in 1916. In the succeeding years Saunders franchised a chain of stores across the United States and by the 1930s there were over 2,600 stores nationwide (*Noticias*, Winter 2003/Spring 2004: 34). Others would soon follow, including The Great Atlantic and Pacific Tea Company (A & P stores). Founded in 1859, it opened a series of self service stores in the early 1920s. Regional stores, such as California's Alpha Beta, began self-service operations in circa-1916 and Ralphs (founded in Los Angeles in 1873), opened self-service stores in 1928 (<http://www.groceteria.com/about/history.html>). As opposed to the small "mom and pop" store, the self-service grocery store assembled under one roof a full range of food and food-related products. In contrast to the traditional market, the self-service grocery store allowed the individual to pick out items, rather having food stuffs gathered by a clerk and then brought to the customer. Counters were arranged laterally and separated by wide aisles with fruits and vegetables displayed for the customers to inspect before purchase (Longstreth, 2000: 111). Most importantly, consumers were attracted not only by the convenience of "one-stop shopping," but by the self-service grocery store's ability to buy in high volume, enabling them to purchase food at lower prices (Longstreth, 2000: 78).

## The Supermarket

In conjunction with the growth of the self-service grocery store was the development of the supermarket. These large commodiously sized stores provided “considerable competition for the smaller self-service and combination markets” (Bzdak, 2000: 2-35). One of the earliest concepts of the supermarket was the King Kullen stores and the Big Bear stores in New Jersey. Buying in even greater bulk than the smaller, self-service store the supermarket was able to cut the price of food even further and then pass it onto the customer. In succeeding years, the supermarket became increasingly more elaborate with a significant amount of money spent on store fronts in order to draw the attention of prospective customers. Later, in the 1930s, the open-front display area replaced the more ornate store entrances of earlier markets. The open facades, some of them as long 100 feet in length, “tended to be little more than a billboard—a linear stretch of light-colored stucco, supporting large-scale signs.” With few ornamental details, “the idea was to catch the eye of the passing motorist, particularly at night (Longstreth, 2000: 110-111; Bzdak, 2000: 2-36).

The supermarket enjoyed particular popularity in California where the automobile provided the most singular and popular form of transportation and by the mid-1930s the self-service supermarket “had become commonplace for southern Californians” (Longstreth, 2000: 79). The car and the supermarket provided the perfect symbiotic relationship. No longer constrained by the necessity of having a store within walking distance or public transportation the car allowed the customer to drive to the supermarket then return home with large quantities of food. The time saved by shopping just once or twice a week, rather than daily, was one of the great attractions of the supermarket and by 1936 there were over 180 in southern California capturing nearly 40 % of the retail food business (Longstreth, 2000: 80).

As in the case of other commercial and retail stores during the 1930s and 1940s, supermarkets were often designed to reflect the current stylistic trends of the day, including Art Deco, Streamlined Moderne, and International Style Modernism. In California this multiplicity of architectural motifs can be found in such examples as the 1926 Spanish Colonial Revival style Ralphs Grocery Company Bakery, in Los Angeles (designed by Morgan, Walls & Clements); the 1930-1931 Art Deco Hatter’s Shopping Center, in Los Angeles (designed by Walter Hagedohn); and the 1934 Streamlined Moderne Thriftmart store, in Los Angeles, (also designed by Morgan, Walls & Clements) (Morgan, Walls & Clements, one of the most prominent architectural firms in Southern California, was one of the preeminent regional designers of supermarkets). By the 1950s and 1960s, supermarkets were designed in a more functional manner, their design influenced by the rise of Modernism in the postwar period.

As opposed to the small, independent grocery store, which averaged between 1,000 and 4,000 square feet in size, by the early 1930s the supermarket was averaging 12,000 square feet and by the end of the 1930s it was not uncommon for supermarkets to have reached dimensions as high as 20,000 square feet. Increasingly, supermarkets were located in outlying middle-class neighborhoods, where, in response to consumers increased reliance on the automobile, a significant component of the store was its parking lot. In the early

1930s the average supermarket accommodated 150 cars, by the end of the 1930s it was not uncommon to have space for as many as 300 (Longstreth, 2000: 110). Linear, open-front facades continued throughout the 1930s and into the 1940s as the most popular design for supermarkets, particularly in such benign climates as Southern California and the Southwest. In 1939 Walter Leimert wrote that the supermarket was "one of the outstanding features of Los Angeles, immediately noticed for its size, its lighting and ornamentation, and its marvelously attractive front displays" (Longstreth, 2000: 110). Well into the 1950s and 1960s, the supermarket typically formed the nucleus of small neighborhood shopping centers. These centers generally featured the supermarket as the dominant element with smaller, nonfood stores extending out from it on either one or both sides.

### Safeway/Vons Stores

The Safeway grocery chain had its beginnings in American Falls, Idaho when Marion Skaggs purchased his father's grocery store in 1915; just five years later Skaggs had established a network of 191 stores under the name of Skaggs Cash Stores ([http://en.wikipedia.org/wiki/Safeway\\_Inc.](http://en.wikipedia.org/wiki/Safeway_Inc.)). Looking to expand his market beyond the Mountain States Skaggs merged, in 1926, with the Sam Seelig Company, founded in Los Angeles in the 1920s. At the time of the merger there were 673 stores under the Skaggs banner and 322 Seelig stores in Southern California. The merger was handled by Charles Merrill of Merrill Lynch and in 1929, the stores' headquarters, now under the banner name of Safeway, was moved from Reno, Nevada to Oakland, California. Merrill headed the Safeway company during the 1930s and under his leadership and his brokerage house's financing, Safeway began to acquire a number of chain stores across the nation, including the Sanitary Grocery Company, in Washington, D. C., the Daniel Reeves stores in New York, and the Burd Stores in Kansas ([http://en.wikipedia.org/wiki/Safeway\\_Inc.](http://en.wikipedia.org/wiki/Safeway_Inc.)). By the early 1930s, when it had reached its peak in acquisitions, Safeway Stores owned more than 3,500 stores. In 1929 the company moved into the international market with the establishment of stores in Canada, followed by the United Kingdom in 1962, Australia in 1963, and Germany in 1964. Later, during the 1970s and 1980s stores were opened in Saudi Arabia and Kuwait ([http://en.wikipedia.org/wiki/Safeway\\_Inc.](http://en.wikipedia.org/wiki/Safeway_Inc.)).

Safeway ownership remained unchanged until 1986 when, in a hostile takeover bid, the chain was acquired by KKR. Safeway was "taken private" and, as a result, had to assume an enormous debt. In order to pay it off the company sold its West Germany and UK Divisions, as well as a number of stores in the United States. In all nearly half of the chain's 2,200 stores were sold ([http://en.wikipedia.org/wiki/Safeway\\_Inc.](http://en.wikipedia.org/wiki/Safeway_Inc.)). As a result of the takeover Safeway ended up selling the majority of its stores in Southern California to the Vons grocery chain in exchange for a 30% interest in Vons. In 1990 Safeway was taken public and within a few years began to acquire regional grocery stores chains, including Randall's Food Market in Texas, Carrs in Alaska, and Dominick's in Illinois. In 1997 Safeway exercised its option to acquire control of Vons in Southern California. Today, Safeway owns 1,524 stores in the United States, 80 % of which are located in the Western states with the greatest number of stores, (539), located in California (303 carry the Vons name) ([http://en.wikipedia.org/wiki/Safeway\\_Inc.](http://en.wikipedia.org/wiki/Safeway_Inc.)).

## 6.5 The Supermarket in Santa Barbara

The first national supermarket store arrived in Santa Barbara 1923 when Piggly Wiggly opened its first store at 920 State Street. Five years later Santa Barbara had three more Piggly Wigglys (*Noticias*, Winter 2003/Spring 2004: 34). In 1931 the Great Atlantic and Pacific Tea Company (A & P) opened two stores, one at 1930 De la Vina Street and a second, at 1217 State Street, was only a block below the present-day commercial building at 34 West Victoria Street (both of the A & P stores closed in 1940) (*Noticias*, Winter 2003/Spring 2004: 35). Subsequently, the A & P opened a store at the corner of Chapala and West Sola Streets (Figure 9). In the succeeding years, more supermarket chain stores opened in Santa Barbara, the vast majority of which were built in the Upper State Street area and Goleta. The only viable local competitor to these large corporate companies was Jordano Brothers which opened its first store in 1915 at 706 State Street. Eventually they would go on to establish 18 stores in Santa Barbara, Ventura, and San Luis Obispo before finally closing their retail supermarkets at the end of 1974.

## 6.6 The Safeway/Vons Store at 34 West Victoria Street: (1959-2009)

In the spring of 1958 plans were made to build a new Safeway store at 34 West Victoria Street (Safeway Store #384) to replace the Edwards & Plunkett-designed store built in 1933. On June 2, 1958, preliminary plans for the store were presented to the Architectural Board of Review. At the meeting the plans were approved as presented including the:

*“roof sign, roofing material and color. Exterior materials are to be mosaic tile murals, native stone veneer and decorative block walls with Spanish ceramic tile bulkheads facing Chapala Street and with a stone planter full length of the building facing on Victoria Street”* (Letter to Safeway Stores, Inc. from Glenn H. Marchbanks, Jr., Building Director/Secretary, Architectural Board of Review, June 6, 1958).

In conjunction with building the new store, the Arlington Corporation of California, Ltd., wrote to the City Planning Department requesting the subdivision of Lots 1 and 17, in Block 91 and a variance to Section 22.05 (non-conforming Building and Uses) and Section 23.05 (Auto Parking Requirements). The Arlington Corporation asked that 32 parking stalls, currently a part of the parking lot for the Fox Arlington Theatre, be included in the tract in the proposed sale to Safeway Stores (Letter to the City Planning Commission, from Earl W. Huntley, President of the Arlington Corporation of California, Ltd., June 27, 1958). The proposed construction of the new market and the potential loss of existing parking spaces were opposed by several retailers whose stores were located in the 1300 block of State Street. Writing to the City Planning Commission, in July 1958, the retailers outlined their objections to the loss of parking behind and to the immediate west of their State Street stores. The retailers noted that the approved plan called for moving the location of the new store from its original site, at the corner of Chapala and West Victoria Street, to its current site located just to the west of the “private parkway”

(now the Arlington paseo), thus removing the parking stalls to the rear of their stores (Figure 9). On August 11, 1958, the City Planning Commission approved the subdivision request citing that no variance was necessary for the lot split because:

*“As now proposed, the theater will continue to enjoy the use of the same area for parking that it has had since the present Safeway Store was built in 1933; and the new store building will have 74 parking spaces, as compared with the 40 spaces which are required in the C-2 zone for this size building (20,000 sq. ft. floor space)”* (Letter from the City Planning Department to the Mayor and City Council, August 11, 1958).

Final plans for the store’s design were approved by the Architectural Board of Review at the end of 1958 and on February 11, 1959 a building permit was issued to construct a 20,125 square foot grocery store at 34 West Victoria Street (Permit #13058). Novikoff Engineers is listed on the plans and permits as the designer of the new store. While the store’s design included references to Santa Barbara’s history and architectural heritage, most notably the narrative mural designed by local artist, Joseph Knowles, and the extensive use of local sandstone for planters and wall cladding, the store’s architectural scheme clearly reflects the type of “industrial modernism” that characterized much of California’s commercial development during the mid-twentieth century. This can be seen in the extensive use of glazing, oversized gable roof, expanses of unadorned wall surfaces, and emphasis on the façade as a marketing device (The marquee quality of the façade was originally emphasized by a pole sign that has since been removed). Some six and a half months after the issuance of the building permit Safeway Store #384 opened on September 30, 1959 (Figure 10) (*Santa Barbara News Press*, October 1, 1959: A-2).

## **6.7 Modernism and the Architecture of Downtown Santa Barbara**

During the mid-1950s State Street was extended from Constance Avenue to Modoc Road, resulting in the refocusing of new commercial building from the downtown core to the newly developing Upper State Street area. Because there was more undeveloped land in the Upper State Street area and much of downtown Santa Barbara already had been developed in the prewar period, before the advent of Postwar Modernism, relatively few Modernist style buildings were constructed in Santa Barbara’s downtown core during the apex of Modernism (circa 1945 to 1965). Among the few Modernist style or Modernist-influenced buildings constructed in the downtown area were the Christian Science Reading Room at 1301 – 1303 State Street (1950, Roy Cheesman (interiors) and Kem Weber); the Bank of America, in the 900 block of State Street; Security Pacific Bank at the intersection of State and Canon Perdido Streets; Trades Union Building in the 400 block of Chapala Street (demolished); and the State of California State Employment building at 128 East Ortega Street (1952). Designed by A. Quincy Jones Jr., the state office building is one of the most notable examples of postwar Modernism in Santa Barbara.

While popular, particularly in commercial and institutional design, in other parts of

California and the country, Modernist architecture did not resonate in Santa Barbara where the establishment of the El Pueblo Viejo Landmark District and Advisory Landmark Committee in 1960 reinforced the City's longstanding preference for Mediterranean style architecture. The purpose creating the El Pueblo Viejo Landmark district was to create a cohesive urban landscape that would preserve and enhance Santa Barbara's heritage of Mediterranean style architecture. Following the establishment of the El Pueblo Viejo Landmark District and Advisory Landmark Committee, the construction of Modernist styled buildings largely ceased in Santa Barbara's downtown district.

### **6.8 The Santa Barbara Art Scene in the Post-World War II Period**

The end of World War II signaled a resurgence of the Santa Barbara art scene. Many of the painters and sculptors from the prewar era who had gone off to war were now returning to civilian life, while a number of new artists were drawn to Santa Barbara, instilling a fresh vitality in the arts community. New exhibitions opened and moribund programs and organizations, such as the Santa Barbara Art Association, were reactivated. As a leader in the local art community Joseph Knowles was a magnet for his fellow artists, many of whom sought his guidance (*Noticias*, Spring, 1997: 12). In addition to long established artists, such as Knowles, Douglass Parshall, Channing Peake, Frances Rich, and Donald Bear, the city attracted a new contingent of painters and sculptors, including Standish Backus, Howard Fenton, Howard Warshaw, and William Rohrbach. A number of them, like Knowles, were muralists, an art medium that enjoyed, particularly during the 1930s, popularity largely attributable to such influential muralists as Diego Rivera, David Siqueiros, and Thomas Hart Benton, as well as the federally funded art programs of the Works Progress Administration (WPA) and the Public Works Administration (PWA). Muralist art continued in postwar Santa Barbara under Knowles, Channing Peake, and Howard Warshaw, whose mural for the Santa Barbara Public Library created such an impact that when completed art critic Richard Ames called it, "a vital statement of Santa Barbara in the late '50s of the 20<sup>th</sup> century" (*Santa Barbara News Press*, June 14, 1959). What would prove to be an important and dynamic period in Santa Barbara was:

*the culmination of a decade marked by unprecedented advancement of the visual arts. The 1950s were memorable not only for the rising stars like Dole, Warshaw, Peake, Knowles, Backus, and Douglass Parshall, but for those who had passed away, such as Stark, Carpenter, Harcoff, De Witt Parshall, Gamble, and, of course, Donald Bear, for they fashioned the springboard from which their successors could leap (Noticias, Spring, 1997: 23).*

## 6.9 Joseph Knowles and the Safeway Mural

The most striking features of the former Safeway Store is its pictorial wall mural which extends approximately 120 feet along the store's south elevation. Approved by the Architectural Board of Review in late 1958, the mural was designed by Santa Barbara artist, Joseph Knowles (Figure 11). Designed and assembled at a cost of \$25,000 it was divided by vertical piers into six panels, each panel 13 feet in height by 18 ½ feet in width. Using the medium of polychromatic mosaic tile, the mural depicts six historical epochs in the history of Santa Barbara County. Beginning with the first panel, which depicts the area's first inhabitants, the Chumash, the successive historical periods are represented by the Spanish explorers, Mission Santa Barbara, the California rancho, the American settler, and finally, the modern era, symbolized by transportation, oil wells, jet aircraft, and missiles (*Santa Barbara News Press*, December 30, 1958: n.p.). The mural, made up of 260,000 individual high fired, unglazed tiles was produced by the Cambridge Tile Firm of Cincinnati, Ohio in eight colors, including terra cotta red, black, muted yellow, two shades of blue, two tones of gray, and white. The mural was put in place in 1959.

The artist responsible for the mural's design, Joseph Knowles, was born in Kendall, Montana on June 15, 1907. When just a few years old, Joseph moved with his family to San Diego where he lived until he was twenty. In 1927, he arrived in Santa Barbara to attend the Santa Barbara School of the Arts, one of the most prestigious art schools between San Francisco and Los Angeles. Studying under the school's director, Frank-Morley Fletcher, who proved to be particularly influential on his work, Knowles learned the technique of woodblock printmaking (*The Independent*, June 29, 2000: 80). Knowles stayed at the school until 1930. In an attempt to organize artists and create a forum for their work Knowles, along with others, helped create the Santa Barbara Art Association, becoming its first chairman in 1933 (*Noticias*, Spring, 1997: 13). In 1934, Knowles, like many artists of his time, traveled abroad to study in England and Europe. Primarily working in watercolor, he also experimented with oil and wood block printing. A year later he returned to Santa Barbara where he was hired to teach art at Cate School and Crane Country Day School (he continued there for the next 25 years before retiring in 1960). In 1941 he became the first director of education for the Santa Barbara Museum of Art (*The Independent*, June 29, 2000: 80). During this period he was elected to the California Watercolor Society, enjoying one-man exhibitions at the Santa Barbara's Museum of Art, the Fine Arts Museum of San Diego, Los Angeles' Cowie Galleries, and in San Francisco at the De Young Museum, the California Legion of Honor, and the Rotunda Gallery (Fact sheet, Studio 2, 1161 de la Guerra, n.d.). Eleven years later, in 1952, he helped to reinstitute the Santa Barbara Art Association after it had fallen into decline during the war years. In 1954 Knowles received his Masters of Fine Arts at Claremont Graduate School. Later he taught at UCSB Extension and for a number of years he was the consultant for art education for the County of Santa Barbara schools. In the 1960s he helped organize a school of fine arts at Brooks Institute of Photography. Knowles remained an active artist until his death in Santa Barbara in 1980 (*The Independent*, June 29, 2000: 80).

During Knowles' career he painted hundreds of paintings and watercolors, of which over

400 are in private and public collections. Recognized not just for his work as an artist Knowles was a catalyst for the Santa Barbara art community, helping provide a venue for their work through organizations and modules, such as the Santa Barbara Art Association and the Santa Barbara Museum of Art's education program. Knowles' artistic versatility included designing china, ceramics, and glass (he designed two dinnerware patterns for Winfield China), and designing prize winning floats in the Pasadena Tournament of Roses. Some of his most notable commissions as a muralist and stained glass maker were for Beckwith Instruments, Inc., Safeway Stores, Cottage Hospital, the La Rinconada Building, the Santa Barbara Girls Club, Ernest Righetti High School, Shell Oil Company, and Santa Barbara Bank & Trust (*Santa Barbara News Press*, September 10, 1980, n.p.).

### **6.10 Site History (1960-2009)**

The market continued under the Safeway name until 1991, when it became a Vons. Since its construction in 1959, a number of modest alterations have been made to the exterior of the store, including the removal of the pole sign, replacement of the doors, and the insertion of new signage (Figure 12). In 2008 the market was purchased by Urban Developments the current owners of the property. In August of 2009 the Vons Market closed.

## **7.0 SITE DESCRIPTION**

### **7.1 The Commercial Building at 34 West Victoria Street**

The 20,125 square foot single-story, concrete building with its over-scaled façade, extended front gable roof, prominent use of glazing and veneer of randomly-coursed, irregular-shaped sandstone blocks is Modernist in design. The building features a low-pitched front gable roof; on the primary façade (facing Chapala Street), as well as the West Victoria Street elevation, the roof features prominent overhanging eaves. On the north elevation (facing the Arlington Theatre) the overhanging eave only extend about 15 feet back from the street façade; the remainder of the roof is hidden behind a parapet. On the rear elevation (east elevation) the roof is hidden behind a parapet. The building's most distinctive elements are the mosaic tile mural designed by Joseph Knowles that extends most of the length of the West Victoria Street elevation (south elevation) and the sandstone cladding on the Chapala Street (west elevation) elevation. Like most retail stores of the period the grocery store is set to the rear of the parcel to allow for an expansive parking area in front of the entrance. Paving extends around the north and east sides of the store. The paved area at the rear of the building functions as the loading/unloading service entrance to the building. A concrete block wall extends around the north and east property lines. Along Chapala Street the asphalt paving extends to the sidewalk.

#### **West Elevation (primary façade facing Chapala Street)**

The west elevation is the street façade of the building (Figures 13 & 14). A low-pitched front gable roof extends the length of the façade. At either end of the elevation laminated

wood beams support deeply overhanging eaves that shelter the store's entrance. This elevation features double height plate glass windows set in metal frames flanked on either side by walls clad in irregularly-coursed sandstone blocks. Beneath the windows the wall is sheathed in a grid of small rectangular glazed tiles. Small projections set at either end of the elevation's glazing shelter the store's glazed metal entrance doors; these projections are capped by flat roofs and are sheathed in a grid of small white tiles. At the south end of the elevation, three evenly spaced metal poles that originally supported a large pole sign, extend to the eave line. Small-scaled Vons signs are placed at either end of the elevation.

### **Alterations and Modifications to the West Elevation**

With the exception of the removal of the pole sign on the roof (date unknown), there have been no major alterations or modifications to the store's west elevation since its construction in 1959. It should be noted that a Wells Fargo sign added to the façade after 1991, has since been removed.

### **South Elevation (facing West Victoria Street)**

The south elevation is composed of two distinct elements, with the main section of the elevation divided into six shallow bays by rectangular piers set beneath a deeply overhanging eave supported by extended laminated wood beams. At its east end, the concrete wall above the roof line forms a solid parapet. At the west end of the roof, a wood frame enclosure partially shields the building's HVAC equipment from view.

The approximately 120-foot long by 13-foot high central section of the elevation features six mosaic tile murals designed by Joseph Knowles (Figures 15 - 22). The murals, divided by concrete pilasters with a sandstone pilaster at the west end, depict the progression of Santa Barbara County history from the Chumash through the Spanish and Rancho eras, to the arrival of the Americans and finally culminating in the Modern era (Figures 17 - 22). The first mural at the west end of the elevation depicts a Canalino (Chumash) couple against a backdrop of a Chumash canoe (tomal). The second panel presents the first encounter between Spanish Explorers and the Chumash illustrating two Spaniards and a Chumash against a backdrop of a Spanish Galleon and the Channel Islands. The third panel, depicting the Mission Period, shows two Chumash toiling in the fields under the supervision of a Franciscan monk and is set against the backdrop of a carreta (cart) and Mission Santa Barbara. The fourth panel, which illustrates the Rancho period, is exemplified by rancheros herding cattle against the background of a hacienda and the Santa Ynez Mountains. The fifth panel depicts the arrival of American settlers traveling by a wagon pulled by oxen, with the man and woman dressed in pioneer clothes. The sixth panel culminates the chronology of Santa Barbara's history with an aggregate of early to mid-twentieth century achievements, including the automobile, oil derricks and pumps, and a rocket (referencing Vandenberg Air Force Base) against the backdrop of the Santa Ynez Mountains. While this scheme may now seem somewhat linear and "ethno-centric" it is illustrative of the mid-twentieth century paradigm of progression achieved through technology (It is interesting to note that all six panels prominently depict a mode of transportation ranging from a Chumash canoe to a missile).

At the base of the mural a low retaining wall veneered in irregular sandstone blocks defines a planter that runs the length of the mural. Landscaping along this side of the building is composed of spineless agaves (*Agave attenuata*) star jasmine (*Trachelospermum jasminoides*), olives (*Olea europa*) and junipers (*Juniperus sp.*). At its west end, the planter extends past the building's south elevation towards Chapala Street.

### **Modifications and Additions to the South Elevation**

With the exception of the removal of the original pole sign and the installation of an enclosure around the roof's mechanical equipment, there have been no significant alterations or modifications to the south elevation since its construction in 1959.

### **East Elevation (rear elevation)**

The east elevation is the service side of the building (Figures 23 & 24). Its gable roof is hidden behind a solid parapet. A pair of metal roll-up bay doors are placed near the north end of the elevation. Another bay door is set near the south end of the elevation. A concrete paved area extending off the east elevation accommodates the store's delivery trucks.

### **Modifications and Alterations to the East Elevation**

Two loading docks were added to the elevation in 1963. Both docks were removed sometime between 1963 and 1997. There have been no other significant alterations or modifications to the elevation since its construction in 1959.

### **North Elevation**

The north elevation is composed of two distinct elements, with its west end capped by a gable roof whose extended eaves are supported by laminated wood beams. A veneer of sandstone blocks set in an irregular pattern sheath this section of the elevation. The flat-roofed section of the elevation consists of a concrete wall divided into six bays by simple piers (Figure 25).

### **Modifications and Alterations to the North Elevation**

There have been no significant alterations or modifications to the north elevation since its construction in 1959.

## **7.2 Landscaping for the Property at 34 West Victoria Street**

The building is surrounded on its north, east and west sides by paving. Landscaping is confined to planters located on the north, south and west sides of the parcel. The south side of the store features a sandstone planter that extends approximately 15 feet west of the store's entrance façade (see the description of the south elevation for a description of

this planter). On its west side this planter is flanked by a smaller planter surrounded by a concrete curb planted with Fortnight lily (*dietes vegata*). This concrete planter is flanked on its west side by a raised planter that wraps around the southwest corner of the parcel. The sandstone planter is planted with *Agave attenuata*, New Zealand Flax (*Phormium*), a date palm (*Phoenix canariensis*) and a fan palm (*Washingtonia sp.*). On the north side of the building a planter surrounded by a concrete curb is planted with an olive (*Olea europa*), Queen palm (*Syagrus romanzoffiana*), Fortnight lily (*dietes vegata*), a Victorian Box (*Pittosporum undulatum*), and Lily of the Nile (*Agapanthus sp.*). A linear planter with a concrete curb extends along part of the east property line at the base of the concrete block boundary wall. This planter primarily features *Dietes vegata*, Bougainvillea (*Bougainvillea sp.*) and a New Zealand Christmas tree (*Metrosideros excelsa*). Another planter, planted with a date palm (*Phoenix canariensis*) and olives (*Olea europa*) and three junipers (*Juniperus sp.*), is located at the west end of the boundary wall located near the northwest corner of the store.

### **Alterations and Modifications to the Landscaping**

With the exception of the Washingtonia palm at the corner of West Victoria Street and Chapala Street, which was in place before the mid-1950s, the parcel's specimen trees are part of the landscaping installed when the store was built in 1959 or represent post-1959 additions. None of the landscaping dates to the period of the Arlington Hotel; although the Washingtonia palm may date to the period of the Arlington Theatre.

### **7.3 Adjacent Historic Properties**

#### **The Arlington Theatre**

##### **Brief History**

The late renowned architect, Charles Moore, noted that in Santa Barbara “the most dramatically rich examples [of architecture] from the twenties are the Fox Arlington Theatre and the Santa Barbara County Court House” (Moore, et al, 1974: 22). Located at 1317 State Street, the Arlington Theatre was built by the architectural firm of Edwards and Plunkett (Joseph Plunkett was responsible for its design). Responding to the stylistic mandate of Santa Barbara's newly created Architectural Board of Review (formed after the 1925 earthquake) the theater was designed in the Spanish Colonial Revival style. Reputedly, Joseph Plunkett, an enthusiastic advocate of the motif, convinced the Fox chain of theaters to build in the idiom after he sketched the initial scheme on a paper liner from a hotel dresser drawer (Conard & Nelson, 1986: 95). Completed in 1931 the richly appointed 2,025-seat theatre, with its scenographic interior designed as a Spanish village and murals and stage curtain painted by the *plein aire* artist, John Marshall Gamble, the Fox Arlington was one of the most impressive movie palaces of its time.

Inspired by the architectural motifs of Andalusian Spain, Plunkett's monumentally scaled design for the Fox Arlington was intended to create the effect of an eighteenth century basilican cathedral. As envisioned by its developers, the theater, augmented by smaller commercial structures, was to form the centerpoint of a “Spanish style village.” As a part

of this scheme a cross axis formed by a paseo linking West Sola Street with West Victoria Street was created. The paseo passes through the west end of the arcuated hyphen linking the theatre's auditorium with State Street. Unfortunately for Plunkett's grand scheme the onset of the Depression, in October of 1929, precluded construction of the commercial development, and ultimately, the paseo system he envisioned was not completed. Instead, the space was transformed into a parking lot for the theater, with the southwest corner of the property transformed into a market. The Arlington Theatre was designated a City of Santa Barbara Landmark in 1983.

### Site Description

The Arlington Theatre is designed in the Spanish Colonial Revival style, more specifically, an interpretation of the Andalusian architecture of Spain whose characteristics are expressed in the building's broad, unadorned stuccoed surfaces, terra cotta tiled roof, picturesque irregular massing, arcades, towers, and paseos and decorative details, such as ceramic tilework, painted timber beams, hand-wrought metal fixtures and murals. The building is composed of three distinct elements with the multistory main block and tower housing the theater, back of house, auditorium and lobby located at the center of the block, a one-story arcaded hyphen extending east towards State Street and an exceptionally high one-story, open-sided pavilion opening onto State Street.

The street façade (east elevation) of the Arlington Theatre looks out to State Street (Figure 26). The triple arched entryway, which is supported by engaged and chamfered masonry, is dominated by the theater marquee. Cantilevered above the arcaded entryway, the marquee runs almost the entire length of the façade. Set back from the roof at its centerpoint is a short tower, capped by a conical terra cotta tile-clad roof and spire. A freestanding metal ticket booth set beneath the vaulted timber ceiling is embellished with decorative ceramic tile work, is placed just within the arcaded entryway. Running perpendicular to the street façade an arcaded semi-enclosed corridor extends from the entrance on State Street to the theater lobby. The corridor features an open ceiling embellished with painted trussed beams with metal tie rods. It is embellished with a number of decorative features, including a polished terra cotta tiled floor, wrought iron chandeliers, and a small fountain set into a tiled reflective pool. At its west end the corridor terminates at a corbelled archway that opens onto the paseo that links West Sola and West Victoria streets. On the west side of the paseo four wood paneled doors sheltered behind an arcade supported by Tuscan style columns open into the vestibule of the theater. Above the doors, a mural depicting a romantically-inspired scene from Spanish Colonial/Mexican period California extends the length of the entrance.

The south elevation, which is linear in configuration, faces toward West Victoria Street. The most prominent feature of this elevation is the theater's tower that then drops down to a massive shed roofed corbelled buttress at the southeast end of the building (Figure 27). The three-stage tower, whose design is intended to emulate a Spanish church's bell tower, is composed of a square base, capped by an octagonal "belfry" with lancet-like openings, over-scaled finials and an eight-sided tiled roof that culminates in a cylindrical mast topped by a wrought iron weather vane. Before the 1952 earthquake, the spire

featured a three-color, rotating neon sign spelling out "Fox." The auditorium is separated from the arcaded passageway by a hyphen, composed of pointed Islamic style arches on its north and south side that provide a thoroughfare to both West Sola Street and West Victoria Street. The broad, planar surface of the south elevation is broken only by a masonry and wrought iron staircase located near the elevation's midpoint, a small, arcaded plastered balcony, above and just to the east of the balcony, and a row of small rectangular windows running the length of the elevation. A thin stringcourse runs along the upper portion of the wall; above the stringcourse the wall is incised with a decorative diamond pattern. Wrought iron lanterns are irregularly placed along the lower portions of the wall and one above the door at the top of the staircase. Wrought iron grills covers the ground floor window to the east of the staircase, as well as the second floor windows.

The west elevation, facing Chapala Street, is the rear of the building (Figures 28 & 29). This elevation is linear in configuration with shed-roofed wings flanking either end of the main block. The most prominent feature of the elevation is a large centrally placed, vertical paneled wood door, recessed within an Islamic arch, and flanked on either side by engaged piers that culminate in a pyramidal cap (the design for the piers were inspired by the piers of Mission San Gabriel). This door provides access to the rear of the stage. Smaller, arcuated doors are set in the wings at either end of the elevation. Above the main door is multi-light window that opens onto a small wrought iron balcony. The remaining fenestration is comprised of a centrally placed set of three rectangular hopper type windows, a large window covered by a wrought iron grill flanking the south side of the main door, and two small rectangular windows covered by wrought iron grills.

The north elevation is the most complex of the four elevations in its massing (see Figure 28). At its west end, a shed roofed wing projects off the southwest corner of the building. The remaining portion of the elevation is linear, with the exception of a projecting gabled element placed near the west end of the elevation. On the second floor of the main block, small grill-covered windows, set above the stringcourse, run the length of the elevation. Above the stringcourse, the wall surface is enlivened with an incised diamond pattern. At the east end of the elevation, the slightly projecting segment of wall is capped by truncated piers that capped by pyramidal finials. Ornamentation is confined to wrought iron grills covering some of the windows.

### **The Mortimer Cook House**

The Mortimer Cook House, located at 1407 Chapala Street, is a two-story Italianate style building designed by the renowned Santa Barbara architect, Peter Barber, in 1872 (Figure 30). The Cook House is considered the finest remaining example of the Italianate style in the city (Conard & Nelson, 1986: 165). Originally built as a house for businessman Mortimer Cook, it since has been converted into commercial office space. The Cook house's Italianate style is expressed through the vertical emphasis of its two-story volume set on a raised foundation, its prominent front porch, low pitched roof with wide overhanging eaves and decorative cupola. Other features, such as its decorative brackets and windows, with elaborate trimwork and crowns, also are characteristic of the style. The Cook House was designated a City of Santa Barbara Landmark in 1982.

### **The Victoria Street Theater (formerly the First Baptist Church)**

The Victoria Street Theater, located at the corner of West Victoria and Chapala Streets (1232 Chapala Street), is a Gothic Revival style building embellished with Tudor Revival style features (Figure 31). Gothic Revival elements can be seen in the Gothic style lancet and stained glass windows, while its Tudor Revival characteristics are evident in the building's "pseudo" half-timbering and its steeply pitched gable roofs. Designed by Norman F. Marsh in 1910, the building has since been converted into a multi-use auditorium. The Victoria Street Theater was designated a City of Santa Barbara Structure of Merit in 1979.

### **Christian Science Reading Room**

The Christian Science Reading Room, located at 1301-1303 State Street, was designed by the internationally renowned industrial designer, Kem Weber and the architect, Roy W. Cheesman (who was responsible for the interior only), in 1950-1951 (Figure 32). The building, a postwar homage to 1930s Streamlined Moderne, incorporates Moderne features including the façade's curvilinear stuccoed wall, brushed aluminum framed windows set flush with the wall plane and Moderne styled metal lettering set atop a curving integrated canopy. Its singular acknowledgement to nearby Spanish Colonial Revival style buildings is the recessed section of the building, which is capped by a moderately pitched gabled roof covered in terra cotta tiles. This element of the building, which is more traditional in design, is visually subservient to the curving street frontage that wraps around West Victoria Street to State Street sides of the building. Weber's scheme reflects his interest in industrial design by keeping the ornamental details to a minimum and employing flat to moderately pitched rooflines. The Christian Science Reading Room was placed on the City of Santa Barbara Potential Historic Structures List in 1978.

### **Arlington Garage**

Located at 110 West Sola Street the building was constructed as a garage for the Arlington Hotel. Subsequently it was remodeled to house an A&P grocery store. Since that time, it has housed a variety of commercial and retail businesses. Currently, the building houses Magellan, a store specializing in travel and vacation merchandise. The building was determined eligible for listing as a Structure of Merit in 2007 (Initial Study/Environmental Checklist MST2007-00413: 13).

## **8.0 EVALUATION AND ANALYSIS**

This section of the report will determine the historic significance of the property at 34 West Victoria Street. The historic significance of the property will be evaluated using the criteria set forth in the City of Santa Barbara's Master Environmental Assessment (MEA), the State Historic Resources Code and the National Register of Historic Places. The evaluation will determine if the property qualifies for designation as City of Santa Barbara Landmark or Structure of Merit, placement on the California Register of

Historical Resources or nomination to the National Register of Historic Places. The integrity of the resource will be evaluated through the application of the integrity criteria set forth in the MEA.

The property at 34 West Victoria Street is not a designated City of Santa Barbara Landmark or Structure of Merit. Surveyed as a part of a city survey of properties in the Downtown district, the property was listed on the City of Santa Barbara Potential Historic Structures/Sites List in 1978 as the "Arlington Hotel Site, Safeway Store." It is not listed in the California Register of Historical Resources or the National Register of Historic Places.

### **8.1 Establishing the Resource's Potential Period of Historic Significance and Historic Themes**

Research and survey have identified one potential theme for the project parcel, "Historic Architecture" because the store's mosaic tiled mural was designed by noted local artist Joseph Knowles. The resource's period of historic significance is 1959, the year that Knowles completed the mural. For the potential resource to convey its association with this theme, it must maintain sufficient integrity to convey its original appearance.

### **8.2 Evaluation of Integrity**

Integrity means that the resource retains the essential qualities of its historic character. The building at 34 West Victoria Street built in 1958-1959 meets the 50-years-of-age criterion usually necessary for evaluation. Properties must retain sufficient integrity to convey the essential features of their appearance during their period of significance. The seven aspects of integrity are location, setting, design, workmanship, materials, feeling, and association. The National Register defines integrity in the following manner:

*The authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's prehistoric or historic period. A property must resemble its historic appearance as well as retain materials, design features, and construction details dating from its period of significance. It must convey an overall sense of time and place. If a property retains the physical characteristics it possessed in the past then it has the capacity to convey association with historical patterns or persons, architectural or engineering design and technology, or information about a culture or people (National Register Bulletin 15, 1999).*

### **The Seven Aspects of Integrity**

- 1) Location (the building, structure or feature has not been moved).
- 2) Design (the combination of elements that create the form, plan, and style of a property).
- 3) Setting (the physical environment of a property).
- 4) Materials (the physical elements used at a particular period of time to create the

- property).
- 5) Workmanship (the physical evidence of craft used to create the property).
  - 6) Feeling (the property's expression of a particular time and place).
  - 7) Association (the link between a significant event or person and the property).

The relevant aspects of integrity depend upon the National Register criteria applied to the property. For example, a property nominated under Criterion A (events), would be likely to convey its significance primarily through integrity of location, setting, and association. A property nominated solely under Criterion C (architecture) would rely upon integrity of design, materials, and workmanship.

### **8.3 Application of the Integrity Criteria to the Vons Store at 34 West Victoria Street**

The property will be evaluated using the seven aspects of integrity listed below:

#### **1) Integrity of Location**

*Integrity of location means that the resource and its major components remain at its original location.*

The building at 34 West Victoria Street has remained in place since its date of construction in 1958-1959. Therefore, the building and its mural have retained their integrity of location.

#### **2) Integrity of Design (the combination of elements that create the form, plan, and style of a property)**

*Integrity of design means that the resource accurately reflects its original plan.*

With the exception of relatively minor alterations to the façade (west elevation) and rear elevation (east elevation), the building has undergone few modifications since its construction and has retained its original plan, fabric, tile mural and most of its architectural detailing. The mural, which has not been altered or damaged can convey its historic appearance. Therefore, the property at 34 West Victoria Street has retained its integrity of design.

#### **3) Integrity of Setting**

*Integrity of setting means those buildings, structures, or features associated with a later development period have not intruded upon the surrounding area to the extent that the original context is lost.*

The immediate setting of the property at 34 West Victoria Street has undergone relatively few alterations since the Safeway store was built in 1958-1959. Important components of the streetscape such as the Arlington Theatre, Victoria Street Theatre and smaller commercial buildings have for the most part remained in place and can convey their appearance at the time the Safeway store was built. Therefore, the property at 34 West

Victoria Street has retained its integrity of setting.

#### **4) Integrity of Materials**

*Integrity of Materials means the property retains most or all of the physical materials that date to its period of significance*

There have been relatively few alterations or modifications to the building or the mural since their construction/creation in 1958-1959. Therefore, the property at 34 West Victoria Street has retained its integrity of materials.

#### **5 Integrity of Workmanship**

*Integrity of Workmanship means that the original character of construction details is present. These elements can not have deteriorated or been disturbed to the extent that their value as examples of craftsmanship has been lost.*

The building has undergone few modifications or alterations since its construction in 1958-1959. Moreover, the tile mural has remained virtually unaltered since its completion in 1959. Therefore, the property at 34 West Victoria Street retains its integrity of workmanship.

#### **6) Integrity of Feeling**

*The property's expression of a particular time and place.*

The building was constructed in 1958-1959 at the end of the postwar period. Designed in the Modernist style 34 West Victoria Street reflects the popularity of second generation modernism for commercial development during the post World War II period. Built during a period of growing prosperity, supermarkets, like the former Safeway store, were, in large measure, a response to the greater purchasing power of the working and middle classes and their increased mobility, via the automobile during this period. Because the building retains its integrity of location, design, setting, materials, and workmanship it can express the post-World War II period during which it was built. Therefore, the property at 34 West Victoria Street has retained its integrity of feeling.

#### **7) Integrity of Association**

*The link between a significant event or person and the property*

The property retains sufficient integrity to convey its historic association with the retail history of Santa Barbara during the post World War II period and its connection with Santa Barbara's artistic heritage (in the form of the mural created by artist, Joseph Knowles). Therefore, the property at 34 West Victoria Street has retained its integrity of association.

### **8.3.1 Summary Statement of Integrity**

The property at 34 West Victoria Street has retained its integrity of Location, Design, Setting, Materials, Workmanship, Feeling and Association.

## **9.0 SIGNIFICANCE ASSESSMENT**

The following evaluation will focus on the resources that are associated with the historic themes identified in Section 8.1 of this report. The criteria used by the City of Santa Barbara, State of California and the National Register of Historic Places will be used to assess the potential historic and architectural significance of the property:

### **9.1 Criteria for Designation of City Landmarks and Structures of Merit**

The following criteria are used in determining the historic and architectural significance of buildings in the City of Santa Barbara:

*In considering a proposal to recommend to the City Council any structure, natural feature, site or area for designation as a landmark, the Committee shall apply any or all of the following criteria:*

- (a) Its character, interest or value as a significant part of the heritage of the City, the State or Nation;*
- (b) Its location as a site of a significant historic event;*
- (c) Its identification with a person or persons who significantly contributed to the culture and development of the City, the State or the Nation;*
- (d) Its exemplification of a particular architectural style or way of life important to the City, the State or the Nation;*
- (e) Its exemplification of the best remaining architectural type in a neighborhood;*
- (f) Its identification as the creation, design or work of a person or persons whose effort has significantly influenced the heritage of the City, the State or the Nation;*
- (g) Its embodiment of elements demonstrating outstanding attention to architectural design, detail, materials or craftsmanship;*
- (h) Its relationship to any other landmark if its preservation is essential to the integrity of that landmark;*
- (i) Its unique location or singular physical characteristic representing an established and familiar visual feature of a neighborhood;*
- (j) Its potential of yielding significant information of archaeological interest;*
- (k) Its integrity as a natural environment that strongly contributes to the well-being of the people of the City, the State or the Nation (Chapter 22.22.040, City of Santa Barbara Municipal Code; Ord. 3900; 1, 1977).*

#### **9.1.1 Previous Designations**

The property at 34 West Victoria Street is listed in the City of Santa Barbara Potential Historic Structures/Sites List (1978).

### 9.1.2 Application of the Significance Criteria to the Property at 34 West Victoria Street

The mural on the south elevation of the building at 34 West Victoria Street meets the following City Criteria:

*(a) Its character, interest or value as a significant part of the heritage of the City, the State or Nation;*

Designed by Novikoff Engineering and built in 1958-1959, the building at 34 West Victoria Street is a commercial example of Second Generation Modernism. Novikoff Engineering designed many stores for Safeway in the California region, most of which featured a dominant street façade that served as a marquee for the store, concrete construction, and a fairly reductive repertoire of modernist design motifs such as an emphasis on planer walls, large expanses of glazing and reductive cubic volumes. As was sometimes the case in California, Safeway commissioned local artists to design murals for the store. For the Santa Barbara Safeway store they hired Joseph Knowles, an important regional artist, to design a large mosaic tiled mural on the store's south elevation facing onto West Victoria Street. The mural, Knowles' largest and most visually prominent public art installation in the City, represents a rare and important example of mid-century public art in Santa Barbara. Its semi-abstracted imagery incorporates iconic transportation related motifs drawn from local history, including Chumash canoes, Spanish galleons, carretas, wagon trains, automobiles, and rockets. Presented in chronological vignettes the murals depict the idea of progress, both culturally and technologically, through the lens of mid-twentieth century modalities. The murals embody the distinctive characteristics of its type and represent the work of a regionally significant artist, Joseph Knowles. While the six murals embody sufficient artistic significance to be eligible for listing as a historic resource, **the building, excluding the murals, is not eligible** for listing as a historic resource. Instead, it represents a common and conventional design used by Safeway for many of its stores during the mid-twentieth century (several stores in the region, including one in Malibu and one in Carpinteria, featured an almost identical scheme). Moreover, the building was not designed by a noted designer, engineer, or architect and its architecture does not embody the attention to detail or design excellence that would make it eligible for listing as a City of Santa Barbara Landmark or Structure of Historic Merit. However, **the mural design, by Joseph Knowles, whose design represents the largest example of mid-century public art in Santa Barbara, is eligible** for listing as a City of Santa Barbara Landmark under Criterion a.

*(c) Its identification with a person or persons who significantly contributed to the culture and development of the City, the State or the Nation;*

As noted above, the building was designed by Novikoff Engineering. The firm is not documented to have made important contributions to the architectural heritage of the city, state, or nation. However, the murals were designed by Joseph Knowles, an important regional artist in Southern California between the 1930s and the 1970s. During his career Knowles created hundreds of paintings and watercolors, of which over 400 are in private

and public collections. Recognized not just for his works on canvas and paper, Knowles artistic versatility included such varied roles as a designer of china, ceramics, and glass (he designed two dinnerware patterns for Winfield China), and as a creator of prize winning floats for the Pasadena Tournament of Roses. Some of his most notable work as a muralist and stained glass maker was done for the Beckman Instruments, Inc., Safeway Stores, Cottage Hospital, the La Rinconada Building, Santa Barbara Girls Club, Ernest Righetti High School, Shell Oil Company, and Santa Barbara Bank & Trust. Because Knowles made notable contributions to the artistic heritage of the city, the mural on the south elevation of the building at 34 West Victoria Street **is eligible** for listing as a City of Santa Barbara Landmark under Criterion c.

*(f) Its identification as the creation, design or work of a person or persons whose effort has significantly influenced the heritage of the City, the State or the Nation;*

Novikoff Engineers of Los Angeles did not make significant contributions to the architectural heritage of the city, state, or nation. The artist Joseph Knowles, however, who designed the murals on the south elevation of 34 West Victoria Street, did make significant contributions to the artistic heritage of the city and region through his public art projects, as well as his other artistic productions (as documented in Section 6.7 and 6.8 of this report). Therefore, the mural on the south elevation of the building at 34 West Victoria Street **is eligible** for listing as a City of Santa Barbara Landmark under Criterion f.

*(i) It's unique location or singular physical characteristic representing an established and familiar visual feature of a neighborhood;*

The building at 34 West Victoria Street does not possess the level of architectural importance that would make it a significant established visual feature of the neighborhood. However, the murals designed by the noted artist Joseph Knowles, do represent a significant established and familiar visual feature of the neighborhood. Located near the northwest corner of the intersection of State Street and West Victoria Street in the City's downtown core the murals have been an established visual feature of the streetscape since 1958-1959. Therefore, the mural on the south elevation of the building at 34 West Victoria Street **is eligible** for listing as a City of Santa Barbara Landmark under Criterion i.

The property at 34 West Victoria Street does not meet the following Significance Criteria:

*(b) Its location as a site of a significant historic event;*

For some 54 years, from 1874 to 1928, the block bounded by State, West Victoria, Chapala, and West Sola Streets, was the site of the Arlington Hotel and the Arlington Hotel Annex. The hotel, which was one of Santa Barbara's premier resorts during the late nineteenth through early twentieth century, played a leading role in the city's social and commercial life. It was the scene of a number of important historical events, including visits by such notable figures as Princess Louise, the daughter of Queen

Victoria, King Kalakaua of the Hawaiian Islands, President William McKinley, President Rutherford B. Hayes, and President Theodore Roosevelt. In 1926, following damage in the 1925 earthquake, the main hotel building was demolished, followed two years later by the Annex in 1928. Today, the only surviving features from the Arlington Hotel period are several large Canary Island date palms and a small pedestrian archway located at the northwest corner of the block. Because all of the buildings and almost all of the landscaping and features associated with the Arlington Hotel have been demolished the project parcel can no longer effectively convey its historical association with the Arlington Hotel. Therefore, the property at 34 West Victoria Street, does not qualify for listing Criterion *b*.

*(d) Its exemplification of a particular architectural style or way of life important to the City, the State or the Nation;*

The commercial building at 34 West Victoria Street represents a common architectural type built in great numbers during the period when Modernism enjoyed its greatest popularity (circa-1945 to circa-1965). Like many commercial projects at the time the building employed some of the basic characteristics of the Modernist style, including its prominent façade, stark linearity, and lack of architectural ornament. In addition, it incorporated materials and decorative elements that are regional in character, such as its sandstone veneer wall and the south elevation's stylized mural. These features, which are decorative in nature, are secondary, however, to the reductive and minimalist scheme of the building's architectural design. The building is analogous to other Safeway stores built by Novikoff Engineers during the late 1950s and early 1960s, many of which were designed as only slight variations of the same plan (A store in Monterey also featured murals by a regional artist). The store, which was not designed by a significant architect, does not represent, with the exception of the murals, a notable example of its particular architectural type in Santa Barbara. Therefore, the property at 34 West Victoria Street **is not** eligible for listing under Criterion *d*.

*(e) Its exemplification of the best remaining architectural type in a neighborhood;*

The building at 34 West Victoria Street is an example of mid-twentieth century Modernist inspired commercial architecture. While this architectural type is not especially common in the Downtown Neighborhood, several important examples, including the Christian Science Reading Room, at 1301-1303 State Street and the State of California's Employment/Development Department building, at 128 East Ortega Street, survive. The building at 34 West Victoria Street, with the exception of its murals, does not embody the level of architectural design found in these other two buildings, nor does it exhibit outstanding attention to design or construction. Consequently, it does not represent the best remaining example of its architectural type in the neighborhood. Therefore, the property at 34 West Victoria Street **is not** eligible for listing under Criterion *e*.

*(g) Its embodiment of elements demonstrating outstanding attention to architectural design, detail, materials or craftsmanship;*

The building at 34 West Victoria Street is an example of a mid-twentieth century commercial development and exhibits the standard level of craftsmanship found in many post-World War II commercial buildings. It does not embody the level of design, detail, materials, or craftsmanship that would make it an exemplar of its architectural style. Instead, its level of craftsmanship and design are characteristic of many commercial buildings constructed during the mid-twentieth century. Therefore, the property at 34 West Victoria Street **is not** eligible for listing under Criterion g.

*(h) Its relationship to any other landmark if its preservation is essential to the integrity of that landmark;*

The Arlington Theatre, abutting the north side of the project parcel is a designated City of Santa Barbara Landmark. However, the building at 34 West Victoria Street postdates the Arlington Theatre's period of significance and does not significantly contribute to the setting of the Arlington Theatre. Therefore, the building at 34 West Victoria Street **does not qualify** for listing under Criterion h.

*(j) Its potential of yielding significant information of archaeological interest;*

The application of this criterion is beyond the purview of this report.

*(k) Its integrity as a natural environment that strongly contributes to the well-being of the people of the City, the State or the Nation (Chapter 22.22.040, City of Santa Barbara Municipal Code; Ord. 3900; 1, 1977).*

The natural environment of the property at 34 West Victoria Street and its surrounding neighborhood has been profoundly modified by human activity over the last 227 years and no longer represents an intact natural landscape. Therefore, the property at 34 West Victoria Street **is not** eligible for listing under Criterion k.

### **9.1.3 Additional Criteria Listed in Chapter 2.3 (Section 5) of the MEA**

The property at 34 West Victoria Street will also be assessed using the additional criteria listed in Chapter 2.3 (Section 5) of the MEA (Guidelines for Archaeological and Historic Structures and Sites, February 2002).

- 5. Any structure, site or object associated with a traditional way of life important to an ethnic, national, racial, or to the community at large; or illustrates the broad patterns of cultural, social, political, economic, or industrial history.*
- 6. Any structure, site, or object that conveys an important sense of time and place, or contributes to the overall visual character of a neighborhood or district.*
- 7. Any structure, site or object able to yield information important to the community or is relevant to historical, historic archaeological, ethnographic, folkloric, or geographical research.*
- 8. Any structure, site or object determined by the City to be historically significant or significant in the architectural engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the*

*City's determination is based on substantial evidence in light of the whole record [Ref. State CEQA Guidelines §15054.5 (a)(3)].*

### **Application of the Criteria**

*5. Any structure, site or object associated with a traditional way of life important to an ethnic, national, racial, or to the community at large; or illustrates the broad patterns of cultural, social, political, economic, or industrial history.*

The property at 34 West Victoria Street is not linked with a traditional lifeway associated with the community or groups associated with the historical and cultural development of Santa Barbara. Except at the very broadest level, the property is not illustrative of the cultural, social, political, economic or industrial development of Santa Barbara. Therefore, the property at 34 West Victoria Street **does not** meet Additional Criterion 5.

*6. Any structure, site, or object that conveys an important sense of time and place, or contributes to the overall visual character of a neighborhood or district.*

The murals on the south wall of the building at 34 West Victoria Street have formed an established visual feature of the neighborhood for 50 years. Moreover, the mural design which is the largest mid-century public art piece in the City can effectively convey an important sense of time and place and makes a significant contribution to the neighborhood streetscape. Therefore, the mural **meets** Additional Criterion 6.

*7. Any structure, site or object able to yield information important to the community or is relevant to historical, historic archaeological, ethnographic, folkloric, or geographical research.*

Extensive examination of records on file at the City of Santa Barbara, Santa Barbara Historical Society, and the Santa Barbara Public Library did not reveal any information to indicate that the property at 34 West Victoria Street has the potential for yielding additional information relevant to historical, historic archaeological, ethnographic, folkloric, or geographical research. Therefore, the property at 34 West Victoria Street **does not meet** Additional Criterion 7.

*8. Any structure, site or object determined by the City to be historically significant or significant in the architectural engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the City's determination is based on substantial evidence in light of the whole record [Ref. State CEQA Guidelines §15054.5 (a)(3)].*

The property at 34 West Victoria Street is listed in the City of Santa Barbara Potential Historic Structures/Sites List. Therefore, the property at 34 West Victoria Street **is eligible** for listing under Additional Criteria 8.

#### **9.1.4 Summary Statement of Eligibility for Listing as a City of Santa Barbara Landmark or Structure of Merit:**

The mural at 34 West Victoria Street meets Criteria *a, c, f,* and *i,* as well as Additional Criteria 6 and 8, making it eligible for listing as a City of Santa Barbara Landmark.

#### **9.2 Evaluation of Eligibility for listing in the California Register of Historical Resources**

*For purposes of this section, the term "historical resources" shall include the following:*

- 1.) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).*
- 2.) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.*
- 3.) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architecturally, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852) including the following:*
  - 3a Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
  - 3b Is associated with the lives of persons important in our past;*
  - 3c Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or;*
  - 3d Has yielded, or may be likely to yield, information important in prehistory or history.*

*Criterion 1: A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).*

The property at 34 West Victoria Street **is not listed** in the California Register of Historic Resources.

*Criterion 2: A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be*

*presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.*

While the property at 34 West Victoria Street is not a City of Santa Barbara Landmark or Structure of Merit it is listed in the City of Santa Barbara Potential Historic Structures/Sites List. Therefore, the property at 34 West Victoria Street **qualifies** for designation at the state level under Criterion 2.

*Criterion 3a: Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*

As noted above in Section 9.1, under the evaluation of Criterion *b*, while the property at 34 West Victoria Street has an association with significant historic events, because it once formed part of the Arlington Hotel (specifically the site of the Arlington Annex) its ability to convey this association has been significantly compromised by the demolition of the Arlington Hotel in 1926 and the Annex in 1928. While the property was subsequently part of the Arlington Theatre property, it does not contain, with the exception of a single Washingtonia Palm tree, any buildings, structures or features associated with the Arlington Theatre. Therefore, the property at 34 West Victoria Street **does not qualify** for designation at the state level under Criterion *3a*.

*Criterion 3b: Is associated with the lives of persons important in our past;*

As noted above in Section 9.1, under the evaluation of Criterion *a*, the murals at 34 West Victoria Street represent the work of Santa Barbara artist, Joseph Knowles. Knowles, who worked in a number of media including tile murals, paintings, drawings and graphic design, was an important contributor to the regional art scene between the 1930s and the 1970s. Therefore, the mural **is eligible** for listing in the California Register of Historic Resources under Criterion *3b* because of its association with Joseph Knowles.

*Criterion 3c: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;*

As noted above in Section 9.1, under the evaluation of Criterion *f*, the mural design, with its six large mosaic panels, represents one of the more important examples of mid-twentieth century public art in the Santa Barbara area. The murals' semi-abstracted imagery incorporates iconic motifs drawn from local history, including Chumash canoes, Spanish galleons, carretas, wagon trains to automobiles and rockets. Presented in chronological vignettes the murals depict the ideas of progress, both culturally and technologically, through the lens of mid-twentieth century modalities. The murals embody the distinctive characteristics of its type and represent the work of a regionally significant artist, Joseph Knowles. Therefore, the mural **is eligible** for listing in the California Register of Historic Resources under Criterion *3c*.

*Criterion 3d: Has yielded, or may be likely to yield, information important in prehistory or history.*

The application of this criterion to archaeological deposits is beyond the purview of this report.

### **9.2.1 Summary Statement of Eligibility at the State Level**

The mural on the south elevation of the building at 34 West Victoria Street is potentially eligible for listing at the State level under Criteria 2, 3b and 3c.

### **9.3 Evaluation for listing in the National Register of Historic Places**

Also to be considered are the criteria for the National Register of Historic Places. (MEA Technical Appendix 1 VGB-10):

*The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of State and local importance that possess integrity of location, design, setting, materials, workmanship, feeling and association, and:*

*(a) That are associated with events that have made a significant contribution to the broad patterns of our history; or*

*(b) That are associated with the lives of persons significant in our past; or*

*(c) That embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*

*(d) That has yielded, or may be likely to yield, information important in prehistory or history.*

#### **Application of the Criteria**

*(a) That is associated with events that have made a significant contribution to the broad patterns of our history*

As noted in the application of the City of Santa Barbara criteria in Section 9.1, and the evaluation of eligibility for listing in the California Register of Historical Resources in Section 9.2, the property at 34 West Victoria Street is not eligible for listing because of an association with historic events. Therefore, the property at 34 West Victoria Street **is not eligible** for listing in the National Register of Historic Places under Criterion *a*.

*(b) That is associated with the lives of persons significant in our past*

As noted above in Section 9.1, under the evaluation of Criterion *a*, and in Section 9.2, under the evaluation of eligibility for listing the California Register of Historical Resources, the tile mural at 34 West Victoria Street represents the work of Joseph Knowles, a notable artist in the Santa Barbara area between the 1930s and 1980. Therefore, the mural, located at 34 West Victoria Street, **is eligible** for listing in the National Register of Historic Places under Criterion *b*.

*(c) That embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;*

As noted above in Section 9.1, under the evaluation of Criterion *f*, and in Section 9.2 under the evaluation of eligibility for listing the California Register of Historical Resources, the mural at 34 West Victoria Street represents the work of Joseph Knowles, a notable artist in the Santa Barbara area between the 1930s and the 1970s. Knowles, through his artistic endeavors including his murals, paintings, drawings and design work, was an important artist on a regional level. Moreover, the mural design represents an important regional example of mid-twentieth century public art. Therefore, the mural only, located at 34 West Victoria Street, **is eligible** for listing in the National Register of Historic Places under Criterion *c*.

*(d) That has yielded, or may be likely to yield, information important in prehistory or history.*

The application of this criterion to archaeological deposits is beyond the purview of this report.

### **9.3.1 Summary Statement of Eligibility for listing in the National Register of Historic Places**

The mural only, located at 34 West Victoria Street, **is eligible** for listing in the National Register of Historic Resources under Criterion *b* and Criterion *c*.

### **9.4 Summary Statement of Eligibility for Listing as a Significant Historic Resource**

The Historic Structures/Sites Report prepared by Post/Hazeltine Associates has determined that the mural, located at 34 West Victoria Street, is eligible for listing as a significant historic resource under the following:

- 1) City of Santa Barbara (local level designation): Eligible for listing as a City of Santa Barbara Landmark under Criteria *a*, *c*, *f*, and *i*, and Additional Criterion 6 and Criterion 8.
- 2) California Register of Historical Resources: Eligible for listing under Criterion 2, Criterion *3b*, and Criterion *3c*.
- 3) National Register of Historic Places: Eligible for listing, at the national level, under Criterion *b* and Criterion *c*.

## **10.0 EVALUATION OF PROJECT IMPACTS**

As summarized in Section 9.5 the mural on the south elevation of the building at 34 West Victoria Street is eligible for listing as a significant historic resource at the City, state and national level. Therefore, the mural is considered a significant resource for the purposes of environmental review. The following section of the report will identify potential impacts that could result from implementation of the proposed project.

## 10.1 Project Thresholds

This component of the study will assess the potential impacts that may result from the implementation of the proposed project. The City MEA uses State CEQA Guidelines #15064.5 for determining the significance of impacts to historic resources:

An adverse effect is defined as an action that will diminish the integrity of those aspects of the property that make it eligible for listing in a local, State or National register of historic resources. CEQA defines adverse effect in the following manner: *A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment* (Public Resource Code 15064.5 (b)). *Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired* (Public Resource Code 15064.5 (b1)).

CEQA defines material impairment of a historic resource as follows:

- (A) *Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources;*
- (B) *Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or*
- (C) *Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA. (Public Resources Code 15064.5 (b2).*
- (3) *Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), shall be considered as mitigated to a level of less than significant.*
- (4) *A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.*

The following direction for applying mitigation measures is found in Section 2.5 of the *MEA Guidelines for Archaeological Resources and Historic Structures and Sites* (2002: 65 - 70).

These include the following:

- 1) *In-situ preservation is the preferred manner of avoiding damage to significant historic resources.*
- 2) *Planning construction so that demolition or alteration of structures, sites and natural objects are not required; and*
- 3) *Incorporating existing structures, sites and natural objects into planned development whenever avoidance is not possible.*

As noted in the guidelines the appropriateness of potential mitigation measures is dependant on the type of historic resource and its degree of importance. A resource's significance is tied to its level of eligibility for listing at the local, state and national level (MEA 2002: 66-67). The following range of potential mitigation measures are listed in the MEA:

- 1) *Rehabilitation without relocation on site for use as habitable space, including compliance with all State Historic Building Code requirements. The Secretary of the Interior's Guidelines would apply to this treatment.*
- 2) *Preserving the historic structure on site as non-habitable space. The Secretary of the Interior's Guidelines would apply to this treatment.*
- 3) *Relocation and preservation of the historic structure on site for use as habitable space, including compliance with all State Historic Building Code requirements. The Secretary of the Interior's Guidelines would apply to this treatment.*
- 4) *Relocation and preservation of the historic structure on site for use as non-habitable space. The Secretary of the Interior's Guidelines would apply to this treatment.*
- 5) *Compatible incorporation of façade only of historic structure into the design of the new building on site (This treatment would not meet the Secretary of the Interior's Guidelines that would apply to this treatment).*
- 6) *Advertisements for acquisition and relocation of structures with its subsequent rehabilitation at its new site. The Secretary of the Interior's Guidelines would apply to this treatment.*
- 7) *Demolition of historic structures with recordation according to the Community Development Department's "Required Documentation Prior to Demolition" standards.*
- 8) *Commemoration of the demolished structure with a display of text and photograph within the new building.*
- 9) *Commemoration of the demolished structure with a display of text and photograph on the exterior of the new building.*
- 10) *Commemoration of the demolished structure with an enclosed display of texts and photographs on the perimeter of the property at the primary entrance.*
- 11) *Salvage of significant materials for conservation in an historical display.*

## **Secretary of the Interior's Standards:**

The following standards developed by the National Park Service to evaluate impacts to historic resources incorporated into the MEA will guide the evaluation of the proposed project:

### **Secretary of the Interior's Standards for Rehabilitation**

- 1) *A property will be used as it was historically or given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*
- 2) *The historic character of a property will be retained and preserved. The removal of distinctive materials or alterations of features, spaces, and spatial relationships that characterize a property will be avoided.*
- 3) *Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*
- 4) *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*
- 5) *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*
- 6) *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*
- 7) *Chemical and physical treatments, if appropriate, will be undertaken by the gentlest means possible. Treatments that cause damage to historic materials will not be used.*
- 8) *Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*
- 9) *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment.*
- 10) *New additions and adjacent or related new construction will be undertaken in such a manner that if removed, in the future, the essential form and integrity of the historic property will be unimpaired (36 CFR Part 68, 1995 Federal Register, Vol. 60, No. 133).*

CEQA defines direct impacts as physical impacts that are caused by the implementation of a project and occur at the same time or place. Indirect impacts are visual or contextual impacts caused by the implementation of a project that are reasonably foreseeable, but occur at a different time or place (CEQA Guidelines, Section 15064 and 15355).

## **10.2 Work Plan**

The work plan will focus on an evaluation of impacts of the proposed project on the historic resources identified in this report. The applicant proposes to demolish the existing building and parking lot and in their place build a mixed-use development. As part of the project, the existing mural facing West Victoria Street will be relocated to the

west elevation of a new commercial building facing Chapala Street, the mural will be photo-documented prior to its relocation and the sandstone cladding will be reused on site. In addition, the proposed project has the potential for impacting the setting of a number of properties that have been designated as historically significant by the City. Therefore, the following section of the report provides a summary of these properties' historically significant features.

### **10.2.1 Commercial Building (former Vons Market) (34 West Victoria Street)**

#### Character and Non-Character Defining Elements of the Property at 34 West Victoria Street

The following element of the building is a significant historic resource:

- The approximately 120-foot long by 13-foot high mosaic tiled murals on the south elevation of the building at 34 West Victoria Street, its materials and chronological arrangement.

The following elements of property are not character defining:

- The building's envelope, excluding the tiled murals on the south elevation. (Please note that only the mural design is historically significant and not the building itself).
- Landscaping, excluding the Washingtonia palm at the southwest corner of the property.

### **10.2.2 The Arlington Theatre (1317 State Street)**

The Arlington Theatre abuts the north side of the project parcel. Because the analysis of project impacts will include an evaluation of indirect impacts to the Arlington Theatre, the building's character-defining are defined below:

- The building's entrance façade (east elevation)
- The building's south elevation (facing West Victoria Street).
- The building's north elevation, excluding later additions (facing West Sola Street).
- The building's rear elevation (as per HLC).
- The building's decorative tile and metal work.
- The building's tower.
- The pedestrian gateway (formerly associated with the Arlington Hotel) located on the southeast corner of the intersection of West Sola Street and Chapala Street.

### **10.3 Proposed Project (General Description) (See Appendix A, Sheets A-0 to A-10)**

The building at 34 West Victoria Street is within the City of Santa Barbara El Pueblo Landmark District (EPV). Design Guidelines for buildings within the EPV are found in

“Guidelines: El Pueblo Viejo District, Santa Barbara, California” (Revised 2009). The applicant proposes to remove the parcel’s existing improvements and replace them with mixed-use project encompassing a 15,203 square-foot market/commercial building; a 7,552 square-foot mixed use commercial/retail building; and 38 two and three-story condominium units. As designed by Cearnal Andrulaitus LLP, the development’s Mediterranean style architecture draws its inspiration from the Arlington Theatre and Santa Barbara’s heritage of Spanish Colonial Revival style architecture. The project will be composed of three main building envelopes housing commercial space and condominiums.

A 15,832 square-foot, freestanding, mainly one-story market/commercial building, housing a ground floor market and a club house on the roof, would be located at the southwest corner of the property. The first floor of the flat-roofed building would house market/commercial space. Its roof level would include a green roof and a clubhouse for the use of the condominiums. A second floor pedestrian bridge would link the club house with the condominiums. The west elevation of the building, facing Chapala Street, would incorporate six mosaic panels that are currently located on the south elevation of the existing market building.

The market/commercial building would be flanked on its east by 38 condominiums that would rise to a height of two to three stories set within a network of pedestrian paseos linking the building with West Victoria Street, along the south elevation of the Arlington Theatre and behind the row of shops linking West Victoria Street with the Arlington Theatre. Of the 38 condominiums 15 are 1,600 square-foot studio units, Two are 2,320 square-foot two-bedroom units. Two of these residential units would be located on the second floor of a two-story mixed-use commercial/retail building that would face onto West Victoria Street. This mixed-use building, with commercial space on its first floor would be divided into two wings separated by a centrally placed paseo and would vary in height from one to two stories.

A 35,136 square-foot underground parking garage, accessed via a driveway that would open onto Chapala Street will be built beneath the condominium units and mixed-use building that would front West Victoria Street. It would include 38 residential spaces and 40 commercial parking spaces. The garage also will include secure bicycle parking and private storage areas for each of the residential units.

### **10.3.1 Proposed Project (Detailed Description)**

#### **Market/Commercial Building at the Corner of Chapala Street and West Victoria Street**

Designed to emulate the type of modestly scaled commercial buildings constructed in Santa Barbara during the period revival movement of the 1920s and 1930s, the market/commercial building would feature plastered walls, a flat roof with a clerestory surrounded by a solid parapet, pilasters, and rectangular openings. The southeast corner of the building would feature a lower height and would be angled at the corner to preserve a sight line towards the Arlington Theatre’s second floor and tower. Along its south and west elevations the building’s overall broad surfaces and planer walls would be

articulated by narrow pilasters capped with pyramidal finials and a tiled parapet. Small espadañas would be placed above the stepped-down element of the south elevation. Fenestration would be confined to rectangular windows. The six mosaic panels designed by Joseph Knowles for the existing commercial building would be relocated to the west elevation of a proposed market/commercial building. The relocated murals would extend north to south in chronological order along Chapala Street (Figure 32a and see Appendix A).

#### South Elevation (facing West Victoria Street)

The east end of the south elevation would be angled back to preserve a sight line towards the Arlington Theatre. This section of the building, which is 20 feet in height, would step down seven feet from the main block of the building. It would feature five open bays, flanked at either end of the elevation by rectangular piers. The flat roof would be lined with a stepped parapet featuring a centrally placed espadaña, embellished with an oval cartouche. The east and west end of the parapet would be capped with terra cotta tiles. A set of double doors set at the center of the angled section of the elevation that would function as the main entrance to the market. Awnings, supported by metal poles, would be placed over each opening and the entrance doors.

#### East Elevation (facing into interior courtyard)

The east elevation is essentially linear in alignment with the south end of the elevation angled back to form the main entrance to the market. The south end of the elevation would step down from the main block of the market building, whose flat roof would feature a solid parapet surrounding a second floor roof deck. The angled portion of the façade would feature three rectangular openings capped by awnings. An oval cartouche set in the solid parapet would be set above the entrance. An arched walkway with a solid tile-capped parapet, would link the club house with the adjacent condominiums. The archway would span a set of steps that would lead up to market building's roof terrace and club house. The building's main block, which would be embellished with shallow pilasters, would rise to a height of two stories and would be capped by a flat roof surrounded by a shallow parapet. Its second floor fenestration would be composed of rectangular windows flanking a centrally placed set of doors opening onto a terrace. The second floor entrance would be accessed via a set of cantilevered stairs. The north end of the elevation would be the location of a vehicle ramp leading down to below-grade parking.

#### West Elevation (facing Chapala Street)

Linear in configuration, the west elevation would step down from the building's main block. The north end of the elevation would incorporate the six mural panels now located on the south elevation of the existing supermarket building. The mural panels would be set in six shallow recesses flanked by pilasters with gabled caps. A tiled parapet would run the length of this section of the elevation. A planter veneered in sandstone would extend the length of this section of the elevation. The south end of the elevation would step down to 20 feet in height to help preserve sight lines toward the Arlington Theatre.

The murals would be flanked on their south end by the stepped down section of the elevation. This part of the elevation would be divided into two sections by rectangular piers. At its north end a secondary entrance into the market would be flanked by a window. The south end of the elevation would feature three rectangular openings capped by canopies.

#### North Elevation (facing towards West Sola Street)

The north elevation is the service side of the building and would feature a centrally placed set of bay doors opening onto a loading dock surrounded by a plastered wall with a gate on its north side. The loading dock would be capped by a pergola style roof. At the east end of the elevation a ramp would lead down to a below-grade covered parking area.

#### Condominium Complex

This component of the proposed project features a complex of 38 Mediterranean style condominiums set in two and three-story buildings. In their design the condominiums would draw inspiration from the architectural heritage of Santa Barbara's Mediterranean style architecture. Clustered around an interior courtyard and paseos, the two and three-story condominiums would have varying roof types, including gable, pyramidal and hipped types covered in c-shaped terra cotta tiles. The center of the complex will feature three freestanding buildings flanked on their north and east sides by condominiums. Two of the condominiums will be located over the commercial building that faces West Victoria Street. The other units would be located between the rear of the commercial buildings and the side elevation of the Arlington Theatre. The commercial building along West Victoria Street would be divided by a paseo that would extend south towards the south elevation of the Arlington Theatre. The second floor of the condominium complex would be linked by paseos that would extend west to the roof top terrace of the commercial building at the corner of Chapala Street and West Victoria Street, as well as to the commercial building fronting West Victoria Street. The third level would be linked by a u-shaped series of paseos that would link the four buildings at the center of the complex (see Appendix A).

All of the condominiums, as well as the commercial/retail building, will be sheathed in stucco and capped by gable, hipped or pyramidal roofs covered in terra cotta tiled roofs or flat roofs with a tiled parapet. Mediterranean style motifs incorporated into the architectural scheme include the picturesque massing that employs one, two and three story elements, the emphasis on the solidity of the wall plane, the ratio of solid wall to window openings, traditional style glazing patterns, covered balconies, wood balustrades, metal balconies, canvas awnings, ornamental metalwork, and decorative tilework.

#### West Elevation (facing Commercial Building at the corner of Chapala Street and West Victoria Street)

The west elevation of the condominium complex, which would overlook the upper and lower terrace, would be composed of a block of units with one, two and three story elements, capped by hipped type roofs flanked on their south by the one story wing of the

commercial building facing West Victoria Street. Near the center of the elevation a staircase spanned by an archway would extend north to the courtyard's upper level. The stairs would be flanked on their east by a wing housing enclosed stairs and an elevator. On its north side the stairs would be flanked by a three story condominium wing

#### South Elevation

The visible portion of the elevation is composed of the second and third floors of the condominium complex which would overlook the mixed-use building fronting West Victoria Street. These condominium units would be capped by side gabled and pyramidal roofs. Fenestration would be comprised of a picturesque arrangement of rectangular windows and French doors of varying dimensions. The French doors would open onto narrow balconies with metal railings. On its second and third levels, shallow arches supporting elevated paseos would link the wings of the condominium complex.

#### East Elevation

The east elevation of the condominium building, consisting of one, two and three story elements, would face towards the paseo built during the construction of the Arlington Theatre (completed in 1931). The paseo would provide a thoroughfare between West Victoria Street and West Sola Street. The wall plane of this side of the building would have picturesque massing, with elements of the building set at a slight angle to each other. At the south end of the elevation, an arched pedestrian passageway would link the exterior paseos with the interior of the complex. Fenestration would be comprised of a picturesque arrangement of windows and doors with wood balconies opening off the second and third floors.

#### North Elevation

The north elevation would face a narrow paseo looking towards the south elevation of the Arlington Theatre. The planarity of the wall would be relieved by breaking the elevation into four distinct elements that are set at slight angles to each other. The north elevation forms the rear elevation of the condominium units and is comprised of a series of blocks set in a relatively linear alignment. Side gabled roofs are the predominant roof type, along with an occasional front gabled and at least one hipped roof. Fenestration would be comprised of a balanced arrangement of multi-light windows of varying dimension set along a relatively regular alignment; doors with wood and metal balconies would open off the second and third floors.

#### Commercial/Retail Building on West Victoria Street

The commercial/retail building's primary façade is its long side that parallels West Victoria Street. Its ground floor is commercial/retail space and its second floor would house two condominium units. The building is composed of two wings flanking a paseo that would extend north towards the south elevation of the Arlington Theatre. Each wing is composed of two-story elements flanked by flat-roofed one story wings. The north elevation would be linear in configuration and would face a narrow space that

would separate the building from the adjacent condominiums. The space would be divided into paseos that would provide access to the rear of the commercial units and small outdoor terraces for the first floor condominium units. The east end of the building would face towards the existing paseo linking the Arlington Theatre with West Victoria Street. The west elevation would face a paseo separating the proposed market building from the condominium complex (see Appendix A).

### South Elevation

Facing towards West Victoria Street this elevation would be composed of two wings flanking a central paseo. The two-story element on the west side of the paseo is capped by a pyramidal roof, while its one story wing is surrounded by a solid parapet embellished with a decorative espadaña. Its first floor fenestration is composed of three glazed arched openings flanked on the east by a rectangular glazed storefront. On the second floor the two story element would feature a recessed porch supported by piers. On the east side of the paseo the two story element would be capped by a side gable roof and the one story wing would feature a solid parapet. The first floor fenestration would be composed of three glazed arcaded openings flanked on the east by the three rectangular glazed storefront openings separated by corbelled piers. The upper register of the windows would feature multi-light glazed transoms. On the second floor a pair of French doors would open onto a shallow balcony; these doors would be flanked on either side by multi-light casement windows.

### West Elevation

The west end of the building is composed of a flat-roofed one-story wing surrounded by a solid parapet with tiled coping. Fenestration would be composed of large arcaded windows set in moderately deep reveals.

### North Elevation

At the east and west end of the north elevation a narrow paseo would provide access to the rear of the commercial units. These would be flanked by small enclosed patios for the adjacent condominium units. On either side of the central paseo, second floor walkways would link the building's two residential units with the adjoining condominium units. The second floor would be composed of a paseo that would run along almost the entire length of the elevation.

### East Elevation

The east elevation would be composed of a flat roofed wing with a recessed second floor. A solid parapet would surround the flat roof. On the first floor a large window set would be set in a moderately deep reveal. The fenestration of the recessed second floor would be composed of three rectangular windows.

## Landscaping

The landscaping plan is by Arcadia Studio and is designed to respond to the urban setting of the project by emphasizing, in part, the incorporation of hardscape, such as the hard-surfaced paseos, into the overall design scheme (Figure 32b and see Appendix A). Plantings would feature both native and introduced specimen trees, such as large Washingtonia palms along the north property line, Canary Island date palms and other specimen trees with shrubs, perennials and ground covers. Washingtonia Palms would be placed the northeast corner of the parcel, crepe myrtles on the terrace above the commercial building and exotic palms, shrubs, perennials, and hardy ground covers set around the perimeter of the project and in the lower terrace area. The network of paseos would be landscaped with specimen plants set in planters and pots. A ground level water feature is proposed for the paseo that extends along the east side of the market building. Another water feature is proposed for the north end of the paseo that extends through the center of the condominium complex.

### 10.3.2 Analysis of Project Impacts

The proposed project entails the demolition of the existing commercial building, parking lot, and landscaping. In its place the construction of a mix-used development, which includes both commercial space along the 1300 block of Chapala Street and the 00 block of West Victoria Street and 38 condominium units varying in size from studios to two-bedroom units. With the exception of two units located on the second floor of the commercial building on West Victoria street, The condominium units would be set back from the street and sheltered by the commercial buildings on Chapala and West Victoria Streets (see Section 2 for a more detailed narrative of the project description).

The standards outlined in Section 10.1 of the report will guide the analysis of the proposed project on historic resources.

### 10.3.3 Project Impacts

a) Demolish the existing market building, remove the murals according to a plan approved by the historians of record and the Historic Landmarks Commission and re-install them at a new location on the west elevation of the proposed commercial building on Chapala Street. The panels will maintain their original chronological progression (i.e., reading left to right).

The project description includes the following plan for preserving the murals:

- A conservator will be retained to develop a plan to safely remove the murals, store them during the construction and oversee their reinstallation.
- Photo-document the mural and its setting at 34 West Victoria Street prior to the mural's removal, following the guidelines for documentation outlined in the MEA.
- Clean the existing Joseph Knowles mural using the generally accepted methods for the cleaning of mosaic tile.

Analysis:

The significance of the murals is their status as an exemplar of the work of Joseph Knowles and as an exemplar of post World War II public art. The building itself is not a historic resource and the murals do not derive their historic significance from the building or its architectural style. The relocated murals will preserve the mural's essential character-defining features, including their original materials, original dimensions, chronological arrangement, division into six panels, as well as the original sandstone planter that will be re-installed at their base. The mural's removal to another location onsite that would preserve their historic appearance and arrangement would meet Standard 1: *A property will be used as it was historically or given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships;* and Standard 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alterations of features, spaces, and spatial relationships that characterize a property will be avoided.*

If the proposed treatment plan outlined in the project description and detailed above for the preservation and relocation of the mural is implemented the impact of the demolition of the commercial building and the parcel's other improvements is considered to be less than significant (Class III).

b) Construct a new mixed-use commercial/condominium project as detailed above in Section 10.3.1 of this report:

The project has the potential for impacting the setting of the Arlington Theatre at 1317 State Street. Viewsheds contribute to the integrity of a historic property by preserving sightlines that contribute to its setting or form important public vistas. For example, the façade of Mission Santa Barbara has become, because of its visual prominence and continuous association with the over 200-year history of Santa Barbara, an important visual feature of the City and an important contributor to the mission's historic significance. If a project were proposed that would impair the view of the mission from significant vantage points, such as Mission Park, Laguna Street or the lower East Side, it would have the potential for resulting in significant and perhaps unavoidable impacts to a significant historic resource. Like Mission Santa Barbara, the Arlington Theatre, and most significantly its tower, is an important feature of the City's viewscape that contributes to the overall architectural character of the City.

Potential Impacts to Viewsheds of the Arlington Theatre are:

c) Impacts to the viewshed of the Arlington Theatre's tower when looking northeast from the intersection of Chapala Street and West Victoria Street towards State Street (Figure 33).

Analysis:

This view of the Arlington Theatre is dominated by the overall massing of the building,

Construction of a building at the corner of Chapala Street and West Victoria Street would preserve the existing view of the Arlington's tower and second floor. The view of the west elevation's first floor would be obscured by the new building (see Figure 33 and see Sheet A-1.1 and A-8). It should be noted, however, that this viewshed has only existed since 1958; before that time the one-story market designed by Edwards and Plunkett, in 1933, was at this location. Because the existing viewshed postdates the Arlington Theatre's period of significance it does not embody the same level of importance as those viewsheds that have existed since the Arlington Theatre was completed in 1931. It also should be noted that significant elements of the viewshed, including the view of the building's tower and second floor, will be unimpaired. Because the proposed construction of the proposed commercial building will not impact a historically significant viewshed and will preserve a sight line towards the Arlington Theatre, it will not significantly impact the historic significance of the Arlington Hotel or its setting.

d) Impacts to the viewshed towards the rear façade of the Arlington Theatre from Chapala Street (near the block's midpoint) and the north and south ends of the block (Figure 34).

Analysis:

This view of the Arlington Theatre is dominated by the west elevation and its large arcuated stage door and second floor fenestration. This viewshed has existed since the construction of the theatre in 1931. Construction of a building at the corner of Chapala Street and West Victoria Street would preserve the existing view of the elevation's second floor. When viewed from near the south end of the 1300 block of Chapala Street, the south end of the west elevation's first floor would be partially obscured by the proposed market building and its service area (see Figure 34 and see Sheets A-0.0 – A-2, A-5, & A-8). However, when viewed from the center or the north end of the block, the view of the rear elevation would remain un-obscured. While the construction of the building will screen a small section of the west elevation's first floor, most of the elevation's character-defining features, including its stage door, balcony, most of the fenestration, and roof, would remain visible. Because the proposed construction would retain a sight line towards the Arlington Theatre that will preserve a view of almost all of the Arlington Theatre's west elevation, it would not significantly impact the historic significance of the Arlington Theatre or its setting.

e) Impacts to the viewshed extending from the intersection of State Street and West Victoria Street towards the Arlington Theatre (Figure 35).

Analysis:

This view of the Arlington Theatre is dominated by the tower, the second floor of its east elevation and the east end of the south elevation. The existing viewshed has been in place since the construction of the Christian Science Reading Room in 1950-1951 (see Figure 35 and see Sheet A-8). Construction of the proposed project would preserve the existing view of the Arlington's Theatre's tower and the east elevation's second floor. The view towards the south elevation's second floor would be partially obscured by the proposed buildings. While a portion of the Arlington Theatre's second floor would be

obscured by new construction, sufficient of its character-defining features, including its tower, most of the second floor fenestration, the roof, and the southeast corner of the building, would be visible, thereby preserving the overall character of the existing viewshed from State Street. Therefore, the proposed project will not significantly impact this sight line or the historic significance of the Arlington Theatre and its setting.

f) Impacts to the viewshed along the paseo linking West Victoria Street towards the side entrance to the Arlington Theatre (Figure 36).

Analysis:

This view of the Arlington Theatre is characterized by the base of the tower and the broad wall surfaces of the south elevation, as well as the view through the paseo towards West Sola Street. Construction of the project would preserve the existing view of the tower's second stage, the southeast corner of the building and the paseo. The view of the lower stage of the tower and the first and second floors would be partially obscured by new buildings (see Figure 36 and see Sheet A-19). It should be noted that this viewshed has existed since the construction of the Arlington Theatre. While a portion of the Arlington Theatre's south elevation and base of the tower would be obscured by new construction sufficient elements of its character defining details, including the entire second and third stages of the tower, a portion of the second floor's fenestration on the south elevation, the southeast corner of the building, and the paseo, would continue to remain visible, thereby preserving the viewshed from West Victoria Street towards the Arlington Theatre. Therefore, the proposed project will not significantly impact this sight line or the historic significance of the Arlington Theatre and its setting.

g) Impacts to the viewshed extending along the narrow paseo that runs along the base of the south elevation (Figure 37).

Analysis:

This view of the Arlington Theatre is characterized by the broad, planar wall surfaces of the south elevation's first floor. Construction of the project would preserve the existing view, including the theatre's exit stairs and balcony (see Figure 37 and see Sheet A-10). It should be noted that this viewshed has existed only since the construction of the market building in 1958. The construction would not impair the view south elevation of the Arlington Theatre when viewed from the paseo. Therefore, the proposed project would not significantly impact this sight line or the historic significance of the Arlington Theatre and its setting.

h) Impacts to the tower when viewed from the site lines listed above as well as the north end of the 1200 block of State Street.

Analysis:

The view of the Arlington Theatre's tower would not be significantly impaired when viewed from State Street, West Victoria Street, or Chapala Street (see Sheets A-0.0,A-8,

A-9 & A-10). The base of the tower and its second stage will be partially obscured when viewed from Chapala Street; however, this view is not considered to be historically significant since it has only existed since 1958 when the Edwards and Plunkett designed market, built in 1933, was demolished and replaced by the current parking lot. Since the other viewsheds, which are historically significant, would retain their historic character and the upper stage of the tower will remain visible from Chapala Street, the proposed project will not significantly impact significant historic sight lines or the overall ability of the Arlington Theatre to convey its historic appearance or significance.

i) Impacts to the overall viewshed of the Arlington Theatre's south elevation's second floor fenestration.

Analysis:

The significant architectural features of the Arlington Theatre's south elevation are the fenestration of the second floor and the tower. Currently, the view of the first floor is partially obscured by the existing commercial building at 34 West Victoria Street. In its current form this viewshed has only existed since the construction of the commercial building at 34 West Victoria Street in 1958. Construction of the proposed project would preserve the existing view of the tower's second and third stages, the southeast and southwest corners of the building, a prominent second floor balcony located near the elevation's centerpoint and most of the elevation's second floor fenestration (see Sheet A-5 & A-9). While a portion of the south elevation's second floor would be obscured by new construction, sufficient of its character defining elements, including the tower and second floor fenestration would remain visible, thereby preserving the overall character of the existing viewshed when seen from the west end of the 00 block of West Victoria Street. Therefore, the proposed project will not significantly impact this sight line or the historic significance of the Arlington Theatre and its setting.

### **10.3.4 Impacts to Adjacent Historic Resources**

#### **The Mortimer Cook House**

The Mortimer Cook House, at 1407 Chapala Street, is located a sufficient distance from the proposed project that its construction would not significantly impact the house's setting, ability to convey its historic association with Mortimer Cook, or its Italianate style architecture.

#### **The Victoria Street Theater (formerly the First Baptist Church)**

Built in 1910 the Victoria Street Theater, located at the corner of West Victoria and Chapala Streets (1232 Chapala Street), is a Gothic Revival style building embellished with Tudor Revival style features. This resource is located across the street from the proposed project. Construction of the proposed project would not impair significant sight lines towards the building from the intersection of State Street and West Victoria Street, or the intersection of Chapala Street and West Victoria Street. The existing view of the Victoria Street Theater from the project parcel has only existed since 1958 and is not considered historically significant. Moreover, the proposed project as currently designed

would step the massing of the proposed project from one story at the intersection of West Victoria Street and Chapala Street to three stories near the center of the project. This would ensure that the former church would not be visually overwhelmed by new development. Because the proposed project would not significantly alter the setting or viewshed of the Victoria Street Theatre, it would not significantly impact this historic resource.

### **Christian Science Reading Room**

The Christian Science Reading Room, located at 1301-1303 State Street, was designed by the internationally renowned industrial designer, Kem Weber and the architect, Roy W. Cheesman, in 1950-1951. The project is set a distance from the corner of State Street and West Victoria Street and its massing is varied enough to reduce the bulk, scale, and massing of the proposed project when viewed from State Street (see Figure 35). Therefore, the proposed project would not significantly alter the setting or viewshed of the Christian Science Reading Room and would not significantly impact this historic resource.

### **Arlington Garage**

Located at 110 West Sola Street this commercial building originally was constructed as a garage for the Arlington Hotel. Subsequently, it was remodeled into an A&P grocery store. Since that time, it has housed a variety of commercial and retail businesses. The building, which is proposed for demolition to be replaced by a mixed-use project. The project has been conceptually approved. Therefore, the proposed project at 34 West Victoria Street will not result in significant indirect or visual impacts to this resource.

## **10.4 Cumulative Impacts**

The cumulative impact analysis will focus on evaluating the effect of the proposed development project at 34 West Victoria Street and other past, present, and reasonably foreseeable projects in the vicinity (i.e. proposed development projects at 1330 Chapala Street 110 West Sola Street and 34 West Victoria Street. To assess the effects of the proposed project on the Arlington Theatre building, the definition of significant effects from CEQA Appendix G, Section 15064.5, was used in combination with the more specific language found in Section 106 of the National Preservation Act of 1966 (36 CFR §800 as amended). Specifically, § 800.5 (a) (1) states that an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative. Cumulative impacts can be defined as the total effects on a resource of that action and all other activities affecting that resource (CEQ 1987).

The relevant adverse effects listed in § 800.5 (a) (2) are:

- (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; and
- (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features.

Cumulative Impacts are defined by CEQA as two or more individual impacts which, when considered together are considerable or which compound or increase other environmental impacts (CEQA Guidelines, Sections 15064 and 15355).

In addition to the project at 34 West Victoria Street, mixed-use projects are proposed for the Arlington Village project at 1330 Chapala Street (Metropolitan Theater Corporation), at the northwest corner of the Arlington Theatre block and the northwest corner of the intersection of West Sola and Chapala Street, at 110 West Sola Street. The focus of the analysis will be on assessing potential effects associated with the proposed project at 34 West Victoria Street and its contribution to cumulative impacts to the character-defining features of the Arlington Theatre or the other adjacent significant historic resources identified in this report.

Analysis:

The Arlington Village project at 1330 State Street, as currently proposed would primarily consist of three-story buildings encompassing 10,000 square feet of commercial space and 55,180 square feet of residential space. A "village green" would be located along the base of the Arlington Theatre's north elevation. A below-grade parking structure would be provided. Designed by Peikert Group Architects, LLP, the proposed project draws its inspiration from Santa Barbara's heritage of Spanish Colonial Revival Style architecture. ~~The project has been designed to preserve sight lines from the Arlington Hotel archway at the corner of West Sola and Chapala Street towards the tower and to preserve a sight line from West Sola Street to the northeast corner of the theatre.~~

The project at 110 West Sola Street is located across the intersection of West Sola Street and Chapala Street from the Arlington Theatre. It encompasses the proposed demolition of the existing improvements at 110 West Sola Street and their replacement by a new multi-story mixed-use project designed in the Mediterranean style.

The project at 34 West Victoria Street would consist of a mixed-use project encompassing a 15,792 square-foot market/commercial building, a 7,831 square-foot mixed use commercial/retail building, 38 condominium units and an underground parking garage. The above ground buildings will consist of one, two and three stories designed in a Mediterranean style. The project has been designed to step up from primarily one store volumes on Chapala and West Victoria Street to two and three-story volumes at the center of the parcel in order to preserve significant public sight lines towards the Arlington Theatre. As designed by Cearnal Andrulaitus LLP, the development's Mediterranean style architecture draws its inspiration from the Arlington Theatre and Santa Barbara's heritage of Spanish Colonial Revival style architecture. The project

would be composed of three main building envelopes housing commercial/retail space and condominiums.

As noted in Section 10.3.3 of this report the proposed project at 34 West Victoria Street, which meets the Secretary of the Interior's Standards for Rehabilitation, will not significantly effect character-defining elements of the Arlington Theatre, its immediate setting or the historic character of the tile mural at 34 West Victoria Street. Changes to the setting of the Arlington Theatre resulting from this project are minor in nature and are confined to the partial obscuring of some view lines towards the west and south elevations of the Arlington Theatre. After implementation of the proposed project these significant historic resources will maintain their eligibility for listing as significant historic resources at the City, State or National level. The incremental contribution of these minor changes at 34 West Victoria Street to cumulative impacts resulting from this project and the projects proposed at 110 West Sola Street and 1330 Chapala Street is not significant because they are relatively minor in nature and will not substantially contribute to obscuring views towards significant character-defining portions of the Arlington Theatre.

## **11.0 SUMMARY AND CONCLUSIONS**

The Historic Structures/Sites Report prepared by *Post/Hazeltine Associates* evaluated the property at 34 West Victoria Street and determined that the mosaic mural designed by Joseph Knowles on the south elevation of the existing commercial building, is eligible for listing as a City of Santa Barbara Landmark and for listing in the California Register of Historical Resources and the National Register of Historic Places. The report evaluated the proposed mixed-use project and determined that it will not significantly impact historic resources if the project description is implemented. The project at 34 West Victoria Street will not result in a significant cumulative impact to historic resources. CEQA impacts resulting from the implementation of the proposed project are considered less than significant (Class III).

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# MAPS AND FIGURES



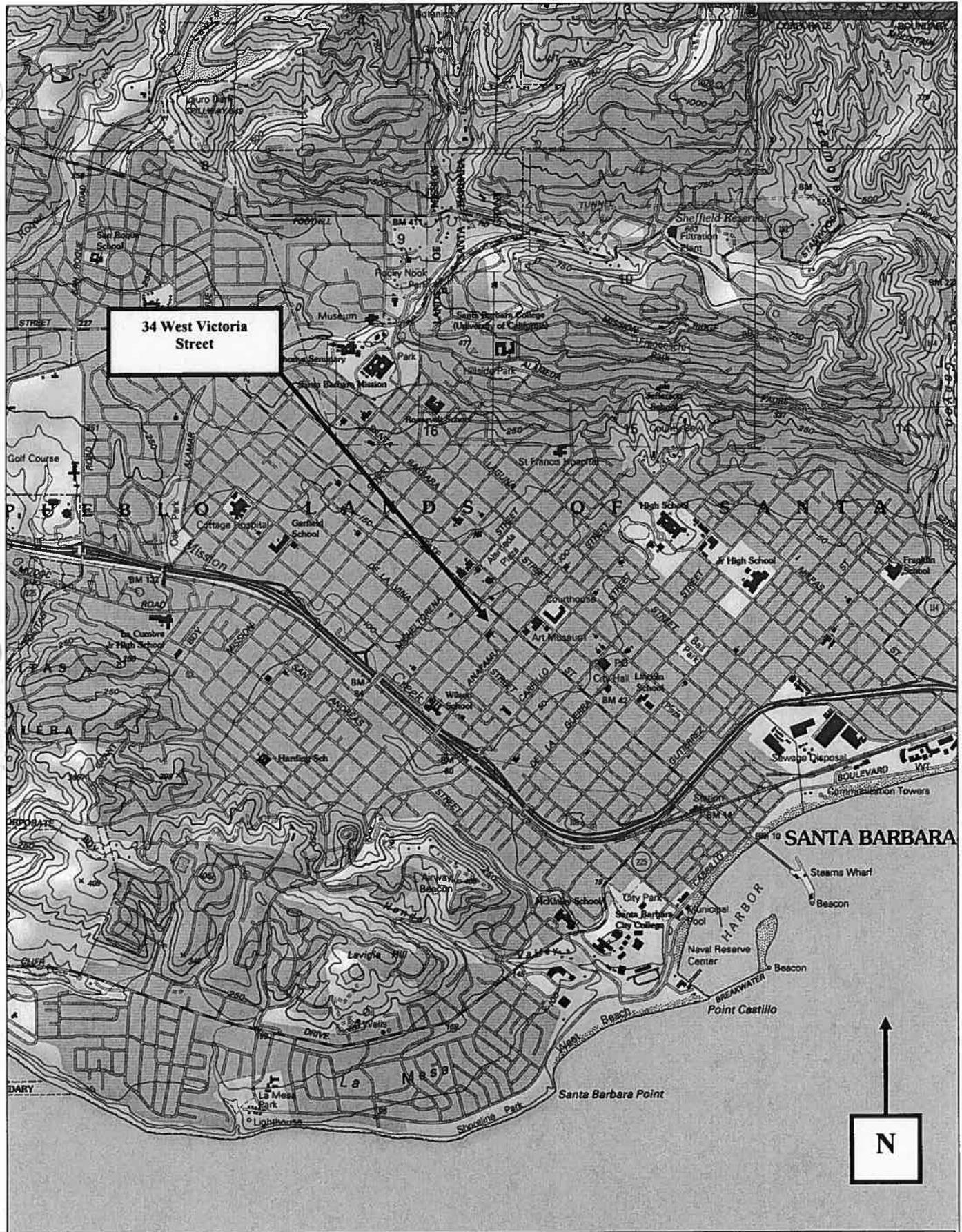


Figure 1  
Location Map for 34 W. Victoria Street

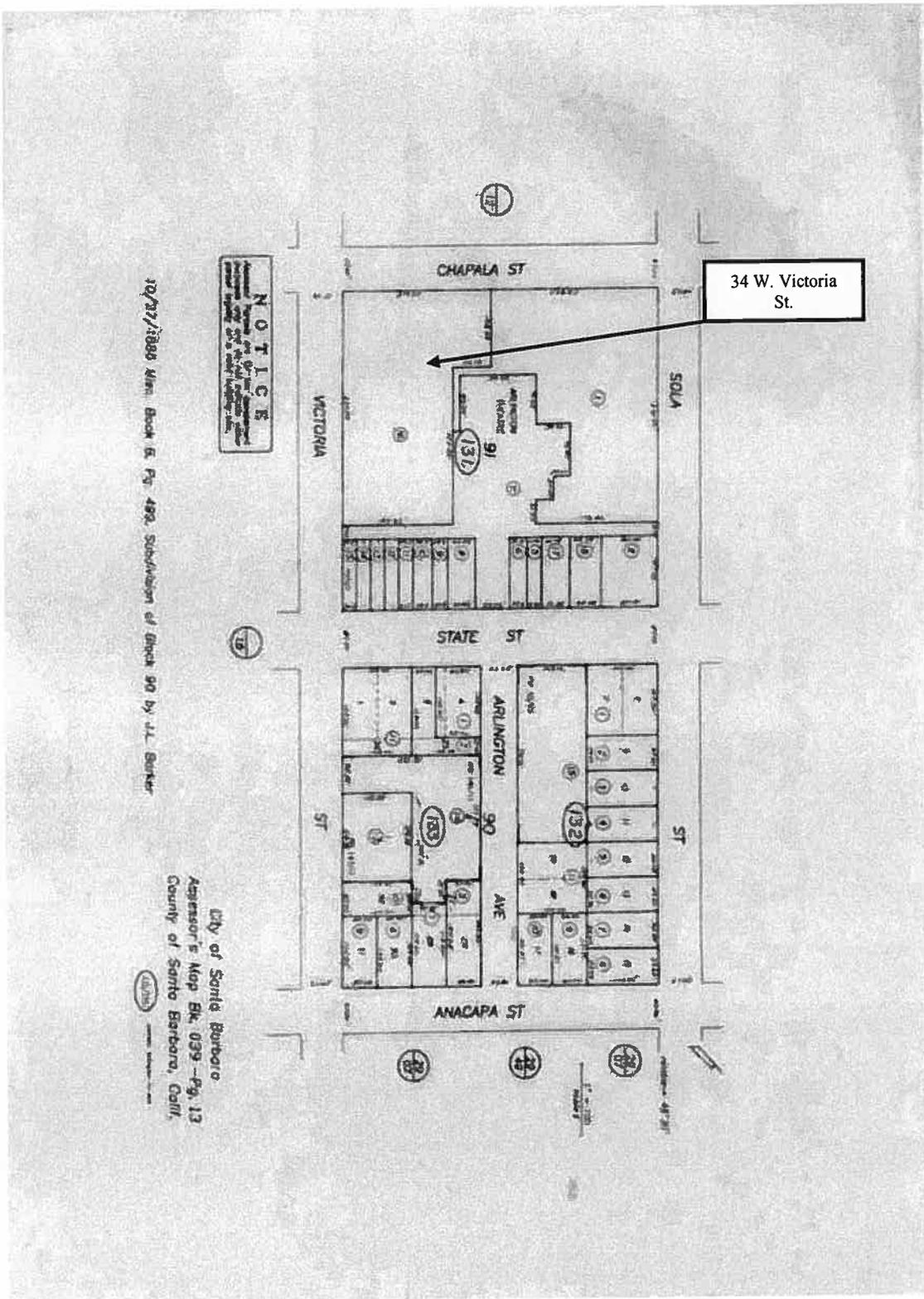


Figure 2  
 Parcel map for Property 34 West Victoria Street (Vons Store)



Figure 3  
View of the façade of the Vons Store  
(looking northeast)



Figure 4  
View of the rear elevation of the Vons Store  
(looking northwest)



**Figure 5**  
Neighborhood context  
View of Vons parking lot and stores along west side of Chapala St.  
(looking northwest)



**Figure 6**  
Neighborhood context  
View of Victoria Street Theater, 00 block of West Victoria St.  
(looking southwest)

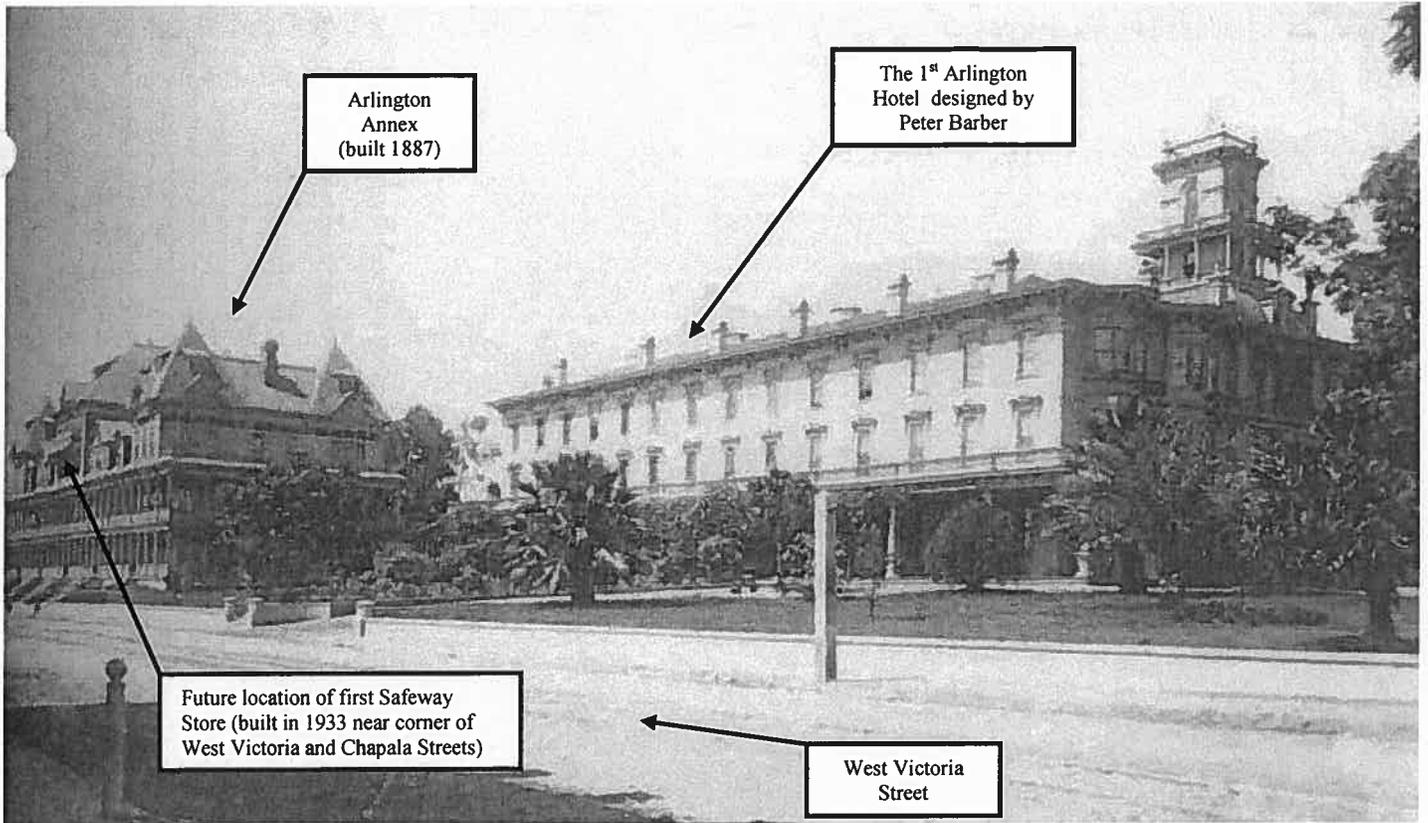


Figure 7  
The Arlington Hotel and the Arlington Annex (photo circa-1890)  
(Photograph courtesy the Santa Barbara Historical Museum)

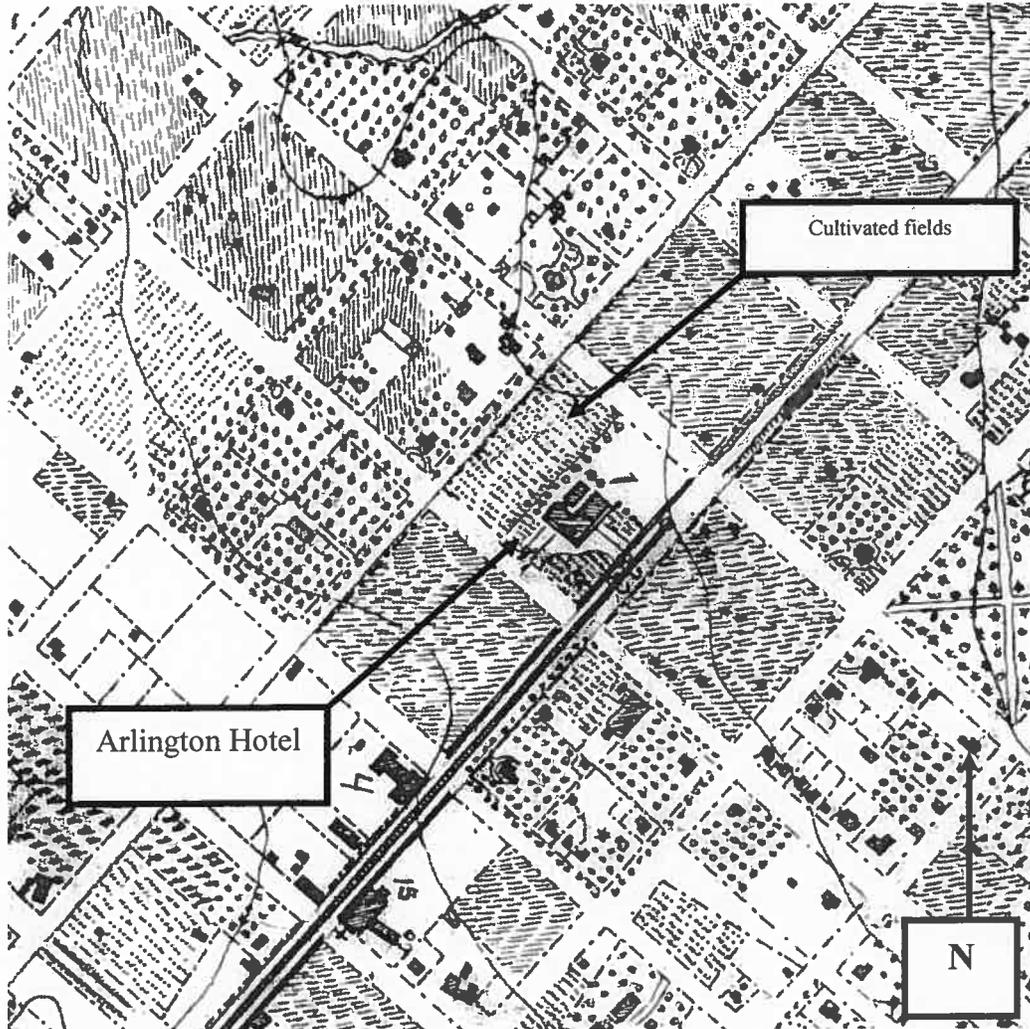


Figure 7a  
1878 Coast Survey Map  
Depicting the Arlington Hotel

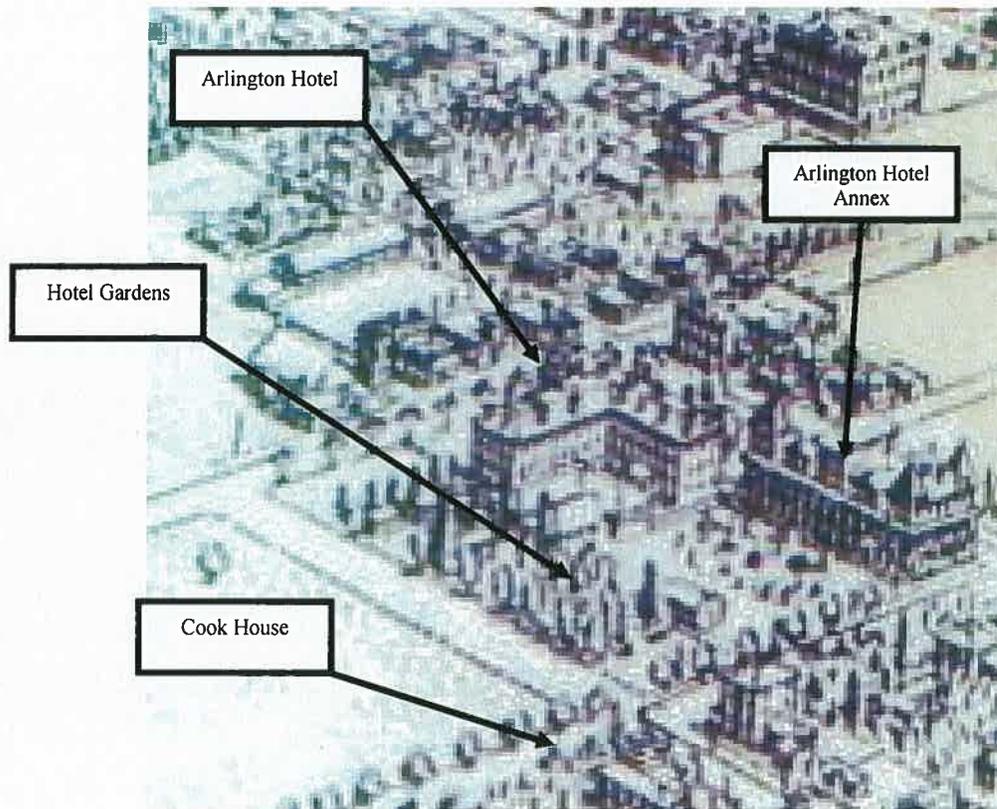


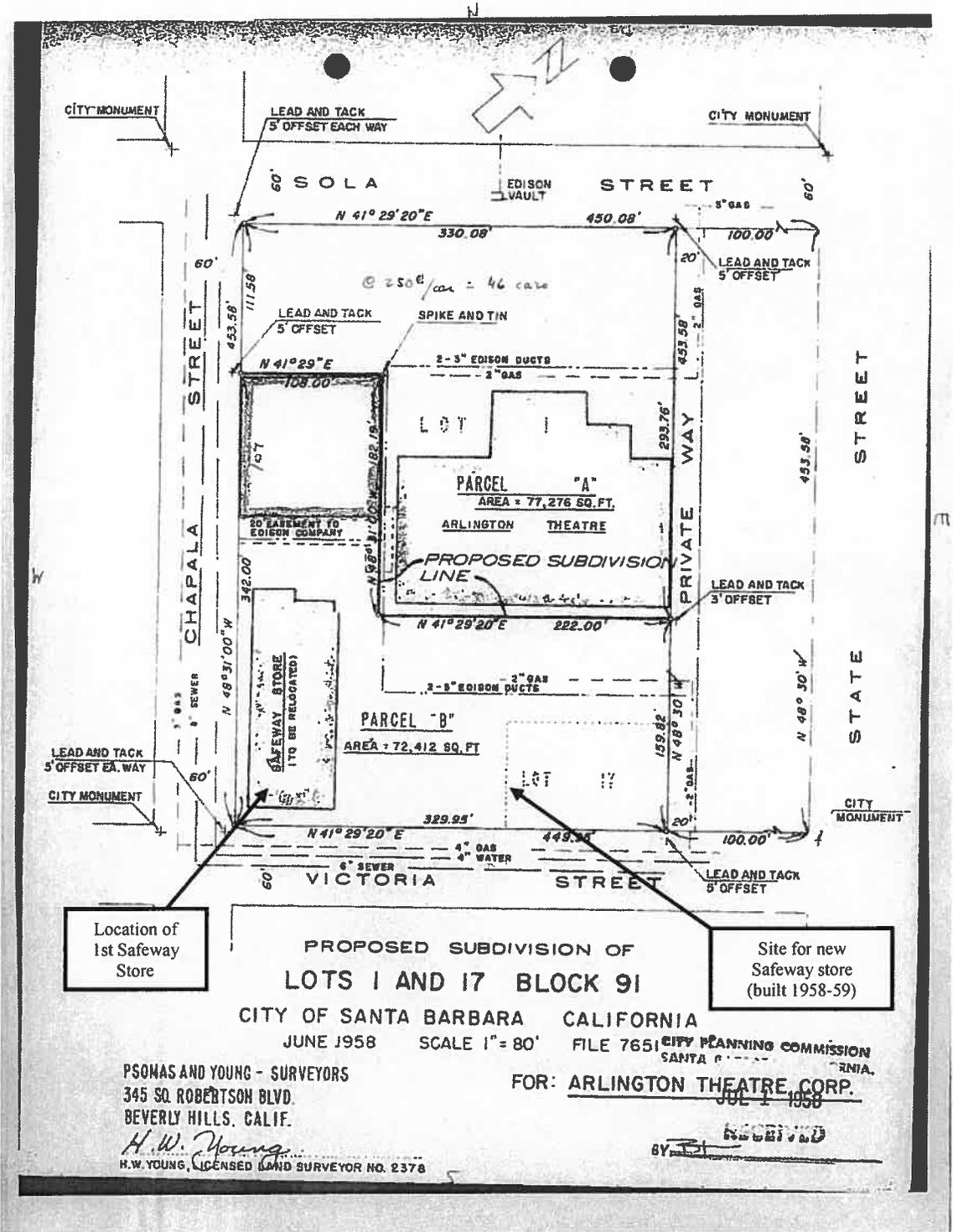
Figure 7b  
1898 Bird's Eye of Santa Barbara  
Detail of Arlington Hotel



Figure 7c  
The Second Arlington Hotel  
(Santa Barbara Historical Museum, Gledhill Library)



Figure 8  
Historic photograph (circa-1940) of A & P Store on the corner of  
West Sola Street and Chapala Street  
Photograph courtesy of Santa Barbara Historical Museum



**Figure 9**  
Map of proposed subdivision of Lot 1 and 17, Block 91  
prepared for Arlington Theatre Corporation of California, Ltd., July 1, 1958



Figure 10  
Photograph of Safeway Store in circa-1960  
(Photograph courtesy of Santa Barbara Historical Museum)

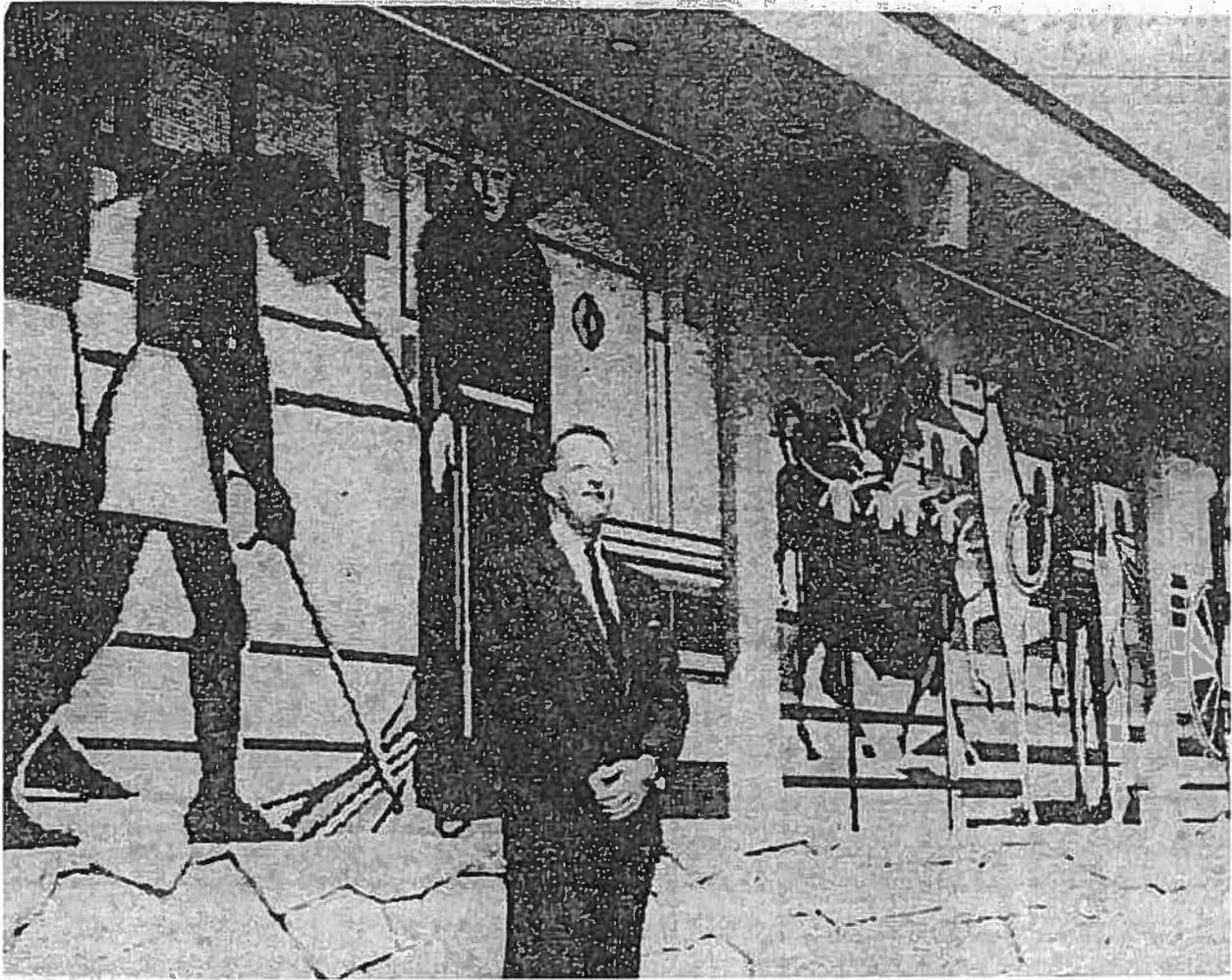


Figure 11  
Photograph of artist, Joseph Knowles, standing in front of  
The mural he designed for the Safeway Store at 34 West Victoria Street  
(Copy of Santa Barbara News Press article dated October 1, 1959)





Figure 13  
West elevation (street façade) of Vons Store at 34 West Victoria Street  
(looking northeast)



Figure 14  
West elevation (street façade) of Vons Store at 34 West Victoria Street  
(looking southeast)



Figure 15  
South elevation of Vons Store at 34 West Victoria Street  
(looking northwest)



Figure 16  
South elevation of Vons Store at 34 West Victoria Street  
(looking northwest)



**Figure 17**  
View of mural panel #1 depicting pre-contact Chumash



**Figure 18**  
View of mural #2 depicting Chumash and  
16<sup>th</sup> century Spanish explorers



Figure 19  
View of mural #3 depicting 18<sup>th</sup>/19<sup>th</sup> century  
California Mission Period



Figure 20  
View of mural #4 depicting the 19<sup>th</sup> century  
California Rancho Period



Figure 21  
View of mural #5 depicting 19<sup>th</sup> century  
American pioneers in Santa Barbara County



Figure 22  
View of mural #6 depicting the modern era  
in Santa Barbara County



Figure 23  
East elevation (rear) of Vons Store at 34 West Victoria Street  
(looking southwest)



Figure 24  
View of east elevation (rear) of Vons Store at 34 West Victoria Street  
(looking south)



Figure 25  
North elevation of Vons Store at 34 West Victoria Street  
(looking southeast)



Figure 26  
Street façade of Arlington Theatre  
East elevation (looking northwest)



Figure 27  
Arlington Theatre  
South elevation (looking north)

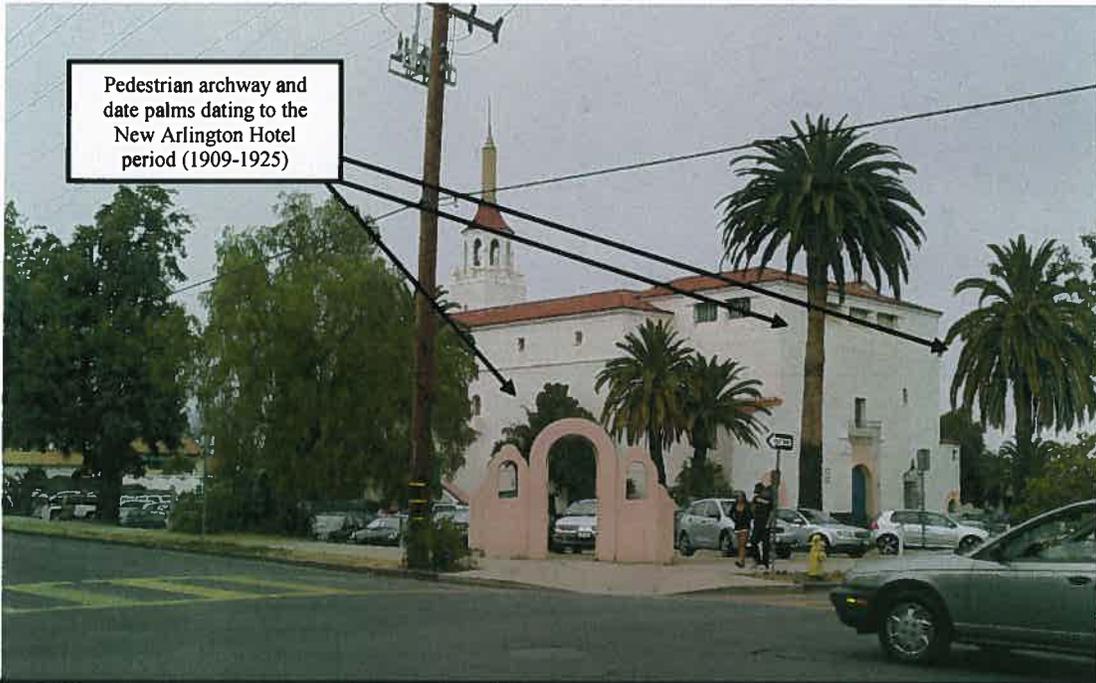


Figure 28  
Arlington Theatre  
View of rear façade (west elevation)  
(Looking southeast)



Figure 29  
Arlington Theatre  
Rear elevation (west elevation)  
Looking northeast



Figure 30  
Mortimer Cook House (1407 Chapala Street)  
East Elevation (looking west)



Figure 31  
Victoria Street Theater (formerly the First Baptist Church)  
(looking southeast)



Figure 32  
Christian Science Reading Room  
(looking northwest)







Figure 33  
Sightline looking northeast from the southwest corner of Chapala Street and West Victoria Street



Figure 34  
Sightline looking east from center of 1300 block of Chapala Street



Figure 35  
Sight Line looking northwest from State Street



Figure 36  
Sight Line looking north from West Victoria Street



Figure 37

Sight Line looking towards paseo at base of south elevation

**34 W. VICTORIA  
APPLICABLE GENERAL PLAN POLICIES**

**Land Use Element**

Goal 3. Ensure a strong economy that provides the revenue base necessary for essential services and community enhancements and provides diverse job opportunities.

Policy 3.2 The City recognizes the economic importance of small business in the community and shall promote programs to encourage their continued economic vitality and flexibility in future expansion.

Goal 4. Ensure affordable housing opportunities for all economic levels of the community.

Policy 4.1 Residential development shall be considered the highest priority of development in the future.

Implementation Strategy (IS) 4.1.1 Incorporate new and reiterated strategies that were conclusions of the update process in 1990 into the Housing Element of the General Plan, including the following:

- Existing residential zones shall be allowed to build out as permitted under the current zoning.
- Consider ways to make illegal units conform to the City's standard requirements.
- Study the concept of an affordable housing overlay zone.
- Study the potential for possible residential reuse of existing nonresidential uses.
- Establish programs within both the public and private sector to assist income ranges above moderate income, 120 to 150 percent of median income, in purchasing housing in addition to existing lower income rental and purchase programs.
- Explore the possibility of the Redevelopment Agency increasing the percent of tax increment which is directed to affordable housing.
- Explore the possibility of establishing a program of TDRs within the residential zones for use by problematic properties.
- Future residential development shall be assessed for the adequacy of existing neighborhood recreation facilities and the need to develop additional park and recreational opportunities.
- Future residential development shall be coordinated with public transportation facilities and routes to ensure that adequate service is provided to high density residential areas.
- The City shall work with the school districts to inform them of future potential population shifts based on the location of higher density residential development.

IS 4.2.2 Study the feasibility of a new, high-density residential zone in the Downtown.

Goal 5. Maintain the unique desirability of Santa Barbara as a place to live, work and

visit.

Goal 6. Provide safe and convenient transportation through improved traffic and circulation and increased parking.

Policy 6.1 The Circulation Element shall be amended to be consistent with the growth limit and new zoning concept.

IS 6.1.1 Update the Circulation Element with the following strategies which were highlighted during the 1990 General Plan Update Process:

- Explore mandatory application of Transportation Demand Management to existing, as well as proposed, developments.
- Explore possible revisions to the City's existing parking requirements and policies to assess the need for more spaces in some instances, or reduce the parking as a deterrent to driving.
- Establish a regional commuter shuttle system.
- Study the possibility of creating a High Occupancy Vehicle (HOV) lane on the freeway.
- Create a system for package delivery from retail stores to encourage the use of public transportation.
- Create a system for easy access rental car facilities to reduce the need for owning automobiles.
- Consider expansion of the free shuttle system.
- Consider a General Plan Amendment after a comprehensive study of local streets that may be appropriate for scenic highway designations.

### **Housing Element**

Goal 1. Ensure a full range of housing opportunities for all persons regardless of economic group, race, religion, sex, marital status, sexual orientation, ancestry, national origin or color. The City will base the enforcement of equal opportunity on provisions of State and Federal constitutions and fair housing laws, with emphasis on the protection of the housing rights of families with children. The City shall place special emphasis on providing housing opportunities for low income, moderate income and special needs households.

Policy 2.8 New development in and/or adjacent to existing residential neighborhoods must be compatible in terms of scale, size, and design with the prevailing character of the established neighborhood. New development which would result in an overburdening of public circulation and/or on street parking resources of existing residential neighborhoods shall not be permitted, unless findings of overriding consideration can be made.

Goal 3. Balance existing and new housing demand from a diverse number of social and economic groups with housing opportunities affordable to all economic groups, with special emphasis on low income, moderate income, and special needs households (balance jobs/housing).

Goal 4. Through the public and private sector, 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, with special emphasis on housing that meets the needs of low income, moderate income and special needs households.

Policy 4.1 Construction of new affordable housing opportunities for owners and renters shall be encouraged.

IS 4.1.9 Encourage the development of housing for first time home buyers, including moderate and middle income households.

Policy 4.2 Encourage resource conservation measures in new and rehabilitated residential developments and mixed use projects.

Policy 5.2 Review City development standards, and implement changes which would make the standards more flexible for housing projects, especially affordable housing projects, if appropriate.

IS 5.2.1 Review and adopt development standards that will provide incentives for mixed use developments in commercial zones.

### **Conservation Element**

#### **Cultural and Historic Resources Goals**

- Sites of significant archaeological, historic, or architectural resources will be preserved and protected wherever feasible in order that historic and prehistoric resources will be preserved.
- The Hispanic tradition of architecture reflected in the El Pueblo Viejo district of the central City shall be perpetuated.
- Selected structures which are representative of architectural styles of fifty or more years ago (pre-1925) will be preserved wherever feasible.

Cultural Resources Policy 1.0 Activities and development which could damage or destroy archaeological, historic, or architectural resources are to be avoided.

Implementation Policy (IP) 1.1 In the environmental review process, any proposed project which is in an area indicated on the map as "sensitive" will receive further study to determine if archaeological resources are in jeopardy. A preliminary site survey (or a similar study as part of an environmental impact report) shall be conducted in any case where archaeological resources could be threatened.

IP 1.2 Potential damage to archaeological resources is to be given consideration along with other planning, environmental, social, and economic considerations when making land-use decisions.

Visual Resources Policy 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 Policy 2.0 Improve the attractiveness and safety of bicycle use as an alternate mode of travel for short- and medium-distance trips.

IS 2.1 Revise the zoning ordinance to require the installation of secure bicycle storage facilities for all new commercial development and redevelopment.

Air Quality Policy 4.0 Discourage and, where possible, prohibit land uses which unnecessarily contribute to air quality degradation.

Biological Resources Policy 2.0 Redevelopment and renovation of the central city shall be encouraged in order to preserve existing resources.

### **Noise Element**

IS 1.0 Land use noise compatibility standards should be established for general planning and zoning purposes.

### **Circulation Element**

Goal 1 PROVIDE A TRANSPORTATION SYSTEM THAT SUPPORTS THE ECONOMIC VITALITY OF THE CITY

Establish and maintain a transportation system that supports the economic vitality of local businesses.

Policy 1.1 The City shall establish, maintain, and expand a mobility system that supports the economic vitality of local businesses.

IS 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.

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.

Policy 2.1 Work to achieve equality of convenience and choice among all modes of transportation.

IS 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.

IS 2.1.3 Create an integrated pedestrian system that promotes safe and convenient pedestrian travel throughout the City.

IS 2.1.9 Explore ways to continue the concentration of development Downtown and along transit corridors to facilitate the use of transit and alternative modes of transportation.

#### 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.

IS 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.

IS 4.2.6 Increase attractive, convenient, and secure bike parking and storage facilities on public property and encourage the provision of the same on private property. Continue to consider fully enclosed individual lockers and/or bicycle racks.

#### Goal 5 INCREASE WALKING AND OTHER PATHS OF TRAVEL

Develop a comprehensive system of pedestrian routes which are integrated with other modes of transportation and which provide safe and efficient paths of travel.

Policy 5.1 The City shall create an integrated pedestrian system within and between City neighborhoods, schools, recreational areas, commercial areas and places of interest.

Policy 5.3 Protect and expand existing paseos and acquire new paseos in the Downtown.

IS 5.3.1 Develop conceptual designs and guidelines for new paseos.

IS 5.3.2 Establish protective mechanisms such as land acquisitions, historic designations, use of easements, private development cooperation, and development controls for the paseo system.

IS 5.3.3 Encourage private development to incorporate public paseos by offering increased density and other incentives for providing or improving paseos and paseo connections.

Policy 5.4 The City shall revise and enhance design guidelines and standards for the City's pedestrian system.

IS 5.4.8 During the development review process, identify all sidewalk obstructions (e.g. fire hydrants, telephone poles, utilities, etc.) on development plans and, if feasible, locate or relocate them in such a way so as to remove the obstruction and to enhance visual aesthetics.

Policy 5.5 The City shall create and foster a pedestrian friendly environment through physical and cultural improvements and amenities.

IS 5.5.4 Encourage plazas, courtyards, cafes, shops, and restaurants along walkways in commercial areas to encourage a mix of private business and public uses. Adequate width should remain for pedestrian travel.

Policy 5.7 The City shall amend the Zoning Ordinance to ensure that land use planning and zoning encourage pedestrian uses.

IS 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.

IS 5.7.2 Review, and revise where appropriate, the Zoning Ordinance to allow more small/compact residential neighborhood services (e.g. corner markets, medical and professional offices) within walking distance of existing residential neighborhoods (see Implementation Strategies 13.5.1 and 13.5.2).

IS 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.

IS 5.7.4 Amend the Zoning Ordinance to encourage property owners to avoid situating parking lots between the street edge/sidewalk area and storefronts.

IS 5.7.5 Continue to ensure that private and public developments, as well as capital improvements, are designed to accommodate the elderly, the handicapped, the disabled, and the blind.

## Goal 6 REDUCE THE USE OF THE AUTOMOBILE FOR DRIVEALONE TRIPS

Efficiently and effectively use the existing street system through incentives, the provision of attractive alternatives and a transportation demand management program. Recognizing that automobiles will still be on the road, the City will support programs that encourage increased vehicle occupancies and trip reduction in order to enjoy the quality of life that currently exists. The City recognizes that reducing drive-alone trips from current levels may create roadway capacity for new development consistent with the General Plan.

Policy 8.5 The City shall promote/facilitate the development of housing to decrease the need for parking through an increased walking/biking population that lives, works, and shops in the Downtown (See Chapter 13).

**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 development of schools, preschools and day care centers in ways which reduce travel demand;
- Encouraging and supporting neighborhood services and commercial uses in residential areas;
- Establishing social/neighborhood centers (in conjunction with neighborhood schools if possible);
- 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.

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

IS 13.1.1 Encourage the development of projects that combine and locate residential uses near areas of employment and services.

Policy 13.2 Without increasing the City wide development potential as provided for in the existing Zoning Ordinance and General Plan, the City shall allow more compact, pedestrian oriented development along major transit corridors (see Traffic Standards Chapter, Implementation Strategy 11.1.1).

IS 13.2.2 Consider amending the Zoning Ordinance to:

- allow increased residential densities and more compact, pedestrian oriented, non-residential development along streets identified as major transit corridors, and
- reduce parking requirements for properties near major transit corridors if it can be demonstrated that a negative impact will not occur. In conjunction with this reduction, the City shall evaluate and aggressively monitor the results to ensure continued use of alternative means of travel and to justify reduced parking demands.

IS 13.2.3 Identify commercial areas along transit corridors where opportunities exist for creating pedestrian access, such as paseos and paths.

IS 13.3.2 Continue to identify and pursue new strategies to encourage the development of mixed use projects.

IS 13.3.3 Continue to assist in the development of mixed use projects through such methods as, but not limited to:

- land use policies,
- modified development standards, and
- public - private partnerships and/or financial support, where a City Council finding of General Plan consistency has been made.

Policy 13.4 Establish provisions to allow for creative site development and urban design standards that support the City's mobility goals.

IS 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.

• Residential Areas:

- encouraging front porches,
- encouraging garages to be placed behind residences to the rear of lots,
- encouraging minimal use of new cul-de-sacs. Cul-de-sacs may be allowed where justified based on geologic or other significant features. Where allowed, provide access between cul-de-sacs and streets,
- incorporating pedestrian and bicycle paths and connections between adjacent properties,
- minimizing fences, walls, and private entry gates to separate large scale residential developments from the street (or use of private entry gates),
- minimizing fences, walls, hedges and private entry gates along frontages of single family residential lots, and
- allowing flexibility in design standards for residential development adjacent to transit corridors to ensure adequate buffering of noise and traffic.