



City of Santa Barbara California

PLANNING COMMISSION CONCEPT REVIEW STAFF REPORT

REPORT DATE: May 26, 2010
AGENDA DATE: June 2, 2010
PROJECT ADDRESS: 822 & 824 E CANON PERDIDO STREET (MST2011-00182)

TO: Planning Commission
FROM: Planning Division, (805) 564-5470
 Danny Kato, Senior Planner *DK*
 Suzanne Riegle, Assistant Planner *SR*

I. PROJECT DESCRIPTION

The project involves the demolition of two existing single-family residences and garages, the merger of two existing parcels (APNs 031-042-006 and 031-042-007) totaling 19,303 square feet, and a one-lot subdivision for the purposes of constructing 12 affordable (low- and very-low income) condominiums. The units mix is comprised of a 725 square foot, one-bedroom unit, nine two-bedroom units ranging in size from 974 to 1,187 square feet, and two 1,356 square foot three-bedroom units. Fifteen parking spaces are provided; 12 attached one-car garages and three guest parking spaces. The project proposes to use the City's Bonus Density Program.

This hearing is a concept review to allow the Planning Commission and the public an opportunity to review the proposed project design at a conceptual level and provide the Applicant and Staff with feedback and direction regarding the proposed land use and design. The opinions of the Planning Commission may change or there may be ordinance or policy changes that could affect the project that would result in requests for project design changes. **No formal action on the development proposal will be taken at the concept review, nor will any determination be made regarding environmental review of the proposed project.**

II. REQUIRED APPLICATIONS

The discretionary applications required for this project are:

1. A request for a Voluntary Lot Merger to merge two existing parcels (APNs 031-042-006 and 031-042-007) into a single 19,303 square foot parcel.
2. A Modification to provide less than required front setback of 10 feet for the two-story building and 15 feet for the three-story building (SBMC§ 28.21.060 and 28.92.110)
3. A Modification to provide less than the 27 required parking spaces (SBMC§ 28.90.100.G and 28.92.110).

4. Two Modifications to allow the distance between main buildings to less than the required 15 feet. (SBMC§28.21.070 and 28.92.110).
5. A Lot Area Modification to provide less than the required 28,230 square feet of lot area (SBMC§28.21.080 and 28.92.110); and
6. A Tentative Subdivision Map for a one-lot subdivision to create twelve (12) residential condominium units (SBMC 27.07 and 27.13).



III. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant: DeVicente + Mills Architecture	Property Owner: Habitat for Humanity
Parcel Number: 031-042-006 & -007	Lot Area: 19,303 total
General Plan: Residential 12 units/acre	Zoning: C-2
Existing Use: Residential	Topography: 10%
Adjacent Land Uses:	
North - Commercial	East - Commercial
South - Residential	West - Residential

B. PROJECT STATISTICS

Unit #	# of Bedrooms	# of Stories	Living Area (net sq. ft.)	Garage (net sq. ft.)	Private Outdoor Living Space
1	2	2	974	276	220
2	1	2	725	336	72
3	2	3	1,187	287	220
4	3	3	1,356	323	220
5	3	3	1,356	323	220
6	2	2	974	276	113
7	2	3	1,187	287	124
8	2	3	1,187	287	170
9	2	3	1,187	287	170
10	2	3	1,187	287	170
11	2	2	974	276	170
12	2	2	974	276	170
Total			13,268	3,521	2,039

IV. ZONING ORDINANCE CONSISTENCY

Standard	Requirement/ Allowance	Existing	Proposed
Setbacks -Front	10' 1 st & 2 nd floors* 20' -3 rd floors *	18'	10' - Dedication 57' - Dedication
-Interior	6' - 1 st & 2 nd floors** 10' -3 rd floors **	5 ½ '	6' 10'
-Rear	6' - 1 st floor 10' - 2 nd , 3 rd floors 3' - Garage or Carport	34'	17' 17'
<p>*If the 3rd story net floor area is greater than 50% of the net first floor footprint, the entire building must observe a 15 foot front setback ** is greater than 50% of the net first floor footprint, the entire building must observe a 10 foot interior setback</p>			
Building Height	45'	Single-story	37'6

Parking	27 (24 residential + 3 guest)	1 covered	15 (12 residential + 3 guest)
Lot Area Required for Each Unit (Variable Density)	1-Bdrm = 1,840 sq. ft. 2-Bdrm = 2,320 sq. ft. 3-Bdrm = 2,800 sq. ft.	2,320 sq. ft.	(1) 1,840 sq. ft. (9) 2,320 sq. ft. (2) 2,800 sq. ft. Total Rqd.: 23,820 sq. ft.
15% Open Space	2,895 sq. ft.	> 2,895 sq. ft.	
10% Open Space	1,930 sq. ft. (will reduced by dedication)	Not applicable	2,592 sq. ft.
Private Outdoor Living Space	On the Ground (min 10'): 1-Bdrm = 120 sq. ft. 2-Bdrm = 140 sq. ft. 3-Bdrm = 160 sq. ft. Above ground floor (min 6'): 1-Bdrm = 72 sq. ft. 2-Bdrm = 84 sq. ft. 3-Bdrm = 96 sq. ft.	Not Required	On the Ground: Units 3-5 – 220 sq. ft. Units 8-12 – 170 sq. ft. Above ground floor: Unit 1 – 220 sq. ft. Unit 2 - 72 sq. ft. Unit 6 – 113sq. ft. Unit 7 - 124 sq. ft.

The proposed project would meet the requirements of the C-2 Zone, with the exception of the front setback, distance between buildings, parking and lot area. The requested modifications are further described in section V.C. of this staff report.

V. BACKGROUND

The subject properties at 822 and 824 E Canon Perdido Street received two separate land use approvals in 2006 that remain valid. The Planning Commission and the Staff Hearing Officer held a joint meeting to review the projects. The two-story projects that were approved shared a common driveway and roughly the same footprint. The project was for eight condominium units with a total of 15 parking spaces (13 covered and 2 uncovered). Because the projects were approved separately, guest parking was not required. The previous entitlements for both projects will expire on November 8, 2012. Habitat for Humanity of Southern California has since purchased the properties and wishes to construct the twelve unit project using the City's Bonus Density rules.

VI. ISSUES

A. DESIGN REVIEW

This project will require design review approval by the Architecture Board of Review. The comments received during the concept review will give guidance to the applicant team and staff as to the supportability of the modifications and the density of the project. If changes to the

project are required, they will be made before the project is reviewed by the Architectural Board of Review.

B. COMPLIANCE WITH THE GENERAL PLAN

1. **Land Use Element**

The subject property is located in the Milpas General Plan Neighborhood. The Milpas neighborhood area is bounded on the north by Canon Perdido Street; on the south by Highway 101; and on the east and west by the rear of the commercial establishments on each side of Milpas Street. Milpas Street has developed into a solid strip of commercial activity along both sides of the street, which is consistent with present zoning. Some residential use exists in the area and will persist, above and behind shops. Milpas is the main commercial center for the Eastside neighborhood, Eucalyptus, and/or parts of the Riviera.

The project site is at the northwestern corner of the Milpas neighborhood adjacent to the Laguna neighborhood. The residential density is described as 12 units per acre in the adjacent Laguna neighborhood. Since such a large amount of the multiple family (R-3) zoned area in the adjacent Laguna neighborhood (to the west) is currently being used for single-family houses, the development potential of Laguna is great. The property is in close proximity to Santa Barbara High School, Santa Barbara Junior High School, and the National Guard Armory.

Community Shopping Centers

The Eastside and Downtown areas are served by Ortega Park. The project site is located at the corner of Milpas and Canon Perdido Streets. The Santa Barbara Shopping Center and several smaller store fronts provide many shopping opportunities for the property along Milpas Street. Two major supermarkets, Scolari's and Trader Joes, as well as a smaller neighborhood grocery stores are available on Milpas Street. A number of commercial storefronts provide a variety of restaurants, goods and services. The general plan encourages that future development of the eastern side of Milpas Street to Alisos Street, ultimately be made available for development in conjunction with the shopping center. The property's close proximity to the Milpas Shopping Area, schools, and afterschool programs allow residents to take advantage of alternative modes of transportation.

2. **Housing Element**

The housing element provides several policies and implementation strategies to encourage low-income affordable ownership units. The policies include goals to update and revise ordinances to provide greater opportunities and incentives to develop low-income affordable housing. Policy 4.1 states that the City will pursue all opportunities to construct new housing units that are affordable to low- and moderate-income owners and renters. The housing element provides several implementation strategies of this policy that are relative the proposed project. The strategies are as follows:

- 4.1.1 Continue to solicit proposals for low- and moderate-income projects from private sponsors and develop programs to assist in their implementation.
- 4.1.2 Continue to provide bonus density units above levels required by State law, to be reviewed on a case-by-case basis. See Appendix A for information on how the City's Affordable Housing and Density Bonus Programs work.
- 4.1.3 Continue to assist the development of infill housing including financial and management incentives in cooperation with the Housing Authority and private developers to use underutilized and small vacant parcels of land for new low and moderate income housing opportunities.
- 4.1.4 Continue to support special procedures for development, permitting, construction and early occupancy of "sweat equity" projects.
- 4.1.5 Encourage the construction of three bedroom and larger rental and ownership units for low- and moderate-income families.
- 4.1.10 Support the development of infill residential projects in the City.

In addition policy 5.1 states that the City should "Assist affordable housing sponsors to produce affordable housing by reducing the time and cost associated with the development review process while maintaining the City's commitment to high quality planning, environmental protection and urban design." The implementation strategies identified for that apply to the project are:

- 5.1.1 Continue to give priority to affordable housing projects on Staff, Committee and Commission agendas.
- 5.1.3 Continue to use the CEQA infill exemption for Affordable Housing projects as appropriate.
- 5.1.7 Work with the Architectural Board of Review (ABR) and the Historic Landmarks Commission (HLC) to expedite the review of Affordable Housing Projects. As appropriate, establish joint sub-committees of design review boards and Planning Commission to offer early, consistent and timely input and problem solving during the review process.
- 5.2.2 Consistent with the Circulation Element Strategy 13.2.2 (b), consider amending the Zoning Ordinance to reduce parking requirements for properties near major transit corridors if it can be demonstrated that a negative impact will not occur.

3. **Circulation Element**

The City's Circulation Element Goal 11 requires review of traffic impact standards used at city Intersections for consistency with the goals of the Circulation Element and General Plan. With a goal of exploring ways to continue the concentration of development Downtown and along transit corridors to facilitate the use of transit and alternative modes of transportation.

The Circulation Element further outlines several traffic standards and impact thresholds.

Goal 13 states that the City shall apply land use planning tools and strategies that support the city's mobility goals, and 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); and
- Reducing/eliminating parking requirements (residential and nonresidential) where it can be demonstrated as appropriate.

C. MODIFICATIONS

1. Parking

The parking ordinance (SBMC§ 28.90.100.G) identifies that the parking requirements for residential units are based on the number of units within each building. The building make-up for the proposed project is a single-family residence, a duplex and two multi-unit buildings. A single-family residence requires a minimum of one covered and one uncovered parking spaces. A duplex requires two covered and two uncovered parking spaces. Nine of the units are contained in two multiple-residential unit buildings containing units with two or more bedrooms require two uncovered parking spaces for each unit or a total of 18 spaces. In addition to the required parking for the proposed units the parking ordinance identifies a requirement for guest parking. Multi-unit developments which propose six or more units are required to provide a minimum of one guest parking space for every four units. Therefore, the project as designed will require a total of 27 parking spaces. The applicant is currently proposing one parking space for each of the 12 units and three additional guest parking spaces for a total of fifteen for the project.

Staff reviewed the ordinance provisions that allow for the reduction of required parking spaces for affordable projects. Staff used these provisions to provide direction on the intent of the ordinance and to provide feedback on the potential to support the requested parking modification. The parking ordinance allows for the reduction of required parking spaces to one space per unit for affordable rental projects (SBMC§ 28.90.100.G.3.f). This allowance does not apply to affordable projects where the units are for sale. If the project were proposed as rental units, this reduction could be applied; however, if the project were converted in the future a minimum of one and one-half parking space are required per unit as outlined in the condominium conversion ordinance (SBMC§28.88.040.J). The condominium conversion ordinance does allow for exceptions to providing the required parking for projects that include resale restrictions for low and moderate incomes. The two ordinance provisions do not apply to the project as proposed but provide direction for staff on the intent of the parking ordinance with respect to affordable units. Staff reviewed Institute of Traffic Engineers

(ITE) statistics for direction on minimum parking requirements; however, no clear direction was provided with respect to affordable for sale projects. Staff has reviewed other affordable for-sale projects, and found that most projects have provided the minimum parking required by the zoning ordinance or received a modification to provide a small fraction of parking. Based on this research, Staff expressed concern regarding the supportability of a modification to reduce the parking to one space per residential unit without additional review of the proposed projects parking demand during the pre-application review process. Staff stated that the applicant should consider reducing the requested parking modification and provide a minimum of one and one-half parking spaces per unit plus the required guest parking, or provide documentation that the requested 15 parking spaces is adequate to meet the development's parking demand. A 12-unit project with a parking ratio of one and one-half parking spaces per unit would require a minimum of 21 parking spaces.

2. **Front Setback**

The applicant is requesting a modification to the front setback requirements. The project site is subject to the Canon Perdido Street setback as outlined in SBMC§28.83.027. The ordinance describes a 10 foot setback for future street widening. This setback is coincident with the zoning setback, and is measured from the existing front property line. Additionally, the Pedestrian Master Plan, is adopted as a part of the City's General Plan and identifies areas citywide that would benefit from pedestrian improvements. In this case, the applicant has been requested to provide a four (4) foot dedication for the purposes of providing improved circulation and pedestrian access. The dedication of land would change the location of the public right of way and the property line from where the front setback would be measured. As designed, the project would be requesting an encroachment of approximately four (4) feet.

3. **Separation Between Buildings**

The zoning ordinance requires a minimum distance between main buildings of 15 feet. The project requires two modifications because the buildings do not meet the minimum separation, and are not attached by a minimum of eight linear feet of a single common wall or eight-foot wide roof connection. The duplex on the northeast corner of the lot is approximately 13' 6" from the proposed three-unit building to the rear of the lot. The proposed six-unit building on the northwest corner is approximately 11' from the proposed single-family residence at the rear of the property.

4. **Lot Area Modification for Bonus Density Units**

A lot area modification is necessary because the project proposes bonus density units (units in excess of the number allowed by the variable density or standard density methods), beyond the number specified by State Bonus Density Law. The maximum number of units that could be provided on this lot under the variable density method is a total of 8 two-bedroom units. Therefore, the proposed project is requesting a total of four bonus density units. The project as proposed would require a minimum lot size of

28.230 using the variable density method as described in SBMC§28.21.080.F. The actual lot size is 19,303 square feet; therefore, the project as designed would require the approval of a lot area modification. The proposed density is 27 units per acre. The project is proposing 100% of the units to be available to low- and very-low income households and is requesting. The project is exempted from inclusionary housing requirements under SBMC§28.43.040 because it is voluntary affordable housing project that is will provide more than 30% of the units to be deed restricted for occupancy by families that qualify as low- or very-low income households.

VII. CONCLUSION

Staff is seeking comments from the Planning Commission on the supportability of the project with respect to project density, parking and setback requests.

Exhibits:

- A. Conceptual Site Plan and Elevations
- B. Applicant's letter, dated May 20, 2011

**HABITAT FOR HUMANITY OF SOUTHERN CALIFORNIA
822 & 824 E. CANON PERDIDO STREET
CONCEPTUAL PLANS**

A copy of the plans are available for public review at the Planning and Zoning Counter located at 630 Garden Street on the 1st Floor.



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May 20, 2011

City of Santa Barbara Planning Division
Planning Commission
630 Garden Street
Santa Barbara, CA 93101

RE: 822,824 Canon Perdido. New Habitat for Humanity Project

Dear Planning Commissioners,

We are thrilled to submit the next Habitat for Humanity Project to you and Staff for Conceptual Planning Commission review. We have gained valuable insights in our meetings with Planning and Transportation staff thus far that have helped shape our project concepts. We look forward to feedback from the Commission to get a clearer position on our requested modifications.

With assistance of the Santa Barbara Redevelopment Agency, in December 2010 Habitat for Humanity secured the parcels at 822 and 824 Canon Perdido for their next affordable housing project in Southern Santa Barbara County. This location will provide multiple low income/ very low income families the opportunity of home ownership with close proximity to many community amenities and public transportation nearby in the Milpas corridor. Our team has thoroughly reviewed the planning and street files and pored over the details of the previously approved condominium plans on the parcels. Many of the issues raised during conceptual review by the ABR and Planning Commission as well as the previously approved entitlements remain consistent with issues we face in our proposed project. Thank you for your input and guidance as we work towards planning approvals this year.

Project Description

The project involves the demolition of two existing residential units with two garages and a 400 square foot carport, and the construction of twelve new residential condominiums on two lots. The lots will be merged, resulting in approximately 19,303 square feet (0.454 AC) in the C-2 zone. The project contains 100% affordable low and very-low income units with the following breakdown: one (1) one-bedroom unit, nine (9) two-bedroom units, and two (2) three-bedroom units. Parking will be provided in one-car garages attached to each unit with three additional surface guest parking spaces. Modifications are required for parking at less than zoning for a total of 15 spaces on site instead of the required 27 spaces and for bonus density to allow 12 units.

This project will seek Planning Commission approval for:

Tentative Subdivision Map for a one-lot subdivision with twelve (12) new condominiums (SBMC §27.07.030 and §27.13).

Modifications

- Bonus Density to allow 12 units
- Parking 1 garage space per unit
- Less than 15 feet between buildings between Unit 1 and 3
- Front setback modification due to Pedestrian Master plan encroachment

EXHIBIT B

Existing and Proposed statistics are as follows:

	822/824 E. Canon Perdido Combined as Existing	Proposed Habitat Project	Required/ Allowed per zoning
Lot Size (s.f.)	19,303	19,303	19,303
Zoning	C-2	C-2	C-2
General Plan Designation	Residential 12 units/AC	27.1	Residential, 12 units/AC
Site Slope	6-10%	3%	N/A
Parking	6	12+3 guest = 15	27
Units	2	12	Variable
Lot Area Required (s.f.)		28,320	1 Bedroom = 1,840 s.f. 2 Bedroom = 2,320 s.f. 3 Bedroom = 2,800 s.f.
Living Area (n.s.f.)	2,073	12,780	N/A
Garage (n.s.f.)	1,060	3,372	N/A
Setbacks - Front (ft)		10	10
Setbacks - Interior (ft)		6 (10 @ 3 stry.)	6
Setbacks - Rear (ft)		17	6
Building Height	29'/ 2 Stories	40' / 3 stories	60'/ 4 Stories
Open Space (s.f.)	Exceeds	2,592	1,903
Building Footprint (s.f.)	2,700	8,025	
Landscaping (s.f.)	11,059	5,979	
Paving (s.f.)	5,544	5,299	
Total (s.f.)	19,303	19,303	

Unit Design

Habitat for Humanity provides homeownership to families who would otherwise not be able to afford their own home. Through their model of zero-interest financing, sweat equity and training, families are able to participate in the American Dream. It is important to the program that the housing solutions be efficient in layout and structure and use systems that do not impose high operating costs upon the new limited-income owners. As such, the units are designed to promote pride of ownership with layouts and features matching market rates. They are efficient with simple stacked layouts and parking attached to each unit and private outdoor space in either yards or second level decks.

Sustainability

Habitat for Humanity would like to provide as sustainable a project as can be developed within the constraints of funding and volunteerism. To accomplish this, we are applying Passive House design criteria to make the envelope as efficient as possible and by minimizing the size and cost of space and

water conditioning systems. Through early energy modeling analysis and site specific design solutions we can tailor the building envelope and building systems to make the most of every dollar. Based on our initial modeling, with a modest sized Solar Thermal and Photovoltaic system, the project is nearing Net Zero Energy usage. Habitat for Humanity has recently completed some Passive House designed projects elsewhere in the Country and we are thrilled with their commitment to sustainability for this project.

Additionally we will enroll the project in Southern California Edison's California Advanced Home partnership and other incentive programs that reward sustainable projects. Our objective is to attain a level 4 Built Green Santa Barbara rating.

Project Specific Issues:

The two previously entitled condominium projects have provided valuable insights into the site constraints and opportunities of this project site. Most of the issues can be resolved with the same methods as previously approved. It is our hope that this makes the entitlement process more efficient than if a project was starting from scratch. The key issues raised previously were:

General Plan

Land Use Element: The project site has a General Plan designation of Residential 12 dwelling units per acre and is zoned C-2, Commercial. The proposed project is subject to the density requirements of the R-3/R-4 Multiple Family Residential Zone and would result in a density of 27.1 units. The General Plan recognizes that, in multiple family residential zones where variable density standards apply, development may be allowed that exceeds the limits of the 12 units per acre General Plan designation without causing an inappropriate increase in the intensity of development. Therefore, the proposed density is consistent with the General Plan.

Neighborhood Compatibility: The surrounding neighborhood is comprised of a mix of retail, restaurant, commercial, educational and residential uses, with a variety of heights, scale and design.

Housing Element: Santa Barbara has very little vacant or available land for new residential development. Therefore, City housing policies support build out of infill housing units in the City's urban areas. The City's Housing Element encourages construction of a wide range of housing types to meet the needs of various household types.

A goal of the Housing Element is to assist in the production of new housing opportunities, through the public and private sector, which vary sufficiently in type and affordability to meet the needs of all economic and social groups. All of the units in the proposed project will be relatively modest in size. The proposed residential units will be restricted to very low- and low-income households.

The Housing Element includes tools needed to provide a variety of housing types. The Element recognizes that the only way to construct affordable housing in Santa Barbara is by allowing greater density than is allowed by the General Plan. The proposed project exceeds the State Bonus Density program (25% bonus density), but qualifies for the City Bonus Density program.

Parking Requirements

The proposed project provides one garage parking space per unit plus three guest spaces. City zoning ordinance section 28.90.100(G)(3)(f) calls for one uncovered parking space per rental unit if the development is 100% affordable to very low or low income households. While condos are required to meet typical R-3 zoning requirements, we believe that it is more appropriate to consider this project in

light of the lower income levels Habitat serves. Habitat provides ownership opportunities to families that earn 40 to 60% of AMI as shown below:

		---- Family Size ----					
		1	2	3	4	5	6
AMI		\$51,800	\$59,200	\$66,600	\$74,000	\$80,000	\$85,900
40%		\$20,720	\$23,680	\$26,640	\$29,600	\$32,000	\$34,360
60%		\$31,080	\$35,520	\$39,960	\$44,400	\$48,000	\$51,540

The Plan Santa Barbara Transportation Existing Conditions report shows that, even among owner-occupied units, vehicle ownership drops as income drops. Even without vehicle ownership restrictions, low income households own less than two vehicles on average. To further reduce vehicle ownership, Habitat for Humanity proposes the following CC&R regulation:

“Only one (1) vehicle shall be permitted for each Unit, regardless of the number of Owners or residents occupying said Unit. The Owners of each Unit shall verify in writing on a yearly basis that Owners and residents of the Unit collectively own only one (1) vehicle. The Board shall have the right to verify this information with the California Department of Motor Vehicles (DMV) and each Owner shall provide the Board with any authorization required by the DMV to allow the Board to verify said information. Noncompliance with the vehicle restrictions set forth in this Section shall result in monetary penalties equal to \$1,500 for the first violation and an additional penalty of \$500 for each month that any violation continues. The restrictions set forth in this Section are mandated by the City of Santa Barbara as a condition of approval for development of the Units and shall be strictly enforced.”

This modification, for one covered parking space plus three guest spaces, will be similar to a previously approved Habitat project on San Pascual Street which provided one covered parking space per unit.

Grading and Drainage

This site is three to ten feet lower than its surrounding neighbors creating runoff from their sites onto the subject property. In order to deal with the on site water and additional water from adjacent parcels, the Civil Engineering team recommends that the site be filled to allow for positive overland escape to the west corner of the property. In order to accomplish this, approximately 4 feet of new fill will need to be brought on to the majority of the site. We will look at using storm water management solutions such as vegetated swales, permeable driveway pavers, rain barrels, and other relevant solutions to provide infiltration opportunities.

Architecture

The buildings on site have been configured to be as efficient as possible while providing good natural light, cross ventilation and shared structural walls and other efficiencies. The townhome solution provides numerous benefits and allows us to provide a quality living experience for all twelve units. With the attached garage, most of the units are two story with some of the units including a third floor to

achieve the project program. The third story elements are arranged in the center of the project to be unobtrusive from the street view.

We have elected to apply simple craftsman inspired detailing to the buildings and use various colors and roof elements to break down the perceived mass of the buildings. The style also lends itself easily to the volunteer work that will construct a large portion of the project. Simple materials will be installed with simple methods, but composed in a charming fashion. This style draws from Early California homes in the area and fits in seamlessly with the Haley/Milpas design guidelines.

The central drive court and walk provides an efficient circulation system allowing for sunshine and air movement into the units. The driveway can also be used as part of the stormwater management system with permeable pavers and subsurface retention mediums.

Open Area

The project provides private open space with 10 foot deep yards and second level roof decks where on-grade constraints exist. We have consolidated the open area to create a gathering space for a children's play area and shared activities. Located at the rear of the parcel, it provides a safe contained area for the resident children to play. It also makes use of the 50 foot wide portion of the lot that is otherwise difficult to use for buildings without setback modifications. The project will meet and exceed the 10% open space requirement as required by zoning.

Trash and Storage

We have enlarged the garage area depth to accommodate storage, trash/recycling and mechanical equipment on the ground level of each unit.

Fire Department Access

Per the New California Residential Building code, the project will require fire sprinklers. The Fire Department access requirement of 250 feet can easily be met without significant fire engine maneuvering.

Landscaping

The project will create a landscape with drought tolerant species, and also species that are easy to maintain for the low income residents. A number of plants on site can be reused such as some succulents and a cactus garden. A Persimmon and a King palm may be reused. Due to the extents of the required grading, a number of existing trees and vegetation will be removed including hedges at the west property line, some small fruit trees and an 18" diameter evergreen tree, a 30" diameter Silky Oak, a 14" Weeping bottle brush and an 18" Jacaranda.

Environmental Review

Archaeological Resources:

A Phase I Archaeological Resources report was prepared and accepted by the Historic Landmarks Commission on June 14th, 2006. The report concluded that it is considered unlikely that the development of the parcel will result in impacts to a prehistoric or historic site, and that the impacts are less than significant. Standard conditions to be implemented.

Noise Study: An acoustical analysis was prepared for the project by Dohn & Associates, which determined that the project site is primarily impacted by noise from traffic on Canon Perdido Street and residually by noise from traffic on Milpas Street. The anticipated exterior noise levels identified for the

building envelope of Unit A is 65dBA. The other units would meet the City's exterior noise level standard of 60dBA. The report further indicates that the most likely spaces for outdoor living would be the rear yards of each unit, which would all meet the 60 dBA exterior exposure standard. The previously approved project proposed a roof deck located above the garage of Unit A; this project does not include this element, eliminating noise impacts associated with these outdoor living areas.

Canon Perdido Setback

The Santa Barbara Municipal Code (§28.83.007) establishes a 10-foot setback line for Canon Perdido Street, northwesterly between Quarantina and Milpas Streets. In this case, the special setback matches that of the front setback for the R-3/R-4 zones. No modification is required.

The Pedestrian Masterplan for this area recommends an additional 4 feet of pedestrian zone. We propose to maintain our project setback of 10 feet from the property line and a modification to the front setback if the additional 4 feet is required to be deeded to the City.

Tenant Displacement Assistance

Habitat for Humanity will work with the Redevelopment Agency staff to ensure appropriate, federally-regulated tenant displacement assistance. A plan was submitted to staff as part of the PRT submittal.

Closing Remarks

Habitat for Humanity of Southern Santa Barbara County and DMA look forward to working with the City on this project. We believe that the project will meet stated community goals and provide needed affordable housing in Santa Barbara. With input and guidance from the Commission, we will achieve another successful Habitat for Humanity project that the City and its residents will be proud of for many years to come.

Regards,



Edward de Vicente, AIA C31321
DeVicente + Mills Architecture, LLP