



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: February 2, 2012
AGENDA DATE: February 9, 2012
PROJECT ADDRESS: 1255 COAST VILLAGE RD (MST2011-00220)

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

I. PROJECT DESCRIPTION

The project consists of a proposal to demolish existing plant nursery structures, and construct a mixed-use building totaling 11,921 square feet (sf). The building consists of two stories above a 12,865 sf partially subterranean parking garage that will provide a total of 40 non-residential parking spaces. The first floor above the garage is at the same level as the existing sidewalk on Coast Village Road. The project includes two, two-story residential condominium units totaling 3,268 sf, and two stories of non-residential condominium development totaling 8,047 sf. Each of the residential units will have a single car garage on the first floor level a total of 606 sf, and a private roof deck accessed through a covered staircase. The building height as measured from the finished grade of garage to the ridge of the second floor is 37 feet (ft). The tallest architectural element will be 28 ft above the level of Coast Village Road. Public improvements will include a dedication of land for public sidewalk, installation of five street trees. An existing mature *Podocarpus gracilior* (Fern Pine) tree located at the westerly property line will be removed and a large tree will be installed on-site. The City's Street Tree Advisory Committee approved the removal of a *Magnolia grandiflora* (Southern Magnolia) located in the public right-of-way that will be removed and replaced.

II. REQUIRED APPLICATIONS

The proposed project will require the following discretionary applications:

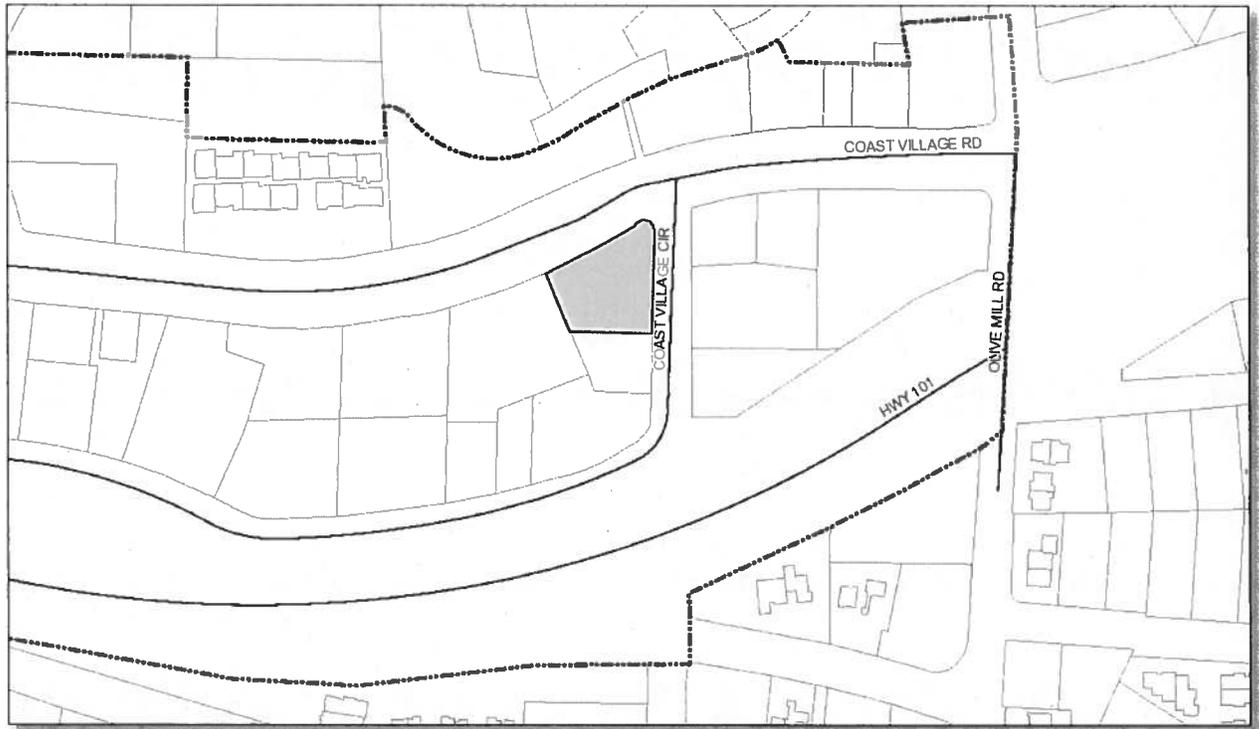
- A. Design Review by the Architectural Board of Review of a new mixed-use development (SBMC §22.68.040(A.))
- B. A Modification to allow structures to be located within the front setbacks along both the Coast Village Road and Coast Village Circle frontages (SBMC §28.63.060.A & §28.92.110.1).
- C. A Transfer of Existing Development Rights totaling 2,900 sf. (SBMC §28.95).
- D. A Development Plan for 5,947 square foot of additional commercial development (SBMC §28.87.300.A.). A final determination will be made based upon updated statistics.

- E. A Tentative Subdivision Map for the development of two residential and seven non-residential condominium units (SBMC §27.03 & §27.13).
- F. A Coastal Development Plan for the new development and subdivision located in the non-appealable jurisdiction of the Coastal Zone (SBMC §28.44.060).

APPLICATION DEEMED COMPLETE: January 17, 2012
DATE ACTION REQUIRED PER MAP ACT: March 7, 2012

III. RECOMMENDATION

If approved as proposed, the project would conform to the City's Zoning and Building Ordinances and policies of the General and Local Coastal Plans. 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 VIII of this report, and subject to the conditions of approval in Exhibit A.



IV. BACKGROUND

The applicant submitted a package for review under the City’s Pre-application Review Team (PRT) process in May 2011. The City’s Land Development Team, consisting of staff members from Planning, Building & Safety, Public Works, Fire and Creeks, reviewed the conceptual plans, and provided direction to the applicant regarding environmental issues, the proposed mix of land uses, setbacks, parking requirements, and public improvements. The project reviewed during the PRT process consisted of the demolition of 2,100 sf of existing non-residential structures, primarily asphalt paving, which has been used as a plant nursery, and the construction of a three-story, mixed-use building over a subterranean garage. The site is completely paved with impervious surfaces. During the PRT review, the applicant was given the following feedback: concern regarding 3rd story and suggested design to eliminate a story, adjust design to meet minimum requirements for distance between buildings, increase the width of the improved pedestrian right-of-way along Coast Village Road and Coast Village Circle, review the parking layout, and study the possibility of traffic impacts.

The applicant made changes to the project massing by eliminating a story, reducing the amount of non-residential floor area, and reducing the associated parking. The applicant has presented the project to the Montecito Land Use Committee, Citizens Planning Association Board, and the City’s Architectural Board of Review. The City’s Street Tree Advisory Committee has reviewed the removal of an existing street tree, the proposed locations for installation of new street trees, and possible street tree species.

On January 29, 2010, the City and County of Santa Barbara formalized a Memorandum of Understanding (MOU) for a Coordinated City and County Review Process of new projects along Coast Village Road. The MOU states that any project that requires review by the City Planning Commission or Staff Hearing Officer will receive a courtesy review by the Montecito Planning Commission to receive comments on the project. On October 26, 2011, the Montecito Planning Commission held a courtesy review hearing to take comment on the item. Generally, the Commission supported the mass, bulk and scale of the building. The Commission inquired about the operations of the garage after business hours, the review of the project with respect to the operations of the current intersections, specifically concerning pedestrian vs. vehicle traffic.

V. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant:	Brian Cearnal, Cearnal Andrulaitis LLP		
Property Owner:	Black Valner, LLC		
Site Information			
Parcel Number:	009-291-018	Lot Area:	15,923 sf
General Plan:	Commercial/ Medium High Residential (15- 27 du/acre)	Zoning:	C-1/SD-3
Existing Use:	Retail (Nursery)	Topography:	5% avg. slope

Adjacent Land Uses	
North - Retail	East - Retail
South - Office	West - Retail

B. PROJECT STATISTICS

	Existing	Proposed
Retail	2,100	3,501
Restaurant	0	1,257
Office	0	3,079
Elevator and Stairwells	0	210
Garage Non-Residential	0	12,865
Total Non-Residential	2,100	20,222

Residential Living Area	0	3,268
Garage Residential	0	606
Total Residential	0	3,874
Proposed Density	5 du/acre	

VI. POLICY AND ZONING CONSISTENCY ANALYSIS

A. ZONING ORDINANCE CONSISTENCY

Standard	Requirement/ Allowance	Existing	Proposed
Setbacks			
-Front	10'	5'	0'*
-Interior	0'	0'	0'
-Rear	0'	0'	0'
Building Height	3 stories and <45'	14'	37' *
Parking			
-Retail/Office	1 per 250 sf	0	27
-Restaurant	1 per 3 seats	0	13
-Residential	1 per unit	0	2
Lot Area Required for Each Unit (Variable Density)	2 bd - 2,320 sf	n/a	4,680 sf
10% Open Space	1,592 sf	n/a	1,592
Private Outdoor Living Space	2 bd – 84 sf on 2 nd floor or higher	n/a	> 84 sf each

Common Open Area	15' x 15'	n/a		15' x 15'	
Lot Coverage					
-Building	N/A	2,100	13.2%	7,807	49.0%
-Paving/Driveway	N/A	13,823	86.8%	1,642	10.3%
-Landscaping	N/A	0	0%	6,414	40.7%

*Modification requested

With the approval of the Modifications described below, the project would meet the requirements of the C-1 Limited Commercial Zoning Ordinance.

1. MODIFICATIONS

a. Front Setback Modification

Properties located in the C-1 Limited Commercial Zone require a minimum front setback of 10 ft along both the Coast Village Road and Coast Village Circle street frontages. The proposed encroachments include: 1) an as-built deck (Jeanine's) in the northwestern corner of the property; 2) The commercial building including a second floor Monterey balcony along Coast Village Road frontage of the two-story commercial building; and 3) The construction of an accessible access ramp is located within the 10-foot setbacks along Coast Village Circle.

- (1) In 1998, Jeanine's Bakery permitted the rebuilding of an existing patio deck. The 1998 plans indicated that the deck was located entirely on the adjacent property; however, recent property line surveys revealed that a substantial portion of the deck improvement has been constructed on the 1255 Coast Village Road property and must be permitted if it is to remain. The property owner of 1255 Coast Village Road has had discussions with the adjacent property owner and tenant, and is in discussions to allow the deck to remain. In order to allow the structure to be permitted on the 1255 Coast Village Road property, the applicant is pursuing a modification to allow the structure, which is greater than 10 inches above grade, to encroach into the required front setback. The affected parties (property owners for each property and the existing tenant) will work together following the action by the Planning Commission to establish an easement that allows the deck to remain on the 1255 Coast Village Road property. However, in the event that an agreement is not reached, a condition has been added (Condition E.2.c) requiring the structure to be demolished and the area landscaped. The condition proposes that the resolution of permitting or demolition of the deck be resolved prior to building permit issuance for the new development.
- (2) The existing lot has an irregular shape requiring a variable width easement (0-ft – 5-ft) along Coast Village Road to accommodate pedestrian improvements under the Pedestrian Master Plan that are further discussed in Section VI.A.2.a(1). The three-dimensional easement changes the width of the existing public right-of-way, and creates a new property line from where the zoning setbacks would be measured from the ground level upward but would allow the

applicant to build the subterranean garage to the existing property line. Portions of the non-residential building façades, a small amount of square footage and a Monterey style balcony would encroach approximately 2' – 4' ft into the required 10-foot setback. The adjacent building at 1253 Coast Village Road is set back a maximum of six-feet from the front property with the setback diminishing as you move east. On October 26, 2011, the Montecito Planning Commission reviewed the project conceptually and provided favorable comments on the architectural style and the projects mass, bulk, and scale. On August 22, 2011, the City's Architectural Board of Review stated that the Modification for the proposed balcony does not have a negative aesthetic impact, as described in Section VII of this staff report. Staff is supportive of the encroachment because of the large area of easement for pedestrian improvements improving circulation and the building setback from Coast Village Road is consistent with the adjacent commercial buildings.

- (3) The accessible access ramp is located within 10 ft of the front property line along Coast Village Circle. The subject site has a slope from northwestern corner to the southeasterly corner. Due to the change in grade, a portion of the accessible access ramp will be greater than 10 inches as measured from existing grade and will require a modification. Staff is supportive of the encroachment because it is necessary to provide handicap access to the property from Coast Village Circle.

2. TENTATIVE SUBDIVISION MAP / NEW CONDOMINIUM DEVELOPMENT

The project site is located in a commercial zone that allows for mixed-use development. The site is currently paved and operating as a plant nursery and does not contain environmentally sensitive habitat. Improvement of the site will allow the implementation of the City's Storm Water Management Program at the Tier 3 level. Tier 3 projects must demonstrate that the first inch of rain in a 24 hour event is captured and treated on site, the volume of runoff is reduced and the rate that runoff leaves the site is maintained. The project has incorporated best management practices that facilitate Tier 3 compliance and therefore will contribute towards improved water quality.

a. Public Improvements.

- (1) Coast Village Road and Coast Village Circle Pedestrian Master Plan Improvements.

The Pedestrian Master Plan (PMP), adopted as part of the General Plan Circulation Element, identifies areas citywide that would benefit from pedestrian improvements. The PMP recommendations for the sidewalk zone improvements are based on the right of way width and the use of the right of way with the most important element being the pedestrian throughway width. For the Coast Village Road frontage, the project is conditioned to provide the PMP recommended minimum sidewalk zone of 15 feet, including a 6-inch curb, 4-foot parkway, 8-foot sidewalk and 2.5-foot frontage zone along Coast Village Road, and an 11.5 foot sidewalk zone, including a 6-inch curb, 3.5-foot

parkway, 6-foot sidewalk and 1.5-foot frontage zone along Coast Village Circle. The frontage zone is considered a buffer between the back of sidewalk and any vertical obstruction, and may be provided on the private property. To meet these recommendations, the applicant has proposed a 0-foot to 5-foot, three-dimensional easement along Coast Village Road for the purposes of providing improved circulation and pedestrian access (Condition C.2.). The access easement of land along Coast Village Road would change the location of the public right-of-way and the property line from where the zoning setbacks would be measured from the ground level upward but would allow the applicant to build the subterranean garage to the existing property line.

(2) Pedestrian vs. Vehicle Improvements

At the Montecito Planning Commission hearing, the Commissioners commented on the relationship between the pedestrian paths of travel and the vehicular circulation at the intersection of Coast Village Road and Circle and from the separate on-street parking drive isle. Transportation Operations Division staff conducted a site visit and determined that the circulation pattern would be improved by the repositioning of a stop sign and the relocation of newspaper racks.

b. Physical Standards for Residential Condominiums (27.13.060)

In addition to the requirements of the zone, the physical standards for residential condominiums as described in SBMC §27.13.060 have been met as follows:

- (1) Parking. The off-street parking requirements for a condominium development shall be in accordance with Chapter 28.90.100 of this Code. The project will meet the zoning ordinance parking requirements by providing each residential condominium unit a one-car garage.
- (2) Private Storage Space. The requirement for each unit to have at least 300 cubic feet of storage has been waived because each unit will have a separate enclosed garage.
- (3) Separate Utility Metering. All utilities (e.g. gas, electricity, water and sewer.) are metered separately for each unit.
- (4) Laundry Facilities. A laundry area has been provided in each unit.
- (5) Public Improvement Districts. The requirement that the applicant waive the right, through deed restriction, to protest the formation of public improvement districts, has been included as Condition B.3.
- (6) Density. The project meets the variable density requirements as specified in SBMC §28.21, and is consistent with the zoning ordinance requirements for the zone in which the project is located as discussed in the previous section of this staff report.

- (7) Unit Size. The requirement that the enclosed living or habitable area of each unit shall be not less than 400 sf is met, as the minimum unit size is approximately 1,800 net sf.
- (8) Outdoor Living Space. Outdoor living space provided meets the requirements outlined in SBMC §28.21.081.A for the R-3 Zone by providing a minimum of 10% of the lot area (15,923 sf x 10% = 1,592 sf) with at least one location that meets a minimum of 15' x 15' that is accessible to both residential condominiums, and that each unit has a minimum of 84 sf of private outdoor living space located on the second floor or above. The project is designed with an entry courtyard that meets the 15' x 15' common area requirement and serves as a large portion of the 10% open space requirement. Each unit has a roof deck that exceeds the minimum requirements for private outdoor living space.
- (9) Storage of Recreational Vehicles. The proposal does not include parking spaces in excess of the minimum requirements as outlined in SBMC §28.90 as shown in VI.A above; therefore, staff has included Condition B.4. that states that recreational vehicles shall not be stored on site.

3. DEVELOPMENT PLAN APPROVAL/TRANSFER OF EXISTING DEVELOPMENT RIGHTS

The proposal is to construct a net increase in non-residential square footage totaling approximately 5,947 sf. Under Santa Barbara Municipal Code Section 28.87.300, each non-residentially zone lot was allocated 3,000 sf of additional development potential. The additional 2,947 sf (approximate) of floor area is proposed to be obtained by transferring demolition credits obtained from the construction of the residential condominium project at 214 E. Yanonali Street to the project site, using the City's Transfer of Existing Development Rights process. The project at 214 E. Yanonali Street was approved by the Planning Commission on March 8, 2001, and it demolished 33,317 net non-residential sf. There has not been any projects approved and/or completed that proposed transfer of development rights from the 214 E Yanonali Street site, so the entire amount of demolition credit remains.

The project appears to be consistent with the City's Zoning Ordinance requirements and the goals and policies of the City's General and Local Coastal Plans. The City's Architectural Board of Review has found that, conceptually, the project is compatible with the surrounding neighborhood in size, bulk and scale, as discussed in Section V.B. of this staff report. The two new residential units are proposed to be market units. The applicant has received a *Certificate of Water Availability* from Montecito Water District (Exhibit D). The proposed project's traffic impacts have been evaluated in a traffic study prepared by Associated Transportation Engineers (ATE) as shown in Exhibit E. The traffic study analyzed the trips generated by the proposed project and determined that based on the City's thresholds of significance there would not be impact on local streets and intersections.

B. GENERAL PLAN CONSISTENCY

The project site is located in the Coast Village neighborhood, which is described as the area bounded on the north by the rear property lines of the lots on the north side of Coast Village

Road; on the south by Highway 101; on the east by Olive Mill Road; and on the west by Hot Springs Road. Coast Village is predominantly a commercial corridor with some older residential development. This area has seen limited new building development or mixed use over the past 20 years. There are currently no institutional uses or parks in the Coast Village neighborhood.

1. LAND USE ELEMENT

The property has a land use designation of Commercial/Medium-High Density Residential. This land use designation generally applies to commercial neighborhood serving centers historically located within residential areas.

The General Plan designation of Commercial/Medium High Density would allow a range of between 12-27 du/acre for future residential or mixed-use development. The zoning designation for Coast Village is C-1, Limited Commercial Zone that permits commercial and residential uses.

The Medium High Residential Density designation permits a base density of 12 – 18 dwelling units per acre (du/acre). The proposed residential density of 5 du/acre is well below the base density. Plan Santa Barbara allows for a range of 15-27 du/acre when applicants propose to use the Average Unit Size Density Incentive Program. This program has not been established, and will require implementing ordinances be adopted prior to the program becoming effective. The land uses allowed in these areas include residential, office, service shops, grocery stores, restaurants, banks, dry cleaners, childcare centers, pet shops, repair shops, and various other neighborhood/commercial serving businesses. Many of the business existing in the area of the project provide easy access to goods and services and help to improve the livability and sustainability of the area.

a. LG2: Limit Non-Residential Development

With the adoption of Plan SB, the overall non-residential development potential will be limited to 1.35 million net new sf until 2030. In order to implement the policy change, the development plan ordinance must be revised. Once the Development Plan Ordinance is amended, the total new square footage will be allocated among Vacant Property, Small Additions, and Community Benefit Development Categories. Projects that are approved, pending, receive minor additions, government buildings and replacement of existing square footage would be exempt from the 1.35 million sf.

Until implementing ordinances are adopted and become effective, projects must comply with SBMC §28.87.300 and are allowed to propose up to 3,000 sf of additional non-residential square footage on any commercially zoned lot within the City limits. The 3,000 sf is made up of 1,000 sf from the minor additions category and 2,000 sf from the Small Additions category. The property has not had any previous additions proposed under §28.87.300, which became effective in 1989; and therefore, the property, has its full allowance of 3,000 sf of new non-residential development potential.

2. HOUSING ELEMENT

The applicant is proposing a mixed-use development that includes a range of uses such as residential, office, retail, and restaurant uses. The project is scaled appropriately to be found consistent with the surrounding neighborhood. The mixed-use development is located in an area that is close to transit lines, shopping opportunities, and restaurants and is in a walkable community.

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

Possible Implementation Actions to be Considered

H10.1 Early Project Consultation. Continue to offer and encourage early staff predevelopment consultations for residential development of opportunity sites and mixed-use projects.

H10.4 Housing at Shopping Centers. Promote and encourage the development of mixed-use for ownership and rental housing at shopping centers.

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

Possible Implementation Actions to be Considered

- H14.1 Market Rate Housing. Market-level housing projects in the multi-family or commercial zones (including mixed-use) shall be encouraged to construct unit sizes consistent with averages and maximums set out under the City's Average Units Size Density Incentive Program; and
- Have access to adequate public open space with a ½-mile radius, a dedication of sufficient useable open space on-site, a contribution is made toward future parks through in-lieu fees, or a combination of any of these.

The project site is located with ½ mile of public beach access locations and has been designed to include a courtyard interior to the lot to provide adequate useable open space. The City's Average Units Size Density Incentive Program requires implementing ordinances to be adopted to define the unit sizes and averages. Plan Santa Barbara allows applicants to choose to use the Average Unit Size Density Incentive Program or have larger units using a base density not to exceed 12 du/acre. The project is proposing larger units but does not exceed a density of 5 dwelling units an acre.

3. ENVIRONMENTAL RESOURCES ELEMENT

- a. ER7 Highway 101 Setback

Plan Santa Barbara, the General Plan update, was adopted by City Council on December 1, 2011. At the time of adoption, several new policies became effective such as Policy 7 of the Environmental Resources Element, which states:

New development of residential or other sensitive receptors (excluding minor additions or remodels of existing homes or one unit on vacant property) on lots of record within 250 feet of U.S. Hwy 101 will be prohibited in the interim period until California Air Resources Board (CARB) phased diesel emissions regulations are implemented and/or until the City determines that diesel emission risks can be satisfactorily reduced or that a project's particulate exposure level is sufficiently reduced. The City will monitor the progress of CARB efforts and progress on other potential efforts or measures to address diesel emissions risks.

Possible Implementation Actions to be Considered

ER7.1 Review Criteria. Prepare project review criteria for the set-back area.

ER7.2 Barriers and Sound Walls. Pursue funding and installation of sound walls, trees and shrubs along unprotected areas of U.S. Hwy 101 to create a barrier to reduce particulate transmissions. Barriers and sound walls to be consistent with the Highway Santa Barbara Coastal Parkway Design Guidelines.

More detailed guidance is under development for implementation of this policy on projects that are currently in process. Staff intends to recommend a set of criteria to the City Council for the implementation of Policy ER7. A draft resolution will be presented to the City Council on February 14, 2012 that will recommend exempting projects that were submitted to the City prior to December 1, 2011 from application of this policy. Staff will have an initial set of criteria for how to consider new projects and recommend that the Council Ordinance Committee further consider the criteria before it is also adopted by Council resolution. Staff is in contact with the Santa Barbara County Air Pollution Control District (APCD) seeking their input on possible criteria and monitoring issues related to diesel emissions risks.

In this case, the southwest corner of the subject property is located within 250 feet from the edge of the nearest travel lane of Highway 101. Staff advised the applicant that although the design for the project is fairly well complete, options to address this policy should be explored. Staff suggested there was still an opportunity to add landscaping buffers, change window placement and propose a ventilation system to filter out particulates. The applicant has engaged a professional air quality specialist with Dudek, who has provided a technical review and response on this issue (see Exhibit C). The unit that is closest to the freeway has been designed so the windows facing the freeway would be non-operable. There is not an opportunity for substantial in-ground plantings along the south face of the property; however, the applicant has proposed potted plants on the ground and roof level decks.

Staff recommends that the Planning Commission can find the project consistent with Policy ER7 contingent on Council actions on implementation of the policy

described. Staff's recommendation is based on the following: discussions with APCD to date, that the applicant has responded to this concern to some degree in the project design, that the site is minimally within the 250-foot setback area, and our recommendation to Council to exempt pending projects.

b. ER15 & 16. Creek Resources and Water Quality

Development must be consistent with the City policies/programs related to water resources and open space. The project as described above in section VI.A.2. has been designed to meet the City's SWMP.

c. ER26. Noise Policies for New Residential Uses.

Take into consideration the surrounding existing and future legal land uses in establishing exterior noise policies for new residential uses.

(1) ER26.1 Residential Exterior Ambient Noise Levels in Non-Residential and Multi-Family Zones.

Policy ER26.1 became effective December 1, 2011. The City's current noise standard for outdoor living spaces for residential uses located within non-residential and multi-family residential zones is an average ambient noise level of 65 dBA CNEL or less. The applicant must demonstrate that the residential open spaces will not exceed the noise standard or incorporate the shielding of spaces through design and/or sound attenuating structures to assure the levels are not exceeded.

A noise study prepared by Dudek concludes that all required private outdoor living space, open yard, and common open space for the residential uses will not exceed 60 dBA CNEL.

C. LOCAL COASTAL PLAN CONSISTENCY

The project site is located in Component 7 of the City's Local Coastal Plan. There are no major coastal issues in the Component 7. Issues that generally apply to this area are recreational facilities, visitor-serving uses on Coast Village Road, and housing. The properties located in the City's jurisdiction flanking Coast Village Road are zoned for commercial uses (C-1). There is an existing neighborhood shopping area located at Hot Springs and Coast Village Road serving local residents. The remainder of Coast Village Road (from Butterfly Lane to Olive Mill Road) is lined with retail establishments and offices. Some apartments exist in combination with commercial uses.

The General Plan map shows "Commercial Medium/High Residential". In the Coast Village Road/Coast Village Circle area, in-fill development of retail commercial and office establishments, and housing is anticipated. The project provides visitor-serving amenities such as retail, restaurant, and general office uses. The proposed project will provide adequate onsite parking to meet the demand for the proposed uses and is not anticipated to create traffic that would impede coastal access. The project has been reviewed by the Architectural Board of Review and was found to be consistent with the scale, size and design of the prevailing character of the neighborhood and can be found consistent with the following LCP policies

- 3.3 New Development proposals with the coastal zone, which could generate new recreational users (residents or visitors), shall provide adequate off-street parking to serve the present and future needs of the development.
- 5.3 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.

The project can be found consistent with the applicable Coastal Act Policies contained in Exhibit F because the project does not eliminate any existing housing or visitor serving recreational facilities. The project will provide additional visitor serving businesses and provide two additional housing units in a development that is compatible with the prevailing character of the neighborhood.

D. 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 residential density designation. The project is consistent with the C-1 Zone designation and, with the requested modifications, the project, as conditioned, would be 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 with the City boundary, less than five acres in size and surrounded on all sides by commercial uses.

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

The site has been previously disturbed, the entire site is paved with impervious material, is surrounded on all sides by urban uses, and holds no value as habitat for endangered, rare or threatened species.

4. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
 - a. Traffic. A traffic study prepared by ATE concludes that there will not be a project specific or cumulative traffic impact created by the project. The proposed project is not anticipated to distribute new peak hour traffic trips to an impacted intersection and therefore, will not adversely impact traffic.

- b. Noise. The project is not expected to result in any significant effects relating to noise. See the noise discussion in Section VI.B.3.c of this staff report.
- c. Air Quality. The City of Santa Barbara uses the Santa Barbara County Air Pollution Control District's (APCD) thresholds of significance for air quality impacts. Based on the APCD's Land Use Screening Table contained in the Scope and Content of Air Quality Sections in Environmental Documents updated June 2008, a project of twelve residential condominium units would not be expected to result in significant air quality impacts. Since the proposed project is much smaller than those identified in the APCD's screening table, no significant effects are expected with the proposed project. Consistency with *Plan Santa Barbara* Environmental Resource Element policies is discussed in Section VI.B.3 of this staff report.

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 conditions of approval and would further reduce less than significant air quality impacts.

- d. Water Quality. The project is not expected to result in any significant adverse effects on water quality. The proposed project includes a stormwater management system to collect and store surface and roof runoff and detain the net difference in runoff for a 25-year storm consistent with the requirements of the City's adopted Storm Water Management Program. In the event of a storm with greater volume, stormwater would surface flow into the storm drain system consistent with current neighborhood drainage patterns.
5. Utilities. 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 proposed 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.
 6. Visual. The applicant has provided photographs from the U.S. Highway 101 to the mountains and from the North side of Coast Village road towards the ocean to demonstrate that the project will not adversely affect public view sheds.

VII. DESIGN REVIEW

This project was reviewed by the City's Architectural Board of Review (ABR) on August 22, 2011 (meeting minutes are attached as Exhibit G). At that meeting, the ABR stated that in general, the direction of the project, including the site planning, mass, bulk, and scale, and architectural style is supportable and that the proposed modifications do not have negative aesthetic impacts. The Board requested the study of additional planting opportunities on both the first story level and in-ground locations. The Board requested a complete set of elevations including interior courtyard areas.

VIII. FINDINGS

The Planning Commission finds the following:

A. FRONT SETBACK MODIFICATION (SBMC §28.92.110)

As discussed in Section VI.A.1.a. of this staff report, the requested front setback modification for the accessible access ramp, as-built deck, and the commercial building is consistent with the purposes and intent of the Zoning Ordinance and is necessary to construct a mixed-use property that maintains the character of the neighborhood and addresses accessibility requirements while addressing the sloping topography of the existing site. The proposed setback request allows portions of the non-residential buildings to encroach into the 10-foot setback, allows the existing deck used by "Jeanine's Bakery" to remain in its current location, and allows the accessible access ramp to be properly sloped to Coast Village Circle. The dedication of an easement for the purposes of creating a uniform sidewalk width and improvements along the Coast Village Road frontage has provided adequate setback to the public street and promotes a uniform improvement consistent with the setbacks of adjacent structures.

B. TRANSFER OF EXISTING DEVELOPMENT RIGHTS (SBMC§28.95.060)

1. The proposed development plans for both the sending and receiving sites are consistent with the goals and objectives of the General Plan of the City of Santa Barbara and the Municipal Code because the multiple family development on the sending site received approval by the Planning Commission on March 8, 2001, and was determined to be consistent with the goal and objectives of the General Plan and the requirements of the Zoning Ordinance. The required parking will be provided on site and the proposed mixed-use building complies with all of the requirements of the Municipal Code and the General Plan.
2. The proposed developments will not be detrimental to the site, neighborhood or surrounding areas. The sending site project was approved by the Planning Commission and the Architectural Board of Review, which found the project to be appropriate. The Historic Landmarks Commission has reviewed the proposed design for the additions at the receiving site and found them to be acceptable.
3. The floor area of proposed nonresidential development on the receiving site does not exceed the sum of the amount of Existing Development Rights transferred when added to the amount of Existing Development Rights on the receiving site, and does not exceed the maximum development allowed by the applicable zoning of the receiving site. The proposed total new floor area for the project (5,315 sq. ft.) does not exceed the sum of the transferred square footage (2,315 sq. ft.) and the Small and Minor Additions of Measure E square footage (3,000 sq. ft.), and does not exceed the zoning limitations.
4. Each of the proposed nonresidential developments on the respective sending site(s) and receiving site(s) will meet all standards for review as set forth in Section 28.87.300.E of the Municipal Code and all provisions of this Chapter, and will comply with any additional specific conditions for a transfer approval. The sending site received approval by the Planning Commission on March 8, 2001, and met all standards for review. With the approval of the front setback modification, the receiving site shall comply with all standards for review in Section 28.87.300 and as stated in the findings C.1 through C.7 below.

5. Development remaining, or to be built, on a sending site is appropriate in size, scale, use, and configuration for the neighborhood and is beneficial to the community. The sending site was previously developed with over 33,317 net commercial sf, which was demolished to create a multi-family residential project. That project was approved by the Planning Commission on March 8, 2001, and has been constructed. The development was also approved by the Architectural Board of Review which found it to be appropriate in size, scale, use, and configuration for the neighborhood and is beneficial to the community. The proposed additions on the receiving site have been reviewed by the Architectural Board of Review and were found to be acceptable for the surrounding neighborhood.

C. DEVELOPMENT PLAN APPROVAL (SBMC §28.87.300)

1. The proposed development complies with all of the provisions of the Zoning Ordinance. With the approval of the requested Modification, the project complies with the required setbacks for mixed-use development in the C-1 Zone;
2. The proposed development is consistent with the principles of sound community planning because the property will be a mixed-use building that is surrounded by a mix of commercial and residential uses, and conforms to the General Plan description of the neighborhood as described in Section VI.B. of this Staff Report. The location for the proposed office, retail, restaurant, and residential units is consistent with the surrounding uses in the Coast Village Road neighborhood.
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, because the project is compatible with the surrounding area's aesthetics and character and is consistent with other one and two story buildings in the immediate area, as described in Section VI. of the staff report. The ABR conceptually reviewed the project and found the architecture and site design to be appropriate with the surrounding neighborhood;
4. The proposed development will not have a significant unmitigated adverse impact upon the City and South Coast affordable housing stock, because the amount of nonresidential floor area is relatively small, and two new residential units are proposed as part of the project. No existing residential units are proposed to be eliminated as a part of this project.
5. The proposed development will not have a significant unmitigated adverse impact on the City's water resources because there is adequate water to meet the needs of the proposed development. The proposed project receives water service from the City Montecito Water District and is within the anticipated growth rate for the City. Therefore, the City's long-term water supply and existing water treatment and distribution facilities would adequately serve the proposed project.
6. The proposed development will not have a significant unmitigated adverse impact on the City's traffic because the project would not generate significant traffic to create an impact on the local streets and intersections based on the City's thresholds of significance. Transportation Staff has reviewed the project and determined that the

project would not result in significant project or cumulative impacts to any impacted intersection;

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.

D. 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 Section VI of the Staff Report. The site is physically suitable for the proposed development, the project is consistent with the density provisions of the Municipal Code and the General Plan as described in VI, and the proposed use is consistent with the vision for this neighborhood of the General Plan, as described in VI.B.1. The design of the project will not cause substantial environmental damage, and associated improvements will not cause serious public health problems, because the proposal is for an addition to an existing commercial building in an urban environment.

E. NEW CONDOMINIUM DEVELOPMENT (SBMC §27.13.080)

1. The project complies with all provisions of the City's Condominium Ordinance, as described in Section VI.A.2.b of this Staff Report. The project complies with density requirements, and each unit includes laundry facilities, separate utility metering, adequate unit size and storage space, and the required private outdoor living space, as described in Section VI.A. of the Staff Report. The project is consistent with policies of the City's General Plan including the Land Use, Housing, and Environmental Resources Elements as discussed in Section VI. of this staff report dated February 2, 2012. The project will provide infill residential development that is compatible with the surrounding neighborhood.
2. The project can be found consistent with policies of the City's General Plan including the Land Use, Housing, and Environmental Resources Elements. The project will provide infill residential development that is compatible with the surrounding neighborhood, as described in Section VI.B. of the Staff Report. 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, as described in Section VI.B. of the Staff Report.
3. 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 because once the peak hour project related trips are distributed to the City street network, no new impacts are expected at any intersections. The design has been reviewed by the City's design review board, which found the architecture and site design appropriate, as described in Sections IV. and VII. of the Staff Report..

F. COASTAL DEVELOPMENT PERMIT (SBMC §28.44.150)

1. The project is consistent with the policies of the California Coastal Act, as described in Section VI.C. of the Staff Report.
2. The project is consistent with all applicable policies of the City's Local Coastal Plan, all applicable implementing guidelines, and all applicable provisions of the Code, as described in Section VI.C. of the Staff Report. The project does not propose to demolish any low cost housing, low cost visitor serving uses, or adversely impact coastal access. The project will provide additional visitor serving businesses and provide two additional housing units in a development that is compatible with the prevailing character of the neighborhood

Exhibits:

- A. Conditions of Approval
- B. Site Plan and Elevations
- C. Applicant's letter, dated January 24, 2012
- D. Certificate of Water Availability from Montecito Water District
- E. ATE Traffic Report
- F. Applicable Coastal Act Policies
- G. ABR Minutes

PLANNING COMMISSION CONDITIONS OF APPROVAL

1255 COAST VILLAGE ROAD
TENTATIVE SUBDIVISION MAP, MODIFICATION, DEVELOPMENT PLAN,
& TRANSFER OF EXISTING DEVELOPMENT RIGHTS, COASTAL DEVELOPMENT PERMIT
FEBRUARY 9, 2012

- I. In consideration of the project approval granted by the Planning Commission and for the benefit of the owner(s) and occupant(s) of the Real Property, the owners and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession, and enjoyment of the Real Property:
- A. **Order of Development.** In order to accomplish the proposed development, the following steps shall occur in the order identified:
1. Obtain all required design review approvals.
 2. Pay Land Development Team Recovery Fee.
 3. Submit an application and obtain a Building Permit (BLD) to demolish any structures / improvements that would conflict with the Final Map. A BLD may also be obtained to demolish non-conflicting structures/improvements and/or perform rough grading. Comply with condition F "Construction Implementation Requirements."
 4. Submit an application and obtain City Council approval of the Final Map and Agreement(s) and record said documents.
 5. Permits following recordation of Final Map.
 - a. Submit an application to Montecito Water District for new water meters, fire sprinklers, & installation of new commercial fire hydrant. Reproduce features and Montecito permit approval on Building plans.
 - b. Submit an application and obtain a Building Permit (BLD) for construction of approved development.
 - c. Submit an application and obtain a Public Works Permit (PBW) for all required public improvements.
 6. Pay Inclusionary House Ordinance In-Lieu Fee.
- Details on implementation of these steps are provided throughout the conditions of approval.
- B. **Recorded Conditions Agreement.** Prior to the issuance of any Public Works permit or Building permit for the project on the Real Property, except a demolition or other appropriate (as determined by City staff) building permit for work in anticipation of primary project improvements, 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 concurrent with the Final Map review and Public Improvement plan review, and shall include the following:

1. **Approved Development.** The development of the Real Property approved by the Planning Commission on February 9, 2012 is limited to two residential condominiums and up to 8,047 sf square feet of commercial development that may be subdivided into as many as seven (7) commercial condominium units and the improvements shown on the Tentative Subdivision Map 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 continuation of any historic uninterrupted flow of water onto the Real Property including, but not limited to, swales, natural watercourses, conduits and any access road, as appropriate.
3. **Public Improvement Districts.** The property owner waives the right, through deed restriction, to protest the formation of public improvement districts.
4. **Recreational Vehicle Storage Prohibition.** No recreational vehicles, boats, or trailers shall be stored on the Real Property.
5. **Landscape Plan Compliance.** The Owner shall comply with the Landscape Plan approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the ABR. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan, including any tree protection measures. If said landscaping is removed for any reason without approval by the ABR, the owner is responsible for its immediate replacement.
6. **Storm Water Pollution Control and Drainage Systems Maintenance.** The underground parking structure walls shall be designed for 'un-drained' conditions unless the required Geotech/Soils Report indicates no significant or contaminated flows are expected.

Owner shall maintain the drainage system and storm water pollution control devices in a functioning state. Should any of the project's surface or subsurface drainage structures or storm water pollution control methods fail to capture, infiltrate, and/or treat water, or result in increased erosion, the Owner shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the Owner shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Building Permit and/or Coastal Development Permit are 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.
7. **Recyclable Material Use and Collection for Restaurants.** Restaurant operators shall encourage guests to recycle by using recyclable materials, and providing sufficient and appropriate receptacles, such as recycling containers. Recyclable

material (and green waste) collection and pick-up areas shall be provided on-site for the restaurant operations. A minimum of 50 percent of the area devoted to holding trash for the project shall be used for recycling purposes.

8. **BMP Training.** Training on the implementation of Best Management Practices (BMPs) shall be provided to every employee by the property owner/management in order to prevent or reduce the discharge of pollutants to storm water from buildings and ground maintenance. The training shall include using good housekeeping practices, preventive maintenance and spill prevention and control at outdoor loading/ unloading areas in order to keep debris from entering the storm water collection system.
9. **Required Private Covenants, Conditions and Restrictions (CC&Rs).** The Owners shall record in the official records of Santa Barbara County either private covenants, conditions and restrictions, a reciprocal easement agreement, or a similar agreement which, among other things, shall provide for the following:
 - a. **Common Area Maintenance.** An express method for the appropriate and regular maintenance of the common areas, common access ways (including driveways), common utilities and other similar shared or common facilities or improvements of the development, including the proposed shrub/hedge screen at corner of Coast Village Circle which may encroach into the public rights-of-way and any landscaping planted in tree wells on both Coast Village Road and Coast Village Circle, which methodology shall also provide for an appropriate cost-sharing of such regular maintenance among the various owners of the commercial and residential condominium units. Maintenance of all features in the public Rights-of-Way are also included in the Encroachment Permit under C.9 of these Conditions of Approval.
 - b. **Residential Garages Available for Parking.** A covenant that includes a requirement that all residential garages be kept open and available for the parking of vehicles owned by the residents of the property in the manner for which the garages were designed and permitted.
 - c. **Parking Space Assignment Prohibited.** All parking spaces, with the exception of the two residential garages, shall remain unassigned and shall be open and available to all users of the project site.
 - d. **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. Such plan shall not be modified unless prior written approval is obtained from the appropriate design review board. If said landscaping is removed for any reason without approval by the appropriate design review board, the owner is responsible for its immediate replacement.
 - e. **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.

- f. **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.
- g. **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 for the project except a demolition or other appropriate (as determined by City staff) permit for work in anticipation of primary project improvements:

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. A variable width surface easement for Public Sidewalk Purposes along the portion of the Real Property fronting Coast Village Road. The width of the easement shall be sufficient to provide sidewalk improvements (curb, parkway, sidewalk, and frontage zone) of at least 15 feet of width measured from the roadway edge of the curb. Owner may reserve the right to develop the area beneath the surface for an underground parking garage or other sub-surface structures as long as such sub-surface structures do not interfere with the development and use of the surface easement for sidewalk purposes.
3. **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, concurrently with the Final Map.
4. **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. Refer to Building and Safety in regards to the advantages of constructing the foundation for saturated conditions, in which case groundwater would not need to be pumped.

5. **Drainage and Water Quality.** The project is required to comply with Tier 3 of the Storm Water Management Plan (treatment, rate and volume). The Owner shall submit drainage calculations and a hydrology report prepared by a registered civil engineer demonstrating that the new development will comply with the City's Storm Water Management Plan. Project plans for grading, drainage, stormwater facilities and treatment methods, and project development, shall be subject to review and approval by the City Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants (including, but not limited to trash, hydrocarbons, fertilizers, bacteria, etc.), or groundwater pollutants would result from the project.

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.

6. **Coast Village Road Public Improvements.** The Owner shall submit C-1 public improvement plans for construction of improvements along the property frontage on Coast Village Road. Public Works C-1 plans shall be submitted separately from plans submitted for a Building Permit, and shall be prepared by a licensed civil engineer registered in the State of California. As determined by the Public Works Department, the improvements shall include the following to City standards: Remove and replace (E) sidewalk with (N) 12 (eight ft. wide sidewalk and four foot wide parkway)-ft wide sidewalk and a minimum of four 4-ft wide x 5-ft long tree wells spaced evenly along entire property frontage behind curb, supply & install (5) five (N) street trees as determined by the Parks and Recreation Street Tree Advisory Committee, relocate the newspaper racks within the right of way to a location closer to the proposed building and out of the line of sight for drivers on Coast Village Circle, relocate the stop sign at the intersection of Coast Village Road and the on-street parking lane so that drivers on CVR are not able to see the sign, replace antiquated fire hydrant and install (N) commercial fire hydrant, remove (E) 16-ft wide driveway approach and replace with (N) sidewalk and curb & gutter, saw-cut and replace any damaged curb and gutter from joint to joint, provide public drainage improvements with supporting hydrology report for installation of

drainage connector pipes to existing storm drain drop inlets, provide storm drain stenciling on (E) drop inlets, preserve and/or reset survey monuments (if any), protect and relocate existing contractor stamps (if any) to tree wells, slurry seal a minimum of 20-feet beyond the limits of all trenching, connection to Montecito Water and City sewer mains, supply and install directional/regulatory traffic control signs per the CA MUTCD during construction, and provide adequate positive drainage from site. Any work in the public right-of-way requires a Public Works Permit.

7. **Coast Village Circle Public Improvements.** The Owner shall submit C-1 public improvement plans for construction of improvements along the property frontage on Coast Village Circle. Public Works C-1 plans shall be submitted separately from plans submitted for a Building Permit, and shall be prepared by a licensed civil engineer registered in the State of California. As determined by the Public Works Department, the improvements shall include the following to City standards: Remove and replace (E) sidewalk along entire property frontage with (N) 12-ft wide sidewalk, construct (2) two (N) commercial driveway aprons (one 12-ft wide and one 20-ft wide) modified to meet Title 24 requirements, slurry seal a minimum of 20 feet beyond the limits of all trenching, connection to Montecito Water mains and City sewer mains, public drainage improvements with supporting hydrology report for installation of drainage connector pipes to (E) drop inlets, provide storm drain stenciling on existing drop inlets, preserve and/or reset survey monuments (if any), protect and relocate existing contractor stamps (if any) to tree wells, supply and install directional/regulatory traffic control signs per the CA MUTCD during construction, supply and install (5) five (N) street trees as approved by the Parks and Recreation Commission Street Tree Advisory Committee at the back of sidewalk to avoid utility vaults, and provide adequate positive drainage from site. Any work in the public right-of-way requires a Public Works Permit.
 8. **Agreement to Secure Public Improvements.** The Owner shall submit an executed *Agreement for Land Development Improvements*, prepared by the Engineering Division. Owner shall submit an Engineer's Estimate, wet signed, and stamped by a civil engineer registered in the State of California, and shall submit securities for construction of improvements prior to execution of the Agreement.
 9. **Encroachment Permits.** Owner shall apply for a *Minor Encroachment Permit* from the City Public Works counter for the construction of improvements including landscaping, private storm drain connector pipes on both Coast Village Road and Coast Village Circle, and along Coast Village Circle for colored concrete driveway approach, decorative pavers, and trench-slot drain within the City's rights-of-way.
- D. **Design Review.** The project, including public improvements, is subject to the review and approval of the Architectural Board of Review (ABR). ABR shall not grant project design approval until the following Planning Commission land use conditions have been satisfied.
1. **Parks and Recreation Commission Tree Removal Approval.** Submit to the Planning Division verification of approval from the Parks and Recreation

Commission for the removal/replacement of the Southern Magnolia from the parking planter on Coast Village Road.

2. **Pedestrian Pathway.** To improve pedestrian safety and friendliness, a separate pedestrian pathway shall be provided along the upper driveway from the sidewalk using a different walkway material.
3. **Screened Backflow Device.** The backflow devices for fire sprinklers, pools, spas, solar panels and/or irrigation systems shall be provided in a location screened from public view or included in the exterior wall of the building, as approved by the ABR.
4. **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 Design Review Approval.
5. **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.

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

1. **Public Works Department.**

- a. **Approved Public Improvement Plans.** Public Improvement Plans as identified in condition D.5 "*Coast Village Road Public Improvements*" and D.6 "*Coast Village Circle Public Improvements*" shall be submitted to the Public Works Department for review and approval. Upon acceptance of completed public improvement plans, a Building permit may be issued if the Owner has bonded for public improvements and executed the *Agreement for Land Development Improvements*.
- b. **Haul Routes Require Separate Permit.** Apply for a Public Works Permit to establish the haul route(s) for all construction-related trucks with a gross vehicle weight rating of three tons or more, entering or exiting the site. The Haul Routes shall be approved by the Transportation Manager.

- c. **Construction-Related Truck Trips.** Construction-related truck trips for trucks with a gross vehicle weight rating of three tons or more shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) in order to help reduce truck traffic on adjacent streets and roadways.
- d. **Stop Sign.** A "STOP" sign shall be installed at the exit from the underground parking structure and shown on the approved building plans.

2. **Community Development Department.**

- a. **Recordation of Final Map and Agreements.** After City Council approval, the Owner shall provide evidence of recordation of the map and agreements to the Community Development Department prior to issuance of building permits for the new buildings.
- b. **Deck.** Submit evidence that an easement has been granted and a permit has been obtained for the permitting of the as-built deck in the northwesterly corner of the property. In the event the easement is not recorded and permits are not obtained for retention of the deck, the building plans should include the demolition of the deck and the area is to be landscaped.
- c. **Contractor and Subcontractor Notification.** The Owner shall notify in writing all contractors and subcontractors of the site rules, restrictions, and Conditions of Approval. Submit a draft copy of the notice to the Planning Division for review and approval.
- d. **Letter of Commitment for Neighborhood Notification Prior to Construction.** The Owner shall submit to the Planning Division a letter of commitment to provide the written notice specified in condition F.1 "Neighborhood Notification Prior to Construction" below. The language of the notice and the mailing list shall be reviewed and approved by the Planning Division prior to being distributed. An affidavit signed by the person(s) who compiled the mailing list shall be submitted to the Planning Division.
- e. **Letter of Commitment for Pre-Construction Conference.** The Owner shall submit to the Planning Division a letter of commitment to hold the Pre-Construction Conference identified in condition F.2 "Pre-Construction Conference" prior to disturbing any part of the project site for any reason.
- f. **Design Review Requirements.** Plans shall show all design, landscape and tree protection elements, as approved by the appropriate design review board and as outlined in Section E "Design Review," and all elements/specifications shall be implemented on-site.
- g. **Emergency Evacuation Plan.** Provide an emergency evacuation plan subject to approval by the Fire Department.
- h. **Conditions on Plans/Signatures.** The final Planning Commission Resolution shall be provided on a full-size drawing sheet as part of the

drawing sets. A statement shall also be placed on the sheet as follows: The undersigned have read and understand the 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:

_____		_____
Property Owner		Date

Contractor	Date	License No.

Architect	Date	License No.

Engineer	Date	License No.

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

1. **Neighborhood Notification Prior to Construction.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the Contractor(s), site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist the Building Inspectors, Police Officers and the public in addressing problems that may arise during construction.
2. **Pre-Construction Conference.** Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Community Development Department Building and Planning Divisions, the Property Owner, Architect, Landscape Architect, Contractor and each Subcontractor.
3. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor(s) name, contractor(s) telephone number(s), 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

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

4. **Sandstone Curb Recycling.** Any existing sandstone curb in the public right-of-way that is removed and not reused shall be carefully salvaged and delivered to the City Corporation Annex Yard on Yanonali Street.
5. **Construction Hours.** Construction (including preparation for construction work) shall only be permitted Monday through Friday between the hours of 7:00 a.m. and 5:00 p.m. and Saturdays between the hours of 9:00 a.m. and 4:00 p.m., excluding the following holidays:

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

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

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

- b. No construction work or construction staging is to take place within the City's right of way in commercial areas during the holiday season, from the Monday prior to Thanksgiving through and including New Year's Day.
 - (1) No new permits may be issued for work in these areas during this period, except for emergency reasons that are approved by the City Engineer.
 - (2) All Public Works projects in the specified areas, with an existing Public Works Permit, must be halted until AFTER the New Year.[
 - (3) No permits for dumpsters or other traffic obstructions may be issued for this period. Permitted construction staging must be removed from the City right of way during the holiday season.

COMPLIANCE IS MANDATORY. Please ensure that all appropriate employees are aware of this policy.

6. **Construction Storage/Staging.** Construction vehicle/ equipment/ materials storage and staging shall be done on-site. No parking or storage shall be permitted within the public right-of-way, unless specifically permitted by the Transportation Manager with a Public Works permit.
7. **Construction Parking.** During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation Manager.
8. **Unanticipated Archaeological Resources Contractor Notification.** Standard discovery measures shall be implemented per the City master Environmental Assessment throughout grading and construction: Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and the Owner shall retain an archaeologist from the most current City Qualified Archaeologists List. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

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

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

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

- G. **Prior to Certificate of Occupancy.** Prior to issuance of the Certificate of Occupancy, the Owner of the Real Property shall complete the following:
1. **Repair Damaged Public Improvements.** Repair any public improvements (curbs, gutters, sidewalks, roadways, etc.) on public property damaged by construction subject to the review and approval of the Public Works Department per SBMC §22.60.090. .
 2. **Complete Public Improvements.** Public improvements, as shown in the public improvement plans, removal of existing antique-like fire hydrant, installation of a new City standard Commercial Fire Hydrant, and installation of street trees, shall be completed.
 3. **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.
 4. **Evidence of Private CC&Rs Recordation.** Evidence shall be provided to the Community Development Department, Planning Division that the private CC&Rs required in Section B “Recorded Conditions Agreement” have been recorded.
 5. **Inclusionary Housing Fee.** Owner shall submit evidence that the required inclusionary housing fee (calculated as \$15,500 at the time of project approval) has been paid to the Community Development Department.
- H. **General Conditions.**
1. **Prior Conditions.** These conditions shall supersede all other conditions identified in the Planning File.
 2. **Compliance with Requirements.** All requirements of the city of Santa Barbara and any other applicable requirements of any law or agency of the State and/or any government entity or District shall be met. This includes, but is not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.), the 1979 Air Quality Attainment Plan, and the California Code of Regulations.
 3. **Approval Limitations.**
 - a. The conditions of this approval supersede all conflicting notations, specifications, dimensions, and the like which may be shown on submitted plans.
 - b. All buildings, roadways, parking areas and other features shall be located substantially as shown on the plans approved by the Planning Commission.
 - c. Any deviations from the project description, approved plans or conditions must be reviewed and approved by the City, in accordance with the Planning Commission Guidelines. Deviations may require changes to the permit and/or further environmental review. Deviations without the above-described approval will constitute a violation of permit approval.

4. **Land Development Team Recovery Fee Required.** The land development team recovery fee (30% of all planning fees, as calculated by staff) shall be paid prior to issuance of any building permit or recordation of the Map, whichever comes first.
5. **Litigation Indemnification Agreement.** In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant/Owner hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any third party legal challenge to the City Council's denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the California Environmental Quality Act (collectively "Claims"). Applicant/Owner further agrees to indemnify and hold harmless the City and the City's Agents from any award of attorney fees or court costs made in connection with any Claim.

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

NOTICE OF MODIFICATION APPROVAL TIME LIMITS:

The Planning Commission action approving the Modification shall terminate two (2) years from the date of the approval, per Santa Barbara Municipal Code §28.87.360, unless:

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

NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:

The Planning Commission / Staff Hearing Officer action approving the Coastal Development Permit shall expire two (2) years from the date of final action upon the application, per Santa Barbara Municipal Code §28.44.230, unless:

1. Otherwise explicitly modified by conditions of approval for the coastal development permit.

2. A Building permit for the work authorized by the coastal development permit is issued prior to the expiration date of the approval.
3. The Community Development Director grants an extension of the coastal development permit approval. The Community Development Director may grant up to three (3) one-year extensions of the coastal development permit approval. Each extension may be granted upon the Director finding that: (i) the development continues to conform to the Local Coastal Program, (ii) the applicant has demonstrated due diligence in completing the development, and (iii) there are no changed circumstances that affect the consistency of the development with the General Plan or any other applicable ordinances, resolutions, or other laws.

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

The Planning Commission / Staff Hearing Officer 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.

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. The Community Development Director grants an extension of the development plan approval upon finding that the applicant has demonstrated due diligence in implementing and completing the proposed project. The Community Development Director may grant one (1) one-year extension of the development plan approval.

NOTICE OF TIME LIMITS FOR PROJECTS WITH MULTIPLE APPROVALS (S.B.M.C. § 28.87.370):

If multiple discretionary applications are approved for the same project, the expiration date of all discretionary approvals shall correspond with the longest expiration date specified by any of the land use discretionary applications, unless such extension would conflict with state or federal law. The expiration date of all approvals shall be measured from date of the final action of the City on the longest discretionary land use approval related to the application, unless otherwise specified by state or federal law.

DUDEK

621 CHAPALA STREET
SANTA BARBARA, CALIFORNIA 93101
T 805.963.0651 F 805.963.2074

January 24, 2012

HAND DELIVERED

Planning Commission Members
c/o Ms. Suzanne Riegle, Assistant Planner
City of Santa Barbara
Community Development Department
630 Garden Street
Santa Barbara, CA 93101

SUBJECT: 1255 Coast Village Road, Santa Barbara, CA (APN 009-291-018/ MST 2011-00220)
Development Plan/ Tentative Subdivision Map/ Coastal Development Permit/ Transfer of
Existing Development Rights Request

Dear Planning Commission Members:

On behalf of Black Valner, LLC, the owners of the subject property, we are pleased to submit this Development Plan/ Tentative Subdivision Map/ Coastal Development Permit/ Transfer of Existing Development Rights Request for the proposed development of a mixed-use project at 1255 Coast Village Road, located at the southwest corner of the intersection of Coast Village Road and Coast Village Circle, in the incorporated City of Santa Barbara area of Montecito.

Black Valner, LLC is proposing to redevelop the subject property, which currently consists of an older nursery site, into a beautiful mixed-use development consisting of a 42-seat restaurant space, retail/office space, and two (2) two-bedroom residential units. The project's architecture, with its variation of massing and rich Spanish detail, coupled with a lushly landscaped streetscape and courtyard areas, will mesh well with the Coast Village Road neighborhood. The project's location within the Montecito area and its pedestrian-friendly design will allow residents, patrons, and passers-by to enjoy the project for years to come.

From the infancy of this project's conception, we have sought out project and design guidance from multiple and varied community interests. Throughout the design process, we have listened to the concerns and ideas that have arisen, and each time we have sought to be responsive. As an example, the project started off primarily as a mixed-use office/ retail and residential building with dominant three story elements. We heard from the community that the project should be more human in scale, similar to other structures along Coast Village Road, and so modified the project to read predominately as a two-story structure, with even a single-story design element at the corner of Coast Village Road and Coast Village Circle. We further heard that there were not enough restaurant spaces along Coast Village Road and that they were critical to further energizing the pedestrian friendliness of the street, and so the project was further reduced in size in order to better accommodate the greater on-site parking demands of a restaurant use. Furthermore, even though we found out that the deck at Jeannine's is encroaching into our property by several feet, you will notice that we have designed our project to work around it in an effort to be a good neighbor and not affect their business. Aesthetically, we received comments from various groups that we used to improve the projects local character and architecture, including the concern of some to eliminate the roof covers at the stairs to the roof decks of the residential units, which we did. There are numerous other examples of how we have sought every step of the way to really listen and to be a community partner. We want this project to be one that will stand the test of time and believe we have achieved, through a deliberative planning/ design process, this important goal.

EXHIBIT C

We are excited, therefore, to be able to present this project to you and look forward to your thoughtful consideration of our request for project approval.

Surrounding Area:

The project site is bound by Coast Village Road on the north, a Commercial Office Building on the south, Coast Village Circle and Commercial Retail/Office Buildings on the east and Commercial Retail/Office Buildings on the west. The subject property contains one (1) parcel (APN 009-291-018). The subject property has a General Plan Designation of "General Commerce" and is zoned C-1/SD-3 (Limited Commercial/SD-3 Coastal Overlay).

Existing Conditions:

The 15,923 square foot site is currently developed with a plant nursery operation. Office, retail, hot houses totaling approximately 2,100 square feet of legal floor area and plant/inventory storage (a total of 2,805 square feet) cover the entire site. A large arbor/shade element is also located in the southwest portion of the site. This property is legal and nonconforming with zero parking spaces being provided on site. Customers and employees utilize the public on-street parking.

PROPOSED DEVELOPMENT:

The 1255 Coast Village Road Mixed-Use Project involves the demolition and removal of the existing plant nursery operation and the construction of a new development comprised of a restaurant, retail uses, office uses and residences as described below. The proposal will include a Development Plan, a Subdivision Map (to create parcels for the commercial components and the 2 [two] residences) and a Transfer of Existing Development Rights (TEDR); approximately 2,950 square feet of Measure E credits are proposed to be purchased from "Tenet" (which originally came from the "Yanonali" Project). Total commercial floor area is 8,047 square feet. Total residential floor area is 3,268 square feet. Parking areas total 13,470 square feet.

Restaurant:

A 1,257 square feet (net) restaurant, with approximately 621 square feet of outdoor seating area, is proposed to be located on the first floor at the corner of the proposed project. Interior seating within the restaurant is anticipated to seat no more than 40 persons, with patio seating anticipated to seat no more than 20 persons.

Commercial/ Retail Uses:

Commercial/ Retail uses, totaling 3,501 square feet (net) are proposed to be located on the first floor fronting Coast Village Road of the proposed project.

Commercial/ Office Uses:

Commercial/ Office uses, totaling 3,079 square feet (net) are proposed to be located on the second floor of the proposed project.

Combined Total Non-Residential Uses

Total proposed Non-Residential equals 8,047 square feet (net).

Residences:

Two townhome units (each with two bedrooms and two bathrooms) are proposed on the first/second floors of the proposed Project, behind the aforementioned commercial buildings. Unit #1 is comprised of 868 square feet on the first floor and 755 square feet on the second floor, for a total unit size of 1,623 square feet. Unit #2 is comprised of 745 square feet on the first floor and 900 square feet on the second floor, for a total unit size of 1,645 square feet. The overall combined total residential square footage is 3,268 square feet.

Outdoor Areas:

In addition to the 621-square foot outdoor restaurant seating area, a 225-square foot (15' x 15') common outdoor area/ courtyard will be located south of and behind the office building area and shared with the residential units located to the south. Private roof decks will be located above each of the residential units. Unit #1's deck will be approximately 401 square feet and Unit #2's deck will be approximately 398 square feet. The project has been designed to be consistent with Santa Barbara Municipal Code (SBMC), Section 28.21.081, Method A:

- 1a) Private Outdoor Living Space—Unit #1 (min. 84 square feet, >2nd story): 401 square feet
- 1a) Private Outdoor Living Space—Unit #2 (min. 84 square feet, >2nd story): 398 square feet
- 2) Open Space (10% of net lot area of 15,923 square feet, no use of setbacks): 1,592 square feet
- 3) Common Open Area (min. 15' x 15'): 225 square feet between Commercial Suite & Residences on the ground floor.

Parking:

Parking is proposed to be located in two areas; underground and on the deck of the podium above the subterranean parking. Access to the subterranean parking area is proposed via the existing curb cut on Coast Village Circle and access to the podium deck parking area is proposed via a second new curb cut on Coast Village Circle (see attached site plan). The subterranean parking area includes a total of 40 parking spaces (covered), including two (2) accessible spaces.

For the two (2) residential units, 1 (one) parking space/dwelling unit is proposed for a total of 2 (two) parking spaces located on the podium deck level (covered/secured garages).

For the restaurant (kitchen and seating areas), retail, and office uses, 40 parking spaces are proposed to be located in the subterranean parking garage (covered).

In addition, 6 Bicycle Parking Spaces are proposed in the subterranean parking garage.

Tree/ Vegetation Removal:

Two trees will be required to be removed as a result of the project—a 24-inch podocarpus and a 12-inch magnolia. The magnolia is considered a "street tree;" its removal was considered and approved by the Street Tree Advisory Committee on September 28, 2011. The "street tree" will be replaced, in roughly the same location, with a magnolia or jacaranda tree. Neither of the trees are designated specimen or historic trees. Approximately seventeen (17) trees are proposed as part of the preliminary landscape plan, with four (4) street trees proposed along Coast Village Road and five (5) street trees proposed along Coast Village Circle. The podocarpus will be replaced in roughly the same location (northwest property corner) with another large tree

(such as a Monterey Cypress).

Site Statistics:

Site coverage is as follows:

Building Footprint:	7,807 SF (49.0%)
Landscaping:	1,642 SF (10.3%)
<u>Paved Areas:</u>	<u>6,474 SF (40.7%)</u>
TOTAL:	15,923 SF (100%)

Grading & Drainage:

Site preparation will require approximately 3,800 cu. yd. of cut and 0 cu. yd. of fill. Export is expected to be minor (approximately 3,800 cu. yd.) and is anticipated to be moved to other local site(s) in need of fill (estimated within a 5-10 mile radius). Based upon preliminary drainage analysis, the project has adequate raised planter areas that will be utilized to satisfy stormwater retention requirements. All or most of the storm runoff will be directed through planting areas or other BMPs for cleaning prior to departing from the site in order to satisfy the City BMP requirements.

Lighting:

Exterior lighting will be designed to control glare, minimize light trespass onto adjacent properties, minimize direct upward light emission, promote effective security, and avoid interference with the safe operation of motor vehicles. The minimum intensity needed for the intended purpose will be used. Lighting design will be consistent with the City's Outdoor Lighting and Street Lighting Design Guidelines (2009).

Utilities:

Water service will be provided by the Montecito Water District (MWD). Sanitary sewer services will be provided by the City of Santa Barbara. The site is currently serviced by these agencies; a Certificate of Water Service Availability from MWD has been provided to the City. Southern California Edison will provide electrical service and natural gas will be provided by the Gas Company (Sempra Energy). Telephone/cable service will be provided by Verizon and/or Cox Communications.

Demolition/ Construction:

Demolition/ construction is anticipated to be implemented as follows:

- Demolition: 1 month
- Grading: 1-2 months
- Construction: 9-12 months

Construction staging would likely be necessary in the diagonal parking areas located along Coast Village Road and would be subject to issuance of a Temporary Road Encroachment Permit.

Measure E / Transfer of Existing Development Rights:

The property has 2,100 square feet of legal floor area and is eligible for 3,000 square feet of additional non-residential floor area; therefore, the site would be eligible to apply for up to 5,100 square feet of new non-residential floor area. The proposed mixed-use project at 1255 Coast Village Road involves a total commercial floor area of 8,047 square feet (net); as such, additional Measure E credits are proposed to be purchased. In this regard, a total of 2,947 square feet ($8,047 - 5,100 = 2,947$) are proposed to be purchased and transferred to the subject property, through the City's Transfer of Existing Development Rights (TEDR) program (Chapter: 28.95 of the City's Municipal Code). The Measure E credits are proposed to be purchased from "Tenet" affiliate Hitchcock State Street Real Estate, Inc. (the "sending" owner).

The "sending" site is from a property located at 210 - 222 East Yanonali Street (also known as 214 E. Yanonali Street), which contained three commercial and industrial buildings consisting of 38,067 square feet of nonresidential floor area. As part of an approved mixed-use development project, the commercial and industrial buildings were demolished and 40 residential condominium units and 1,800 square feet of non-residential floor area was constructed. Since the remaining 36,267 square feet was not rebuilt onsite, the non-residential square footage became available for purchase. The square footage was purchased by one entity which in turn has offered to transfer as many as 3,200 square feet of floor area to the 1255 Coast Village Road (the "receiving" site). Upon project approval, the applicant will be required to provide documentation as required by the Zoning Ordinance (SBMC Chapter 28.95, Transfer of Existing Development Rights).

Setbacks/Heights:

The proposed mixed-use Project lay-out has been designed to respect front, rear and side setbacks (i.e., Front/Rear 10 feet and Interior 0 feet). The residential portion is designed to meet R-3 setback requirements and provides private outdoor living space for each unit per Municipal Code Section 28.21.081. A Modification from the required 10' Front Yard Setback is, however, requested along Coast Village Road to allow the Monterey balcony and deck, and along Coast Village Circle to allow the ramp, which is 18" above grade; the Architectural Board of Review has reviewed and approved these minor modifications.

The proposed mixed-use Project reads predominately as a two-story (approx. 28 feet in height) retail and office building along Coast Village Road, which steps down to a single-story restaurant (approx.. 16' in height, with a 22' tower element, and 5' finial) at the corner of Coast Village Road and Coast Village Circle. The Project reads along Coast Village Circle as a single story restaurant in the foreground and two-story residential/ office in the background; as the property slopes down to the south along with Coast Village Road, the southeast corner of the property (residential above the partial subterranean garage) reads as two-and-half story (approx. peak height of 34 feet from the sidewalk).

Including the garage level, the project has a maximum height of three (3) stories [measures approximately 39 feet from proposed finish grade to roof (per SBMC 28.04.140)]; note: the maximum allowable building height allowed in C-1 zone district is 45 feet. The proposed restaurant would be one (1) story; the proposed retail uses would be on the ground level fronting on Coast Village Road and the proposed office uses would be on the second level (above the retail uses) fronting on Coast Village Road. The two (2) proposed townhome residences are located behind the retail and office uses on the first/second floors. This has been done to maintain a one- and two-story character along Coast Village Road.

Sustainable Design:

The applicant for the 1255 Coast Village Road Mixed-Use Project is committed to sustainable design and incorporating any and all practical technologies and systems into the Development Plan. These will include but are not limited to: construction waste management, integrated storm-water design, water efficient landscaping & fixtures, optimized energy performance, day-lighting in offices and low-emitting materials. In addition, roof-top areas suitable for on-site renewable have been designated on the plans to allow for the future placement of photo-voltaics and the project will be wired to allow for later integration of these systems.

Affordable Housing:

Through the City's Inclusionary Housing Requirements (SBMC 28.43.030), the project will be required to pay an in-lieu fee equal to five percent (5%) of the in-lieu fee specified by SBMC 28.43.070B. This would help to create meaningful opportunities for affordable housing within the community.

Required Discretionary Applications

- II.A.1 Design Review. We request Design Review by the Architectural Review Board (ABR) for review of a new mixed-use development.
- II.A.2 Modification. We request a modification of the front yard setback at Coast Village Circle and further request a modification of the front yard setback at Coast Village Road.
- II.A.3 Transfer of Existing Development Rights (TEDR). We request a TEDR of approximately 2,950 square feet.
- II.A.4 Development Plan (DP). We request a DP for approximately 5,947 square feet of additional commercial development.
- II.A.5 Tentative Subdivision Map. We request a Map to allow subdivision of the parcel into two (2) residential units and seven (7) non-residential condominium units.
- II.A.6 Coastal Development Permit (CDP). We request a permit for the proposed new development and subdivision located in the non-appealable jurisdiction of the Coast Zone.

ENVIRONMENTAL CONSIDERATIONS

According to the City's "Property Profile" for 1255 Coast Village Road, dated May 25, 1999:

- There are no historic structures, structures of merit, or structures with the potential for designation are located on this parcel;
- There are no "Issues of Concern" relating to: Geology and Soils, Flooding and Drainage, Biological Resources, Air Quality, Noise, Cultural Resources, Public Services or Scenic Resources.

Noise/ Odors:

A noise report (Dudek; September 28, 2011) analyzing the impact of off-site noises on project residences and

patrons has been provided to City staff for their review. Noises associated with proposed commercial/residential uses are not anticipated to exceed acceptable levels for a commercial zone district; ambient noises for residences and commercial tenants/ patrons will not exceed the City's noise thresholds. The project is not anticipated to result in any objectionable odors or smoke.

Traffic/ Circulation:

A traffic study was completed for the subject project by Associated Transportation Engineers (ATE; August 18, 2011) and has been provided to City staff for their review. The analysis indicates that the project will have neither a project-specific nor a cumulative traffic impact.

Water Quality:

The project site is currently entirely paved and there are no creeks traversing or within the immediate vicinity of the project site. Given the developed nature of the project site and the surrounding vicinity, coupled with the additional information provided with our application materials, we hope the City Planning Commission shares our opinion and that of City Staff that no significant water quality impacts would result from implementation of the proposed project.

Hazardous Materials:

No known hazardous materials exist on-site per CalEPA's Cortese List (2011-09-29). No use, storage, or disposal of hazardous materials is anticipated to be associated with the proposed project.

LCP CONSISTENCY

Coastal Review (SBMC§28.44). The project has been designed to ensure consistency with the policies of the California Coastal Act and the goals and implementing policies of the City's Local Coastal Plan, and the zoning ordinance. The project has received positive comments from Architectural Board of Review (ABR), Montecito Association Land Use Committee, Coast Village Merchants Association, Citizens Planning Association Land Use Committee, Architectural Board of Review, Montecito Association Land Use Committee, Coast Village Merchants Association, and Montecito Planning Commission (County of Santa Barbara)—all of which will be helpful in the Planning Commission's consideration of the project. We believe there is sufficient information for the Planning Commission to make the necessary findings and approve the requested Coastal Development Permit.

Coastal Act Section 30252. The project is consistent with Coastal Act Section 30252. The project site has previously been developed and is located within the prime commercial corridor of Montecito, north of US Highway 101 and is approximately 1,675 feet north (as the crow flies) of the nearest coastal access point. The project would expand commercial services on the project site including providing opportunities for visitor-serving retail amenities. Points to consider:

- 1) The nearest MTD bus stop is located directly in front of the project at the intersection of Coast Village Road and Coast Village Circle, thus transit service would be readily available to the site.
- 2) The two proposed residential units are located behind the ground floor retail commercial uses and would not impede commercial use of the site. In addition, on-site commercial and nearby commercial uses located along Coast Village Road provide a wide range of services (bank, grocery store, coffee shop,

- restaurants) within walking distance. Given the mixed-use nature of the project and its location on a commercial-oriented traffic route, the project would minimize the use of coastal access roads.
- 3) The project site is relatively small at 0.37 acres. Pedestrian circulation will be enhanced through new street trees along the sidewalks fronting the 0.37-acre project site; bike parking will also be provided. Non-automobile circulation within the development will, therefore, be encouraged.
 - 4) Based upon consultation with ATE, the project will meet zoning requirements for parking on-site; no additional off-site parking spaces would be required. The existing nursery site relies entirely on off-site parking on the street. Implementation of the project will actually free-up street parking for coastal visitors (including the creation of one (1) additional on-street public parking space).
 - 5) Although the project is not a high intensity high-rise office building, ready access to mass transit is readily available at the project intersection.
 - 6) The recreational demands of the two proposed residential units, and in light of the limited development of new residential uses within the Montecito area, would have a negligible impact on existing recreational resources. The project will, however, be required to pay Quimby fees in support of the maintenance and expansion of recreational uses within the Santa Barbara area.

Based upon the above discussion, the location and amount of new development will maintain and enhance public access to the coast.

Coastal Act Section 30253. The project is consistent with Coastal Act Section 30253. The project will be designed to meet the Cal Green Code and incorporates roof-top areas/ conduits for the future installation of solar panels and other sustainable design features. In addition, vehicle miles traveled will be minimized given the mixed-use nature of the project, its pedestrian friendly patios and sidewalk improvements, its on-site bike parking, and its location near public transit and other similar commercial uses on Coast Village Road. Project employees, patrons and residents will be able to walk, bike, or take the bus to/from the project site, and for those arriving by vehicle, will have the opportunity to complete multiple commercial tasks with one vehicle trip to the Coast Village Road area (versus having to drive to multiple locations to bank, shop, eat, etc.).

Visitor-Serving Uses/ Parking & Circulation. The proposed project will be consistent with the Local Coastal Plan in that ground floor commercial is intended to be used for visitor-serving uses. Visitor-serving accommodations could not be facilitated at the rear of the site, nor on the second story; the two residential units of the project will, therefore, not conflict with the on-site commercial. Further, as indicated above, on-street visitor-serving parking will actually be freed-up (including the addition of one (1) new on-street parking space) as a result of the project and the ATE traffic report reveals that no project-specific or cumulative traffic impacts are associated with the proposed development.

GENERAL PLAN CONSISTENCY

The project has been designed to be consistent with the recently adopted General Plan. Discussion of project consistency with key policies is highlighted below.

Circulation Element. The ATE traffic report reveals that no project-specific or cumulative traffic impacts are associated with the proposed development. On-street parking will actually be freed-up as a result of the project's implementation (see discussion above). Coastal access, therefore, will be maintained in the most efficient manner possible.

Land Use Element. The proposed ground floor commercial portions of the project, which front on Coast Village Road will serve the motorist traveling through the area. The nearest fire station is less than two miles away.

The project will be equipped with fire sprinklers, which will serve as first line of defense prior to the Fire Department's arrival. We believe, therefore, that the project can be found consistent with the Land Use Element.

Recently Adopted Policies:

- a) **ER7 (Highway 101 Setback):** City must determine that diesel emission risks are satisfactorily reduced OR that particulate exposure is sufficiently reduced.

The following discussion has been prepared in consultation with Dudek Air Quality Services Manager, David Deckman, MS. Mr. Deckman has over 36 years' environmental compliance and analysis experience, including 28 years as an air quality specialist, specializing in California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) air quality assessments, permitting and regulatory compliance support, emission inventories, and health risk assessments.

a. Project Area Affected:

- i. The project site encroaches into the 250' buffer by approximately 30' at the eastern property line, with the encroachment diminishing to zero approximately 70' from the eastern property line as the buffer-line crosses the southern property line (see attached Architectural Plans (dated 01-23-12; Sheets A-101, A-102, and A-103).
- ii. A small southeastern section (approximately 13% or 2,100 SF) of the property (15,923 SF) falls within 250' of US 101 travel lane.
 1. 1st floor: Trash/recycling can area affected (partial subterranean).
 2. 2nd floor: Residential garage area affected.
 3. 3rd floor: Residential bedroom and bathroom area for Unit #2 affected (238' from nearest US 101 traffic lane; i.e., 12' encroachment).
 4. Roof: Residential roof tiles affected (no living area/ decks).

b. Based upon review of Appendix E within the certified Plan Santa Barbara Program Final EIR (GP EIR), we offer the following observations:

- i. The 250' buffer recommendation was based on analysis of the busiest highway area within the City (101-Las Positas) in the year 2007.
- ii. In the Year 2015, based upon the Final EIR's 10 in one million cancer risk threshold, the necessary 250' buffer would be reduced to approximately 100' (GP EIR, Appendix E, Table 2; see excerpt provided below), and as such, would not impact the site at all.
- iii. The EIR air quality analysis does not reflect the most recent rules adopted by CARB for heavy duty trucks, which will "further lower DPM [Diesel Particulate Matter] emission from trucks."
- iv. GP Implementation Policy ER7.2 implies that sound walls, trees and shrubs along US 101 will reduce particulate emissions. Based upon a review of aerial photography, there is substantial existing vegetation at the edge of the US 101 ROW as well as several existing buildings that intervene between US 101 and the project site.

Excerpt From: Plan Santa Barbara Final EIR, Appendix E

*(Source: Air Quality Report—City of Santa Barbara,
 Dated February 24, 2009, by Illingworth & Rodkin, Inc.)*

Table 2. Summary of Maximum Modeled DPM Cancer Risks (per million) due to U.S. 101 Traffic

Year of Analysis	Cancer Risk at Receptor Distance from U.S. 101 Freeway Edge (chances per million persons)								
	50 ft	100 ft	150 ft	200 ft	250 ft	300 ft	350 ft	400 ft	500 ft
2007 (Baseline)	29.3	19.6	14.8	11.5	9.2	7.4	6.1	5.1	3.6
2015	17.3	11.7	8.7	6.9	5.6	4.6	3.6	3.1	2.0
2030	9.2	6.1	4.6	3.6	2.8	2.3	2.0	1.5	1.0

Note: Cancer risk significance threshold is an increased cancer risk of 10 in one million

- c. With the above background, we offer the following arguments and conclusions:
- i. The project site is anticipated to be entitled in the first quarter (1Q) of 2012 and to have completed the plan check process in by the end of 2012, 3Q. Demolition and construction are anticipated to take a minimum of 15 months. Accounting time for weather delays and sales, certificate of occupancy of the residences is not anticipated to occur until 2014; implementation of any tenant improvements might further delay actual occupancy. One year later, in 2015, the EIR AQ analysis indicates that what was a 250' buffer in 2007 would be reduced to 100' in 2015.
 - ii. The EIR AQ analysis of cancer risk is based on the SBCAPCD's significance threshold of ten (10) excess cancer cases in a million and assumed exposure of sensitive receptors to DPM emissions of 24 hours per day, 350 days per year, for a 70-year period.
 - iii. As shown in GP EIR, Appendix E, Table 2, at distances between 200'-250' from US 101, the cancer risk in 2007 for the project site (associated with proximity to US 101) is broadly characterized as ranging from 11.5 to 9.2 in one million.
 - iv. Just 1 year after anticipated project occupancy, in 2015, at distances between 200'-250' from US 101, the cancer risk for the project site (associated with proximity to US 101) can be broadly characterized as ranging from 6.9 to 5.6 in one million.
 - v. In 2030, at distances between 200'-250' from US 101, the cancer risk for the project site (associated with proximity to US 101) can be broadly characterized as ranging from 3.6 to 2.8 in one million.
 - vi. Thus, based upon the certified Final EIR's screening level analysis, while there may be a period of 1 year or less of elevated DPM exposure (which if remained unchecked over the course of 70 years could result in significant cancer risk for the project), actual cancer risk (associated with DPM exposure in proximity to US 101) of project residents in the building into 2015, and 2030, would be far below adopted significance thresholds.
 - vii. Even so, the project has incorporated the following additional measures:
 1. Vegetative screening at the southern property line (see attached Preliminary Landscape Plan, Sheet L-1, dated 12-14-11) to further screen the second story residential patio areas (which fall outside the 250' buffer).

2. Ventilation systems that are rated at Minimum Efficiency Reporting Value of "MERV13" or better for enhanced particulate removal efficiency will be provided on all residential units. The residents of these units will also be provided information regarding filter maintenance/replacement.
 - viii. With the anticipation that existing trees, shrubs, and buildings at US 101 ROW in proximity to the project would further diminish DPM concentrations, coupled with the discussion of applicable air quality analysis contained within the certified the Plan Santa Barbara Final EIR as well as project measures identified above, it can be determined that diesel emission risks related to residential use of the project have been satisfactorily addressed and reduced to less than significant levels. The project should, therefore, be found consistent with Plan Santa Barbara Policy ER7.
- b) **ER15 (Creek Resources and Water Quality):** Development must be consistent with City polices/programs related to water resources and open space.
- a. Project is consistent with City polices. It has been designed to be consistent with the City's Storm Water Management Program and City of Santa Barbara BMP Guidance Manual.
 - b. No creeks or open space exist on or adjacent to the subject property.
 - c. The project should, therefore, be found consistent with Plan Santa Barbara Policy ER15.
- c) **ER16 (Storm Water Management Policies):** Development must be consistent with City Storm Water Management Program polices/standards/requirements, etc.
- a. Project is consistent with City polices. It has been designed to be consistent with the City's Storm Water Management Program and City of Santa Barbara BMP Guidance Manual.
 - b. The project should, therefore, be found consistent with Plan Santa Barbara Policy ER16.
- d) **ER26 (Noise Policies for New Residential Uses):** Take into consideration the surrounding existing and future legal land uses in establishing noise policies for new residential uses.
- a. On December 1, the City Council voted to adopt the new General Plan (Plan Santa Barbara), including an updated Environmental Resources Management Element (ERME).
 - b. The Noise Element itself was not updated as part of Plan Santa Barbara.
 - c. The preamble to the ERME says this:

The following goals, policies and implementation actions were either developed during the *Plan Santa Barbara* General Plan update process, carried over from the Conservation Element in effect in 2011, or were EIR mitigation measures. These new goals, policies and implementation actions are operational with adoption of the General Plan, however, until the existing Conservation Element and Noise Element are comprehensively updated and become the Environmental Resources Element, they also remain in effect.

The language for the NOISE implementing actions associated with the above-referenced noise policy says:

Possible Implementation Actions to be Considered

ER26.1 Residential Exterior Ambient Noise Levels in Non-Residential and Multi-Family Zones. An average ambient outdoor noise level of 65 dBA Ldn or CNEL or less is established as the level considered normally acceptable for required outdoor living areas of residential units located within non-residential and multi-family zones. This policy amends the General Plan Noise Element Land Use Compatibility Guidelines for residential units in non-residential and multi-family zones.

- d. Our interpretation of the General Plan policy is that a revision (read, an increase) to the exterior noise exposure limit for residences in commercial or multi-family districts would be considered when the Noise Element is updated (but not now).
 - e. Regardless, the development as proposed, meets the more stringent existing 60 dB criterion, which is currently identified in the Noise Element.
 - f. The project should, therefore, be found consistent with Plan Santa Barbara Policy ER26.
- e) **C9 (Accessibility):** Make universal accessibility a priority in construction of new development.
- a. California and federal regulations provide a comprehensive set of standards covering almost all important areas of accessibility for persons with physical and sensory disabilities. California's regulations are found in Title 24 of the California Building Standards Code and are designed to comply with the requirements of the ADA and State statutes.
 - b. The project will be required to meet Title 24 requirements.
 - c. The applicant has met with Building & Safety (B&S) staff throughout the project's development to ensure adequate site accessibility. Site ingress/egress and paths of travel have been considered for accessibility. It should be noted that the garage doors will not be accessible as an entry-point to any member of the public, are intended for emergency exit only, and will have panic hardware installed on the door interiors. B&S has determined, preliminarily, that the project will comply with the requirements of the ADA and State statutes.
 - d. The project should, therefore, be found consistent with Plan Santa Barbara Policy C9.

COMMUNITY/ DESIGN MEETINGS

The project has received positive comments from a number of community and design-related groups. In addition, we have met with local homeowners and other interested parties to share initial project concept designs and to receive their feedback; the proposed project is an enhanced product of this collaborative design approach. The list below represents our outreach efforts with community and design-related groups to date:

- 2011-07-05: Montecito Association Land Use Committee
- 2011-08-10: Coast Village Merchants Association
- 2011-08-15: Citizens Planning Association Land Use Committee
- 2011-08-22: Architectural Board of Review
- 2011-09-26: Montecito Association Land Use Committee
- 2011-10-19: Coast Village Merchants Association
- 2011-10-23: Montecito Planning Commission (County of Santa Barbara)

REVIEW OF DEVELOPMENT PLAN FINDINGS

We believe the project is consistent with Zoning Ordinance Section 28.87.300 (Development Plan Review and Approval) and respectfully offer the following suggested findings:

- a. *The proposed development complies with all provisions of this Title; and*

With approval of the requested modifications, the proposed project is in compliance with applicable C-1/SD-3 zone standards.

- b. *The proposed development is consistent with the principles of sound community planning; and*

The proposed project is consistent with the principles of sound community planning by developing an infill site in the coastal zone that will be visitor-serving that will also serve the general community. The project is consistent with the General Plan, as described above.

- c. *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; and*

The project requires review and approval by the Architectural Board of Review (ABR). The HLC has conceptually reviewed the project and has found it compatible with surrounding development.

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

The project will not result in a significant impact to City and South Coast affordable housing stock as it will result in only a modest increase in the total commercial development within the City. In addition, the project would result in two (2) new residences. Further, through the City's Inclusionary Housing Requirements (SBMC 28.43.030), the project will be required to pay an in-lieu fee equal to five percent (5%) of the in-lieu fee specified by SBMC 28.43.070B. This would help to create meaningful opportunities for affordable housing within the community. The project will result in a nominal increase in area employees; however, not enough to impact the City's existing housing supply.

- e. *The proposed development will not have a significant unmitigated adverse impact on the City's water resources; and*

Adequate water services are currently available to the project site. Water resource impacts are not anticipated with the construction of the proposed development because any increase in water demand will be negligible. The project has received a Certificate of Water Service Availability from the Montecito Water District; City water resources will not be impacted.

- f. *The proposed development will not have a significant unmitigated adverse impact on the City's traffic; and*

As indicated in the ATE traffic study, traffic impacts are not anticipated with the construction of the proposed development.

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

Adequate City services are currently available to the project site, and any necessary traffic improvements will be in place at the time of project occupancy.

CONCLUSION

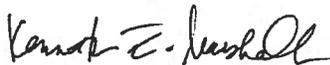
The project will create new permeable soils/ landscaped areas where none exist currently; water quality leaving the site will be improved as a result of project implementation. The project will result in the planting of new trees and landscaping within and adjacent to the site; aesthetically, the Coast Village Road area within the project vicinity will be improved. Design reviews from the Architectural Board of Review (ABR) have been very favorable as have comments from the Montecito Association Land Use Committee, the Coast Village Merchants Association, the Citizens Planning Association, and the Santa Barbara County Montecito Planning Commission.

Throughout the design process, we have listened to the concerns and ideas that have arisen, and each time we have sought to be responsive. We want this project to be one that will stand the test of time and believe we have achieved, through a deliberative planning/ design process, this important goal.

We feel the mixed use project at 1255 Coast Village Road is a strong project that will mesh well with the surrounding commercial uses on Coast Village Road. The project includes sustainable design elements that are intended to enhance the use and livability of the project while leaving as little an environmental footprint as possible.

On behalf of the Black Valner, LLC, we would like to thank the Commission for its time and consideration, and respectfully request the Commission's support of the requested approvals. Should you have any questions or concerns regarding our application prior to the hearing date, please do not hesitate to contact me at (805) 963-0651, ext. 3521, or Brian Cearnal at (805) 963-8077, ext. 203.

Sincerely,



Kenneth E. Marshall, AICP
Principal

cc: Alberto Valner, Black Valner, LLC
Brian Cearnal, Cearnal Andrulaitis
Steve Wang, Penfield & Smith
Phil Suding, Suding Design
Troy White, Dudek



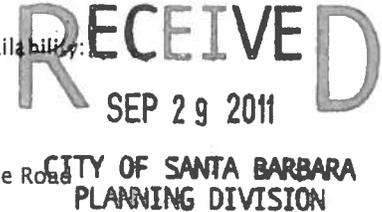
583 San Ysidro Road
Santa Barbara, CA 93108
(805) 969-2271

**MONTECITO WATER DISTRICT
CERTIFICATE OF WATER SERVICE AVAILABILITY**

To the County Planning Department of Santa Barbara:

Montecito Water District has received the following application for water service availability:

Date of Application:	09/08/11
Name of Applicant:	Jane Gray, Dudek
Property Owner (if different from applicant):	Black Valner, LLC
Service address:	1255 Coast Village Road
Assessor's Parcel Number(s) to be served:	009-291-018
Parcel/property size:	0.37 acs
Brief Project description:	



Mixed-Use Project

1,503 sq ft new building for 42-seat restaurant
3,353 sq ft new building with capacity for up to 3 new office spaces
3,873 sq ft new building with capacity for up to 3 new retail spaces
4,640 sq ft new residential building with (2) 2-bedroom townhouses w/attached garages
Demo existing 2,100 sq ft nursery, hothouse, sheds & associate structures
All project plumbing fixtures shall be low-flow, high efficiency water-saving fixtures
Subterranean parking, low water landscaping (10.3% of total site), drainage and public sidewalk improvements

Having reviewed conceptual architectural and landscape plans by Cearnal Andrulaitis Architecture, Inc. dated 8/22/11, a Certificate of Water Availability Application and water demand analysis by Jane Grey of Dudek dated 09/26/11, and having considered the District's available water supply the District hereby notifies your office that the District can and will serve the subject property in accordance with Montecito Water District Ordinance 89 and the following limitations.

1. Maximum Available Quantity of water shall be 1.2 acre-feet per year which is in accordance with the property 3-year historical average as determined by the provisions of Ordinance 89.
2. Service to be provided through two (2) existing 1-inch meters and purchase of additional meters to serve each use type separately.
3. The Certificate of Water Service Availability (CWSA) applies to the proposed project description as provided by Dudek, the water demand analysis prepared by Dudek at the date of this CWSA. If the property use is changed, owner shall reapply for a CWSA for each proposed change in property use.
4. Property owner must enter into agreement with District to install the following facilities to connect with District's existing service: None
5. Applicant shall be responsible for the following fees, payable immediately upon issuance of this Certificate: None
6. Applicant must provide the following additional documents for District approval: None
7. Applicant agrees to install state-of-the-art water-saving technologies and to use no more water than is authorized under this Certificate. Applicant acknowledges that the District may increase the rate for all water delivered in excess of the property's Maximum Available Quantity and/or limit service to the property to no more than the Maximum Available Quantity, but the District shall provide at all times a supply of water sufficient to meet the health and safety needs of the property's occupants.
8. The Maximum Available Quantity of water has been determined pursuant to District Ordinance 89. Ordinance 89 provides that, under certain circumstances, a property owner may request a redetermination of the Maximum Availability Quantity. Should such a redetermination result in an increase in the Maximum Available Quantity, the District will issue an Amended Certificate.

EXHIBIT D

Acct No 40-0565-0



583 San Ysidro Road
Santa Barbara, CA 93108
(805) 969-2271

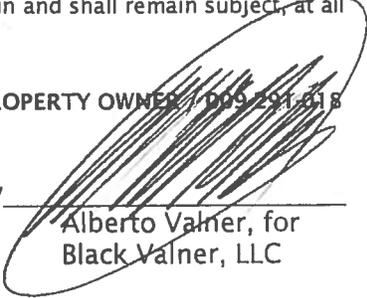
9. This Certificate represents a determination of water availability as of the date of the Application. The District's provision of water shall be contingent upon the property owner's completion of all obligations to the District associated with the Project identified herein and shall remain subject, at all times, to the District's ordinances and requirements.

MONTECITO WATER DISTRICT

PROPERTY OWNER / D09 291 018

Dated September 28, 2011

By 
Tom Mosby, General Manager

By 
Alberto Valner, for
Black Valner, LLC



Since 1978

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

ASSOCIATED TRANSPORTATION ENGINEERS

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

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PLANNING DIVISION

August 18, 2011

11039L02.WP

Alberto Valner
Kibo Group
256 26th Street, Ste.#201
Santa Monica, CA 90402

TRAFFIC ANALYSIS FOR THE 1255 COAST VILLAGE ROAD MIXED-USE PROJECT - CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following traffic analysis for the 1255 Coast Village Road Mixed-Use Project. The study quantifies the project's trip generation estimates and trip distribution patterns and evaluates potential project-specific and cumulative traffic impacts at the Coast Village Road/Olive Mill Road intersection. The purpose of the study is to assist City staff in assessing the potential traffic impacts associated with the project.

PROJECT DESCRIPTION

The project site is located at 1255 Coast Village Road, as shown on Figure 1 (attached). The project site is currently occupied by the Turk Hessellund Nursery. The existing 2,805 square-foot (SF) garden center and open nursery would be removed from the site. The proposed mixed-use project would redevelop the site to provide 1,503 SF of restaurant space, 3,873 SF of retail space, 3,353 SF of office space, and 2 condominiums. A total of 42 parking spaces would be provided in an underground parking garage. The site plan is attached as Figure 2.

PROJECT TRIP GENERATION

Trip generation estimates were developed for the proposed mixed-use project using the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation report.¹ The ITE average rates for Nurseries (ITE Land Use Code #817) were used to estimate the traffic generation for the existing facility. The ITE average rates for Quality Restaurants (ITE Land Use Code #931), Specialty Retail Centers (ITE Land Use Code #814), General Office Buildings (ITE Land Use Code #710), and Residential Condominiums (ITE Land Use Code #230) were used to estimate the traffic generation for the proposed mixed-use project. Table 1 shows the trip generation estimates developed for the existing and proposed uses.

Table 1
1255 Coast Village Road Mixed-Use Project Trip Generation Estimates

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
<u>Proposed Uses</u>							
Quality Restaurant	1,503 SF	89.95	135	0.81	1 (1/0)	7.49	11 (7/4)
Specialty Retail	3,873 SF	44.32	172	1.33	5 (3/2)	2.71	10 (4/6)
Office	3,353 SF	11.01	37	1.557	5 (4/1)	1.49	5 (1/4)
Condominiums	2 Units	5.81	<u>12</u>	0.44	<u>1 (0/1)</u>	0.52	<u>1 (1/0)</u>
Subtotals			356		12 (8/4)		27 (13/14)
<u>Existing Uses</u>							
Nursery	2,805	36.08	101	1.31	4 (2/2)	3.80	11 (6/5)
Net New Trips			+ 255		+ 8 (6/2)		+ 16 (7/9)

The data presented in Table 1 show that the project is forecast to generate a net increase of 255 average daily trips (ADT), with 8 new trips during the A.M. peak hour and 16 new trips during the P.M. peak hour.

It is important to note that the trip generation analysis was prepared as a worse-case scenario. The mix of uses proposed would likely reduce the number of off-site trips. However, the trip generation forecasts do not assume any interaction of the on-site uses. In addition, the trip generation forecasts do not assume any pass-by trips, which will occur for the retail uses.

¹ Trip Generation, Institute of Transportation Engineers 8th Edition, 2008.

PROJECT TRIP DISTRIBUTION

Trip distribution percentages were developed for assigning the project's peak hour trips to the Coast Village Road/Olive Mill Road intersection, which is the key intersection located in the vicinity of the project that could be impacted by the proposed project. The trip distribution pattern developed for the project is based on existing traffic flows observed in the study area and consideration of the population centers in the surrounding areas. Table 2 and Figure 3 show the project trip distribution pattern. Figure 3 also shows the project-added peak hour trips at the Coast Village Road/Olive Mill Road intersection.

Table 2
1255 Coast Village Road Mixed-Use Project Trip Distribution Percentages

Origin/Destination	Direction	Distribution %
U.S. 101	North	60%
	South	20%
Hot Springs Road	North	5%
Olive Mill Road	North	10%
Local Area	Local	5%
Total		100%

CITY OF SANTA BARBARA IMPACT THRESHOLDS

The City of Santa Barbara's traffic impact thresholds that were used to assess the potential impacts of the project are summarized below.

Project-Specific Threshold

The City's project-specific impact threshold states that if a development project would cause the V/C ratio at an intersection to exceed 0.77 (or a delay of 22.0 seconds), or if the project would increase the V/C ratio at intersections which already exceed 0.77 (or a delay of 22.0 seconds) by 0.01, the project's impact is considered significant.

Cumulative Threshold

The City's cumulative impact threshold states that if a development project would add traffic to an intersection which is forecast to operate above V/C 0.77 (or a delay of 22.0 seconds) with cumulative traffic volumes, the project's contribution is considered a significant cumulative impact.

PROJECT-SPECIFIC ANALYSIS

Existing A.M. and P.M. peak hour traffic volumes for the Coast Village Road/Olive Mill Road intersection were obtained from the traffic study completed for the Plan Santa Barbara General Plan update. Levels of service were calculated for the intersection assuming the Existing and Existing + Project traffic volumes presented on Figures 4 and 5 (attached). Tables 3 and 4 compare the Existing and Existing + Project levels of service and identify project-specific impacts based on City thresholds.

**Table 3
Existing and Existing + Project A.M. Peak Hour Levels of Service**

Intersection	Delay/LOS		Project Added Trips	Impact?
	Existing	Existing + Project		
Coast Village Road/Olive Mill Road	17.45 Sec/LOS C	17.75 Sec/LOS C	7 Trips	No

**Table 4
Existing and Existing + Project P.M. Peak Hour Levels of Service**

Intersection	Delay/LOS		Project Added Trips	Impact?
	Existing	Existing + Project		
Coast Village Road/Olive Mill Road	16.01 Sec/LOS C	16.26 Sec/LOS C	10 Trips	No

The data presented in Tables 3 and 4 show that the Coast Village Road/Olive Mill Road intersection is forecast to operate acceptably at LOS C with Existing and Existing + Project volumes. This level of service meets the City's operating standard. The project would not generate significant project-specific traffic impacts based on City thresholds.

CUMULATIVE ANALYSIS

Traffic Forecasts

Cumulative traffic forecasts were developed for the Coast Village Road/Olive Mill Road intersection assuming traffic generated by the approved and pending developments located in the City and County areas adjacent to the project site. Trip generation estimates for the approved and pending projects were calculated using rates presented in the ITE Trip Generation Manual (a worksheet listing the cumulative projects and the trip generation calculations is attached). The cumulative forecasts also assume a 0.5% annual growth rate for a period of four years to account for ambient traffic growth not captured by the approved and pending developments. Figures 4 and 5 (attached) show the Cumulative and Cumulative + Project volumes for the intersection.

Intersection Operations

Tables 5 and 6 compare the Cumulative and Cumulative + Project levels of service for the study-area intersections and identify cumulative impacts based on the City's thresholds.

**Table 5
Cumulative and Cumulative + Project A.M. Peak Hour Levels of Service**

Intersection	Delay/LOS		Project Added Trips	Impact?
	Cumulative	Cumulative+ Project		
Coast Village Road/Olive Mill Road	18.01 Sec/LOS C	18.33 Sec/LOS C	7 Trips	No

**Table 6
Cumulative and Cumulative + Project P.M. Peak Hour Levels of Service**

Intersection	Delay/LOS		Project Added Trips	Impact?
	Cumulative	Cumulative+ Project		
Coast Village Road/Olive Mill Road	16.10 Sec/LOS C	16.35 Sec/LOS C	10 Trips	No

The data presented in Tables 5 and 6 show that the Coast Village Road/Olive Mill Road intersection is forecast to operate acceptably at LOS C with Cumulative and Cumulative + Project volumes. This level of service meets the City's operating standard, and the project would not contribute to cumulative traffic impacts based on City thresholds.

This concludes ATE's traffic analysis for the 1255 Coast Village Road Mixed-Use Project.

Associated Transportation Engineers



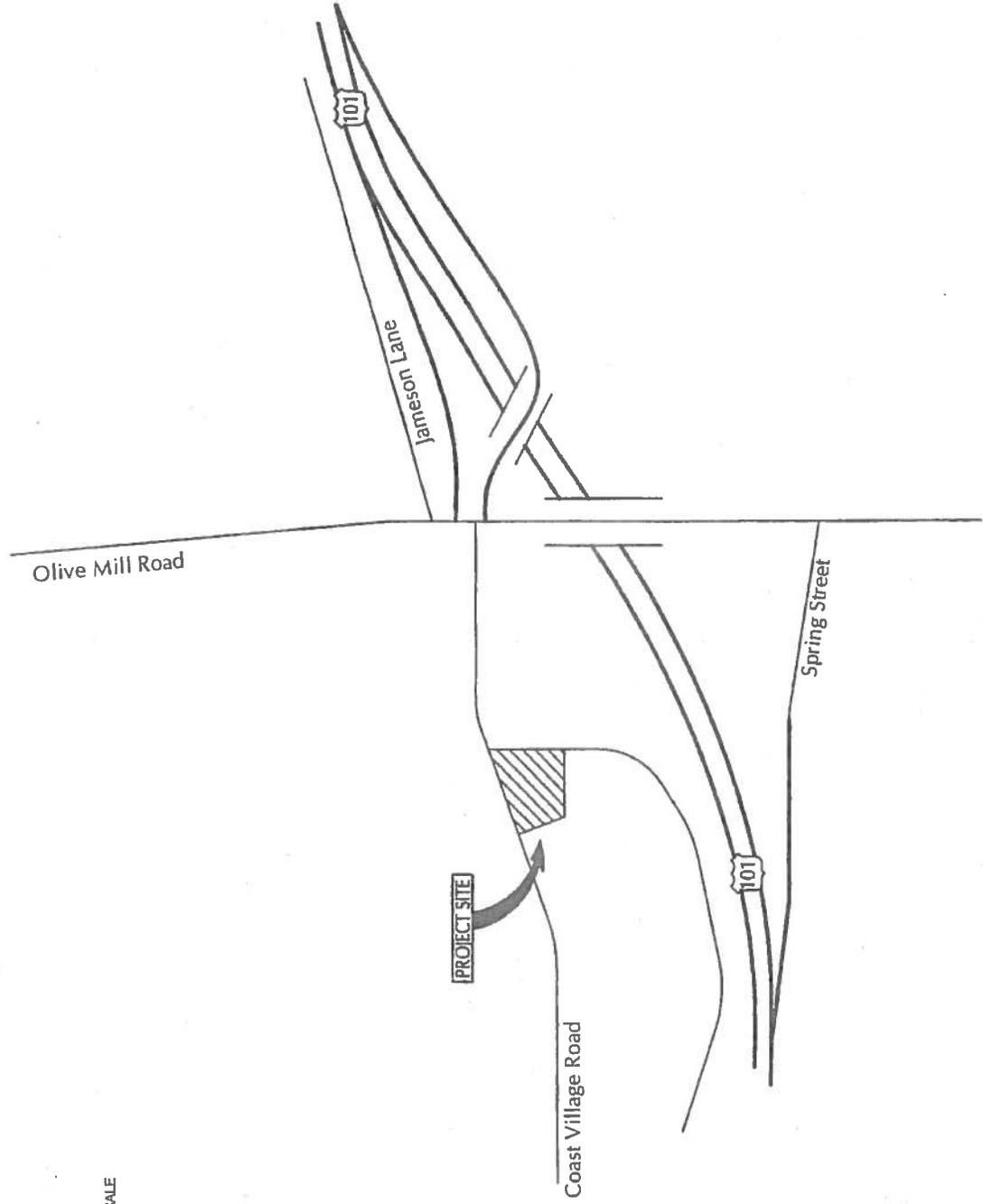
Scott A. Schell, AICP, PTP
Principal Transportation Planner

SAS/MMF

Attachments

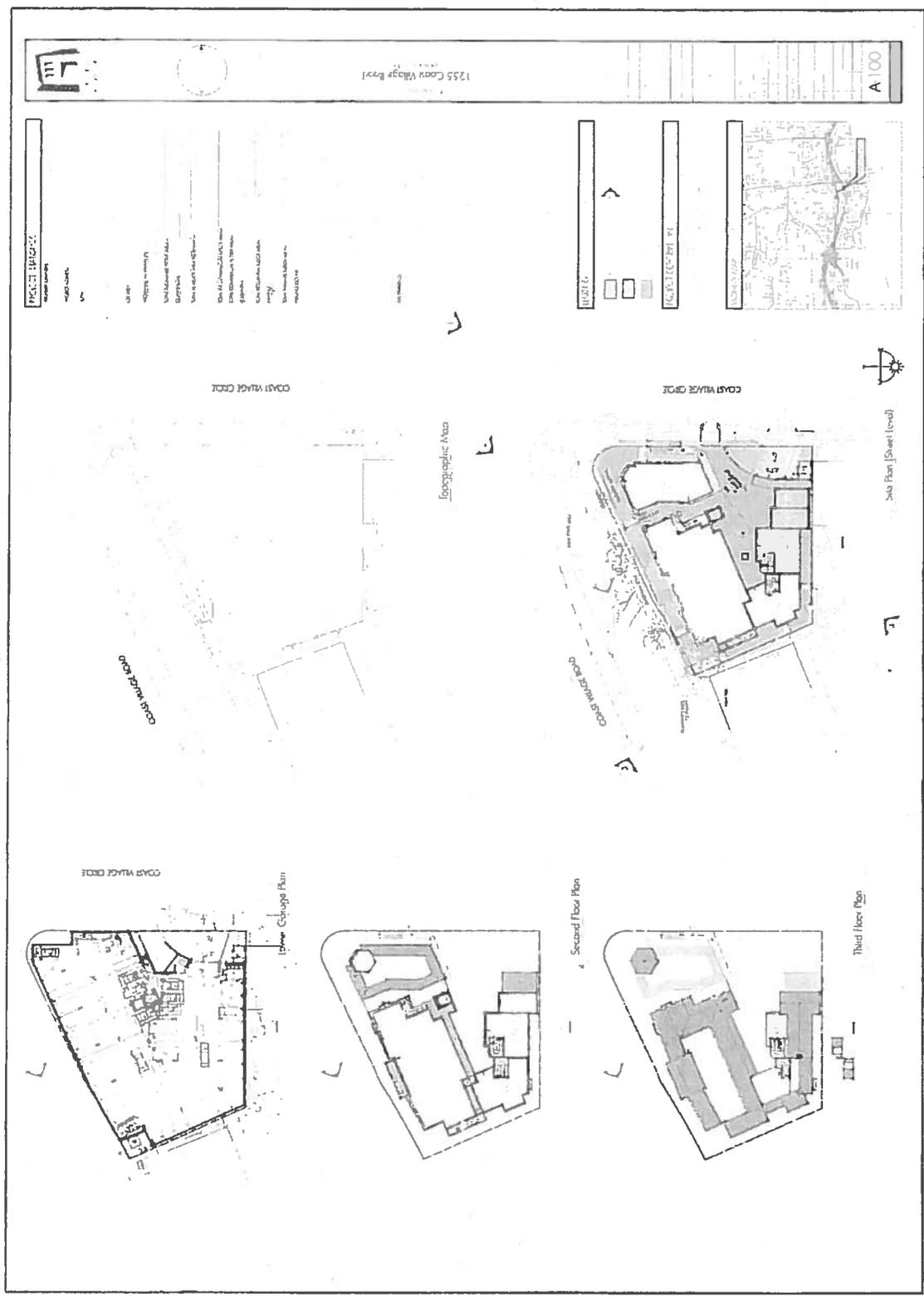


NOT TO SCALE

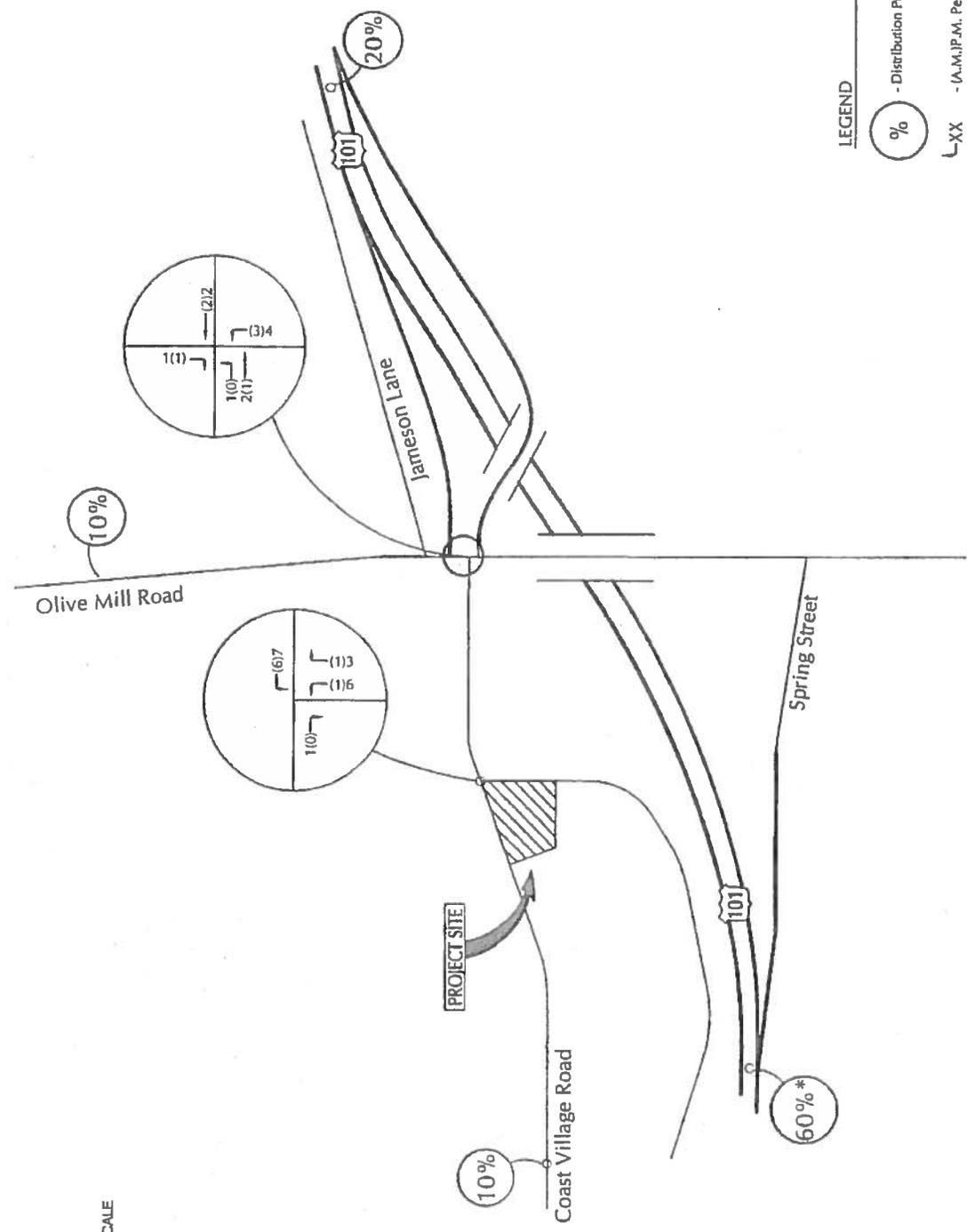


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PROJECT SITE LOCATION



PROJECT SITE PLAN



LEGEND

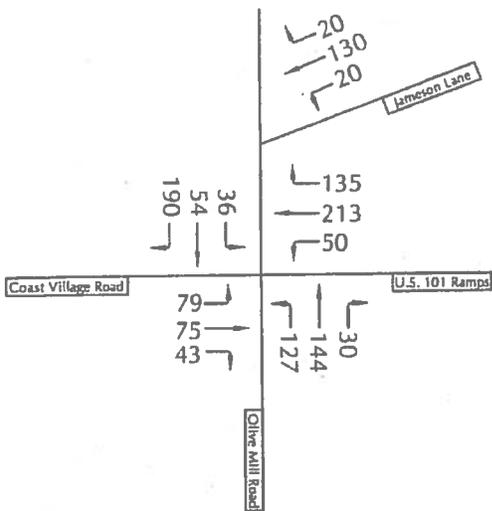
- - Distribution Percentage
- - I.A.M.I.P.M. Peak Hour Volume
- * 50% Inbound Via Spring Street
- 10% Inbound Via Hot Springs Road
- 60% Outbound Via Hot Springs Road



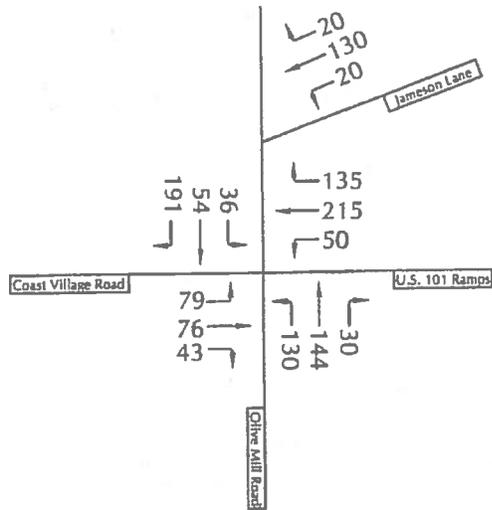
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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

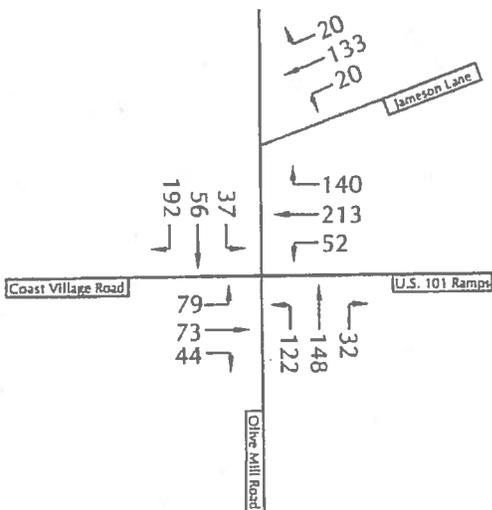
EXISTING TRAFFIC VOLUMES



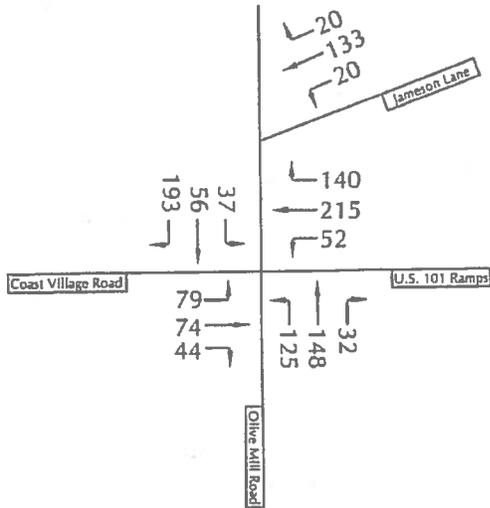
EXISTING + PROJECT TRAFFIC VOLUMES



CUMULATIVE TRAFFIC VOLUMES



CUMULATIVE + PROJECT TRAFFIC VOLUMES



LEGEND

LXX - A.M. Peak Hour Volume



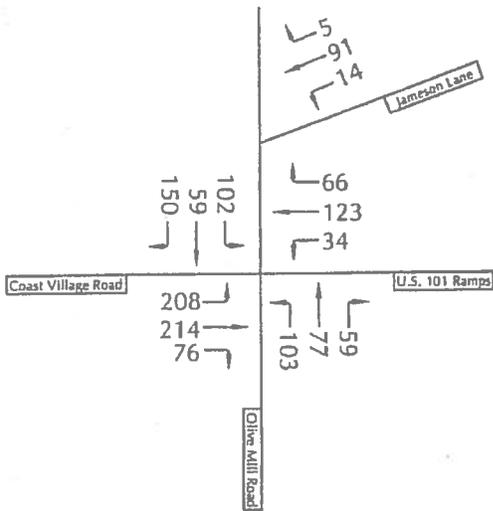
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ENGINEERS

A.M. PEAK HOUR TRAFFIC VOLUMES

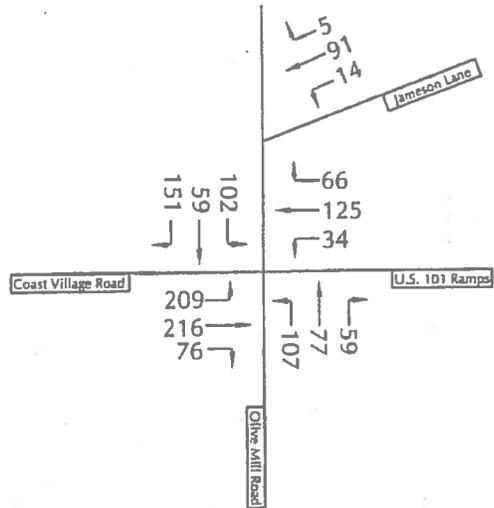
FIGURE 4

MMF - #11039

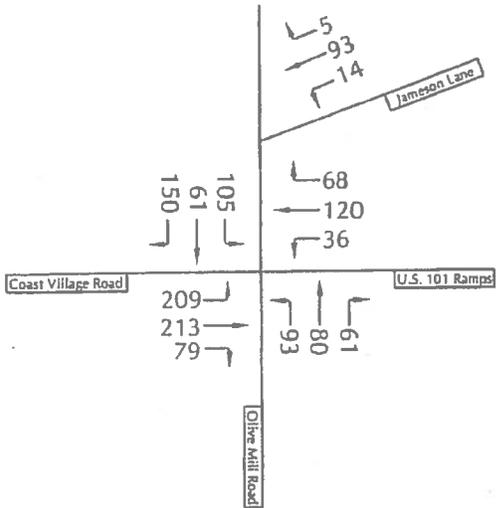
EXISTING TRAFFIC VOLUMES



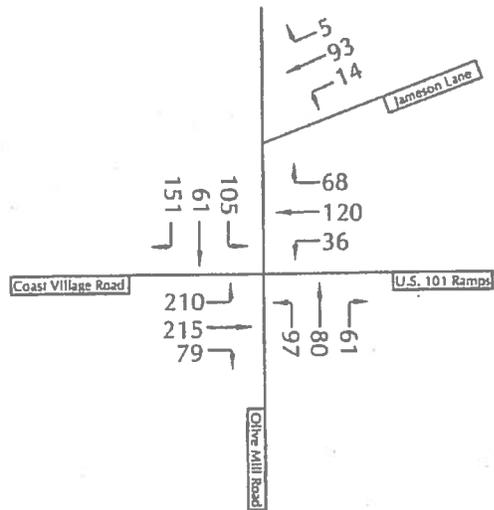
EXISTING + PROJECT TRAFFIC VOLUMES



CUMULATIVE TRAFFIC VOLUMES



CUMULATIVE + PROJECT TRAFFIC VOLUMES



LEGEND

└XX - P.M. Peak Hour Volume



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P.M. PEAK HOUR TRAFFIC VOLUMES

FIGURE 5

MMF - #11039

Associated Transportation Engineers
 Trip Generation Worksheet - With In/Out Splits

CUMULATIVE PROJECT TRIP GENERATION

Land Use	Size	Multi-Trip	ADT		A.M.				P.M.							
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
SB County																
WESTMONT (a)		1.00		82	16	13	3							16	5	11
CORAL CASINO (b)		1.00			2	2	0							2	0	2
VALLEY CLUB (SFD)	1	1.00		9.57	1	12%	0	88%	1	1.01	1	63%	1	1	37%	0
VALLEY CLUB (APTS)	2	1.00		6.65	1	20%	0	80%	1	0.62	1	65%	1	0.62	1	35%
GARNER LOT SPLIT	2	1.00		9.57	2	12%	0	88%	2	1.01	2	63%	1	2	37%	1
MIRAMAR		1.00		48	2	2								6	2	4
DANIELSON	4	1.00		9.57	3	12%	0	88%	3	1.01	4	63%	3	4	37%	1
KLINK	1	1.00		9.57	1	12%	0	88%	1	1.01	1	63%	1	1	37%	0
CRAIL LOT SPLIT	2	1.00		9.57	2	12%	0	88%	2	1.01	2	63%	1	2	37%	1
CRANE SCHOOL (c)		1.00		N/A										N/A		
LOIACONO LOT SPLIT	2	1.00		9.57	2	12%	0	88%	2	1.01	2	63%	1	2	37%	1
Sub-Total:				258	32	17	15							37	16	21
SB City																
1298 CVR (Existing Service Station)	-8	0.50		162.78	-41	50%	-21	50%	-20	10.160	-20	50%	-27	13.38	-54	50%
1298 CVR (Proposed Retail)	5,876	0.90		49.19	8	61%	5	39%	3	1.480	3	44%	14	6.06	32	58%
1298 CVR (Proposed Condos)	8	1.00		5.81	4	25%	1	75%	3	0.440	3	75%	3	0.52	4	25%
Net New:				-345	-29	-15	-14							-18	-10	-8
1085 CVR (Existing)	-8	0.50		182.78	-41	50%	-21	50%	-20	10.160	-20	50%	-27	13.38	-54	50%
1085 CVR (Proposed)	8	0.50		152.84	48	52%	25	48%	23	11.930	23	48%	29	13.94	56	49%
Net New:				-40	7	4	3							2	2	0
MONTECITO COUNTRY CLUB				0	0	0	0							0	0	0
Sub-Total:				-385	-22	-11	-11							-16	-8	-8
Cumulative-Project Total:				-127	10	6	4							21	8	13

(a) Based on increase growth in Employees (Westmont College Master Plan EIR)
 (b) Based on related project list (Westmont College Master Plan EIR)
 (c) Master plan indicates no growth in student enrollment

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	01_EX_AM
Agency/Co.	ATE	Jurisdiction	MONTECITO
Date Performed	7/26/2011	Analysis Year	EXISTING
Analysis Time Period	A.M. PEAK HOUR		

Project ID #11039 - 1255 COAST VILLAGE ROAD PROJECT
 East/West Street: COAST VILLAGE ROAD North/South Street: OLIVE MILL ROAD

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	79	75	43	50	213	135
% Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	127	144	30	36	54	190
% Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	79	118	398		301		280	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	1.0	0.0	0.1		0.4		0.1	
Prop. Right-Turns	0.0	0.4	0.3		0.1		0.7	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.3	-0.2		0.0		-0.4	

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.07	0.10	0.35		0.27		0.25	
hd, final value (s)	7.75	6.98	6.19		6.49		6.17	
x, final value	0.17	0.23	0.68		0.54		0.48	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	5.5	4.7	4.2		4.5		4.2	

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	329	368	553		512		527	
Delay (s/veh)	12.04	11.74	22.33		17.11		14.83	
LOS	B	B	C		C		B	
Approach: Delay (s/veh)	11.86		22.33		17.11		14.83	
LOS	B		C		C		B	
Intersection Delay (s/veh)	17.45							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information			Site Information		
Analyst	MMF	Intersection	01_EX_PM		
Agency/Co.	ATE	Jurisdiction	MONTECITO		
Date Performed	7/26/2011	Analysis Year	EXISTING		
Analysis Time Period	P.M. PEAK HOUR				

Project ID #11039 - 1255 COAST VILLAGE ROAD PROJECT	
East/West Street: COAST VILLAGE ROAD	North/South Street: OLIVE MILL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	208	214	76	34	123	66
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	103	77	59	102	59	150
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	208	290	223		239		311	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.2		0.4		0.3	
Prop. Right-Turns	0.0	0.3	0.3		0.2		0.5	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.2	-0.1		-0.1		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.18	0.26	0.20		0.21		0.28	
hd, final value (s)	7.35	6.65	6.74		6.73		6.40	
x, final value	0.42	0.54	0.42		0.45		0.55	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	5.0	4.3	4.7		4.7		4.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	458	520	473		486		525	
Delay (s/veh)	15.44	16.95	14.55		15.15		17.21	
LOS	C	C	B		C		C	
Approach: Delay (s/veh)	16.32		14.55		15.15		17.21	
LOS	C		B		C		C	
Intersection Delay (s/veh)	16.01							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information			Site Information		
Analyst	MMF	Intersection	01_EX+PR_AM		
Agency/Co.	ATE	Jurisdiction	MONTECITO		
Date Performed	7/26/2011	Analysis Year	EXISTING+PROJECT		
Analysis Time Period	A.M. PEAK HOUR				

Project ID #11039 - 1255 COAST VILLAGE ROAD PROJECT	
East/West Street: COAST VILLAGE ROAD	North/South Street: OLIVE MILL ROAD

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	79	76	43	50	215	135
%Thrus Left Lane						
Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	130	144	30	36	54	191
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	79	119	400		304		281	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	1.0	0.0	0.1		0.4		0.1	
Prop. Right-Turns	0.0	0.4	0.3		0.1		0.7	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.3	-0.2		0.0		-0.4	

Departure Headway and Service Time								
hd, Initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, Initial	0.07	0.11	0.36		0.27		0.25	
hd, final value (s)	7.79	7.02	6.22		6.52		6.20	
x, final value	0.17	0.23	0.69		0.55		0.48	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	5.5	4.7	4.2		4.5		4.2	

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	329	369	551		510		524	
Delay (s/veh)	12.09	11.83	22.82		17.41		14.98	
LOS	B	B	C		C		B	
Approach: Delay (s/veh)	11.93		22.82		17.41		14.98	
LOS	B		C		C		B	
Intersection Delay (s/veh)	17.75							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information			Site Information		
Analyst	MMF	Intersection	01_EX+PR_PM		
Agency/Co.	ATE	Jurisdiction	MONTECITO		
Date Performed	7/26/2011	Analysis Year	EXISTING+PROJECT		
Analysis Time Period	P.M. PEAK HOUR				

Project ID #11039 - 1255 COAST VILLAGE ROAD PROJECT	
East/West Street: COAST VILLAGE ROAD	North/South Street: OLIVE MILL ROAD

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	209	216	76	34	125	66
%Thrus Left Lane						
Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	107	77	59	102	59	151
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	209	292	225		243		312	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	1.0	0.0	0.2		0.4		0.3	
Prop. Right-Turns	0.0	0.3	0.3		0.2		0.5	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.2	-0.1		-0.1		-0.2	

Departure Headway and Service Time								
hd, Initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, Initial	0.19	0.26	0.20		0.22		0.28	
hd, final value (s)	7.39	6.69	6.79		6.77		6.44	
x, final value	0.43	0.54	0.42		0.46		0.56	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, L _s (s)	5.1	4.4	4.8		4.8		4.4	

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	459	517	475		484		522	
Delay (s/veh)	15.60	17.25	14.76		15.45		17.47	
LOS	C	C	B		C		C	
Approach: Delay (s/veh)	16.56		14.76		15.45		17.47	
LOS	C		B		C		C	
Intersection Delay (s/veh)	16.26							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	01_CU_AM
Agency/Co.	ATE	Jurisdiction	MONTECITO
Date Performed	7/26/2011	Analysis Year	CUMULATIVE
Analysis Time Period	A.M. PEAK HOUR		

Project ID #11039 - 1255 COAST VILLAGE ROAD PROJECT

East/West Street: COAST VILLAGE ROAD North/South Street: OLIVE MILL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	79	73	44	52	213	140
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	122	148	32	37	56	192
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	79	117	405		302		285	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.1		0.4		0.1	
Prop. Right-Turns	0.0	0.4	0.3		0.1		0.7	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.3	-0.2		0.0		-0.4	

Departure Headway and Service Time

hd, Initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, Initial	0.07	0.10	0.36		0.27		0.25	
hd, final value (s)	7.81	7.03	6.23		6.53		6.22	
x, final value	0.17	0.23	0.70		0.55		0.49	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	5.5	4.7	4.2		4.5		4.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	329	367	551		508		524	
Delay (s/veh)	12.13	11.81	23.40		17.38		15.20	
LOS	B	B	C		C		C	
Approach: Delay (s/veh)	11.94		23.40		17.38		15.20	
LOS	B		C		C		C	
Intersection Delay (s/veh)	18.01							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information			Site Information		
Analyst	MMF		Intersection	01_CU_PM	
Agency/Co.	ATE		Jurisdiction	MONTECITO	
Date Performed	7/26/2011		Analysis Year	CUMULATIVE	
Analysis Time Period	P.M. PEAK HOUR				

Project ID #11039 - 1255 COAST VILLAGE ROAD PROJECT	
East/West Street: COAST VILLAGE ROAD	North/South Street: OLIVE MILL ROAD

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	209	213	79	36	120	68
%Thrus Left Lane						
Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	93	80	61	105	61	150
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	209	292	224		234		316	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	1.0	0.0	0.2		0.4		0.3	
Prop. Right-Turns	0.0	0.3	0.3		0.3		0.5	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.2	-0.2		-0.1		-0.2	

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.19	0.26	0.20		0.21		0.28	
hd, final value (s)	7.35	6.65	6.74		6.74		6.40	
x, final value	0.43	0.54	0.42		0.44		0.56	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	5.1	4.3	4.7		4.7		4.4	

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	459	520	474		484		526	
Delay (s/veh)	15.50	17.05	14.60		14.98		17.50	
LOS	C	C	B		B		C	
Approach: Delay (s/veh)	16.40		14.60		14.98		17.50	
LOS	C		B		B		C	
Intersection Delay (s/veh)	16.10							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information			Site Information		
Analyst	MMF	Intersection	01_CU+PR_AM		
Agency/Co.	ATE	Jurisdiction	MONTECITO		
Date Performed	7/26/2011	Analysis Year	CUMULATIVE+PROJECT		
Analysis Time Period	A.M. PEAK HOUR				

Project ID #11039 - 1255 COAST VILLAGE ROAD PROJECT	
East/West Street: COAST VILLAGE ROAD	North/South Street: OLIVE MILL ROAD

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	79	74	44	52	215	140
%Thrus Left Lane						
Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	125	148	32	37	56	193
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	79	118	407		305		286	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	1.0	0.0	0.1		0.4		0.1	
Prop. Right-Turns	0.0	0.4	0.3		0.1		0.7	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.3	-0.2		0.0		-0.4	

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.07	0.10	0.36		0.27		0.25	
hd, final value (s)	7.85	7.07	6.25		6.56		6.25	
x, final value	0.17	0.23	0.71		0.56		0.50	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	5.5	4.8	4.3		4.6		4.2	

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	329	368	549		506		521	
Delay (s/veh)	12.18	11.90	23.95		17.69		15.37	
LOS	B	B	C		C		C	
Approach: Delay (s/veh)	12.01		23.95		17.69		15.37	
LOS	B		C		C		C	
Intersection Delay (s/veh)	18.33							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	MMF	Intersection	01_CU+PR_PM
Agency/Co.	ATE	Jurisdiction	MONTECITO
Date Performed	7/28/2011	Analysis Year	CUMULATIVE+PROJECT
Analysis Time Period	P.M. PEAK HOUR		

Project ID #11039 - 1255 COAST VILLAGE ROAD PROJECT

East/West Street: COAST VILLAGE ROAD North/South Street: OLIVE MILL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	210	215	79	36	122	68
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	97	80	61	105	61	151
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	210	294	226		238		317	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.2		0.4		0.3	
Prop. Right-Turns	0.0	0.3	0.3		0.3		0.5	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.2	-0.1		-0.1		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.19	0.26	0.20		0.21		0.28	
hd, final value (s)	7.39	6.69	6.79		6.79		6.44	
x, final value	0.43	0.55	0.43		0.45		0.57	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	5.1	4.4	4.8		4.8		4.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	460	517	476		482		523	
Delay (s/veh)	15.66	17.36	14.81		15.27		17.77	
LOS	C	C	B		C		C	
Approach: Delay (s/veh)	16.65		14.81		15.27		17.77	
LOS	C		B		C		C	
Intersection Delay (s/veh)	16.35							
Intersection LOS	C							

#11039 1255 COAST VILLAGE ROAD PROJECT
 TRIP GENERATION/DISTRIBUTION MODEL - 2,805 SF BASELINE

	Size	Multi-Trip	ADT		A.M.				P.M.							
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
EXISTING USES																
Nursery (Garden Center)	2,805	1.00	36.08	101	1.310	4	60%	2	40%	2	3.80	11	50%	6	50%	5
Existing Total:			101									11		6		5
PROPOSED USES																
	Size	Multi-Trip	ADT	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips	
Quality Restaurant	1,503	1.00	89.95	135	0.810	1	51%	1	49%	0	7.49	11	67%	7	33%	4
Specialty Retail	3,873	1.00	44.32	172	1.330	5	61%	3	39%	2	2.71	10	40%	4	60%	6
Office	3,353	1.00	11.01	37	1.550	5	88%	4	12%	1	1.49	5	17%	1	83%	4
Townhomes	2	1.00	5.81	12	0.440	1	16%	0	84%	1	0.52	1	67%	1	33%	0
Future Total:			356			12		8				27		13		14
Not Now:			255			8		6				16		7		9

	A.M. Peak		P.M. Peak		TOTAL
	Inbound	Outbound	Inbound	Outbound	
To/From Olive Mill Road (East)	3.0	0.0	3.5	0.0	3.5
Olive Mill/Spring Road (101 SB Off-Ramp)	5.4	0.0	5.6	2.7	8.3

	A.M. Peak		P.M. Peak		TOTAL
	Inbound	Outbound	Inbound	Outbound	
To/From Hot Springs Road (West)	0.9	1.3	1.1	5.9	6.9
Hot Springs/Coast Village Road	0.3	1.1	0.4	5.0	5.3
Hot Springs/US 101 NB On-Ramp	0.3	0.1	0.4	0.5	0.8

	A.M. Peak		P.M. Peak		TOTAL
	Inbound	Outbound	Inbound	Outbound	
To/From Hot Springs Road (West)	15%	65%	15%	65%	6.9
Hot Springs/Coast Village Road	5%	55%	5%	55%	5.3
Hot Springs/US 101 NB On-Ramp	5%	5%	5%	5%	0.8

	A.M. Peak		P.M. Peak		TOTAL
	Inbound	Outbound	Inbound	Outbound	
To/From Hot Springs Road (West)	0.9	1.3	1.1	5.9	6.9
Hot Springs/Coast Village Road	0.3	1.1	0.4	5.0	5.3
Hot Springs/US 101 NB On-Ramp	0.3	0.1	0.4	0.5	0.8

APPLICABLE COASTAL ACT POLICIES

RECREATION

Section 30212.5 Public facilities; distribution

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30213 Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Section 30220 Protection of certain water-oriented activities

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221 Oceanfront land; protection for recreational use and development

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30222 Private lands; priority of development purposes

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30223 Upland areas

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30250 (c) Location; existing developed area

Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

Section 30240 (b) Environmentally sensitive habitat areas; adjacent developments

Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

HOUSING

Section 30213 Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

VISITOR-SERVING COMMERCIAL USES

Section 30222 Private lands; priority of development purposes

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30213 Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Section 30250 (c) Location; existing developed area

Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.



ARCHITECTURAL BOARD OF REVIEW
CASE SUMMARY

1255 COAST VILLAGE RD

MST2011-00220

MIXED USE

Page: 1

Project Description:

Proposal to demolish the existing nursery and construct a new three story mixed use condominium building, comprised of 8,288 square feet of non-residential, and two residential units totaling 4,068 square feet, and a total of 45 parking space (44 covered and 1 uncovered). Planning Commission approval is required for Tentative Subdivision, Development Plan Approval, Coastal Development Permit and a zoning modification request for second story covered balcony encroachment.

Activities:

8/22/2011

ABR-Concept Review (New) - PH

(Comments only; project requires environmental assessment and Planning Commission review of a tentative subdivision map, development plan, coastal development permit, and a zoning modification.)

Actual time: 4:59

Present: Brian Cearnal, Architect; Phil Suding, Landscape Architect; Alberto Valner, Owner.

Suzanne Riegle, Assistant Planner, explained that modifications would be required for the open yard space to be located on a platform/podium, for a balcony to encroach into the front setback, and for the stairwell/ramp to encroach into the front setback.

Public comment was opened at 5:19 p.m.

Sandy Wallace, donated her comment time to John Wallace.

John Wallace, representing "Protect Our Village": appreciates the beautiful building; concerned about awkward looking roof deck enclosure; suggested sound attenuating balcony on rear of building, supports modification for balcony encroachment.

Public comment was closed at 5:25 p.m.

Heather Baker, Project Planner, suggested the applicant study locations for integrating future solar panels.

Motion: Continued indefinitely to the Full Board, after courtesy review by the Montecito Planning Commission, with the following comments:

- 1) In general, the direction of the project, including the site planning, mass, bulk, and scale, and architectural style is supportable.*
- 2) Continue developing all elevations, including the interior courtyard architecture.*

Activities:

- 3) *Study increasing planting opportunities on the podium and in-ground locations.*
 - 4) *The proposed modifications pose no negative aesthetic impacts.*
 - 5) *The upper roof elements at the residential roof decks are supportable.*
 - 6) *Provide cross sections showing the relationship to the building and property to the south.*
- Action: Rivera/Zink, 6/0/0. Motion carried. (Sherry absent)*

8/22/2011 ***ABR-Notice Prepared-PC/SHO Req***

8/12/2011 ***ABR-Resubmittal Received***

Plans substituted for project routed to Jaime who will verify that missing information has been provided.

8/9/2011 ***ABR-Resubmittal Received***

First ABR submittal . . . Applicant will return ASAP with tenant mailing labels. Request 8/22/11 ABR date.

8/9/2011 ***ABR-Posting Sign Issued***

Yellow on-site posting sign issued to Adam Cunningham.

8/9/2011 ***ABR-Resubmittal Received***

Received two sets of tenant labels and map for the required mailed noticing.