



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** October 1, 2015  
**AGENDA DATE:** September 24, 2015  
**PROJECT ADDRESS:** 15 S. Hope Avenue (MST2015-00010)

**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470, extension 4552  
 Beatriz Gularte, Senior Planner *BEG*  
 Allison De Busk, Project Planner *ALD*

### I. CONCEPT REVIEW PROJECT DESCRIPTION

Proposal to demolish the existing 8,368 square foot non-residential building and construct 41,486 square feet of development, including a four-story mixed-use building with an underground parking garage and a detached two-story residential unit on a 33,910 square foot lot. The project consists of 592 net square feet of commercial floor area and 46 residential units (comprised of 11 studio units, 32 one-bedroom units, and 3 two-bedroom units) totaling 36,125 square feet plus ancillary space (lobby, office, storage, fitness room). Parking would consist of 11 spaces at-grade and 40 spaces underground for a total of 51 parking spaces; 47 bicycle parking spaces are proposed. Vehicular access would be provided from Hope Avenue, and a four-foot sidewalk dedication would be granted. Approximately 6,900 cubic yards of excavation is anticipated for the underground garage. The project proposes a 45-foot setback from the top-of-bank of Arroyo Burro Creek to the first floor of the development, with the second, third and fourth floors cantilevering out up to 15 feet beyond that (closer to the creek). The project also includes creek restoration and more than 13,000 square feet of open space.

This is an Average Unit Size Density (AUD) Incentive Program Priority Housing development with a proposed density of 62 dwelling units per acre, with an average unit size of 785 square feet. This project requires Planning Commission Conceptual Review because the lot size is more than 15,000 square feet and the project is being proposed using the AUD Priority Housing Overlay (SBMC §28.20.080).

The purpose of the concept review is to allow the Planning Commission and the public an opportunity to review the proposed project design at a conceptual level and provide the applicant, staff, and the Architectural Board of Review (ABR) with feedback and direction. **The project is being presented to the Planning Commission for concept review and comments only.** No formal action will be taken on the project. The ABR will be the decision-making body for this project.

Staff recommends that the Planning Commission review the proposed project, consider the issues outlined in this report and provide comment and recommendation by majority vote regarding the proposed development, including site planning and consistency with the City's

**General Plan.** The Planning Commission’s comments and recommendations will be communicated to the ABR for use in their deliberations on the project.



Vicinity Map – 15 S. Hope Avenue

**II. SITE INFORMATION**

<b>Applicant:</b>	Ken Marshall, Dudek		
<b>Property Owner:</b>	Johnman Holding, LLC		
<b>Site Information</b>			
<b>Parcel Number:</b>	051-040-058	<b>Lot Area:</b>	33,910 square feet
<b>General Plan:</b>	Commercial/High Residential	<b>Zoning:</b>	C-2 / SD-2 (Commercial / “Upper State Street Area” Special District)
<b>Existing Use:</b>	commercial	<b>Topography:</b>	relatively flat to creek top of bank

Adjacent Land Uses	
<b>North</b> – residential and commercial	<b>East</b> – Arroyo Burro Creek and commercial
<b>South</b> - commercial	<b>West</b> – Hope Avenue and commercial

### III. ZONING CONSISTENCY ANALYSIS

As designed, the project would comply with the zoning ordinance. The project is proposed under the City’s AUD Incentive Program, which allows for increased density and provides development incentives in exchange for smaller unit sizes.

Standard	Requirement/ Allowance	Proposed
<b>Setbacks</b>		
-Front	10 feet	10 feet
-Interior	N/A	0 feet
<b>Building Height</b>	45 feet 4 stories	45 feet 4 stories
<b>Vehicle Parking</b>	46 residential 3 commercial (@ 1 / 250 sf) (5 commercial based on 16 restaurant seats)	46 residential 5 commercial
<b>Bicycle Parking</b>	46 residential 1 commercial	46 residential 1 commercial
<b>Density</b>	37-63 du/ac	60 du/ac
<b>Units</b>	28-49 units	46 units
<b>Unit Size (max. avg.)</b>	825 sf	785 sf
<b>Distance Between Buildings</b>	10 feet	14 feet
<b>Common Outdoor Living Space</b>	15% of net lot area (5,087 sf)	Approx. 41% (>14,000 sf)*
<b>Lot Coverage</b>		
-Building	N/A	18,470 sf    55%
-Paving/Driveway	N/A	2,257 sf    7%
-Landscaping	N/A	13,051 sf    38%

\* Common Outdoor Living Space – Of the more than 14,000 square feet of common outdoor living space provided, approximately 10,000 square feet is at-grade (of which more than half is within the creek channel), and approximately 4,000 square feet is provided on the upper levels of the development. It should be noted that the creek setback area under the building projection does not count toward the common outdoor living space calculation, but would provide an additional approximately 2,000 square feet of useable outdoor area.

#### **IV. BACKGROUND**

##### **A. PRE-APPLICATION REVIEW TEAM (PRT) REVIEW**

The project was reviewed by the City's Land Development Team in January/February 2015.

Following the PRT review, and prior to the ABR's first concept review, the applicant revised the project to address some of the key concerns identified in the PRT letter. Most notably, they moved the buildings away from Hope to comply with the required 10-foot SD-2 front setback (as measured from the back of the sidewalk dedication), moved the Hope Ave. driveway to align with the La Cumbre Plaza driveway, moved the ground floor of the building away from the creek (35-foot setback increased to 45 feet), and removed one level of underground parking.

The project has also been revised in response to ABR comments (see below).

The key issues outlined in the PRT letter that are applicable to the current proposal are identified in Section VI. Issue Areas below.

##### **B. DESIGN REVIEW**

On August 3, 2015, the ABR's primary feedback was to orient the units and open space towards the creek and to provide more clear elevations and context so that they could assess the project's design, scale and compatibility with the surrounding neighborhood (refer to Exhibit E). Although not part of the official motion, there was also discussion about the size and necessity of the commercial space.

The project was revised in response to ABR comments from their meeting on August 3, 2015. The primary changes included:

- reduced the commercial area from 2,206 square feet to 780 square feet,
- removed driveway access from State Street,
- added two residential units along the strip of land leading to State Street,
- added common open space at the fourth floor, and
- added a path along the south property line to connect Hope Avenue to the creek area.

The project was reviewed again by the ABR on August 31, 2015. At that meeting, the ABR commented that the mass, bulk and scale were imposing, particularly at the southwest corner of the building; the ground floor units lack livability; the project should maximize enjoyment of the creek area; and materials should be studied for compatibility within the neighborhood (refer to Exhibit F).

The project was revised again in response to ABR comments from their meeting on August 31, 2015. The primary changes included:

- reduced the number of units from 48 to 46 (note that total residential square footage did not decrease);
- reduced the amount of commercial floor area by almost 200 square feet; and
- moved the fourth floor away from the southwest corner by approximately eight feet.

The project is scheduled to return to the ABR for review on September 28, 2015, after the preparation of this report. Staff will provide a summary update of the ABR meeting at the Planning Commission hearing.

### **C. PRIOR APPROVED PROJECT**

The Planning Commission approved a mixed-use condominium project on the site in 2008. Additional information on that project is provided as Exhibit G for background/informational purposes only. The current AUD proposal is considered a new project.

## **V. GENERAL PLAN CONSISTENCY**

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

### **A. LAND USE ELEMENT**

The Land Use Element includes a policy (Policy LG1) to prioritize the use of available resource capacities for affordable housing for extremely low, very low, low, moderate, and middle income households over all other new development, and an implementation strategy to develop incentives in the form of flexibility in densities or standards for affordable housing projects. Although this project does not provide restricted affordable housing, it would add 46 rental units to the City's housing stock by using the City's AUD Program. Rental housing is defined as community benefit housing in the General Plan (Policy LG5).

The Land Use Element outlines principles for development (Policy LG4), including focusing growth within a quarter mile of frequent transit service and commercial services, encouraging a mix of land uses, and promoting mobility and active living by encouraging compact, vibrant walkable places. The housing would be located close to State Street where there is frequent transit service and surrounded by a mix of uses.

The Land Use Element also calls for enhancement of community character (Policy LG12) and includes an implementation action to ensure that proposed buildings are compatible with the surrounding built environment.

### **B. HOUSING ELEMENT**

The Housing Element includes multiple policies and implementation strategies encouraging and facilitating the development of affordable, rental, senior and special needs housing. The proposed project would provide 46 new rental units.

### **C. ENVIRONMENTAL RESOURCES ELEMENT**

The Environmental Resources Element includes policies to protect, maintain and expand the City's remaining diverse native plants and wildlife habitats (ER12); and policies regarding creek setbacks, creek protection and creek restoration (Policies ER19 and ER21), including implementation measures to establish creek setbacks and buffers and develop design guidelines to incorporate creeks as part of the landscape design.

The Environmental Resources Element also includes a policy to preserve important public views (Policy ER29).

## **VI. ISSUE AREAS**

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

### **A. CREEK SETBACK / ORIENTATION OF DEVELOPMENT**

The City's Zoning Ordinance does not include a required setback from Arroyo Burro Creek. However, as stated in Section V, the City has General Plan policies to protect and enhance creeks. This project proposes a 45-foot setback from the creek top-of-bank to the underground parking garage and first floor of the building. The second, third and fourth floors of the building would cantilever beyond the first floor, and would have a setback of approximately 30-45 feet from the top-of-bank (average of approximately 33.7 feet). Access to the creek would be provided by a secured path from Hope Avenue and a secured, partially covered path from State Street. Additionally, common open space overlooking the creek is provided on the fourth floor of the development. Within the creekside open space, the applicant is proposing passive open space and a swale for stormwater treatment.

The condominium project previously approved on this site had a Creek Buffer Zone Analysis and Recommendations Report prepared, which concluded that a 35-foot setback was adequate from an environmental perspective. The proposed setback is greater (at the ground level) than the 35-foot setback approved as part of the entitled condominium project at the site, but is less than 35-feet at several portions of the second, third and fourth levels of the building. Since that prior project was approved, new General Plan policies provide guidance toward larger creek setbacks, and the additional density proposed by the project means there is likely to be more human activity in the vicinity of the creek. An updated biological resources report, as well as a restoration plan for the creek, will be required for the project as part of the environmental assessment.

The Creeks Division has recommended a 50-foot setback from the top-of-bank for new development at the site, primarily due to erosion and biological resources concerns. Based on the prior analysis, staff anticipates that the proposed creek setback will be deemed adequate from an environmental perspective, and that the adequacy of the creek setback is more of a policy consideration.

Planning staff and the ABR commented that the project should not turn its back on the creek, and General Plan Implementation Action ER21.2 suggests orienting development toward creeks and incorporating creeks as part of landscape and open space design. However, Creeks Division staff have pointed out that additional use and lighting within the creek setback has the potential to negatively affect the habitat.

Feedback on the proposed creek setback (for both the ground floor level and upper levels of the building) would assist the ABR in their review of the project as it relates to compliance with General Plan Environmental Resource policies.

### **B. UPPER STATE STREET STUDY AND AREA DESIGN GUIDELINES**

The Upper State Street (USS) Study was adopted by the City Council in May 2007. The Study was initiated in order to identify improvements in the area to benefit urban design and transportation, and to provide guidance for review of development applications. The Study

included direction to protect and enhance Arroyo Burro Creek. The USS Study Improvement Maps identified creek corridor improvements and an off-street pedestrian trail, and viewing locations to be provided with redevelopment, as recommendations for the subject parcel.

The USS Area Design Guidelines were adopted in September 2009 to carry forward the recommendations, goals and objectives of the USS Study. The Guidelines discourage buildings that span from property line to property line along the street frontage and encourage relief between adjacent structures (Guideline 2); encourage maintaining the backdrop of panoramic mountain views (Guidelines 24, 25); encourage neighborhood compatibility (Guidelines 14, 24, 40, 41, 43, 58); and encourage landscaping and other amenities at the building frontage and facade to promote a pedestrian-friendly streetscape (Guidelines 17, 23, 33, 34, 45-48, 57). The Guidelines also call for pedestrian paseos (Guidelines 13, 19, 33, 62), enhancement of pedestrian mobility (Guidelines 35 and 62), protection and enhancement of Arroyo Burro Creek (Guideline 36), orienting development toward the creek (Guideline 37), and establishment of creekside paths (Guidelines 38). Refer to Exhibit D for a compilation of USS Design Guidelines.

Feedback on the project's compliance with the USS Study and Design Guidelines would assist the ABR in their review of the project. Specifically, feedback related to pedestrian amenities, massing, neighborhood compatibility and view impacts would be appreciated.

Additionally, feedback from the Commission on how to reconcile the potential conflict between policies that encourage pedestrian paths along the creek and orienting development toward the creek and policies to protect the creek (including recommendations from Creeks Division staff to limit human interface with the creek) would be helpful to staff.

#### **C. ACCESS TO/FROM STATE STREET**

Transportation staff recommends that there be no vehicular access from State Street for the project, and that the existing driveway area be enhanced to serve as an attractive pedestrian access to State Street for residents, in accordance with guidance from the Upper State Street Study.

Feedback on the adequacy of the proposed design for this pedestrian access would be appreciated.

#### **D. PROJECT COMPATIBILITY ANALYSIS**

The ABR Ordinance (SBMC §22.68.045.B) outlines certain criteria that the ABR is to consider before granting design approval of a project. These criteria/considerations are:

1. Does the project fully comply with the City's Charter and Municipal Code? Is the project's design consistent with design guidelines applicable to the location of the project?
2. Is the project compatible with the desirable architectural qualities and characteristics which are distinctive of Santa Barbara and of the particular neighborhood surrounding the project?
3. Is the size, mass, bulk, height, and scale of the project appropriate for its location and its neighborhood?
4. Is the design of the project appropriately sensitive to adjacent Landmarks or nearby designated historic resources, including structures of merit, sites, or natural features?

5. Does the design of the project respond appropriately to established scenic public vistas?
6. Does the project include an appropriate amount of open space and landscaping?

Feedback specifically on the project' size/mass/scale, compatibility with surrounding development, protection of public vistas and amount of open space would assist the ABR in their review of the project as they consider the above criteria.

## **VII. NEXT STEPS**

Following the Planning Commission concept review, the applicant would submit a complete project application and staff would commence environmental review. The project would then be scheduled for a decision by the ABR following the environmental review period. As designed, the project is not required to return to Planning Commission; however, the applicant can request additional concept reviews by the Planning Commission.

### Exhibits:

- A. Site Plan
- B. Applicant's letter, dated September 17, 2015
- C. Applicable General Plan Policies
- D. Upper State Street Area Design Guidelines
- E. ABR Minutes, August 3, 2015
- F. ABR Minutes, August 31, 2015
- G. Prior-Approved Project

CLIENT:  
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 8637 MEL ROSE AVENUE, STE B533  
 WEST HOLLYWOOD, CA 90068

PROJECT:  
**15 SOUTH HOPE AVE.**  
**SANTA BARBARA**  
 15 SOUTH HOPE AVENUE  
 SANTA BARBARA, CA 93105

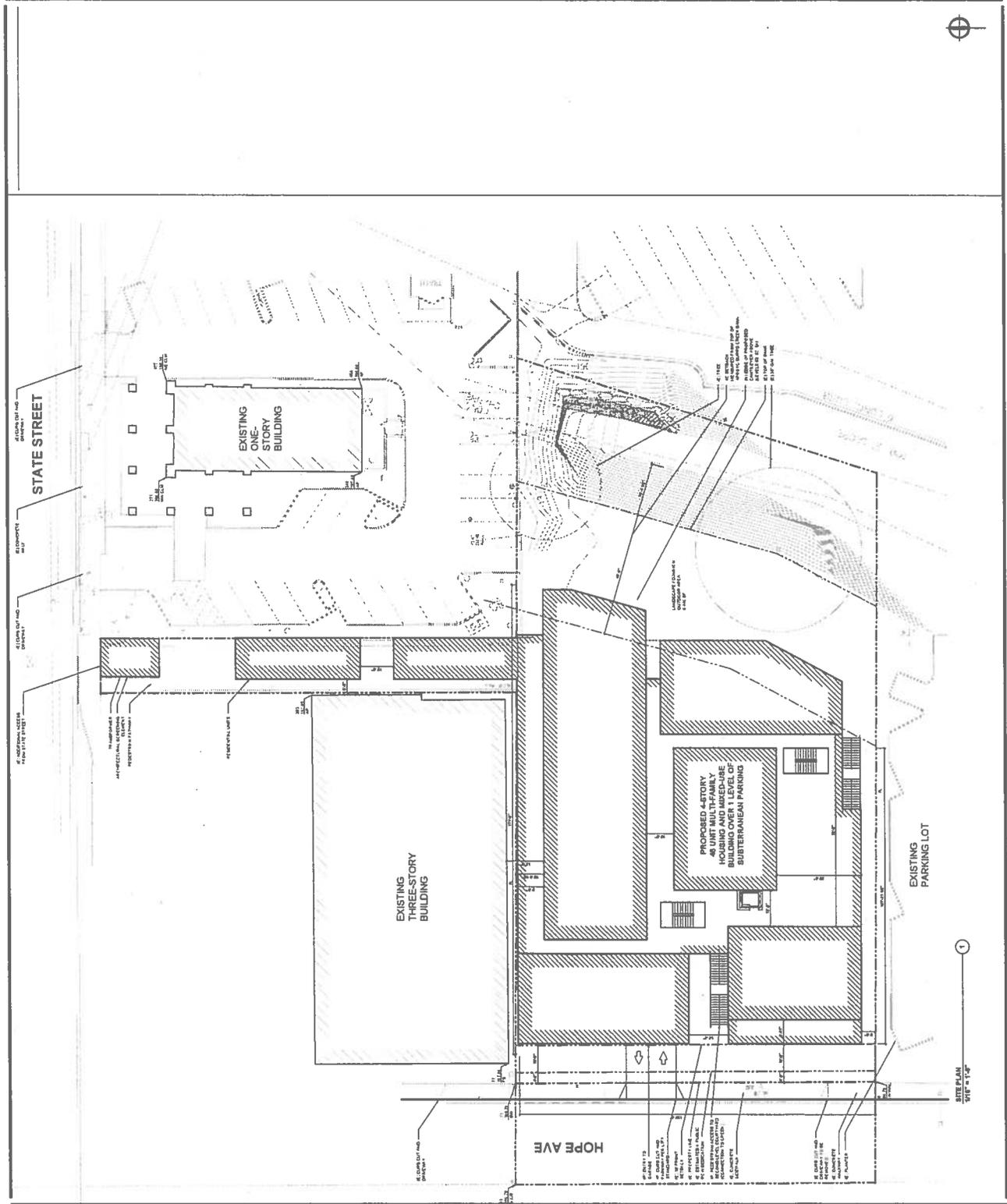
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All drawings, ideas, arrangements and others indicated by these drawings and specifications are the property and copyright of the ARCHITECT and shall neither be used on any other work nor be used by any other person for any use whatsoever without written permission. Written dimensions shall prevail over all other dimensions. The architect shall be held responsible for any discrepancy shall be brought to the attention of the ARCHITECT prior to the commencement of work.

Revision	Date	Description	By	Check
01	01/06/2015	PRELIMINARY	MC	
02	02/28/2015	FOR PREVIEW/BET	MC	
03	07/15/2015	FOR REVIEW/BET	MC	
04	08/12/2015	FOR REVIEW/BET	MC	

Project Name  
 15 SOUTH HOPE AVENUE  
 Project Number  
 150  
 C&P File Name  
 150  
 Date  
 08/12/2015  
 Scale  
 SITE PLAN - PROPOSED  
 Title  
 1/4" = 1'-0"

**A1.2**  
 G&A Design



**EXHIBIT A**



# DUDEK

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September 17, 2015

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

RECEIVED  
SEP 22 2015

CITY OF SANTA BARBARA  
PLANNING DIVISION

**SUBJECT: Mixed Use Development Project located at 15 S. Hope Avenue, APN 051-040-058 (MST2015-00010)**

Dear Planning Commissioners:

On behalf of the owners, Johnman Holdings, LLC we are pleased to provide the following detailed project description for a mixed use project at 15 S. Hope Avenue in the City of Santa Barbara.

## **I. Existing Conditions**

The approximately 0.80 acre project site consists of a single parcel, APN 051-040-058 currently developed with a single-story, 8,368 square foot commercial building. The existing structure is a 1970s-style building, with surface parking (28 spaces). Vehicle access to the site is provided via a driveway off of Hope Avenue and an alley that provides single lane vehicle ingress/egress to/from State Street. There is a relatively small amount of existing landscaping and open area adjacent to the creek. Vegetation on the project site is characterized by non-native trees and plants. The asphalt paved parking lot is bounded by a chain link fence to the east and extends to within 5-feet of the top of creek bank.

On October 16, 2008, the subject property received approval to develop a 40-foot tall, three story, 28,005 square foot building, comprised of sixteen (16) condominiums and a 1,150 square foot commercial condominium. A total of 40 parking spaces were to be provided, with 5 surface parking spaces and 35 parking spaces located within an underground garage. The project received a front yard setback modification to reduce the 20-foot required front setback, which allowed for a greater setback from the creek. The project was approved with a 35-foot creek setback based on a biological report for the site that determined 35-feet was more than adequate to ensure water quality, habitat protection, and prevent erosion.

**EXHIBIT B**

## **II. Surrounding Area:**

The project site is bounded by Hope Avenue on the west, across which are located commercial retail uses associated with the La Cumbre Plaza shopping center. Residential condominiums and retail/office uses (Fidelity Investments) abut the subject property on the north, with commercial retail uses and an associated parking lot bordering the property on the south. Arroyo Burro Creek abuts the subject property on the east.

Existing land uses to the north of the project site across State Street include a mix of bank branch offices, the Best Western Plus/Pepper Tree Inn to the northwest and the Butler Event Center to the northeast. Additional commercial uses (i.e., FedEx Office Print and Ship) exist to the south and across Arroyo Burro Creek to the east, such as Whole Foods Market. To the west of the subject property is exclusively general retail commercial uses that include Macy's, Pottery Barn, Starbucks, etc. within the La Cumbre Plaza shopping center.

## **III. Project Description**

Johnman Holdings, LLC proposes to develop an integrated mixed use project containing "Community Benefit"<sup>1</sup> residential apartments along with commercial retail space on the property commonly identified as 15 S. Hope Avenue, in the Upper State Street area of the City of Santa Barbara.

The 15 S. Hope Avenue Mixed-Use project involves the demolition and removal of the existing 8,368 square foot commercial building and construction of a new approximately 45-foot tall, 4-story mixed-use development comprised of commercial uses and residences as described below.

### **Commercial Space**

The proposal includes 592 net square feet of commercial retail space to be used as a restaurant/café within the ground floor of a four-story structure fronting Hope Avenue. The design concept for the commercial component is intended to provide a pedestrian-friendly scale for the Hope Avenue frontage.

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<sup>1</sup> City Municipal Code Section 28.20.020.C defines community benefit housing as residential development that has a public benefit including the following housing types: (1) Priority Housing (i.e., rental housing); (2) affordable housing to low, moderate, or middle income households, and (3) transitional housing (i.e., special needs).

A total of five (5) at-grade commercial vehicle parking spaces, including one ADA accessible parking space are located behind the commercial area, shielded from Hope Avenue vantage points. In addition, one bicycle parking space is located along the street frontage.

**Residences**

The Development proposal includes a total of 46 "community benefit" residential rental units with an average unit size of 785 net square feet, with all but two 2-bedroom units along the former alley, housed in one structure; the mix of studios, one, and two bedroom units are shown in the table below.

**Community Benefit Rental Apartments**

<b>Unit Mix</b>	<b>Unit Area (Net)</b>	<b>Quantity</b>
Studios	457 sf	13
1 Bed	877 sf	30
2 Bed	1,290 sf	3
<b>Total</b>	<b>785 sf (Ave. Unit Size)</b>	<b>46</b>

The building is four stories with a maximum height of 45 feet and includes at-grade parking and a single basement level parking area beneath the structure. Total proposed residential floor area (not including garages and other ancillary amenities) is 41,486 net square feet.

**Parking**

Required parking for the proposed development is based on the adopted AUD Ordinance for the residential component, which requires a minimum of one covered or uncovered parking space for each residential unit and no guest parking required. Commercial parking provided is based on the City's standard of one parking space for every 250 square feet of floor area for commercial uses or one parking space per 3 seats for a restaurant. Required and proposed parking for the project are shown in the table below.

**Parking**

<b>Use</b>	<b>Required</b>	<b>Proposed</b>
<b><i>Residential Parking</i></b>		
(13) Studios	13	13
(30) 1 bedroom units	30	30
(3) 2 bedroom units	3	3
<b><i>Sub-total</i></b>	<b><i>46</i></b>	<b><i>46*</i></b>
<b><i>Commercial Parking</i></b>		
Restaurant (592 sf/16 Seats)	5	5**
<b>Total</b>	<b>51</b>	<b>51</b>

\* Includes two accessible parking spaces in basement level adjacent to elevator.  
 \*\* Includes one accessible parking space at-grade level.

As shown in table above, a total of 51 parking spaces are required for the project. The project proposes a total of 51 parking spaces. The parking is distributed between a below grade 40-space parking garage and 11 at-grade parking garage provided behind the commercial uses under the podium structure. Five (5) of the 11 at-grade covered parking spaces are designated for commercial uses. All of the residential units are afforded a minimum of one covered parking space in the building, of which six (6) are located at-grade and forty (40) located below-grade in the subterranean garage. A total of three (3) accessible parking spaces are provided onsite, one (1) at-grade level and two (2) within the basement level parking garage.

*Bicycle Parking*

Required bicycle parking for the proposed development is based on the adopted AUD Ordinance for the residential component, which requires a minimum of one bicycle parking space for each residential unit, with required commercial bicycle parking based on one bicycle parking space for every 7 commercial parking spaces. Therefore, 46 bicycle parking spaces for the residential component and 1 commercial bicycle space are required and provided.

The residential bicycle spaces will be provided within an indoor secure bicycle parking facility located at grade level to provide convenient access (see Exhibit B attached).

*Outdoor Living Space*

The proposed outdoor living space is based on the Common Outdoor Living Space Method "B" as outlined in the City's adopted AUD Program Ordinance, which requires a minimum of 15% of the net lot area, with at least one location having a minimum dimension of 20' x 20'. The

proposed project exceeds the minimum common outdoor living space requirements as outlined in the table below.

**Outdoor Living Space**

<b>Outdoor Living Space</b>	<b>Required</b>	<b>Proposed</b>
Common Open Space	15% of net area: 5,227 sf Include min. 20' x 20' area	32.7% of net lot area: 11,099 sf Exceeds 20' dimensions

As noted in the table above, the proposed project provides more than the required 15% of net lot area as common outdoor living space with minimum dimensions of 20 ft. The project includes a total of 11,099 SF (32.7%) of common open space, divided among the creek setback area (6,446 SF, 19%), the second level courtyard (1,715 sf, 5.1%), and two common outdoor areas on level 04 (2,938 SF, 8.6%). The second level common open space area is allowed pursuant to SBMC Section 28.20.070(E)(3), which states: "projects developed under the AUD incentive program can locate outdoor living space on grade or on any floor of the building". These common outdoor living space areas are connected by shared paseos, stairways and a centrally-located elevator core to provide accessible and welcoming pedestrian and passive recreation areas, featuring drought tolerant landscaping and seating areas for residents.

There is also an 813 square foot shared fitness center and a 441 square foot lounge/lobby for residents that is proposed for the ground floor, and all of the 30 one-bedroom and 3 two-bedroom units have private balconies, as shown in the table below, that provide additional private outdoor living space for those units.

**Breakdown of Private Outdoor Living Space:**

1 bedroom:	Unit Type A	72 SF
1 bedroom:	Unit Type B	72 SF
1 bedroom:	Unit Type C	72 SF
Studio:	Unit Type D	0 SF
1 bedroom:	Unit Type E	24 SF (Juliet Balcony)
1 bedroom:	Unit Type F	24 SF (Juliet Balcony)
1 bedroom:	Unit Type G	702 SF
2 bedroom:	Unit Type H	559 SF
2 bedroom:	Unit Type K	669 SF

### Setbacks/Heights

The proposed mixed-use project layout has been designed to respect all standard front, rear, and side yard setbacks. The project is designed to meet the AUD Program setback requirements and provide the required minimum front yard setback of 10 feet as indicated on the plans.

The proposed mixed-use project has a maximum height of 4 stories, 45 feet per the City's AUD Program Ordinance. The proposed commercial uses would be located on the ground level fronting on Hope Avenue, with the 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> stories containing residences located above and behind the above-referenced retail uses on the ground floor and at-grade and below-grade parking areas.

### Land Use Zoning and Development Density

One zone district is present on the subject property: C-2. The proposed mixed-use development is an expressly permitted use in this zone. The proposed commercial uses are expressly permitted in the C-2 zone, with the residential uses allowed pursuant to the City's pyramid zoning and AUD Program Priority Housing Overlay density. The proposed land uses are therefore consistent with the present zoning designation on the property.

The C-2 zone district does not place a limit on the amount of floor area which may be developed per lot area (which is termed "development density"). The size of buildings is dictated via height limits and minimum setback distances from the property boundaries.

The property is contained within the SD-2 overlay zone. The SD-2 overlay prescribes a maximum building height of 45 feet, 3 stories; however, for AUD projects, the maximum building height is 45 feet, 4 stories.

Allowable residential development under the AUD program is based upon "average unit density" where the average size of units determines the residential density. The smaller the average unit size, the higher the density allowed. The proposed mixed-use project includes 46 units, which results in 60 dwelling units per acre per the AUD Ordinance.

### Site Statistics

Site coverage is as follows:

Building Footprint:	18,602 SF (55%)
Impermeable:	2,257 SF (7%)
<u>Permeable Areas:</u>	<u>13,051 SF (38%)</u>
Total:	33,910 SF (100%)

### *Tree/Vegetation Removal*

The site contains limited vegetation. One medium sized Queen Palm on the southwest corner of the site and one large Eucalyptus tree on the northeast corner of the site will be removed as part of the proposed development. The planter boxes fronting Hope Avenue will also be removed. However, the riparian vegetation along the creek will be preserved and enhanced, as will the existing large oak tree at the SW corner of the site.

### *Grading & Drainage*

Site preparation will require approximately 6,900 cu. yd. grading.

### *Demolition and Construction Activity*

The project will not be phased and projected demolition and construction duration is anticipated to take between 18-20 months. No pile driving is anticipated. Grading associated with the project is projected to be 6,900 cubic yards of excavation. Construction staging areas to be temporarily located along the alley and within a small portion of the proposed 46-foot creek setback area on the western edge of the setback area as indicated on the plans.

### *Creek Setback*

The project includes a 45-foot setback from the top of the creek bank, preparation and implementation of a riparian restoration and enhancement plan, a landscape plan, and water quality improvements as part of the project's Stormwater Management Plan (SWMP) requirements. All of these measures will be incorporated into the project design and will contribute significantly to improving the creek corridor, bank stabilization, habitat support, and water quality.

The proposed 45-foot setback from the top of the creek bank is substantially greater than the existing 5-foot setback from the top of creek bank, and the 35-foot creek setback approved as part of the 2008 mixed-use project on the property.

Previous creek buffer studies prepared for the subject property and adjacent Whole Foods Market property concluded that a 35-foot creek setback from the top of creek bank was more than adequate considering the location and condition of what is a fragmented portion of the creek along this area.

The City's General Plan includes the following possible Implementation Action to be considered in the future:

- **ER-21.1. Creek Setback Standards.** *Establish updated creek setback and restoration standards for new development and redevelopment along all creeks, and prepare or update guidelines for restoration, increase of pervious surfaces and appropriate land uses within designated creek side buffers.*
  - a. *Develop setback standards of greater than 25 feet from the top of bank for new structures and hard surfaces adjacent to creeks and wetlands.*
  - b. *At a given site, creek buffers should be adequate for protection from flood, erosion, and geologic hazards, and to provide habitat support.*
  - c. *In developing creek setback and restoration standards, consider applicable standards in surrounding jurisdiction and the Santa Barbara County Flood Control District general recommendation for new development setbacks of 50 feet from the top of bank from major creeks with natural creek banks, with a reduction up to 25 feet where "hard bank" protection is present.*
  - d. *For new development that is closer than 50 feet to the top of the bank of any major street, creek bank stabilization shall be provided through planting of native trees and shrubs on creek banks and along the top of banks to minimize erosion and the potential for bank failure.*
  - e. *When the City determines that a structure must be constructed within proposed creek setbacks or where a project would be exposed to unusually high risk of bank erosion or collapse, non-intrusive bank stabilization methods such a bio-engineering techniques (e.g., revegetation, tree revetment, native material revetment, etc.) shall be used where feasible rather than hard bank solutions such as rip-rap or concrete.*

As noted in the possible implementation item above, the City is to consider setbacks greater than 25 feet from the top of bank and look to other surrounding jurisdictions for examples. The proposed mixed-use project is proposing to increase the setback to from the approved 35-foot creek setback and existing 5-foot setback to 45-feet.

Other jurisdictional creek setbacks are typically determined on a case by case basis. The City of Goleta's new General Plan contains a setback policy recommending 100 feet, but it is applied on a case-by-case basis. Since adoption of the City of Goleta's General Plan, only 1 of 7 projects involving creek setbacks was approved with a setback of 100 feet or greater. The other projects were approved with setbacks that varied between 25 – 50 feet. The County of Santa Barbara Flood Control Department recommends a 50-foot creek setback, but it is to specifically address potential flood and erosion impacts along a subject creek. The County also implements the recommended setback on a case-by-case basis.

Larger buffers are typically imposed when you have high-value wetlands and streams to protect from intense adjacent uses such as industrial and agricultural uses or livestock.

Along the lower stretches (less urban area) of Arroyo Burro Creek, south of the U.S Highway 101, the City has requested 50-foot setbacks, where substantial bank erosion is an issue. Similar conditions are not present where the subject property is bounded by the creek.

#### **IV. Discretionary Action Requested**

The discretionary action requested is Architectural Board of Review (ABR) Project Design approval of the mixed-use project.

The proposed project is not requesting any modifications from any City zoning standards or policies.

#### **V. General Plan and Zoning Consistency**

The proposed project has been designed in a manner to avoid zoning modifications and be consistent with the City's General Plan. The project provides a mix of residential apartment units, unit sizes, and a small commercial retail area, consistent with the land use and zoning designations applied to the property, which provide commercial and residential uses. In addition, the residential component has been designed to conform to the City's AUD Program, particularly the City's AUD Priority Housing Overlay, providing much needed "Community Benefit" rental housing, as part of the City's adopted Housing Element. The project site is located in close proximity to public transit, a shopping center and other commercial uses, including access to transportation corridors. The project is also consistent with the City's Conservation Element as the project includes preparation and implementation of a riparian restoration and enhancement plan.

The proposed mixed-use development is consistent with the allowable land uses in this area as outlined in the City's General Plan Land Use Element and consistent with the City's adopted and State certified Housing Element in allowing for and encouraging increased densities along transit and transportation corridors. The project also conforms to all applicable General Plan policies, and the Zoning designation and regulations, and does not include any requests for modifications.

#### **VI. Upper State Street Study**

The project site is within the Upper State Street Study (USSS) area. The property has a **SD-2** zone designation, which is applied to the Upper State Street Area. Development proposed within the Upper State Street Overlay Zone must comply with the provisions of Section 28.45.008 of the City's Municipal Code. This section of the City's code imposes certain traffic-

related restrictions greater than those provided in the base zones to ensure traffic impacts are mitigated.

The City prepared the Upper State Street Area Design Guidelines to provide guidance and direction for new development in the area. The document provides guidance statements with associated improvement measures that are used to determine whether a project is consistent with the respective guidelines.

One of the guidance statements for the Upper State Street Study Area is to maintain and enhance the character of Upper State Street, including the public streetscape, open space, creeks, views, site design, and building aesthetics. The proposed Mixed-Use Development would enhance the character of the area by providing a more contemporary style development that is compatible with the neighborhood and provide an enhanced pedestrian walkway within the project site that would assist in linking State Street to Hope Avenue for the residents.

The proposed project would be consistent with a number of the public streetscape improvement measures. A 4.0 foot wide dedication would be provided to allow for the widening of the sidewalk, and street trees and other plantings would be provided within a parkway. Onsite landscaping would be substantially improved given the increase in front setback and the project would provide most of the parking underground. All parking located at grade would be screened by landscaping and building design from Hope Avenue.

The project site is located on the south side of State Street, where new developments are to provide viewing locations for scenic mountain views. The proposed project includes large open areas, walkways, roof top common areas, stepped design, and a 45-foot setback from the top of the creek bank that provide locations for viewing the mountains to the north.

The proposed project would be consistent with the AUD/SD-2 mixed use setbacks which require a 10-foot front setback. The proposed project includes a 10'-0" foot front setback, measured from the back of the 4' dedication for the sidewalk. No setback modifications would be requested.

The proposed project also includes a substantial amount of open space for the residents of the site. In addition to private outdoor living spaces, there would be four large common areas, one on the ground floor, one on the second floor, and two roof top areas, as well as an 813 square foot fitness room and a 441 square foot community room.

Another guidance statement for the Upper State Street Study Area is to improve traffic, circulation, pedestrian and bicycle connectivity, and parking. The project would improve pedestrian connectivity by providing a pedestrian walkway within the development that would

assist in connecting State Street to Hope Avenue. The walkway could be used by onsite employees and residents, as well as the employees and residents in the surrounding areas. The proposed project would be consistent with other improvement measures such as widening of the sidewalk, installation of street trees, and the installation of an onsite convenient and secure bicycle facility to accommodate up to 46 bicycles for the residents. The project would improve traffic circulation along State Street by eliminating the driveway cut and any future vehicle ingress/egress to/from State Street, which would be consistent with the Upper State Street Study recommendation to reduce access points to Upper State Street that conflict with through travel.

The project would be consistent with the vision for the Upper State Street Area as provided in the Upper State Street Study.

## **VII. Pedestrian Master Plan**

The proposed project is subject to the City's Pedestrian Master Plan that includes guidelines and policies to provide for pedestrian improvements in the public right-of-way. The project is providing four feet of additional public surface right-of-way, which will allow development of a four foot wide parkway and a six foot wide sidewalk, allowing for a vibrant pedestrian streetscape, consistent with the provisions of the Pedestrian Master Plan.

## **VIII. Environmental Review**

### Traffic and Circulation

As part of the City's Pre-Application Review process, the City's Transportation Division performed a trip generation analysis using the City's new traffic model recently approved by the City Council. The results of the model run determined that the proposed mixed-use project would not be anticipated to generate any policy traffic impacts.

### Biology

Arroyo Burro Creek is located along the eastern property boundary of the project site. The creek at this location daylights at the northeast corner of the site from an approximately 300-foot long box culvert beneath State Street, Taco Bell, and a commercial building on the north side of State Street. The creek then continues south before once again entering a box culvert beneath Hope Avenue.

Currently, all of the adjacent commercially development properties along this portion of the creek are developed to the edge (within 5 feet) of the top of creek bank. The project site does

not currently provide a buffer for the creek; pavement extends nearly to the top of the creek bank. The proposed project includes a 45-foot setback from the top-of-creek bank and preparation of a restoration and enhancement plan to improve and preserve the riparian corridor.

A previously prepared biological assessment indicated that the vegetation in and around the creek is not considered high quality habitat. The habitat consisted of many invasive and non-native species located within the creek area. The vegetation is largely non-native, with exception of the large coast live oak tree and a few native shrubs and bushes. The project proposes to both protect the oak tree by providing an ample buffer and revegetate the creek bank with native plants. A formal restoration plan will be incorporated into the landscape plan.

### Visual Resources

The project site at 15 S. Hope Avenue is at a lower grade than those that front State Street. The proposed project would not result in an impact to mountain views to the north as the existing mixed use commercial / condominium property on the north side of the site is approximately 40+ feet in height. The proposed project has been designed to provide appropriate relief between the four-story elements fronting Hope Avenue, and increased open areas, particularly at the rear of the property, that will protect mountain views.

## **IX. Design Review**

The proposed project was presented to the Architectural Board of Review (ABR) for conceptual review on two occasions to receive input regarding the proposal. On August 3, 2015, the project was initially presented to ABR and on August 31, 2015, the project was again presented to the ABR for a second conceptual review in order to solicit additional input for advancement of the architectural design. On September 28, 2015 the project will again go before the ABR for a third conceptual review to consider minor revisions to the proposed project and to ensure compliance with the Upper State Street Area Design Guidelines.

To date, the ABR has been generally supportive of the design, particularly the hardscape and landscape design, including the breaking up of the massing of the building through separation of masses. However, the ABR Board requested additional studying of the massing at the southwest corner and certain other elements of the building (e.g., fitness room, and building materials). The ABR focused their comments on aesthetics, courtyards, maximizing the enjoyment of creek through orienting more units toward the creek, and review of the internal circulation corridors.

**X. Project Justification**

The proposed mixed-use project at 15 S. Hope Avenue is an important and warranted project as it will provide much needed "community benefit" housing in the form of rental apartments, with a mix of unit sizes, and a commercial space to balance the new residential units. Design reviews to date from the Architectural Board of Review (ABR) have been very favorable and the ABR will ensure high design standards are met while achieving neighborhood compatibility. The proposed project is appropriate in its location, size, and scale to existing development in the vicinity. The proposed structure and use will improve and enhance the neighborhood and the creek, and is compatible with the adjacent mixed use development located north of the site.

On behalf of the project team, we would like to thank the Commission for its time and consideration, and respectfully request the Commission's support of the proposed project. Should you have any questions or concerns regarding our application prior to the hearing date, please do not hesitate to contact me at (805) 308-8533 or e-mail me at [jcuykendall@dudek.com](mailto:jcuykendall@dudek.com).

Sincerely,

**DUDEK**



John T. Cuykendall  
Project Manager/ Environmental-Land Use Planner

cc: Benjamin Anderson, R&A Design  
Michael Contento, R&A Design  
Jason Daniel Illouljian, Faring Capital  
Darren Embry, Faring Capital  
Ken Marshall, Dudek



# APPLICABLE GENERAL PLAN POLICIES

## 15 S. HOPE AVENUE

### *Land Use Element*

- LG1. Resource Allocation Priority. Prioritize the use of available resources capacities for additional affordable housing for extremely low, very low, low, moderate, and middle income households over all other new development.
- LG3. Live Within Our Resources. New development shall be monitored to ensure that we are living within our resources through a comprehensive Adaptive Management Program.
- LG4. Principles for Development. Establish the following Principles for Development to focus growth, encourage a mix of land uses, strengthen mobility options and promote healthy active living.
- Focus Growth. Encourage workforce and affordable housing within a quarter mile of frequent transit service and commercial services through smaller units and increased density, transit resources, parking demand standards, targeted infrastructure improvements, and increased public areas and open space. Incorporate ideas as a result of an employee survey.
  - Mix of Land Uses. Encourage a mix of land uses, particularly in the Downtown to maintain its strength as a viable commercial center, to include retail, office, restaurant, residential, institutional, financial and cultural arts, encourage easy access to basic needs such as groceries, drug stores, community services, recreation, and public space.
  - Mobility and Active Living. Link mixed-use development with main transit lines; promote active living by encouraging compact, vibrant, walkable places; encourage the use of bicycles; and reduce the need for residential parking.
- LG5. Community Benefit Housing. While acknowledging the need to balance the provision of affordable housing with market-rate housing, new residential development in multi-family and commercial zones, including mixed-use projects, should include affordable housing and open space benefits.

### *Possible Implementation Actions to be Considered*

- LG5.1 Affordable Housing. Develop standards and project level findings to encourage the development of Community Benefit Housing defined as:
- Rental housing;
  - Housing affordable to low, moderate, or middle income households;
  - Employer sponsored workforce housing;
  - Limited Equity Co-operative Housing;
  - Affordable Housing Downtown for Downtown Workers; and/or

- Transitional housing, single residential occupancy, and other housing for special needs populations including seniors, physically or mentally disabled, homeless, and children aging out of foster care.

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

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

LG6. Location of Residential Growth. Encourage new residential units in multi-family and commercial areas of the City with the highest densities to be located in the Downtown, La Cumbre Plaza/Five Points area and along Milpas Street.

*Possible Implementation Actions to be Considered*

LG6.1 Average Unit-Size Density Incentive Program. Amend the Zoning Ordinance to incorporate an Average Unit-Size Density Incentive Program in multi-family and commercial zones based on smaller unit sizes and higher densities adjacent to transit and commercial uses and to implement Housing Element policies for higher densities for affordable and/or Community Benefit projects.

LG6.2 Average Unit Density Components. The program developed under LG6.1 shall be in effect for 8 years from implementing ordinance adoption or once 250 units have been developed in the High Density areas, whichever occurs sooner. The program will include the following components:

- a. The 250 unit limitation shall apply to projects developed in the High Density and/or Priority Housing Overlay;
- b. All units within a project developed at either the High Density or Priority Housing Overlay will be included in the 250 unit maximum;
- c. The minimum parking requirement for projects using the Average Unit-Size Density Incentive Program is 1 space per unit; and
- d. A report to Council will be made to analyze the effectiveness of the program as part of the Adaptive Management Program for the General Plan, and as the trial period is approaching its end, the Council will consider whether to extend or modify the program. In absence of Council review before the trial period expires, the allowed residential density will default to the Variable Density standards allowed under SBMC 28.21.080. F as it existed in 2011.

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

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

### *Housing Element*

- 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.
- H11. **Promote Affordable Units.** The production of affordable housing units shall be the highest priority and the City will encourage all opportunities to construct new housing units that are affordable to extremely low, very low, low, moderate and middle income owners and renters.
- H13. **Non-Subsidized Rental Housing.** Preserve and promote non-subsidized affordable rental housing.
- 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.

### *Environmental Resources Element*

- ER8. **Low-Emission Vehicles and Equipment.** Expand infrastructure and establish incentives for use of lower emission vehicles and equipment (e.g., parking priority, electric vehicle plug-ins). Support the amendment of speed limit restrictions to permit the wider use of electric vehicles.
- ER11. **Native and Other Trees and Landscaping.** Protect and maintain native and other urban trees, and landscaped spaces, and promote the use of native or Mediterranean drought-tolerant species in landscaping to save energy and water, incorporate habitat, and provide shade.
- ER12. **Wildlife, Coastal and Native Plant Habitat Protection and Enhancement.** Protect, maintain, and to the extent reasonably possible, expand the City's remaining diverse native plant and wildlife habitats, including ocean, wetland, coastal, creek, foothill, and urban-adapted habitats.
- ER19. **Creek Resources and Water Quality.** Encourage development and infrastructure that is consistent with City policies and programs for comprehensive watershed planning, creeks restoration, water quality protection, open space enhancement, storm water management, and public creek and water awareness programs.
- ER21. **Creek Setbacks, Protection, and Restoration.** Protection and restoration of creeks and their riparian corridors is a priority for improving biological values, water quality, open space and flood control in conjunction with adaptation planning for climate change.

#### *Possible Implementation Actions to be Considered*

- ER21.1 Creek Setback Standards. Establish updated creek setback and restoration standards for new development and redevelopment along all creeks, and prepare or update guidelines for restoration, increase of pervious surfaces and appropriate land uses within designated creek side buffers.

- a. Develop setback standards of greater than 25 feet from the top of bank for new structures and hard surfaces adjacent to creeks and wetlands.
- b. At a given site, creek buffers should be adequate for protection from flood, erosion, and geologic hazards, and to provide habitat support.
- c. In developing creek setback and restoration standards, consider applicable creek standards in surrounding jurisdictions and the Santa Barbara County Flood Control District general recommendation for new development setbacks of 50 feet from the top of bank of major creeks with natural creek banks, with a reduction up to 25 feet where "hard bank" protection is present.
- d. For new development that is closer than 50 feet to the top of the bank of any major stream, creek bank stabilization shall be provided through planting of native trees and shrubs on creek banks and along the top of banks to minimize erosion and the potential for bank failure.
- e. When the City determines that a structure must be constructed within proposed creek setbacks or where a project would be exposed to unusually high risk of bank erosion or collapse, non-intrusive bank stabilization methods such as bio-engineering techniques (e.g. revegetation, tree revetment, native material revetment, etc.) shall be used where feasible rather than hard bank solutions such as rip-rap or concrete.

ER21.2 Creekside Development Guidelines. Establish design guidelines for development and redevelopment near creeks, such as measures to orient development toward creeks, and better incorporate creeks as part of landscape and open space design. Utilize native riparian palettes for landscaping along creeks, and prohibit the use of non-native invasive plants. Encourage public creekside pedestrian paths where appropriate to increase connectivity and provide pocket parks and signage to improve public awareness and enjoyment of the City's creeks.

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

## Upper State Street Design Guidelines

### Goals:

- Design developments to respect the arrangement of buildings and open spaces on adjacent sites and provide opportunities for enhanced circulation, solar access, and views.
- The planning and design of the site should take into account that parking is preferred behind or beneath the building rather than fronting on the street unless there are special view considerations. Alternative parking layouts may be appropriate to preserve or create view corridors.
- Ease and safety of ingress and egress shall be given careful consideration.

### Guidelines:

1. **Site Plan Variations.** “Strip mall” style site plan layouts are not acceptable. Design site plan layouts that achieve multiple goals (eg. activity nodes, pedestrian-oriented environment, transit facility needs, mountain views preservation, creek enhancement).
2. **Building Dimensions and Spacing.** To ensure appropriate spacing of structures and a pedestrian-friendly streetscape, buildings which span from property line to property line along their State Street frontage are discouraged. Applicants are encouraged to provide appropriate relief between adjacent structures, especially those over one-story in height. Exceptions should be considered only where predominant existing sub-area conditions may suggest otherwise and will be at the discretion of the Architectural Board of Review. Rear yard setbacks of structures and upper floor massing should be respectful of adjacent residential uses. Buildings should not loom over smaller residential neighbors nor compromise the privacy of their exterior spaces.
3. **Setback Measurement.** Building setback standards are measured from the back of dedications for sidewalks or other public rights-of-way.
4. **Front Setback Modification Considerations.** The Santa Barbara Municipal Code allows for modifications to some zoning standards where certain discretionary findings can be made. In addition, for the Upper State Street Area, examples of appropriate improvements on lots in the Upper State Street Area which could support justification for an approval of a modification include the following:
  - a. The setback is for a one-story structure or the first story of a multiple-story structure in the Eastern or Central sub-areas.
  - b. The existing setting is a small lot, ample sidewalks, and a historical development pattern with minimal setbacks. Generally, this pattern only exists in the Upper State Street Area on the north side of State Street in the East and Central sub-areas.
  - c. Mountain views are preserved.
  - d. All traffic and parking needs are met.
  - e. The development is a minor addition or remodel, not an entire lot redevelopment / entire new building.
  - f. The project is compatible with current and potential future transit lane possibilities.

g. The proposal is compatible with the setbacks and character of existing development in its surrounding sub-area and block.

h. Particular site circumstances and constraints (such as lot size and depth, site layout and location of parking) contribute to the need for a front setback modification request.

i. Benefits for the community at large are provided in quantity and quality beyond customary requirements such as:

- View opportunities or easements.
- Usable open space.
- Creek buffers and restoration, and where feasible, public access and pedestrian connectivity along creeks.
- Pedestrian amenities.
- Improved circulation and connectivity.
- Environmental sustainability demonstrated through a LEEDs, five star Built Green or equivalent rating.
- Forms of affordable housing in this predominantly commercial transit corridor which help create a sense of place and promote pedestrian activity and human scale along Upper State Street.
- Long term easements, operations and maintenance agreements to assure pedestrian and transit amenities and improvements.
- Bus pockets (right-of-way agreements).
- Bus signage system elements (for automated bus schedule/arrival signs) to be provided at time this service is to be installed.

**Goal:** Develop parking policies and management strategies that help reduce Upper State Street congestion.

**Guidelines:**

5. **Parking Guidance.** Reference the City of Santa Barbara's Standards for Parking Design and Architectural Board of Review Guidelines to assist in determining appropriate parking layout design for redevelopment, addressing factors including size and depth of lot, scenic view considerations on the north and south sides of the street, avoiding or removing barriers between parking lots, consideration for minimizing driveway curb cuts and proximity to connecting side streets and alleys. Also see Guidelines 60 and 61 which discuss parking lot access design to avoid mid-block street congestion.

6. **Rear Parking.** In general, parking at the rear of buildings creates a pleasant streetscape, can be more easily accessed from alleys and driveways on side streets and may reduce the number of driveways on State Street. Per Guideline 17, parking to the side or front of a building can be appropriate where there are special view considerations.

Other exceptions to this guideline in the East and Central sub-areas are considered for remodels, new buildings on small lots, and building addition projects when the proposed alternative layout:

- Provides setbacks and building orientations compatible with existing adjacent development setbacks and building orientations.
- Respects surrounding business patterns and uses.
- Improves circulation within the project's block.

**7. Maximize Underground Parking.** Maximize underground parking in order to create attractive, high quality projects above ground which include usable open space and views.

**8. Alternative Vehicle Stations.** Consider accommodation for alternative vehicles such as electrical vehicle charging stations.

**9. Parking lot lighting.** Parking lot lighting shall be integrated with trees. It is preferred that pole lighting be limited to twelve (12) to fourteen (14) feet in height. Trees should be in scale with pole-mounted light fixtures.

**10. Lighting adjacent to State Street.** Parking lots adjacent to portions of State Street that have street lighting should consider whether additional parking lot lighting is necessary.

**Goal:** Preserve and enhance the unique character of Upper State Street and its sub-areas and sub-neighborhoods.

**Guidelines:**

**11. Key Characteristics.** The Upper State Street corridor, sub-areas, and sub-neighborhoods have key characteristics that define their character and sense of place. Proposals should be within a range of architectural styles and materials appropriate within each sub-area. Inclusion of more contemporary styles and natural materials such as sandstone, stucco, and tile is encouraged in the Upper State Street corridor.

**12. Activity Nodes.** Develop activity nodes with public gathering places and distinctive visual features that create an animated pedestrian experience and provide street presence, a sense of place, points of orientation breaking up the long corridor, and access links to the surrounding circulation network.

Elements such as plazas, fountains, seating areas, passive open spaces, pocket parks and view corridors should be incorporated. Potential locations for significant activity nodes include: La Cumbre and State Street, and Las Positas/San Roque and State Street.

**13. Paseos.** Incorporate pedestrian-scale paseos in new development to facilitate interaction and transportation connections between the commercial corridor and surrounding residential areas.

**14. Neighborhood Compatibility.** Development proposals should be compatible with their surrounding sub-area and sub-neighborhood. For commercial developments

adjacent to residential uses, separation and buffering between residential and commercial development and landscaping are especially important.

**Goal:** Improve the public streetscape and adjacent pedestrian connections. The landscaping between the parking lot and the sidewalk provides a visual buffer, enhancing the pedestrian experience.

**Guidelines:**

15. **Development Design.** Incorporate elements within site layout and building design to facilitate pedestrian activity and create a lively, pedestrian-friendly environment along the street such as: building entrances and outdoor activity spaces, landscaping, plazas, paseos, fountains, furniture, lighting, trash receptacles, etc. to support pedestrian use and facilitate use of mass transit.

16. **Parking Placement.** Review site plans carefully for parking lot placement to consider area conditions and potentially competing objectives for circulation and scenic views. Underground parking is preferred because it provides space for high quality, attractive projects aboveground which include substantial open space and provide for views. Parking lots behind or on the side of buildings, and building entrances that are inviting from the street are generally preferable for circulation. Parking may be placed to the side of or in the front of buildings if necessary to preserve or provide scenic view corridors or public viewing locations, with landscaping or other visual screening of the automobile parking to be provided.

17. **Landscaping.** Incorporate landscaping at building frontages to improve the pedestrian environment aesthetically, and in parking lots to screen automobiles and provide shade.

18. **Pedestrian Buffers.** Buffer pedestrian facilities from automobiles, particularly in locations where parking lines commercial development and cars overhang the sidewalk.

19. **Paseo Connections.** Where there are opportunities, establish paseo connections between retail areas and residential neighborhoods; consider public safety and maintenance issues in determining locations and design.

20. **Street Trees.** Street tree choices shall be consistent with the Street Tree Master Plan and be appropriate with respect to pedestrian safety, sidewalk maintenance, shade and aesthetic considerations.

21. **Sidewalk Standards.** Non-conforming sidewalks are to be replaced consistent with Pedestrian Master Plan standards.

22. **Sidewalk In-Fill.** When there are opportunities, install missing sidewalk gaps. The majority of this development on the north side of State Street is set back from the street, allowing for mountain views across the site.

23. **Front Setback Use.** The use of land within the front yard along State Street should be carefully considered to promote a pedestrian friendly streetscape. Public amenities such as landscaping, patios, fountains, outdoor dining and gathering spaces where public vistas

can be enjoyed and street furniture, including refuse receptacles, bicycle parking and news racks are encouraged.

**Goal:** Maintain the backdrop of panoramic mountain views that contributes to the area's sense of place. Protect or establish intermittent and recurring mountain view corridors and viewing locations.

**Guidelines:**

**24. Three-Story Buildings.** A typically acceptable building size, mass, bulk, scale and height in the Upper State Street area is a two-story development. When structures are proposed to be over two-stories, the following development features would contribute to achieving a size, mass, bulk, and scale which is compatible with development in the Upper State Street Area.

This guideline is intended to help with interpretation of Compatibility Analysis Criteria #3 listed in Chapter 5 on page 5-4.

- a. View opportunities or easements.
- b. Usable open space.
- c. Creek buffers and restoration, and where feasible, public access and pedestrian connectivity along creeks.
- d. Pedestrian amenities.
- e. Improved circulation and connectivity.
- f. Long term easements, operations and maintenance agreements to assure pedestrian and transit amenities and future transit improvements and right of way needs.
- g. Removal of parking lot barrier between separate properties

**25. View.** Protect and/or create mountain views when siting new buildings, parking, and streetscapes. See Guideline 17 regarding parking placement strategies to protect views.

**26. Viewing Locations.** Redevelopment of parking lots on the south side of State Street must include public viewing locations for scenic mountain views.

**27. Step Buildings.** Consider stepping upper stories back as one design solution to create view corridors.

**28. Intersection Views.** Protect views at corners that intersect with State Street.

**29. Landscaping and Trees.** Provide appropriate designs and plant species within landscape plans to frame views but not substantially block them.

**Goal:** Maintain, enhance and create open space wherever feasible.

**Guidelines:**

**30. Open Spaces and Parks.** Create opportunities for private and public open spaces when siting development, including pocket parks, passive open spaces, and landscaping.

Recognize various populations that have park needs, including all ages, and both residents and persons that come to shop or recreate, for example, passive open space, tot lots, skate parks, dog walking areas, and outdoor amphitheaters. Bear in mind the beneficial health impact of landscaped open spaces on air quality in the Upper State Street Area.

**31. Relationship to Nearby Uses.** Open spaces and parks should be located in relationship to other compatible and supportive activities and land uses such as retail, offices, entertainment venues and transit routes.

**32. Underground Parking and Open Space Opportunities.** More opportunities for greater ground level open space can be created with projects featuring underground parking structures, since surface level parking is often reduced or eliminated. Projects with underground parking should explore opportunities to create additional open space on the ground level.

**33. Plaza Elements.** Incorporate elements as a part of new development which establish street presence and a sense of open space such as plazas, paseos, pedestrian resting areas and bulb-outs for bus waiting areas.

**34. Seating.** New public spaces should provide as many seating opportunities as possible. Wherever possible provide seating adjacent to bus stops.

**35. Pedestrian Mobility.** For new developments, plazas, courtyards, fences and widened sidewalks should be strategically placed in accordance with an overall open space plan to enhance pedestrian mobility.

**Goal:** Protect and enhance San Roque and Arroyo Burro Creeks.

**Guidelines:**

**36. Creek Protection.** Restore creek areas, reduce impervious surfaces, increase creek buffers and building setbacks from creeks; implement the use of water quality best management practices, native plantings, and integrated pest management near creeks.

**37. Development Orientation.** Orient development to face the creeks as well as toward State Street within the commercial/mixed use corridor to better incorporate creeks as part of the landscape and public open space. Examples include outdoor dining areas oriented towards creeks, residential open spaces or balconies facing creeks, trail connections, and landscaped creek buffers.

**38. Creekside Paths.** Establish creekside pedestrian paths within the commercial corridor where appropriate to improve circulation, increase connectivity between the commercial corridor and residential areas and to increase public awareness of creeks.

**39. Street Presence.** Establish better street presence of creek locations on State Street to increase public awareness of creeks and provide points of orientation and identity along State Street. For example, include pocket parks and signage to delineate creek and trail locations.

**Goal:** Encourage variation of building sizes, and require the height, bulk, mass and scale of buildings to be compatible within the context of respective blocks and sub-areas, and proportional to parcel size.

**Guidelines:**

40. **Compatibility Analysis.** Carefully consider the required Compatibility Analysis Criteria listed in Chapter 22.68 of the Santa Barbara Municipal Code to ensure that development is compatible within the context of the block, neighborhood, and sub-area.

41. **Height Compatibility.** Scale, proportion, and character of existing development within the surrounding sub-area should be evaluated to consider the appropriate height. Building height should be in scale and proportion with their setbacks should be compatible with adjacent buildings and should have human scale.

**Goal:** Achieve high appropriate quality aesthetically pleasing architecture within the Upper State Street Area.

**Guidelines:**

42. **Architectural Elements.** Architectural features which help to soften and humanize a building are recommended. These include arches, columns, trellises, deeply recessed windows and doors, moldings and built up planters.

43. **Architectural Style.** All styles of architecture must be compatible with their respective neighborhood and must also enhance Santa Barbara's distinctive architecture by designs which are in the context of the ambiance and charm which exemplifies Santa Barbara. (See Neighborhood Compatibility section, above.)

44. **Color in Architecture.** Light colors typical of those found in Mediterranean buildings is preferred. This includes pastels and mottled color combinations.

45. **Entrances.** Entries should be generously proportioned and visually transparent to encourage connections to the public realm. Main entrances should address the street. Secondary entrances may be located to connect to parking.

46. **Exterior Finishes.** The use of plaster as an exterior material is encouraged. Additional quality materials such as wood, masonry or tile may also be used. An appropriate mix of materials may be employed to add variation and articulation to architectural forms and styles. Excessively reflective or mirrored exterior materials shall be avoided. Glazing and fenestration should be used in a manner which is consistent with the proposed building's architectural style. Larger glazing areas should be articulated to provide scale to openings. Glass which is excessively tinted or mirrored shall be avoided.

47. **Building Facades.** The facade of a building, particularly at street level has a direct effect on its relationship to the public realm. Its qualities of openness, detailing, setbacks and ornamentation contribute to how welcoming a presence it presents to the passerby.

48. **Street Facades.** To encourage a more pedestrian-friendly streetscape, street facades shall contain storefronts, windows, entries and other scalegiving architectural elements. Facades shall strive to create a visual and physical connection between a building's interior activities and the pedestrian streetscape to create visual interest for pedestrians.

Expanses of blank walls, excessive grade changes, large, raised planters and other physical and visual obstacles between the pedestrian and a building's contents isolate the pedestrian and therefore should be avoided.

49. **Ground-Lit Signage** is encouraged so as to integrate with the rest of the exterior lighting of the building.

50. **Roofs.** Sloping tile roofs are preferred. Conventional roof forms are most acceptable. Properly treated flat roofs are acceptable particularly when used in conjunction with other roof forms or traditionally treated parapets or wall elements.

**Goal:** Encourage the generous planting of landscaping as part of development proposals and encourage skyline trees where appropriate. Ensure landscaping is compatible with the natural environment.

**Guidelines:**

51. Mature skyline and canopy trees bordering State Street should be preserved and protected. Removal of trees could be considered where views can be enhanced or created.

52. Where planting space permits and views would not be impeded, encourage the planting of large skyline trees such as *Platanus racemosa* (California Sycamore) and canopy trees bordering State Street. Select trees that are visually compatible with the existing street trees.

53. Landscape design should identify entrances to buildings and parking lots, direct traffic and pedestrian flow, and screen objectionable views (i.e. trash enclosures, backflow preventers, etc.).

54. For projects near creeks, the preservation and enhancement of the natural creek areas is encouraged. Planting should be California native riparian species (e.g. *Platanus racemosa* (California Sycamore), *Quercus agrifolia* (Coast Live Oak), etc.).

55. Use flush tree grates around tree trunks and steel reinforced paving around planters in sidewalk areas. Root barriers should be installed where buttressing root species are planted.

56. Tree planting design should not be compromised by lighting requirements; however, adequate lighting for safety at night is to be provided.

57. Encourage foundation planting where planting does not obscure window displays.

58. Appropriate design techniques such as the following should be incorporated to make a proposed development compatible with the existing environment:

- a. Preserve and incorporate existing natural and landscaping features and mature trees into new development;
- b. Select landscaping elements that are appropriate to the site and complement the area's overall character.

59. Use landscaping elements that complement the characteristics of nearby developments.

**Goal:** Reduce access points to Upper State Street that conflict with through travel.

**Guidelines:**

**60. Shared Driveway Access and Parking at Existing Development.** Explore opportunities for shared access and parking to reduce the number of driveways to Upper State Street and attempt to pool parking supplies for more efficient use of space and parking capacities. Wherever possible, remove existing barriers between parking lots and do not construct new barriers between parking lots.

**61. Access Management.** Development projects should incorporate the following access management techniques:

- a. Achieve uniform spacing of driveways along the street as much as possible.
- b. Require complete on-site circulation including safe pedestrian paths.
- c. Ensure design of adequate driveway throat length to avoid a conflict with the flow of off-site traffic and provide adequate corner clearance.
- d. Orient lots, buildings, and access points to side streets when feasible.

**Goal:** Improve pedestrian and bicycle facilities within the corridor, and increase connectivity between parcels and between the commercial corridor and surrounding neighborhoods. Implement streetscape improvements and pedestrian and bicycle connections through private projects.

**Guidelines:**

**62. Pedestrian Connections.** Improve sidewalk connections along cross streets and establish more paseo connections through parcels to increase pedestrian connectivity throughout the corridor as parcels are redeveloped. (See Figure 8 for locations for cross-street sidewalk improvements, and blocks where new mid-block pedestrian paseos would improve connectivity.) Establish long-term operation and maintenance agreements to assure paseos' availability for public use.

**63. Bicycle Parking.** Provide quality bicycle parking for both the public and employees, consistent with the Bicycle Master Plan.

**64. Bicycle Connections.** Where bicycle paths are near proposed major development, opportunities to connect the parcel to the paths should be pursued.

**Goal:** Improve transit facilities and service, and encourage increased ridership.

**Guidelines:**

**65. Relocate Bus Stops.** Relocating bus stops situated on the near side of traffic signals to the far side of traffic signals benefits the flow of vehicle through traffic. Also, as part of the land development projects and as MTD funding permits, bus stops can be moved off of sidewalks to improve pedestrian circulation. For example, as part of any major

development, property owners should work with MTD to relocate the bus stop westbound at 1635 State Street.

**66. Additional Bus Turnout Pockets.** Bus turnout pockets are currently located along a number of blocks of State Street in both the eastward and westward directions. Bus pockets reduce the amount of lane changing by vehicles attempting to pass stopped buses, and thereby improve through traffic flow and safety. As part of any major development, property owners should work with MTD to develop additional bus turnout pockets at the following locations:

- State Street/Ontare Road. The eastbound bus stop on the south side of State Street at Ontare Road has limited right-of-way to develop a bus turnout pocket and would need an additional 12 feet of right-of-way across the frontage of the car wash, and existing access drives for the car wash and hotel would need to be modified.
- State Street/Toyon Drive. A stand-alone westbound bus turnout pocket should be developed on the north side of State Street. Alternatively, a right-turn lane for westbound State Street traffic turning right at Toyon Drive could be added with enough room to also be used as a bus stop.

**Goal:** Implement quality, appropriate transportation improvements in a timely manner.

**Guideline:**

**67. Additional public-private partnership transportation improvement projects.** In addition to public-private partnership projects described in this chapter, incorporate other public-private partnership transportation improvement projects as described in the Upper State Street Study Area to the maximum extent feasible in private development projects. Public-private partnership transportation improvement projects described in the Upper State Street Study include the following:

- a. Signal Phasing Modifications
- b. Traffic Signal at McCaw/Las Positas
- c. Traffic Volume Monitoring
- d. Intelligent Transportation System (ITS)
- e. Additional Raised Medians
- f. Pedestrian/Bike Routes
- g. Relocation of State Street/Calle Palo Colorado Crosswalk
- h. Reconfiguration of State Street/De la Vina Street Intersection
- i. Transit Facility Improvements

variety of the tilt-up portion of the building will be extremely important, whether exposed aggregate, plain and/or smooth, stained and/or other natural material.

- 4) Study opportunities to breaking up the continuous nature of the tilt-up parapet line with, for example, angled panels or some other architectural treatment. Also, study the parapet height in relation to the floor-to-floor height for the commercial portions, etc. to add interest to the building.

Action: Cung/Poole, 4/0/0. Motion carried. (Miller stepped down, Gradin/Tripp absent).

## CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING

### 2. 15 S HOPE AVE

C-2/SD-2 Zone

(3:55)

Assessor's Parcel Number: 051-040-058  
 Application Number: MST2015-00010  
 Owner: Johnman Holding, LLC  
 Architect: R & A Architecture & Design, Inc.  
 Agent: Dudek

(Proposal to demolish an existing 8,368 square foot commercial building and construct a four-story mixed-use development. New development would consist of 2,206 square feet of commercial space on the ground level and 48 residential units totaling approximately 35,570 square feet on the second, third, and fourth floors. There would be 11 commercial spaces and 8 residential parking spaces provided on the ground level, and 40 residential spaces in an underground garage. This project is being reviewed under the Priority Housing Overlay of the Average Unit Size Density (AUD) Incentive Program. Planning Commission Concept Review is required.)

**(Comments only; Requires Environmental Assessment and Planning Commission review. Note the project description has been revised and updated to reflect current proposal.)**

Actual time: 4:01 p.m.

Present: Darren Embry, Director of Community Development for Faring Capitol, and Jason Illoulilian, Founder and Head of Faring Capitol; John Cuykendall, Agent for Dudek; Benjamin Anderson, R & A; and Allison DeBusk, Project Planner.

Public comment opened at 4:27 p.m. As no one wished to speak, public comment was closed.

**Motion: Continued indefinitely to Full Board with comments:**

- 1) Address the disconnectivity of the creek side area to the building. Some Board members found only a limited number of units benefited from a creek view and access to the street, and other units faced the parking lot or faced north to the adjacent three-story building and had limited access to natural light. Study other Santa Barbara buildings for reference.
- 2) Consider relocating the courtyard so that it faces the creek rather than a parking lot, which could be redeveloped and would not block light to the courtyard.
- 3) Restudy the pedestrian circulation through the site and to the creek, and from hallways to courtyards.
- 4) One Board member commented that the retail portion is small and doesn't seem to fit with the residential community; it seems to complicate the project, which might be more successful if it were just residential.
- 5) One Board member suggested using rooftop areas as outdoor space.

- 6) Study introducing more modulation and adding more sculptural design elements. For a large, boxy design such as this to work in Santa Barbara, the materials need to be exquisite.
- 7) Provide the exact heights and photographs of the neighboring buildings.
- 8) Provide photographs and site context imagery from a birds-eye view, different angles, and from street level or a pedestrian perspective for the Board to assess the overall context of the existing buildings with the neighborhood. Evaluate the architectural design, context, layout and elevations, and how the building fits into the site for neighborhood compatibility.
- 9) It's difficult to tell what the building will look like. Provide less busy sketches; clarify and simplify the west elevation drawings. The elevation drawings don't represent the material choices shown. One Board member found the whimsical imagery and designs acceptable.
- 10) Provide accurate and precise materials board. A majority of the Board found the proposed use of materials was acceptable.

Action: Cung/Poole, 5/0/0. Motion carried. (Gradin/Tripp absent).

### PROJECT DESIGN REVIEW

#### 3. ~~3925 STATE ST~~

~~C-2/SD-2 Zone~~

~~(4:35)~~

~~Assessor's Parcel Number: 051-010-021  
Application Number: MST2015-00252  
Owner: GRI Regency, LLC  
Applicant: Cearnal Andrulaitis~~

~~(Initial Concept Review of a proposal for alterations to an existing commercial building in the Five Points Shopping Center (former Carl's Jr. and Green Burrito). The work will include dividing an existing 141,574 square foot commercial building into two tenant spaces and alterations to the building façade. The alterations include new awnings, entries, window replacements, and roof change from mansard to parapet wall and cap. Twenty parking spaces will be converted to compact parking spaces but the total of 571 parking spaces will remain unchanged. A new landscape plan is also proposed, including new pedestrian access from State Street, new 464 square foot dining patio, and new bicycle parking. No new square footage is proposed.)~~

~~**(Project Design Approval is requested. Project last reviewed on June 8, 2015.)**~~

~~Actual time: 4:56 p.m.~~

~~Present: Joe Andrulaitis and Rogelio Solis, Architects; John Nahas, Senior Manager for Regency Centers; and Bob Cunningham, Landscape Architect.~~

~~Public comment opened at 4:49 p.m. As no one wished to speak, public comment was closed.~~

~~**Motion: Project Design Approval and continued indefinitely to Consent Review with comments:**~~

- ~~1) Study adding some landscaping between the outer edge of the patio and the parking lot.~~
- ~~2) Provide a paving sample at Consent Review.~~
- ~~3) Provide profiles, levels, and elevations in the detail drawings.~~

~~Action: Wittausch/Poole, 5/0/0. Motion carried. (Gradin/Tripp absent).~~

~~The ten-day appeal period was announced.~~

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

There were no announcements made by staff or the Board.

- E. Subcommittee Reports.

There were no reports made by the Board.

### **CONCEPT REVIEW - CONTINUED ITEM**

1. **15 S HOPE AVE**

**C-2/SD-2 Zone**

**(3:15)**

Assessor's Parcel Number: 051-040-058  
Application Number: MST2015-00010  
Owner: Johnman Holding, LLC  
Architect: R & A Architecture & Design, Inc.  
Agent: Dudek

**(This is a revised project description.** Proposal to demolish an existing 8,368 square foot commercial building and construct a four-story mixed-use development with an underground parking garage. New development would consist of 780 square feet of commercial space on the ground level and 48 residential units totaling approximately 39,015 square feet. There would be six commercial parking spaces and 48 residential spaces. This project is being reviewed under the Priority Housing Overlay of the Average Unit Size Density (AUD) Incentive Program. Planning Commission Concept Review is required.)

**(Second Concept Review. Comments only; requires Environmental Assessment, Compatibility Criteria Analysis, and Planning Commission review. Project was last reviewed on August 3, 2015.)**

Actual time: 3:17 p.m.

Present: Benjamin Anderson, and Michael Contento, R & A Architecture & Design, Inc., John Cuykendall, Dudek; Lane Goodkind, Landscape Architect; and Allison DeBusk, Project Planner.

Public comment opened at 3:41 p.m.

- 1) Robert Stevens (State and Hope Home Owners Association), opposition; expressed concerns regarding privacy, increased traffic noise, parking density, access to daylight, and private view issues.

Public comment closed at 3:45 p.m.

**Motion: Continued four weeks to Full Board with comments:**

- 1) The Board appreciates the previous changes already made, particularly the hardscape and landscape design, some material choices, and the breaking up of the massing of the building through separation of masses; however, the Board feels some issues still need to be addressed.
- 2) Restudy the imposing mass, bulk, and scale on the main portion of the site design, including the excessive cantilevers at the creek, the four story heights at the southwest corner at Hope Avenue, and the impacts to the neighbors to the north. The Board finds the mass, bulk, and scale of the southwest corner is not acceptable.
- 3) Restudy the uninviting ground level units for the large cantilevers and lack of window area.

**EXHIBIT F**

- 4) Restudy the size and location of the proposed fitness room as an amenity.
- 5) Show the mechanical system and screening on the elevations.
- 6) Show the varying wall thicknesses on the floor plan, as represented on the elevations.
- 7) Demonstrate the compatibility of design of the project, especially for the wood railings and projecting glass boxes along Hope Avenue.
- 8) Restudy the proposed glass railings and projecting glass boxes along Hope Avenue, which are highly reflective surfaces and not compatible with the neighborhood.
- 9) Restudy the use of the proposed terracotta and wood material which are unique, but may not be compatible with the predominant Santa Barbara style of the neighborhood. Study simplifying the material and color choices.
- 10) The design should maximize the enjoyment of the creek. Study reorienting more units to face the creek to maximize use of the site and enjoyment of the creek area.
- 11) Restudy the trash enclosure and location.

Action: Wittausch/Cung, 7/0/0. Motion carried.

## CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING

### 2. 715 BOND AVE

C-2 Zone

**(4:00)** Assessor's Parcel Number: 031-231-015  
 Application Number: MST2015-00198  
 Owner: Monica Elias Calles-Gonzalez  
 Architect: Wabi Sabi Architecture

(Proposal to demolish an existing one-story single-family residence and carport located on a 5,000 square foot parcel in the Priority Housing Overlay area, and construct a new 5,785 square-foot, four-story, seven-unit apartment building. The building would have a seven-car carport on the ground floor, the second floor would have three units, and the third and fourth floors would consist of two units each. The project would be developed under the Average Unit Size Density Incentive Program (AUD) with the average size of the units to be 826 square feet.)

**(Comments only; requires Environmental Assessment and Compatibility Criteria Analysis.)**

Actual time: 4:37 p.m.

Present: Terry Irwin, Architect; Monica Elias Calles-Gonzalez, Owner; and Tony Boughman, Assistant Planner.

Public comment opened at 4:58 p.m.

- 1) Abbey Fragosa, opposition; expressed major concerns regarding height of the project, parking density, traffic and noise.
- 2) John Lengsfelder, opposition; expressed concerns regarding size, mass, bulk and scale; neighborhood compatibility, parking, traffic and noise.
- 3) Maggie Munroe, opposition; expressed concerns regarding privacy concerns, mass, bulk, and scale, and neighborhood compatibility.

Public comment closed at 5:04 p.m.

**Motion: Continued indefinitely to Full Board with comments:**

- 1) Reduce the size, mass, bulk, and scale to be more compatible with the site and the neighborhood.
- 2) Study the materials to be more compatible with the neighborhood and Santa Barbara.

Action: Wittausch/Miller, 7/0/0. Motion carried.

## **PRIOR APPROVED PROJECT (MST2006-00682)**

The Planning Commission reviewed and approved a prior project on this site on October 16, 2008. The approved project consists of the demolition of the existing building and construction of a three-story mixed-use development with underground parking. The project includes 16 residential condominium units (including 3 affordable units), 1,150 square feet of commercial space, 40 vehicle parking spaces and 6 bicycle parking spaces. The units include 2 one-bedroom units, 12 two-bedroom units, and 2 three-bedroom units ranging in size from 833 to 1,500 square feet. The project results in approximately 21,787 square feet of building area, with a maximum building height of 40 feet. The secondary driveway that connects to State Street would be an emergency access lane and a pedestrian path for the residents of the development. The project also includes a creek restoration project and 13,880 square feet of open space, with a 35-foot setback from the creek top-of-bank. The project approvals include a Tentative Subdivision Map; a front setback Modification along Hope Avenue to allow the encroachment of a portion of the first and second floor, a fountain, a planter and parking spaces into the required 20 foot front setback; and a lot area Modification to allow two moderate income affordable units on the lot under the City's Bonus Density provision.

The project was approved with a categorical exemption. A Creek Buffer Zone Analysis and Recommendations Report was prepared for the project, and concluded that a 25-35 foot creek buffer would be a substantial improvement over existing conditions. It also concluded that any additional increase in buffer width would only incrementally improve buffer functions.

During the review and approval process the following key issues were raised:

- The creek setback and proposed restoration;
- Design and use of open space; and
- The appropriateness of the front setback modification.

Due to the adoption of three state laws (SB333, AB208, and AB116), the original two-year approval of the Tentative Subdivision Map has been extended by six years. Therefore, the approved project will expire on October 16, 2016 unless the project receives final design review approval and a building permit prior to that date. The applicant has not formally withdrawn the previously approved project.