



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** November 5, 2015  
**AGENDA DATE:** November 12, 2015  
**PROJECT ADDRESS:** 634 Anacapa Street (MST2015-00300)

**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470, extension 4560  
 Beatriz Gularte, Senior Planner *BEG*  
 Kathleen Kennedy, Associate Planner *KAM*

### I. CONCEPT REVIEW PROJECT DESCRIPTION

Proposal to demolish two existing commercial buildings totaling 5,523 square feet and a 1,852 square-foot single-family residence and construct a new four-story, mixed-use development on a 20,825 square foot site. The project consists of 4,954 square feet (net) of commercial space (one restaurant and two retail spaces) on the first floor, 30 rental units on the second and third floors, and a 672 square foot residential multi-purpose space and roof deck on the fourth floor. The rental units include 8 studios, (13) one-bedroom units, and (9) two-bedroom units and total 21,990 square feet. One of the one-bedroom units includes a second story loft. An on-grade parking garage accessed from Ortega Street would provide 32 parking spaces and 36 bicycle spaces. The project site is located within the 80% zone of benefit for parking; therefore, only two commercial spaces are required. The project includes the merger of two lots. A Lot Area Modification is requested to allow 30 residential units instead of 29.

This is an Average Unit Size Density (AUD) Incentive Program Priority Housing development with a proposed density of 63.4 dwelling units per acre, with an average unit size of 733 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, Staff Hearing Officer, and the Historic Landmarks Commission (HLC) 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 HLC will be the decision-making body for this AUD project. The Staff Hearing Officer will be the decision maker for the Lot Area Modification.

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 HLC and Staff Hearing Officer for use in their deliberations on the project.



Vicinity Map for 634 Anacapa Street

**II. SITE INFORMATION**

<b>Applicant:</b>	Cearnal Andrulaitis LLP		
<b>Property Owner:</b>	Craviotto Primo Investments, LLC; Georgetta Craviotto Trustee		
<b>Site Information</b>			
<b>Parcel Number:</b>	031-151-001 &	<b>Lot Area:</b>	20,825 (total both parcels)
	031-151-011		
<b>General Plan:</b>	Commercial Industrial/ Medium High Residential (15-27 du/ac) Priority Housing Overlay (28-63 du/ac)	<b>Zoning:</b>	C-M, Commercial Manufacturing
<b>Existing Use:</b>	Iron Shop (vacant); Single-family Residence (vacant)	<b>Topography:</b>	Flat
<b>Adjacent Land Uses</b>			
<b>North - Commercial East - Commercial</b> <b>South - Mixed-Use West - Commercial; City Parking Lot</b>			

**III. ZONING CONSISTENCY ANALYSIS**

Standard	Requirement/ Allowance	Proposed
<b>Setbacks</b> -Front -Interior	5 foot variable n/a	5 foot variable with compensating areas n/a
<b>Building Height</b>	45 feet 4 stories	40 feet 48'-3 3/4" foot tower 4 stories
<b>Vehicle Parking Spaces</b>	30 residential (1/unit) 2 commercial (1/500 SF; 80% zone of benefit)	30 residential 2 commercial
<b>Bicycle Parking Spaces</b>	30 residential 1 commercial	30 residential 6 commercial
<b>Density</b>	37-63 du/ac Priority Housing	63.4 du/ac*
<b>Number of Units</b>	29	30*
<b>Unit Size (max. avg.)</b>	811 SF	733 SF
<b>Common Outdoor Living Space</b>	15 % of lot area 3,124 SF	3,152 SF
<b>Lot Coverage</b>		
<b>Building</b>	N/A	19,477 SF 93.5%
<b>Paving/ Driveway</b>	N/A	404 SF 1.9 %
<b>Landscaping</b>	N/A	944 SF 4.5 %

\*A Lot Area Modification is requested to allow 30 units instead of 29 units on the project site. See discussion below.

**IV. BACKGROUND**

**A. DESIGN REVIEW**

The project was reviewed by the Historic Landmarks Commission (HLC) on July 1, 2015 (meeting minutes are attached as Exhibit C). At that time, the project consisted of only three stories, although the applicant presented at the hearing a preliminary sketch of a roof deck and tower. The Commissioners were generally supportive of the project design and made some suggestions to soften and break up the Ortega Street elevation, which appeared too bulky. The Commissioners were in support of the roof deck.

**B. PRE-APPLICATION REVIEW TEAM (PRT) REVIEW**

The project was submitted for review by the City's Land Development Team on two occasions (July 9 and September 16, 2015).

The first PRT review involved the project considered by the HLC without the roof deck and tower elements. The second PRT review involved the project that had been revised in response to HLC comments and comments from the first PRT letter. Most notably, the project was revised

to include a 1'-2.5" dedication along Ortega Street to widen the sidewalk and comply with the Pedestrian Master Plan, roof deck, partial fourth story (residential multi-purpose room), and a tower for the elevator and stairway to the roof.

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

## **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 D 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 LG6) to encourage new residential units with high densities to be located downtown and includes an implementation action (LG6.3) to provide for increased densities in the Priority Housing Overlay areas. The project is proposed at 63.4 dwelling units per acre and would add 30 rental units to the City's housing stock by using the City's AUD Program and Priority Housing.

The Land Use Element also calls for enhancement of community character (Policy LG12) and includes an implementation action (LG12.3) to allow for variation in building setbacks. The project utilizes the five foot variable setback along both street frontages.

### **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 30 new rental units with various configurations of studios, one and two bedrooms.

### **C. Circulation Element**

The Circulation Element includes multiple policies and implementation strategies to encourage alternative modes of transportation. The project would provide secure bicycle parking for the residents (C7.7) and the Ortega Street sidewalk would be widened for pedestrians (Goal 5).

## **VI. ISSUE AREAS**

### **A. Lot Area Modification**

The project was initially designed with 30 units to maximize the allowable density for the size of the project site, which includes two separate parcels to be merged. During PRT review it was determined that in order to meet the requirements of the Pedestrian Master Plan, the sidewalk along Ortega Street would need to be widened by 1'-2.5". This dedication of land to the City right of way from the project site reduces the overall lot area and as a result reduces the number of units allowed under the AUD Program from 30 to 29. Typically, support for a Lot Area Modification to allow an additional unit is based upon the provision of an affordable unit. In this case, the unit would not be affordable; however, the modification would be consistent with the

purposes and intent of the AUD Program, would be necessary to secure an appropriate improvement on a lot by ensuring compliance with the Pedestrian Master Plan, and would prevent unreasonable hardship by not requiring less units.

### **B. Project Compatibility Analysis**

The HLC Ordinance (SBMC §22.22.145.B) outlines certain criteria that the HLC 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 in regard to size, mass, bulk, height, and scale of the project appropriate for its location and its neighborhood would assist the HLC in their review of the project.

## **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 Staff Hearing Officer for the Lot Area Modification component of the project. Subsequently, the project would return to HLC for a decision regarding Project Design and Final approval. The project is not required to return to the Planning Commission.

### **Exhibits:**

- A. Site Plan
- B. Applicant's letter, dated October 28, 2015
- C. HLC Minutes
- D. Applicable General Plan Policies









CEARNAL ANDRULAITIS LLP  
ARCHITECTURE & INTERIOR DESIGN

RECEIVED  
OCT 27 2015

CITY OF SANTA BARBARA  
PLANNING DIVISION

October 27, 2015

Planning Commission  
c/o City of Santa Barbara  
Planning Division  
630 Garden Street  
Santa Barbara, CA 93101  
Attn: Planning Division

Re: 634 Anacapa Street, Santa Barbara, CA 93101  
APN: 031-151-001; 031-151-011

Dear Planning Commissioners:

Enclosed for your review are our conceptual plans for a new AUD project located on a 20,825 sq. ft. (0.48 acre) lot at 634 Anacapa Street (The old Craviotto Iron Shop at the corner of Anacapa Street and Ortega Street).

The proposed project involves the demolition of an existing 1,852 sq. ft. building (previous residence & Melni Bus) along with two commercial buildings totaling approximately 5,523 sq. ft. and the development of a new, 3-story, mixed-use building. 5,198 net sq. ft. of new commercial area fronts Anacapa Street at the ground level with a 32 parking space parking garage accessed from Ortega Street. At the second and third level, 30 residential units, surrounding a courtyard, include 8 studios units, 13 one-bedroom units, and 9 two-bedroom units totaling 21,990 sq. ft. The average net unit size is 733 net sq. ft. The common outdoor living space is located on the roof with a small multi-purpose space to serve the residents.

We received very positive comments from HLC at their July 1 meeting and look forward to reviewing the project with you conceptually pursuant to Ord. 28.20.080.

Thank you for your consideration.

Respectfully,

Brian Cearnal, AIA, LEED AP  
Partner  
*Cearnal Andrulaitis LLP*

Cc Rick Arambulo  
Austin Herlihy



**HISTORIC LANDMARKS COMMISSION**  
**MINUTES**

Wednesday, July 1, 2015

David Gebhard Public Meeting Room: 630 Garden Street

1:30 P.M.

**CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING**

**7. 634 ANACAPA ST**

**C-M Zone**

**(2:25)**

Assessor's Parcel Number: 031-151-001  
Application Number: MST2015-00300  
Owner: Craviotto Georgetta Trustee  
Architect: Cearnal Andrulaitis, LLP  
Applicant: Anatega Partners, LLC  
Owner: Craviotto Primo Investments, LLC

(Proposal to demolish two existing commercial buildings totaling 5,520 square feet and an existing 1,850 square foot single-family residential unit and detached garage to construct a new three-story mixed-use building on two lots (630 and 634 Anacapa Street) totaling 20,825 square feet. The new project consists of 6,022 square feet of ground-level commercial space and 25,221 square feet of residential space on the second and third level. Residential space is comprised of 10 studios, five, one-bedroom units, and 15, two-bedroom units for a total of 30 units. A parking garage accessed from Ortega Street will provide 32 parking spaces. This is an Average Unit Density (AUD) Incentive Program Priority Housing project with a proposed density of 63 dwelling units per acre (du/ac) and an average unit size of 782 square feet. Planning Commission conceptual review is required.)

**(Conceptual review; comments only. Project requires environmental assessment and Planning Commission conceptual review.)**

**Actual time: 2:26 p.m.**

Present: Brian Cearnal, Architect, Cearnal Andrulaitis, LLP.

Public comment opened at 2:37 p.m.

1. Kellam de Forest questioned how the proposed plan fit with the El Pueblo Viejo (EPV) guidelines regarding size, bulk and scale. He also inquired if the residence was covered in the Historic Structures Report.

Public comment closed at 2:40 p.m.

**Commissioner's comments:**

Commissioner Winick found the Anacapa elevation to have more interest than the Ortega elevation. The Ortega elevation could use further aesthetic studies. On this elevation the roofline was too even, giving the building a long appearance. He could support the roof deck as a valuable amenity and found that the tower element helped to break up the length of the Ortega elevation. The outdoor dining in the commercial section of the building is acceptable.

Commissioner Shallenberger requested that there be further interplay between both stories on the Ortega elevation and a separation from the La Fortuna building. Along the Anacapa elevation cornering Ortega Street, further study on the massing to create separation is necessary. He liked the interplay of the different balcony structures.

Commissioner Mahan liked the two-story corner element and its compatibility with the pink building on the opposite corner. On the Ortega elevation, he suggested that the hip element extend out or the addition of chimneys could help break up the structure and give more variety to the roof height. He could support the rooftop patio instead of a mass of balconies. He found the southeast corner along Ortega Street too bulky and not compatible with El Pueblo Viejo (EPV) guidelines.

Commissioner Murray suggested that softening the Ortega elevation would be beneficial to the neighborhood including the southeast corner to lessen the impact of the mountain views.

Commissioner Veyna stated that the driveway wall along the Ortega elevation was too flat and linear, and could use some added detail. The parallelism of the structure was excessive and it would help to break up the monotony by adding arbors and extending them out into the public right-of-way. He suggested that the balconies be done in metal to appear massive to fit in with architecture and to add contrast to an all white building.

Chair Suding found that the north wall side elevation needed more work and the southeast corner on the Ortega elevation was too bulky regarding size, bulk, and scale.

The Commissioners were in support of the roof deck.

**Motion: Continued indefinitely to Planning Commission with positive comments in favor of the project.**

**Action: Mahan/Winick, 6/0/0. (Drury, La Voie, and Orías absent.) Motion carried.**

## GOALS

- *Character:* Maintain the small town character of Santa Barbara as a unique and desirable place to live, work, and visit.
- *Design:* Protect and enhance the community's character with appropriately sized and scaled buildings, a walkable town, useable and well-located open space, and abundant, sustainable landscaping.
- *Mobility:* Apply land use planning tools and strategies that support the city's mobility goals.

## Land Use Policies

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.

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

### *Possible Implementation Actions to be Considered*

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

LG6.4 Public Housing and All Affordable Partnership Projects. Community Benefit projects such as public housing and partnership projects (e.g., El Carrillo, Garden Court) can be considered at higher densities on a case-by-case basis per the City's Affordable Housing Policies and Procedures.

LG6.7 Housing for Downtown Workers. Encourage affordable housing projects by expediting and facilitating downtown housing construction that includes provisions prioritizing downtown workers to the extent legally possible.

## Community Design Policies

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

### *Possible Implementation Actions to be Considered*

LG12.3 Building Set-Backs. The frontage of commercial buildings Downtown should have variation in building setback along the street facades to make the streetscape more interesting.

- b. Pedestrian Environment. Provide for a successful pedestrian environment including the promotion of canopy trees to be integrated into projects and along the public streets.

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**Housing Element (2015)**

## GOALS

- *Housing Opportunities*: Ensure a full range of housing opportunities for all persons regardless of race, religion, sex, age, marital status, sexual orientation, ancestry, national origin, color or economic status, with special emphasis on providing housing opportunities for low income, moderate, middle income and special needs households.
- *New Housing Development*: Encourage the production of new housing opportunities which are sustainable, and increase equity by providing a sufficiently wide range in type and affordability to meet the needs of all economic and social groups, with special emphasis on housing that meets the needs of extremely low, very low, low, moderate, middle income and special needs households.
- *Conservation and Improvement of Existing Housing*: Conserve the existing housing stock and improve its condition while minimizing displacement, maintaining housing affordability, and preventing future blight or deterioration.

### New Housing Development Policies

- 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.

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

- H11.1 Affordable and Workforce Housing. Explore options to promote affordable and workforce housing, including revising the variable density ordinance provisions to increase affordable housing (e.g., limit unit size), requiring a term of affordability, and reducing parking standards with tenant restrictions.
- H11.2 Priority Housing Overlay. Encourage the construction of rental housing, employer sponsored housing, and co-operative housing in the Downtown, La Cumbre Plaza/Five Points area, C-M Commercial Manufacturing Zone and Milpas Street area by providing incentives such as:
- Increased density overlays up to 63 du/ac as part of the Average Unit-Size Density Incentive Program.
  - Higher Floor Area Ratios (FAR) when such standards are developed.
  - More flexibility with zoning standards, (e.g., reduced parking standards).
  - Expedited Design Review process.
  - Fee waivers or deferrals.

- H11.10 Large Rental Units. Encourage the construction of three bedroom and larger rental units for low-, moderate-, and middle income families, including the Housing Authority, in efforts to develop and/or acquire three+ bedroom units.
- 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.

*Possible Implementation Actions to be Considered*

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

**Regional Cooperation and Jobs/Housing Balance Policies**

- H23. Sustainable Regional Housing Solutions. Develop regional strategies to fund and construct Affordable Housing for different need categories (e.g., senior, young families, disabled, homeless) within existing urban growth limits.

*Possible Implementation Actions to be Considered*

- H23.1 State and Federal Funding. Explore opportunities for joint City/County applications for Federal and State housing assistance programs.
- H23.2 Annexations. At the request of the County and community, pursue joint projects, including annexations, similar to the Mercy Housing / St. Vincent's affordable housing project.
- H23.3 City Resources. Look for opportunities to use City funding and staffing resource for affordable projects outside the City limits as requested and appropriate.
- H23.4 New Funding Sources. Encourage the community-based Housing Trust Fund and the Trust for Public Lands to work together in efforts to identify new funding sources for affordable housing projects.
- H23.5 Housing Authority Coordination. Encourage the City and County Housing Authorities to work together to purchase sites and/or construct affordable housing.

## **GOALS**

- *Sustainable Resource Use.* Protect and use natural resources wisely to sustain their quantity and quality, minimize hazards to people and property, and meet present and future service, health and environmental needs.
- *Reduce Greenhouse Gases.* Reduce where practicable greenhouse gas emissions contributions to climate change, and to air pollution and related health risks.
- *Reduce Fossil Fuel Use.* Reduce fossil fuel use through increased efficiency and conservation, and by developing renewable energy sources.

## **Climate Change Policies**

- ER1. **Climate Change.** As applicable, private development and public facilities and services may be required to incorporate measures to minimize contributions to climate change and to adapt to climate changes anticipated to occur within the life of each project.
- ER3. **Decrease City's Global Footprint.** In addition to promoting reduced unit size, building footprints and GHG emissions, and energy conservation, promote the use of more sustainable building and landscaping materials and methods.

## **Energy Conservation Policies**

- ER5. **Energy Efficiency and Conservation.** As part of the City's strategy for addressing climate change, minimizing pollution of air and water, depleting nonrenewable resources and insulating from volatility of fossil fuel prices, dependence on energy derived from fossil fuels shall be reduced through increased efficiency, conservation, and conversion to renewable energy sources when practicable and financially warranted.

### *Possible Implementation Actions to be Considered*

- ER5.1 **Energy Efficient Buildings.** Encourage all new construction to be designed and built consistent with City green programs, the California Green Building Code, policies, and the goal of achieving "carbon neutrality" by 2030 in all buildings.

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

- a. Information on current energy use and conservation options;
- b. Incentives for voluntary upgrades;
- c. Voluntary incremental upgrades may be encouraged at time of sale, and/or other methods for greening the existing building stock; and
- d. Tools for self-assessment financing for energy efficiency upgrades and on-site solar and wind power generation through property taxes (in conjunction with AB 811).

- ER6. **Local and Regional Renewable Energy Resources.** Provide both within the city, and regionally through working with the County and other local jurisdictions or parties, opportunities to preserve, promote and participate in the development of local renewable energy resources such as solar, wind, geothermal, wave, hydro, methane and waste conversion.

*Possible Implementation Actions to be Considered*

- ER6.6 Solar Energy. Encourage the use of solar photo-voltaic arrays on new construction, redevelopment, and significant remodel projects, as appropriate, taking into consideration project scale and budget, building size, orientation, roof type, and current energy use.
- a. For multi-residential projects of 3 or more units, require provision of a minimum 2 kw system per unit consistent with the City's Solar Energy System Design Guidelines, if physically feasible.
  - b. For 1 or 2-unit residential projects require provision of 300 sq. ft. rectangular unobstructed roof area free of mechanical equipment and vents facing south, east or west in a manner that future photovoltaic installation would be consistent with the City's Solar Energy System Design Guidelines, if physically feasible.
  - c. For commercial and industrial projects provide a minimum of 5 watts of photovoltaic panel systems for every new square foot of building net floor area; or a photovoltaic system sized to meet a minimum of 30% of the average projected energy demand for the structure, whichever is lower.

**Hydrology, Water Quality and Flooding Policies**

- ER20. **Storm Water Management Policies.** The City's Storm Water Management Program's policies, standards and other requirements for low impact development to reduce storm water run-off, volumes, rates, and water pollutants are hereby incorporated into the General Plan Environmental Resources Element.

*Possible Implementation Actions to be Considered*

- ER20.1 Storm Water Guidelines. The City's Storm Water Management Guidelines provide information on implementation measures such as ground water recharge, pervious surfacing, bioswales, detention basins, and green roofs. Update measures for street sweeping, storm-drain stenciling, and public outreach for inclusion in conditions of approval or as mitigation measures. Encourage the conversion of excess street paving between sidewalks and streets to bioswales.

**Circulation Element (2011)**

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**GOALS**

- *Integrated Multi-Modal Transportation System.* Create a more integrated multi-modal transportation system to connect people, places, goods, and services. Provide a choice of transportation modes and decrease vehicle traffic congestion.
- *Street Network.* Provide a comprehensive street network that safely serves all transportation modes.

### **Parking Policies**

- C7. **Parking Management.** Manage parking Downtown to reduce congestion, increase economic vitality, and preserve Santa Barbara's quality of life.

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

- C7.1 **Appropriate Parking.** Establish requirements for on and off-street parking in the Central Business District (CBD) appropriate to the parking users as follow:
- a. Maximize availability of customer parking in the CBD;
  - b. Limit/discourage employee use of public parking in the CBD, and maximize employee commuting options to the CBD;
  - c. Manage and price public parking in the CBD so as not to put businesses in the CBD at a competitive disadvantage with other south coast shopping options; and
  - d. Change residential parking requirements and permitting programs in the CBD to maintain and/or increase the availability of on- and off-street customer parking.
- C7.5 **Residential Parking Requirements.** Allow residential land development projects to "unbundle" parking (i.e., selling or renting residential units separate from parking stalls) within the commercial and high density residential land use designations to address affordability and development size, bulk, and scale.
- C7.7 **Bicycle Parking and Other Needs.** Require all multi-family and commercial projects to be designed to meet the needs of bicyclists (e.g., secure parking, storage, lockers, showers, etc.)

### **Development Policies**

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

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**Circulation Element (1997)**

## **Goal 2            *STRIVE TO ACHIEVE EQUALITY OF CONVENIENCE AND CHOICE AMONG ALL MODES OF TRANSPORTATION***

*Emphasize alternative modes in order to provide real options and opportunities for people to choose among different forms of transportation rather than relying exclusively on the automobile.*

### **POLICIES AND IMPLEMENTATION STRATEGIES**

#### **EQUALITY OF CONVENIENCE AND CHOICE**

- 2.1            **Work to achieve equality of convenience and choice among all modes of transportation.**
- 2.1.2        Expand and enhance the infrastructure for and promote the use of the bicycle as an

alternative form of travel to the automobile.

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

**Goal 4 INCREASE BICYCLING AS A TRANSPORTATION MODE**

*Develop a comprehensive system of bicycle routes which are integrated with other modes of transportation and which provide safe and efficient bikeways.*

**BIKEWAY SYSTEM**

- 4.2 **The City shall work to expand, enhance, and maintain the system of bikeways to serve current community needs and to develop increased ridership for bicycle transportation and recreation.**
- 4.2.6 Increase attractive, convenient, and secure bike parking and storage facilities on public property and encourage the provision of the same on private property. Continue to consider fully enclosed individual lockers and/or bicycle racks.

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

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

**POLICIES AND IMPLEMENTATION STRATEGIES**

**DESIGN STANDARDS**

- 5.4 **The City shall revise and enhance design guidelines and standards for the City's pedestrian system.**
- 5.4.2 Provide parkways or tree wells and develop other innovative methods where appropriate to separate and/or protect pedestrians from traffic.
- 5.4.4 Update and revise the Public Works Street Design Standards to include the following standards:
- sidewalks should be wide and shaded by trees,
  - trees should be placed at the curb-side of the sidewalk to provide a psychological and physical separation between pedestrians and auto traffic. Adequate room for growth should be given to avoid sidewalk damage by tree roots, and
  - the width and number of curb cuts (driveways) on City streets should be kept to a minimum or designed in a manner that protects the safety of pedestrians.
- 5.4.5 Improve design for disabled access by providing more ramps, providing more repair to cracked and heaved sidewalks, filling in gaps in existing sidewalks, identifying and relocating obstructions (fire hydrants, telephone poles, light poles) in narrow sidewalks

or providing paths around obstructions, and using paving materials which are conducive to wheelchairs and those who have difficulty walking.

## **PHYSICAL IMPROVEMENTS AND AMENITIES**

- 5.5 The City shall create and foster a pedestrian friendly environment through physical and cultural improvements and amenities.**
- 5.5.1 Provide street furniture, especially benches for resting and shade trees along streets, where appropriate. Look for opportunities for new resting spots, plazas, placitas, small squares, and landscaped areas in all areas of the City which should include focal point(s), opportunities for people watching, and/or attractive natural surroundings. These areas will encourage gathering, public and social interaction and could be used for cultural events and activities. An example could be the placement of benches and street furniture in Chase Palm Park.
- 5.5.2 Identify areas where additional street and paseo lighting is appropriate and implement methods to provide that lighting.
- 5.5.3 Improve sidewalk conditions to increase ease of use for all pedestrians including those with strollers, wheelchairs, carts, walkers, and other walking assistance devices.
- 5.5.4 Encourage plazas, courtyards, cafes, shops, and restaurants along walkways in commercial areas to encourage a mix of private business and public uses. Adequate width should remain for pedestrian travel.
- 5.5.5 Consider public plazas, restrooms, resting spots, or gathering places in all commercial areas of the City, especially in the following areas:
- Milpas Street from Cabrillo Boulevard to Anapamu Street, and
  - the Eastside near Milpas Street starting temporarily by blocking off parts of streets such as Montecito Street, Calle Puerto Vallarta, Alphonse or Jennings for special events.
- 5.5.6 Look for opportunities to connect placitas to public, private and institutional uses. Include signage, as appropriate.
- 5.5.7 Develop procedures that improve the City's infrastructure by incorporating the new sidewalk design standards into street maintenance projects.
- 5.5.8 Prior to creating any plaza areas conduct a noticed public hearing.
- 5.5.9 Improve the beachway to increase safety for all users.
- 5.5.10 Adequately fund programs for regular maintenance of heavily used pedestrian amenities, including sidewalks, under/overpasses, and footbridges. Programs should include litter removal, graffiti removal, steam cleaning, and landscape maintenance.
- 5.5.11 Create incentives and opportunities for private property owners to make incremental improvements to enhance the pedestrian environment surrounding their properties, such

as widening sidewalks and planting street trees. Any improvements should comply with relevant design guidelines and standards.

- 5.5.12 Consider the creation of mercados, or markets, in appropriate commercial areas of the City.
- 5.5.13 Install small segments of sidewalks in selected areas, especially on blind curves or in hilly areas with narrow streets, to help improve the safety of pedestrians.

## **STREET CROSSINGS**

### **5.6 The City shall make street crossings easier and more accessible to pedestrians.**

- 5.6.1 Where necessary, allow all-way crossings or adjust signal timing to allow more time for pedestrians to cross the street. Priority should be given to areas with high pedestrian activity as identified in the Sidewalk Inventory Study. Possible areas include Cabrillo Boulevard/State Street, Carrillo Street/Chapala Street and along Milpas Street near Santa Barbara Junior High School, Santa Barbara High School, and Montecito Street.
- 5.6.2 Widen sidewalks and add medians and other means at intersections to reduce the crossing distance for pedestrians, where appropriate.
- 5.6.3 Reduce the speed limit in targeted pedestrian areas (e.g. near parks, schools, and hospitals) to 25 miles per hour.

## **LAND USE AND ZONING**

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

- 5.7.1 Include sidewalks, landscaping, and other facilities in new public and private construction to promote pedestrian activity where appropriate and consistent with the policies contained in this element.
- 5.7.2 Review, and revise where appropriate, the Zoning Ordinance to allow more small/compact residential neighborhood services (e.g. corner markets, medical and professional offices) within walking distance of existing residential neighborhoods (see Implementation Strategies 13.5.1 and 13.5.2).
- 5.7.3 Continue to implement zoning practices that encourage mixed use developments in order to improve opportunities for pedestrian access and decrease dependency on the automobile.
- 5.7.4 Amend the Zoning Ordinance to encourage property owners to avoid situating parking lots between the street edge/sidewalk area and storefronts.
- 5.7.5 Continue to ensure that private and public developments, as well as capital improvements, are designed to accommodate the elderly, the handicapped, the disabled,

and the blind.

## **EDUCATION/OUTREACH/COMMUNITY INVOLVEMENT**

- 5.8 The City shall encourage community involvement in effectively promoting the benefits of walking and identify opportunities for improving the pedestrian system.**
- 5.8.1 Establish a signage program for pedestrian routes throughout the City that link various neighborhoods and attractions.
- 5.8.2 Enhance existing or develop new partnerships with civic organizations to promote walking tours of Santa Barbara and provide brochures and signage to advertise these tours.
- 5.8.3 Encourage public and private schools, from pre-school through high school, to promote walking through methods such as walking field trips.
- 5.8.4 Work with public and private schools to identify and expand safe routes to school.
- 5.8.5 Consider establishing a hotline to report pedestrian trouble spots.
- 5.8.6 Continue a Traffic Safety Committee comprised of residents, the Assistant Traffic Engineer and business representatives for the purpose of studying matters of traffic and pedestrian safety, traffic calming, and making recommendations to the City Council regarding measures to promote and improve traffic and pedestrian safety.
- 5.8.7 Coordinate a "Walker's Appreciation Day" with Downtown retailers. Co-sponsor a "Walk to Work", "Take a Walk", or "Walk to School" day.
- 5.8.8 Work with community groups to encourage neighborhood walk-about activities.
- 5.8.9 Work with the Police Department to improve pedestrian safety at night (in areas including paseos and placitas) through such methods as increased bicycle patrols.
- 5.8.10 Encourage public and private schools to implement pedestrian safety education programs for all ages.
- 5.8.11 Encourage community groups, business groups, and individuals to assist in the cleaning and maintenance of sidewalks, sidewalk furniture, landscaping, and pedestrian overpasses, including graffiti removal and litter pickup.

### ***Goal 8 INCREASE PARKING AVAILABILITY AND ACCESS FOR DOWNTOWN CUSTOMERS***

***Increase parking availability and access for Downtown customers and reduce the need for downtown employee parking by making alternative modes of transportation convenient for Downtown employees and the public through methods such as:***

- ***improving pedestrian and transit access,***
- ***increasing bicycle parking,***
- ***providing incentives for employees to use alternative transportation and park in***

- peripheral lots,*
- *discouraging the employee shuffle, and*
- *managing parking resources and/or adding new parking spaces, where necessary.*

## **POLICIES AND IMPLEMENTATION STRATEGIES**

### **DOWNTOWN HOUSING**

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

### ***Goal 13 APPLY LAND USE PLANNING TOOLS AND STRATEGIES THAT SUPPORT THE CITY'S MOBILITY GOALS.***

*Enhance the historic pattern of compact development. The City can facilitate this development pattern in a number of ways, including:*

- *Allowing more compact development along major transit corridors (without increasing the City-wide development potential as provided for in the existing Zoning Ordinance and General Plan);*
- *Providing incentives for mixed use development;*
- *Establishing provisions that allow for creative site development and urban design standards;*
- *Studying neighborhoods to determine their service needs and creating mechanisms to address those needs;*
- *Encouraging development of schools, preschools and day care centers in ways which reduce travel demand;*
- *Encouraging and supporting neighborhood services and commercial uses in residential areas;*
- *Establishing social/neighborhood centers (in conjunction with neighborhood schools if possible);*
- *Reducing/eliminating parking requirements (residential and nonresidential) where it can be demonstrated as appropriate; and*
- *Evaluating proposed annexations to ensure that services/commercial needs and transportation linkages are adequately addressed.*

## **POLICIES AND IMPLEMENTATION STRATEGIES**

### **GENERAL PLAN CONSISTENCY**

- 13.1**            **The City shall integrate the goals of this Circulation Element with land use decisions.**
- 13.1.1**         **Encourage the development of projects that combine and locate residential uses near areas of employment and services.**

- 13.1.2 Continue to require the review of proposed projects for consistency with the Goals and Policies of the General Plan.

## DESIGN STANDARDS

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

- 13.4.2 Ensure that all City design guidelines orient buildings toward pedestrian activities through such methods as:

- Commercial Areas:
  - creating attractive, interesting, and pleasing building facades that are oriented toward paseos, streets and sidewalks,
  - reducing or eliminating setbacks for non-residential or mixed use buildings,
  - placing parking lots behind buildings or underground, if feasible,
  - encouraging shared parking facilities,
  - incorporating paths and paseos between adjacent properties as new development, redevelopment and infill development occurs,
  - screening equipment and materials storage from public view,
  - incorporating lighting, seating, landscaping, newsracks, shade structures, etc., and
  - creating landscaped open spaces.

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## Safety Element (2013)

## GOALS

- *Public Safety:* Protect life, property and public well-being from natural and human-caused hazards.
- *Community Resilience:* Promote community resilience through risk reduction, public education and emergency response planning and programs.
- *Hazard Risk Reduction:* Use the development review process to minimize public and private risk and minimize exposure of people and property to risks of damage or injury caused by natural and man-made hazards.

## Hazard Risk Reduction

### Development Review

- S7. Hazard Reduction. Identify, evaluate and implement risk reduction measures during the development review and permitting process to reduce the effects of hazards to an acceptable level of risk. Project design measures shall be implemented as applicable to avoid or reduce hazards and comply with associated regulations.
- S9. Risk Evaluation. Proposals for new development may be required to provide an evaluation of how natural and human-caused hazards may adversely affect the project, whether the project may create or exacerbate hazards, and to identify feasible measures to reduce hazard-related risk to an

acceptable level. Required hazard evaluation reports are to be prepared and signed by a qualified individual acceptable to the City. At its discretion, the City may require peer review of submitted reports.

Factors to be considered in determining whether a risk evaluation is required include but are not limited to:

- a. Location of the project in relation to City hazard maps and other hazards information
- b. Potential for the project to exacerbate natural or human-caused hazards
- c. Potential for the project to be impacted by natural and human-caused hazards
- d. Potential severity of hazard-related impacts
- e. Intended use of the site or proposed structures
- f. Potential consequences should the project be affected by one or more hazards
- g. Federal, state hazard regulations, building code requirements, and recommendations of the *Geology and Geohazards Master Environmental Assessment, Technical Report and Evaluation Guidelines and other similar regulations and guidelines.*

#### **Geologic and Seismic Hazards**

- S13. Liquefaction. Site preparation and foundation design recommendations identified by City approved project-specific soils investigations shall be included in proposed building plans. These may include measures such as excavation of liquefiable soils and recompaction, densification of soils, and/or specific foundation and structure designs.
- S20. Expansive Soils. Implement appropriate site preparation and structural design measures in development to minimize the effects of expansive soils. Examples of measures include site layout to avoid or reduce hazard, control of site drainage, and specific foundation or structural designs such as reinforced foundations.
- S22. High Groundwater. Development in areas with known high groundwater conditions, or where historic high groundwater levels could return to previous high levels, shall be required to implement appropriate project design and control measures to adequately reduce the hazard.
- a. Minimize the Effects of High Groundwater. Proposed building projects located in areas with existing or historic high groundwater conditions should determine a “design groundwater elevation” based on a review of current and historic groundwater level data and provide measures to minimize the potential for adverse effects.

#### **Fire Hazards**

- S37. Fire Hazard Reduction Design Requirements. Project designs shall adequately address fire hazard, providing for appropriate site layout; building design and materials; fire detection and suppression equipment; landscaping and maintenance; road access and fire vehicle turnaround; road capacity for evacuation; and water supply.

#### **Hazardous Materials**

- S57. Contaminated Sites. The City shall continue to identify ways to facilitate hazardous waste site remediation, protect public health, and minimize environmental impacts resulting from the presence of waste material and from remediation activities.
- S62. Development on Sites with Contaminated Soils and High Groundwater. New development in areas of high groundwater and high potential for contaminated soils or contaminated groundwater

shall incorporate appropriate vapor control measures into the design of buildings. Control measures may include measures such as vapor barriers, passive air ventilation systems, sealing of ducts and cracks, and depressurizing soil below the foundation. New development shall comply with all County, State and Federal regulations regarding contaminated soils.