



City of Santa Barbara California

STAFF HEARING OFFICER STAFF REPORT

REPORT DATE: June 17, 2015
AGENDA DATE: June 24, 2015
PROJECT ADDRESS: 3869 State Street (MST2013-00282)
TO: Susan Reardon, Senior Planner, Staff Hearing Officer
FROM: Planning Division, (805) 564-5470
 Beatriz Gularte, Senior Planner *BEG*
 Kathleen Kennedy, Associate Planner *KAK*

I. PROJECT DESCRIPTION

The 45,195 square-foot lot is currently developed with an approximately 13,000 square-foot church and administrative building, a community garden and parking. The proposed project involves the demolition of the existing building and the construction of an affordable senior rental housing development managed and owned by the Housing Authority of the City of Santa Barbara. The project consists of a new 44,029 square-foot (gross), three-story residential building with 57 one-bedroom rental units, a one-bedroom manager's unit, a 1,920 square-foot community room, an administrative office, and laundry facilities. The project site is located in the Priority Housing Overlay area, which allows a density of 37 to 63 dwelling units per acre. The proposed project is being developed under the City's Average Unit-Size Density (AUD) Incentive Program and would be developed at a density of 56 dwelling units per acre with an average unit size of 489 square feet (net).

The discretionary application required for this project is a Parking Modification to allow 16 vehicle parking spaces instead of the required 58 vehicle parking spaces and 4 bicycle parking spaces instead of the required 58 bicycle parking spaces (SBMC § 28.20.070.F and SBMC § 28.92.110).

Date Application Accepted: May 27, 2015

Date Action Required: July 26, 2015

II. RECOMMENDATION

Staff recommends that the Staff Hearing Officer approve the project, subject to conditions.

III. SITE INFORMATION

A. SITE INFORMATION

Applicant: RRM Design Group	Property Owner: Housing Authority of the City of Santa Barbara
Parcel Number: 051-022-037	Lot Area: 45,195 SF
General Plan: Commercial/ High Residential (28-36 du/acre)	Zoning: C-2/S-D-2
Existing Use: Church	Topography: 3% slope
Adjacent Land Uses: North - Commercial (3-story) East - Commercial (1-story) South - Commercial (1-story) West - Mixed-Use (under construction) (4-story)	

B. PROPOSED LOT AREA COVERAGE

Building:	15,345 s.f.	34.0 %
Hardscape:	3,337 s.f.	7.4 %
Parking/Drive:	13,227 s.f.	29.3 %
Landscape:	7,122 s.f.	15.8 %
Community Garden:	6,164 s.f.	13.6 %
Total:	45,195 s.f.	100.0%

IV. BACKGROUND

The project site consists of two assessor's parcels (APN 051-022-036 and APN 051-022-037) although it is one legal lot owned by the Housing Authority. Prior to the development of the property, the lot will be divided along the existing parcel lines. This will be accomplished by grant deed, since the Housing Authority is exempt from the California Subdivision Map Act. APN 051-022-036 will be conveyed by the Housing Authority to California Lutheran Homes and the current fitness center use will continue. APN 051-022-037 will be developed as proposed in this staff report. Additional project information is included in the Applicant's letter (see Exhibit B).

V. DISCUSSION

This project was reviewed by the Architectural Board of Review (ABR) on three occasions. On May 26, 2015, the Board stated that the project met the Compatibility Analysis criteria and continued the project to the ABR Consent meeting of June 29, 2015 with minor design comments regarding windows, doors, railings, and trees (see Exhibit C).

The proposed project is being developed under the Average Unit-Size Density (AUD) Incentive Program. The parcel is located in the Priority Housing Overlay area, which allows densities ranging from 37 to 63 dwelling units per acre and maximum average unit sizes ranging from 811 to 970 square feet of floor area. The proposed project, with 58 units, has a density of 56

units per acre and the average unit size is 489 square feet. The project complies with the density requirement of the AUD Program as well as all other requirements (e.g., building height, setbacks, and outdoor living space) except parking.

The parking requirement for the AUD Program is one vehicle space per unit and one bicycle space per unit. No guest parking is required. Therefore, in this case, 58 vehicle and 58 bicycle parking spaces are required.

The proposal includes a request for a Modification to provide 16 vehicle parking spaces and 4 bicycle parking spaces. The applicant submitted a Parking Demand Analysis prepared by Associated Transportation Engineers dated June 3, 2015 (see Exhibit D). The report concludes that the vehicle demand would be met with 16 parking spaces based on parking surveys conducted at a similar affordable senior housing complex and operational data provided by the Housing Authority. Separately, the Housing Authority determined that approximately 5% of the senior population within their existing developments have bicycles; therefore, the proposed project includes a total of four lockable and enclosed bicycle spaces for 6% of the residents within the community area.

Staff is able to support the parking modification to the AUD requirements because the standard parking requirement for senior low-income projects is lower than the AUD requirements. Senior low-income projects normally require 0.5 vehicle spaces per unit. Although the proposal includes less parking than is required for a typical non-AUD affordable senior housing development, Staff is able to support the modification because the Housing Authority has been successful in limiting vehicle ownership in their other senior and affordable projects. The low income and advanced age of the target resident population results in a low vehicle ownership rate. To ensure parking compliance, other Housing Authority projects have used car ownership to filter applications in the selection of residents. The Housing Authority uses both Department of Motor Vehicles records along with on-site management observations for enforcement.

There are a number of parking agreements that affect the project site. Although there are 31 parking spaces on the subject parcel, only 16 spaces are available for the proposed project. There is a parking agreement with the parcel to the south (APN 051-022-036) for the remaining 15 spaces. There is also a parking agreement with the adjacent parcel (APN 051-010-011) to the east that would allow the proposed project to use 33 spaces; however, since this agreement may expire in 2028 it is not part of the proposal. The parking spaces are depicted on the attached Parking Exhibit (see Exhibit E).

VI. ENVIRONMENTAL REVIEW

The scope of work of the project is within the scope of the 2011 General Plan and the Program EIR analysis for the General Plan. The project is consistent with the development density designated and analyzed by the Program EIR, and potential minor project environmental effects are addressed with existing development standards and regulations. Based on City Staff analysis, no further environmental document is required for this project pursuant to the California Environmental Quality Act (Public Resources Code §21083.3 and Code of Regulations §15183- Projects Consistent with the General Plan). City Council environmental

findings adopted for the 2011 General Plan remain applicable for this project. A decision-maker finding that the project qualifies for the §15183 CEQA determination is required.

VII. FINDINGS AND CONDITIONS

The Staff Hearing Officer finds that:

1. The project qualifies for an exemption from further environmental review under CEQA Guidelines Section 15183, based on City Staff analysis and the CEQA certificate of determination on file for this project.
2. The parking modification will not be inconsistent with the purposes and intent of the Zoning Ordinance and will not cause an increase in the demand for parking space or loading space in the immediate area because the parking demand will be met onsite with 16 vehicle parking spaces and 4 bicycle parking spaces.

Said approval is subject to the following conditions:

1. The Owner shall limit vehicle ownership so that the parking demand does not exceed 16 parking spaces.
2. The Owner shall provide additional lockable and enclosed bicycle spaces if requested by the residents.

Exhibits:

- A. Project Plans (under separate cover)
- B. Applicant's letter, dated June 11, 2015
- C. ABR Minutes
- D. Parking Demand Analysis, dated June 3, 2015
- E. Parking Exhibit

Contact/Case Planner: Kennedy, Kathleen
(KKennedy@SantaBarbaraCA.gov)
630 Garden Street, Santa Barbara, CA 93101
Phone: (805) 564-5470 x4560



June 11, 2015

Staff Hearing Officer
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93101

**RE: 3869 State Street; Assessor's Parcel Number 051-022-037
Pre-Application Review Team Application**

Dear Staff Hearing Officer,

On behalf of the Housing Authority of the City of Santa Barbara, RRM Design Group is pleased to submit the application package for the above-referenced site. The project site is located on upper State Street adjacent to La Cumbre Shopping Center. The project site is designated Commercial/High Density Residential and is zoned C-2 with an SD-2 Overlay. The applicant is seeking the approval of a 58-unit rental project under the Average Unit Density Size (AUD) Ordinance. The project site is 45,195 square feet and requires a modification to the automobile and bicycle parking requirements.

The project site is currently developed with an existing 8,032 sf church, a 6,164 sf community garden, and parking. It should be noted that Assessor's Parcel Number (APN) 051-022-036 and APN 051-022-037 make up one single, legal parcel. There are two assessor parcels for tax purposes. The Housing Authority is in the process of dividing the existing legal lot into two lots in a manner that aligns with the existing assessor parcel lines. The two lots will be created using a grant deed.

PROJECT DESCRIPTION

As noted above, the project site is 45,195 sf and is located on State Street, between La Cumbre Road and Hope Avenue. The project is envisioned to include 57 one-bedroom, low-income senior apartments, a manager's unit, a 1,920 net sf community room, an administrative office, and laundry facilities. The target population for the project is seniors over 62 years of age that do not own a car. As permitted under the AUD Ordinance, the site can be developed at a density of 63 units per acre with a maximum average unit size of 811 sf. The proposed density is 56 units per acre for a total of 58 units with an average unit size of 489 sf.

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a California corporation • Lenny Grant, Architect C26973 • Jerry Michael, PE 36895, LS 6276 • Jeff Ferber, LA 2844

EXHIBIT B



The main purpose of the community room is to provide a communal space for the residents. The room may also be used by supportive services that are present to assist residents and for incidental activities or small meetings. The room is not open to be rented by the general public for events or parties.

The proposed building is 44,029 gross sf and the proposed unit size for the project is 488 net sf and 553 net sf for manager's unit. The project complies with the AUD Ordinance requirements for project and unit size.

The project is two and three stories with a maximum height of 37'10". The two-story element is provided at the State Street entrance to the project, while the three-story elements are set back from State Street.

The project will comply with the required 10 foot front yard setback under the AUD ordinance. Because the site and adjacent properties are zoned for commercial uses, there are no required interior or rear setbacks. However, the proposed building is setback approximately 10 feet from the western property line in order to provide a buffer between the project and the neighboring mixed-use project. The building is set back approximately 96'6" from the rear property line. It should be noted that the project has provided 3 1/2 feet of additional right-of-way along State Street per the City's request.

The project complies with the Common Outdoor Living Space Method. The site includes a roof deck that is 588 sf, which meets the 20'x20' required dimensions. In addition, the project meets the 15 percent landscaping requirement, as shown on the site plan. As previously noted, the project site also includes a 6,164 sf community garden area. While the garden area will remain into the foreseeable future, there is an existing agreement that allows this area to be developed with parking for the fitness center on the parcel (APN 051-022-036) to the south. This would only occur if their existing parking agreement with Macerich (who holds the parking property interest) to use the parking to the east and adjacent to the site expires (2036) or is terminated.

Access:

The Housing Authority is proposing to maintain access from State Street and move the driveway 90 ft to the east. This proposal has been discussed with Public Works Transportation Staff and the Housing Authority is working with staff to address their concerns about turning movements. The proposed solution is to extend the center island to Hope Avenue along the turn lane to prevent cross traffic turning movements into the project from the westbound lane. A secondary access is provided at the southern portion of the site to La Cumbre Lane, which would be access created via an easement.



Parking:

The zoning ordinance requires 0.5 parking spaces per unit for a low-income senior project. However, the project is being reviewed under the AUD Ordinance, which requires one space per unit. Under the AUD ordinance 58 parking spaces would be required and the Housing Authority is proposing to include 16 parking spaces to serve the 58 units. The basis for this reduction is twofold. First, the site is ideally located for a reduced parking project as it is adjacent to: a grocery store directly to the south; services at La Cumbre Shopping Center, Five Points Shopping Center, and along State Street; and bus service along State Street. Second, the Housing Authority has found in their existing senior developments that low-income seniors generally do not own cars as most are living off of Social Security alone and the cost of owning a car is quite high. For example, the Garden Court project has 93 units and 27 spaces. Additionally, the Housing Authority will restrict parking by granting a preference to applicants with no vehicle and will target zero tenant vehicle ownership or use. Associated Transportation Engineers (ATE) prepared and submitted a parking study with the PRT application.

It should be noted that there is a parking agreement with the parcel to the south, APN 051-022-036 and with the parcel to the east APN 151-010-011. As shown on the site plan, there are 15 parking spaces on the project site that are not available for use by the senior project as they are leased to the lessee of APN 051-022-036. The current use on this parcel is AC4 Fitness. It should also be noted that Grace Village has the ability to use the 32 parking spaces directly to the east on APN 151-010-011 until 2028. In addition, AC4 Fitness has the ability to use 16 of those 32 spaces. The Housing Authority is currently negotiating through a third party to extend the lease for the parking strip rights from 2028 to 2035 or possibly 2075. Please see the attached graphic, which depicts the parking agreements.

In addition, the AUD ordinance requires one bicycle parking space per unit. In this case, the project would be required to provide 58 enclosed and lockable bicycle parking spaces on the project site. However, the Housing Authority has found that the senior population in their existing projects (of 20 units or greater), which includes 325 units, do not generally have bicycles. It was found that on average only 5% of the population has bicycles. As such, the Housing Authority is proposing to provide four lockable and enclosed bicycle spaces within the community center. This totals 6% of the residents, which is just slightly more than the average.

Green Principles

We are aware that the City is eager to encourage the incorporation of green materials or techniques into projects in the community. Both RRM and our clients are committed to incorporating "green building" principles where feasible. The Housing Authority will be exploring the use of solar panels within the project.



Landscaping:

The existing site has limited non-native landscaping that includes lawn, low ground cover, and bushes. The site also has two pine trees along the State Street frontage and some non-native trees along the western property line. The landscape architect is reviewing whether these existing trees can be protected during construction. If this is possible, they will be preserved on-site. Most of the existing landscaping within the project site, with the exception of the garden area, would be removed and replaced with low-water-using, native vegetation. A conceptual landscape plan is included in this application.

Drainage:

The project site slopes gently to the south; the majority of the site is developed with impervious surfaces with the exception of the garden and the landscaped areas. The site currently drains to the southeast. The site will be graded to ensure that stormwater is directed to La Cumbre Lane. The on-site grading totals 380 cubic yards of cut and 390 cubic yards of fill. Approximately 10 cubic yards of fill would be imported to the site.

The project will comply with the Tier 3 Stormwater regulations and a Stormwater Quality report was submitted as part of the PRT application.

AFFORDABLE HOUSING NEEDS

The need for affordable senior housing is growing significantly nationwide. In California alone, the senior population is expected to grow from 4.5 million to 8.8 million by 2030. Many of those seniors saw what retirement they had decline significantly during the recession and recovery has been difficult. As reported in UCLA's Elder Economic Security Index, nearly 40% of the County's senior population is economically insecure. Below are some additional statistics regarding Santa Barbara's senior population.

- There are 1,482 senior applicants (18% of the overall waiting list) on the waiting list for Section 8 vouchers.
- There are 1,453 senior applicants (21% of the overall waiting list) on the waiting list for public housing.
- The percentage of seniors on these waiting lists has grown much faster over the past 5 years than for the group as a whole.
- Of the Housing Authority-owned housing stock (1,228 units), 532 units (43%) are occupied by elderly people (defined as 62 years of age or older).



- Approximately one third of the residents at El Carrillo—the Housing Authority’s first purpose-built property for special needs and the homeless—are elderly.
- The 2015 Vulnerability Index, conducted by the Central Coast Collaborative on Homelessness, found that 22% of the most vulnerable homeless individuals in the County are seniors that are 55 or older.

In addition, the City’s Housing Element identifies the need for additional senior housing in the Needs Assessment as shown below:

“In 2000, 908 seniors aged 65 and older lived below the poverty level, up from 851 in 1990. The majority (65 percent) are 75 years of age or older. Thirty-five percent are between the ages of 65 to 74. This is up from 851 in 1990. The 2000 census also found that 4,744 persons (38.5 percent) of persons aged 65 and older reported having a disability. This information indicates that there are more elderly people in the City’s population than 10 years ago living at poverty levels.”

The City’s Housing Element also includes goals and policies that identify the development of senior housing as a priority:

H6. Housing Opportunities for Seniors. *Seek to ensure the availability of a range of housing opportunities with an emphasis on extremely, very low, low and moderate income seniors.*

Possible Implementation Actions to be considered:

H6.1 Senior Housing. *Encourage the development of a full range of senior living situations, available at market and affordable rates.*

H6.7 Housing Incentives. *Continue to provide reduced parking incentives for senior housing projects in combination with bonus densities to encourage the development of small senior and disabled apartment projects including efficiencies and congregate care.*

The Grace Lutheran Church was facing a diminishing congregation for several years and was searching for a way to turn this problem into a public benefit. Their answer was to gift the property to the Housing Authority so it could be developed with affordable senior housing. The gifting of this site gives the Housing Authority the opportunity to add another 57 units for the elderly low-income residents.



JUSTIFICATION FOR THE PROJECT

The proposed project provides 57 one-bedroom rental units for low-income seniors and one manager's unit. As noted above, the Housing Authority has a waiting list of 1,453 seniors looking for affordable housing. The provision of these rental units helps to fulfill the goals of the City's Housing Element and is consistent with the AUD Ordinance.

We look forward to meeting with staff to review this project. Please do not hesitate to contact me if you have any questions at (805) 963-8283 ext. 520.

Sincerely,

RRM DESIGN GROUP

A handwritten signature in black ink, appearing to read 'Lisa Plowman', written over a horizontal line.

Lisa Plowman
Planning Manager

Attachments: Architectural Drawings
Site Photos
Lot Split Exhibit Map
Parking Exhibit

xc: Skip Szymanski, Housing Authority of the City of Santa Barbara
Dale Aazam, Housing Authority of the City of Santa Barbara

CONCEPT REVIEW - CONTINUED ITEM

6. 3869 STATE ST C-2/SD-2 Zone

(5:35) Assessor’s Parcel Number: 051-022-037
 Application Number: MST2013-00282
 Owner: Housing Authority City of Santa Barbara
 Architect: Peikert + RRM Design Group

(Proposal to demolish an existing church and two-story building and construct an affordable senior rental housing development on a 45,195 square foot lot. The project consists of a new 44,029 square foot (gross), three-story residential building with 57 one-bedroom units, a manager's unit and 2,024 square feet of community space, administrative office, and laundry facilities. The project site is located in the Priority Housing Overlay; therefore, under the AUD program a maximum of 63 units per acre is allowed. The average unit size is 505 square feet (net). Staff Hearing Officer review is requested for a zoning modification to allow less than the required number of parking spaces.)

(Third Concept Review. Comments only; requires Environmental Assessment and Staff Hearing Officer review. Project was last reviewed on March 30, 2015.)

Actual time: 6:07 p.m.

Present: Detlev Peikert and Lisa Plowman; Peikert + RRM Design Group; Skip Szymanski, Housing Authority of Santa Barbara; and Kathleen Kennedy, Associate Planner.

Public comment opened at 6:25 p.m.

- 1) Kip Bradley (adjacent lessor), opposition; requested the Board take the required time reviewing the proposed project and expressed concerns regarding parking density in the area.

Public comment closed at 6:29 p.m.

Motion: Continued indefinitely to Staff Hearing Officer and to return to Consent Review with comments:

- 1) The Compatibility Analysis criteria (SBMC 22.68.045) were generally met as follows:
 - a) The proposed project design is generally consistent with applicable ABR Design Guidelines, City Charter passages, and applicable Municipal Code provisions with regard to site design, architecture, and landscaping given compliance with the additional comments made by the Board.
 - b) The project’s design is consistent with the architectural character of the City of Santa Barbara.
 - c) The project’s size, mass, bulk, size, height, and scale are appropriate for its location and neighborhood.
 - d) The project’s design is appropriately sensitive to sites, or established scenic public vistas.
 - e) The project’s design provides an appropriate amount of open space and landscaping.
- 2) Study further recessing the windows, doors, and the vertical elements facing the street and on the driveway entrance façade to add greater depth to the architecture.
- 3) Study opening the railings so they are not as solid.
- 4) Preserve the existing trees along the west property line to the greatest extent possible, and to provide an Arborist Report to certify these trees can be preserved during construction.

Action: Wittausch/Poole, 5/0/0. Motion carried. (Hopkins stepped down, Cung absent).



ASSOCIATED TRANSPORTATION ENGINEERS

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Since 1978

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

June 3, 2015

15038_L02

Skip Szymanski, Director of Operations
Housing Authority of Santa Barbara
808 Laguna Street
Santa Barbara, CA 93101

PARKING DEMAND ANALYSIS FOR THE GRACE VILLAGE SENIOR HOUSING PROJECT, CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following parking demand analysis for the Grace Village Senior Housing Project proposed at 3869 State Street in the City of Santa Barbara. The study identifies the City's Zoning Ordinance parking requirements for the project and evaluates the adequacy of the proposed parking supply based on peak demand forecasts. The analysis provides support for the parking modification which is being requested for the project.

PROJECT DESCRIPTION

The project is proposing to develop an affordable senior apartment complex at 3869 State Street in the City of Santa Barbara. The proposed apartment complex would contain 57 one-bedroom units and a one-bedroom manager's unit. A total of 16 parking spaces are proposed on site. Figure 1 (attached) presents the project site plan.

The site would be managed by the Housing Authority of the City of Santa Barbara (HASB) and the apartment units would be rented exclusively to low income and very low income seniors. Given the low income and age of the residents, it is expected that vehicle ownership will be low, however the HASB will have the authority to limit vehicle ownership to ensure that parking demands are met on site by the proposed parking supply.

CITY OF SANTA BARBARA ZONING ORDINANCE PARKING REQUIREMENT

The City's Zoning Ordinance parking requirements for low income senior housing facilities is 0.5 spaces per unit. The Zoning Ordinance parking requirements for the proposed project are shown in Table 1.

Table 1
City of Santa Barbara Zoning Ordinance Parking Requirements

Land Use	Size	Zoning Ordinance Requirement	Parking Requirement
Low Income Senior Housing	57 Units	0.5 spaces/unit	29 Spaces
1 Bedroom Manager Unit	1 Unit	1.5 spaces/unit	2 Spaces
Total Spaces Required:			31 spaces

The data presented in Table 1 show that the Zoning Ordinance parking requirement for the project is 31 parking spaces. The proposed parking supply of 16 spaces would not meet the City's requirements for the site, thus the project is requesting a modification to the requirements.

PARKING DEMAND ANALYSIS

Parking demand estimates were developed for the project based on parking surveys conducted at a similar affordable senior housing complex and operational data provided by the HASB (operational data letter attached for reference). ATE conducted parking surveys at HASB's Garden Court senior housing facility, located at 1116 De La Vina Street, in May 2015 (survey data attached for reference). It is noted that the Garden Court facility provides meal and housekeeping service to residents and thus has on-site staff who drive and park at the facility. The proposed project would not provide these services and the only staff would be the on-site manager, thus the project would have lower parking requirements than experienced at Garden Court. Table 2 presents the peak parking demand observed during the survey and shows the peak demand rate with and without the observed staff vehicles.

Table 2
Garden Court Peak Parking Demand

Land-Use	Variable	Size	Peak Parking Demand	Peak Demand Rate
Senior Housing	All Staff	98 Units	19 Spaces	0.19 Spaces/Unit
Senior Housing	1 Staff	98 Units	12 Spaces (a)	0.12 Spaces/Unit

(a) Includes 1 staff vehicle, 7 resident vehicles, and 4 guest vehicles.

The data presented in Table 2 show that a peak parking demand of 19 spaces was observed during the survey period. During the peak period, there were 7 vehicles that belonged to residents, 8 staff vehicles, 3 visitor vehicles, and an additional vehicle that was actively loading passengers. The peak parking demand rates range from 0.19 spaces per unit (assuming all observed staff vehicles) to 0.12 spaces per unit (assuming 1 one staff vehicle).

The observed parking demand rates were applied to the proposed project. Table 3 presents the parking demand forecasts for the project assuming the rates observed at the Garden Court site.

Table 3
Peak Parking Demand Forecasts

Land-Use	Size	Peak Demand Rate	Peak Parking Demand
Senior Housing	57 Units	0.19 Spaces/Unit	11 Spaces
Senior Housing	57 Units	0.12 Spaces/Unit	7 Spaces

The data presented in Table 3 show that the peak parking demands for the project are to forecast to range from 7 to 11 spaces assuming the demand rates developed from the Garden Court parking surveys. The proposed parking supply of 16 spaces would therefore accommodate the peak parking demand forecasts for the project.

This concludes ATE's parking demand analysis for the Grace Village Senior Housing Project

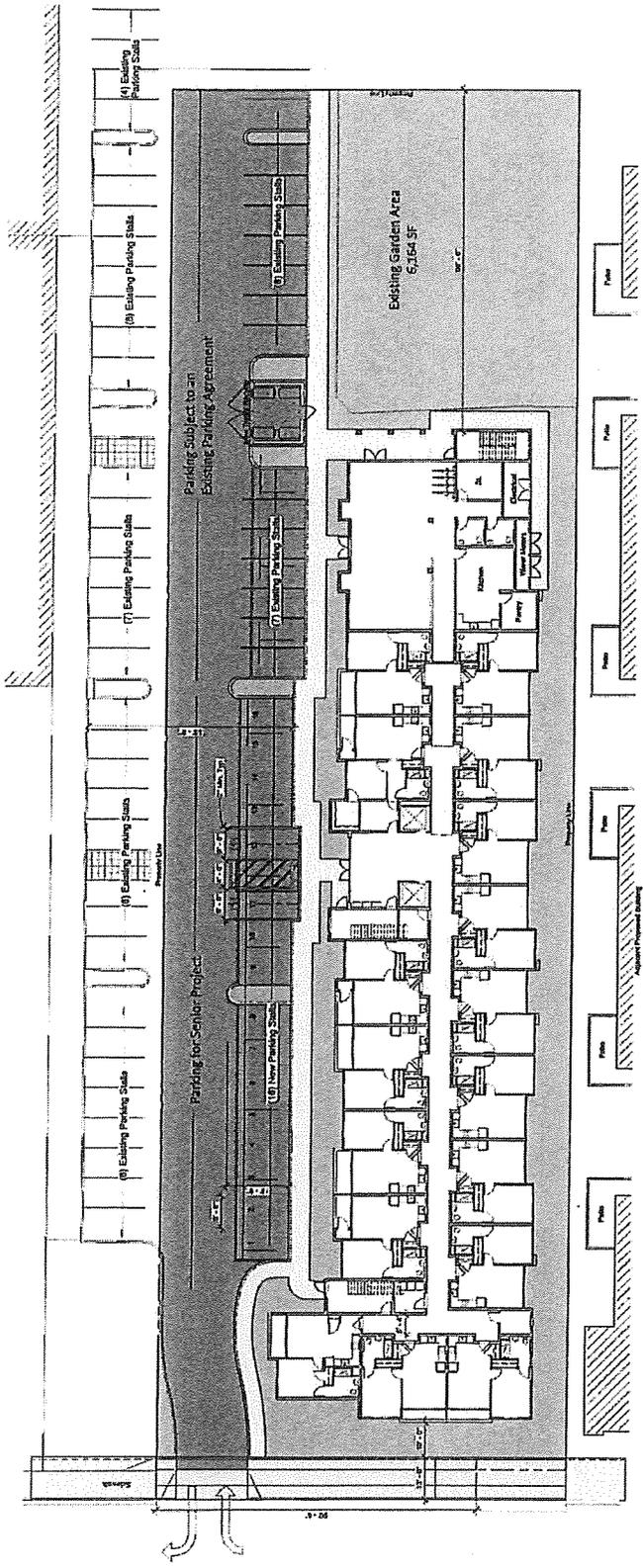
Associated Transportation Engineers



Scott A. Schell, AICP, PTP
Principal Transportation Planner

SAS/MMF

Attachments: Figure 1 – Project Site Plan
Garden Court Parking Survey Data
HASB Letter



Site Plan
1/11" = 1'-0"



PROJECT SITE PLAN

FIGURE 1

MMF - #15038

GRACE VILLAGE SENIOR APRTMENTS PROJECT (#15038)
 GARDEN COURT PARKING SURVEY DATA

TIME	RESIDENTS (7)	STAFF (13)	VAN (1)	VISITOR (6)	ADA (1)	OTHER	TOTAL	NOTES
9:00 A.M.	6	8	1	3	0	0	18	
10:00 A.M.	6	8	0	3	0	0	17	
11:00 A.M.	6	8	0	1	0	0	15	
1:00 P.M.	7	8	0	3	0	1	19	1 VEHICLE PASSENGER LOADING IN DRIVE AISLE
3:00 P.M.	6	9	0	3	0	0	18	1 RESIDENT SPACE CONED OFF
5:00 P.M.	6	3	1	2	0	0	12	



May 5, 2015

Mr. Steve Foley, Supervising Transportation Planner
City of Santa Barbara
Public Works Department
PO Box 1900
Santa Barbara, CA 93102-1900

RE: **Grace Village Senior Apartments**
3869 State Street Development
Parking Modification

Dear Mr. Foley:

The Housing Authority proposes to develop a new affordable housing project for seniors at 3869 State Street. Occupying the space next to La Cumbre Mall which was previously the Grace Lutheran Church, the new complex would be called Grace Village. Use of this site for the provision of affordable housing to seniors in the Santa Barbara community was the desire of the church congregation, who donated the land for this purpose. Since becoming involved, the Housing Authority has been working to execute on this vision in consultation with community leaders and design professionals. We believe that this is an excellent location for a project of this type as it is walking distance to numerous retail amenities (including grocery stores and drug stores), healthcare, and has ample public transportation opportunities along State Street.

The project intent is to target low income and very low income seniors who are at or below 60% of Area Median Income). The current design concept is for 57 one-bedroom apartments and a manager's two-bedroom apartment. These are intended to be independent living units; there will be no meals or medical care provided at this complex. We propose 16 surface parking spaces, including two handicapped parking spaces. Given the low income and advanced age of the target resident population, the vehicle ownership rate is expected to be low.

The Housing Authority will have at its disposal various mechanisms to ensure that the parking spaces are used in the manner intended. To ensure that demand for parking spaces will not exceed available supply, the Housing Authority will have the ability to use car ownership as a filter in the selection of residents. It is the goal of the Housing Authority to limit personal vehicle use by its residents at this property. There may be exceptions in certain instances, but the vehicle ownership/use will always be limited to ensure parking spaces are available on site. Once a resident is in occupancy, the Housing Authority also has the ability to restrict car ownership/use through the lease agreement with the resident.

The Housing Authority has successfully limited tenant vehicle ownership in the past and currently at several of our apartment complexes via access to DMV records and on-site observations. For non-senior complexes, for example, the concept of workforce housing with geographical

boundaries and vehicle ownership/use limitations has been successfully implemented at the El Carrillo at 315 West Carrillo Street and Bradley Studios at 512 Bath Street:

- El Carrillo, which provides housing for those with special needs, has 17 parking spaces for 61 studio units. None of the residents own cars as they are prohibited from owning/using a vehicle through their lease agreement. Please note that the special needs residents are generally of an income level that does not permit car ownership or they are disabled and unable to operate a car. The on-site manager of the facility uses two parking spaces and the caseworkers use 5 spaces during business hours. On average, only one guest parking space is used on a daily basis. Therefore, the parking at El Carrillo is at 47% occupancy.
- Bradley Studios provides housing for downtown workers as well as special needs residents (roughly 50/50 of each category). Due to the different tenant composition (as compared to El Carrillo), there is a higher demand for parking, but the Housing Authority is able to manage the number of tenants with cars. Bradley Studios provides 25 parking spaces for 53 studio units and one two-bedroom manager unit. The onsite manager will use car ownership as one of the items in tenant selection. When all parking spaces are allocated, preference is given to new residents who do not own a car. If there is parking availability onsite, there will be no preference for car ownership. While parking space usage varies over time, overall the parking at Bradley tends to be fully occupied.

For senior only projects, a very useful comparison is Garden Court located at 1116 De La Vina Street, which was developed in 1999. Garden Court consists of 98 units in a three-story building and has surface parking for a total of 28 cars. The 28 parking spaces are allocated as follows:

Handicapped space	1
Resident spaces	7
Staff spaces	13
Visitor spaces	6
Space for Garden Court van	<u>1</u>
Total	28

Residents are only allowed a vehicle as an exception for particular reasonable accommodations, and the number of resident vehicles could be reduced through the lease selection process. After 6 pm, the number of staff personnel onsite is reduced and visitors are able to share the staff parking spaces. Per the property management, the single handicapped space has been sufficient for the property. The only occasions where the Garden Court parking lot is insufficient for demand is during the one or two annual events where community members are invited. These occur in the evening hours. In these cases, attendees are usually able to utilize nearby free after-hours parking. At all other times, there have been no reported parking problems.

It is important to note the differences in the target population between Garden Court and the proposed Grace Village. Garden Court is a facility for frail seniors which incorporates a commercial kitchen. Residents are provided three meals a day and are provided housekeeping services. As such, the levels of staffing required are much higher. Grace Village will be a complex which caters to seniors living independently. There will be no meal or housekeeping services provided. The

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only full time demand for staff parking will be for the onsite manager. After this space and three visitor spaces, all of the other 12 parking spaces will be available for resident parking.

We emphasize that these projects were specifically designed and developed to reduce parking demand. To provide more parking than is necessary takes away from space that can be used for housing and community outdoor space, and tends to promote vehicle ownership and use. Our agency has taken a proactive approach to reducing the community's dependency on the vehicle.

It is with the successful implementation of the vehicle limitation and reduced parking at properties such as El Carrillo, Bradley Studios and Garden Court that the Housing Authority confidently proposes this reduced parking. We seek the support of City staff in its review of this project to appreciate that the target senior population will not have a high car ownership rate and that parking demand can be managed by the Housing Authority's leasing and management policies. We feel that this project at this specific site can be another positive step we can all take in helping to address Santa Barbara's affordable housing needs.

We appreciate the opportunity to present this project and to hopefully become a reality as another example of Santa Barbara's high quality affordable housing. Please contact me at 805-897-1051 if you have any questions or comments with regard to our requests.

Sincerely,



SKIP SZYMANSKI
Deputy Executive Director/COO

cc: Kathleen Kennedy
Lisa Plowman
Rob Fredericks

