I. PROJECT DESCRIPTION

The proposed project involves the demolition of an existing non-historic garage to accommodate accessible parking and to provide additional paved parking space improvements including a new walkway, new handrails at the exterior stairs, and replacement of entry landings. The project also involves a change of use from Mixed Use to Commercial Use, with a proposed land use designation of "Business and Professional Offices."

The discretionary application under the jurisdiction of the Staff Hearing Officer required for this project is:

1. Parking Modification to allow for the reduction of required parking spaces from five (5) spaces to three (3) spaces (SBMC §30.175.040 and §30.250.030)

The Environmental Analyst has determined that the project is exempt from further environmental review pursuant to the California Environmental Quality Act Guidelines Section 15301 (Existing Facilities) and 15305 (Minor Alterations in Land Use Limitations). Please reference Exhibit A, Project Plans, and Exhibit B, Applicant Letter, for additional project details.

Application Deemed Complete: June 17, 2019
Date Action Required: September 2, 2019

II. RECOMMENDATION

Staff recommends that the Staff Hearing Officer approve the project, subject to the findings and conditions in Section V of this report.
III. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant: Jacob Niksto
Property Owner: Julie Nakagama
Parcel Number: 025-311-017
Lot Area: 6,750 sq. ft.
General Plan: Commercial-Medium High
Density Residential
Existing Use: Mixed Use
Topography: 15.54%

Adjacent Land Uses:
- North – C-G; 26 W. Mission St. – Commercial
- East – C-G; 33 W. Mission St. – Commercial
- South – C-G; 102 W. Mission St. – Commercial
- West – C-G; 2012 Chapala St. – Commercial

A. PROJECT STATISTICS – NONRESIDENTIAL GROWTH MANAGEMENT PROGRAM

Nonresidential Floor Area proposed since December 6, 1989

<table>
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<tr>
<th>Parcel</th>
<th>Available Allocation</th>
<th>Proposed</th>
<th>Remaining</th>
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<tbody>
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<td>Minor Addition Category</td>
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<td>1,000 sq. ft.</td>
<td>791 sq. ft.</td>
<td>209 sq. ft.</td>
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IV. DISCUSSION

Background Information

The Mission Revival style building and its walkway, garden and pergola at 34 W. Mission are the only remaining, externally unaltered portions of the American Film Manufacturing Company called “Flying A,” Santa Barbara’s only major motion picture studio. In 1998, the City Landmark Designation specifically excluded the existing garage as it was altered, not a character-defining feature, and not historically significant to the site. Per the Urban Historian’s assessment, the garage can be demolished without a Historic Structures Sites Report. The proposed three spaces for parking would not have a negative impact on the resources as the proposal retains a buffer of landscaping between the parking and the 100 year old pergola, walkway, garden and Mission Revival building. See Exhibit C for the Memorandum from the City Urban Historian dated January 23, 2018.

Design Review

The Historic Landmarks Commission (HLC) reviewed the project on October 18, 2017 and granted Project Design Approval and Final Approval with comments. The project went back to HLC on February 6, 2019 for Review After Final. HLC commented that the proposed modification is aesthetically appropriate given the parcel contains a City Landmark. Further, they
noted that the additional parking would not be aesthetically appropriate, and supported the applicant’s approach to maintain the historic integrity of the site while also allowing for accessibility improvements. See Exhibit D for the full HLC minutes.

Modification Request and Required Findings

The applicant is requesting a Parking Modification to allow for a parking reduction from five (5) parking spaces to three (3) parking spaces. Per SBMC §30.250.060.E, the Staff Hearing Officer is required to make the following findings to approve the requested modification for the preservation of Historic Resources.

1. The Modification is consistent with the general purposes of this Title or the specific purposes of the zoning district in which the project is located;
2. The project design proposes improvements that encourage rehabilitation or adaptive re-use of a designated historic resource, as an alternative to demolition or relocation;
3. Reduction or waiver of zoning requirements would facilitate the preservation of the historic resource; and
4. The Modification approval and project after completion will be consistent with the City’s Historic Resource Design Guidelines.

Parking Modification

The applicant is requesting a parking modification in order to preserve a City Landmark. Given the site constraints, the need to minimize alterations to the Landmark site, and the addition of an accessible parking space, the site is unable to accommodate the five required parking spaces. The project consists of providing three uncovered parking spaces, two of which are proposed in the area of the existing garage to be demolished. The third uncovered parking space is proposed off the existing driveway yet is separated from the historic path, pergola, and historic building by an existing site wall. Only one of the three proposed parking spaces is able to turn around on-site and exit forward to Chapala Street. Two of the parking spaces must back out onto the street.

Per SBMC §30.175.090.A.3, backing out onto a street is not permitted for commercial use, and requires a waiver from the Public Works Director (SBMC §30.175.090.I). Transportation Planning staff reviewed the parking configuration and determined that they could support a parking design waiver for backing out onto the street so long as the commercial use is “Business and Professional Offices,” because the parking spaces would primarily be used by the office employees who are familiar with the site and would come and go to the site less frequently than customers. Further, the two spaces that would back out onto the street are in the same location as the existing garage that would be demolished and therefore, the same backing maneuver to the street that takes place now would simply continue for those two spaces.

Staff is supportive of the proposed parking modification because it allows improvements to an existing structure or site in order to preserve a designated historic resource as concluded by the Urban Historian and the Historic Landmarks Commission. Specifically, the Urban Historian noted that the reduction in required parking to three spaces will facilitate the preservation of the City Landmark as there will be adequate separation between the historic garden, pergola, and
resource and the proposed parking. Further, the project complies with the City’s Historic Resource Design Guidelines in that the proposed driveway area is as minimally intrusive as possible, and the parking area is proposed in the same location as the existing garage, therefore, minimizing visual impacts to the site. Transportation Planning staff is supportive of a waiver to back out onto the street for the proposed use for two of the spaces, and the project will be conditioned so that any future change of use will require Transportation review and approval.

Environmental Review

According to the City’s Master Environmental Assessment Report, the project is located in an archaeological sensitivity overlay area. However, the Environmental Analyst reviewed the project and determined that since there are archaeological reports on file for the area, the standard requirement for an Archeological Letter Report has been waived. A standard condition of approval related to the unlikely discovery of archaeological artifacts is included in Section V of this report. As mentioned above, this project did not require a Historic Structures Sites Report given the garage is not considered historic. No impacts to the City Landmark are anticipated.

Since the scope of work only involves site work and replacement and new impervious surfacing totaling less than 500 square feet, the project is subject to Tier 2 Storm Water Management Plan (SWMP) best management practices.

The scope of the entire proposed project can be found exempt from the California Environmental Quality Act (CEQA) under categorical exemption 15301 (Existing Facilities) and 15305 (Minor Alterations in Land Use Limitations).

V. FINDINGS AND CONDITIONS

The Staff Hearing Officer finds that the Modification is consistent with the purposes of the Zoning Ordinance and also with the City Historic Resource Design Guidelines, and will facilitate the preservation of a historic resource pursuant to SBMC §30.250.060.E. The reduction in required parking spaces from five (5) to three (3) will allow for accessibility, site and parking improvements, and poses no impact to the historic resource.

The approval is subject to the following conditions:

1. **Commercial Use – Business and Professional Office.** Due to the site constraints that require vehicles parked in two of the proposed spaces to back to the street, commercial uses shall be limited to “Business and Professional Office,” because the parking is intended for office employees who are familiar with the site and would come and go to the site less frequently than customers. Any change of use in the future shall be reviewed and approved by Transportation Planning staff.

2. **Parking Design Waiver.** Prior to building permit issuance, the Owner must apply for a Parking Design Waiver to be reviewed and approved by the Public Works Director pursuant to SBMC §30.175.090.I to allow commercial parking to back out onto Chapala Street.
3. **Archaeological Resources Contractor Notification.** Standard discovery measures shall be implemented per the City master Environmental Assessment throughout grading and construction: Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and the Owner shall retain an archaeologist from the most current City Qualified Archaeologists List. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

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

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

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

**Exhibits:**

A. Site Plan (under separate cover)
B. Applicant's letter, dated May 6, 2019
C. Memorandum prepared by the City Urban Historian dated January 23, 2018
D. HLC Minutes dated October 18, 2017 and February 6, 2019

**Contact/Case Planner:** Ellen Kokinda, Assistant Planner
(EKokinda@SantaBarbaraCA.gov)
630 Garden Street, Santa Barbara, CA 93101
Phone: (805) 564-5470 x4559
Exhibit A: The exhibit for this Staff Report has been distributed separately. A copy of the site plan is available for viewing at the Planning and Zoning Counter located at 630 Garden Street, Santa Barbara, CA between the hours of 8:30 a.m. and 4:30 p.m., Monday through Thursday, and every other Friday. Please check the City Calendar at SantaBarbaraCA.gov to verify closure dates.
May 6, 2019

Staff Hearing Officer
City of Santa Barbara
P.O. Box 1990
Santa Barbara, CA 93102-1990

Re: Modification Request for 34 West Mission Street; APN: 025-311-017; Land Use: C-G

Dear Staff Hearing Officer:

There is an existing 1,413 sq ft live-work building (of which 791 sq ft is residential and 622 sq ft is commercial), an attached wood pergola, a detached 363 sq ft two car garage, and a detached 80 sq ft shed on the property. The primary structure, along with the surrounding garden and pergola, was constructed in 1913 as part of the Flying A Studio, and is now designated as a City Landmark under Resolution 98-144. The proposal is to convert the live-work occupancy into a commercial-only occupancy, and to demolish the non-historic garage and shed to allow for three commercial parking spaces, including one required ADA accessible parking space. 791 square feet of residential floor area will be converted to non-residential floor area.

The modification being requested is to reduce the required number of parking spaces from five spaces to three spaces. The reduction in parking will allow for the preservation of the City Landmark, in particular the character-defining spatial relationship of the historic building, exterior garden walls, garden and pergola.

The major benefit of the reduction in parking is that it allows for the preservation and rehabilitation of the designated historic resource, as an alternative to demolition or significant alteration of the historic resource that would be required to accommodate five parking spaces. The reduction of parking requirements would facilitate the preservation of the historic resource, and the addition of an accessible parking space would enable the building to be more accessible for people with disabilities without altering the character defining features of the site. The City’s Urban Historian (see Memorandum dated 1/23/2019) and the Historic Landmarks Commission (see 2/6/2019 HLC minutes) agree the project will be consistent with the City’s Historic Resource Design Guidelines, and are in support of the proposed modification.

Sincerely,

Tom Henson

Jacob Niksto
City of Santa Barbara
Planning Division

Memorandum

DATE: January 23, 2018

TO: Historic Landmarks Commission

FROM: Nicole Hernandez, City Urban Historian

SUBJECT: City Landmark, 34 West Mission Street, Flying A Studio,

PROJECT: Proposal to convert the residential/commercial space into an entirely business occupancy. Proposal to remove the garage to accommodate three of the five parking spaces required by zoning, one of which is ADA accessible. Proposal to request a modification to reduce the required parking spaces from five spaces to three spaces in order to preserve the character-defining spatial relationship of the historic building, exterior garden walls, garden and pergola. Proposal also includes replacing landings to match color and material as existing path for accessibility codes at existing entries and installing wrought iron accessibility code compliant handrails at exterior stairs that match the HLC pre-approved handrails.

The Urban Historian evaluates small projects proposed on historic resources by determining if a project clearly meets the Secretary of the Interior’s Standards for the Treatment of Historic Properties. The purpose of this staff evaluation is to assist the Historic Landmarks Commission in the review of a project when the Urban Historian has not required an Historic Structures/Sites Report (HSSR).
Evaluation Comments

History from 1998 City Landmark Report: The Flying A Studio is the remaining portion of Santa Barbara's only major motion picture studio, the American Film Manufacturing Company called "Flying A". Architect J. Corbley Pool designed the Mission Revival style studio with 12 structures in 1913. Pool arranged the complex of buildings around the garden. The inner courtyard gardens, walkways and pergolas evoked the tranquility of a wealthy estate. The studio produced 600 Western movies and by 1916 was the second largest film making operation in the country. Developers demolished all of the other buildings of the studio in 1948. The Mission Revival style building and its walkway, garden and pergola at 34 West Mission is the only remaining, externally unaltered portion of the film studio.

The garage on the site was specifically excluded from the 1998 City Landmark Designation in the Resolution 98-144 as it was altered and not a character-defining feature of the site and not historically significant to the site. Because the garage is not historic, the garage can be demolished for additional parking without a Historic Structures Sites Report. The proposed three spaces for the parking and accessible van parking will not have a negative impact on the resource as the proposal retains a buffer of landscaping between the parking and the 100 year old pergola, walkway, garden and Mission Revival building. However, the historic site cannot support five spaces required by zoning as five spaces would impact the character defining garden, pergola and historic building. As Transportation staff support retaining the existing vehicular gate on Chapala Street, there will be no visible alterations on the street elevation to the resource. As per the Urban Historian evaluation below, the proposed project meets the Secretary of the Interior's Standards for Treatment of a Historic Resource as no historic resources are impacted by the project. The required five spaces by zoning would not meet the Secretary of the Interior's Standards as noted below. No Historic Structure/Sites Report is required for the proposal or the modification request to reduce the required parking from five spaces to three spaces as the modification request would encourage rehabilitation of the resource, whereas meeting the five space requirement would actually negatively impact the historic resource. The reduction of the zoning requirement to three spaces would facilitate the preservation of the historic resources.
Evaluation to the Secretary of the Interior’s Standards for Rehabilitation

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

Proposed three parking spaces: The site will continue to be used as commercial space, it originally was the dressing rooms and waiting rooms and lounge for the actors and extras. The proposed three spaces requires minimal change to the character defining features of the original studio offices, garden and pergola. The garage was eliminated from the City Landmark designation as it was found not to be historically significant. The parking in place of the garage will not require changes to the portion of the site that is historically significant, however will allow the property to facilitate an accessible van parking space.

Five parking spaces required by zoning: The site will not accommodate the five spaces required by zoning without encroaching into the historic spatial relationship of the garden, pergola and Mission Revival style building and does not meet Standard 1.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.

Proposed three parking spaces: All character defining features of the building and the garden and their spatial relationship will be retained and preserved and no distinctive materials or alterations will be made to features or spaces that characterize the property.

Five parking spaces required by zoning: The site will not accommodate the five spaces required by zoning without encroaching into the historic spatial relationship of the garden, pergola and Mission Revival style building and does not meet Standard 2.
3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

**Proposed three parking spaces:** The removal of the non-historic garage and proposed three parking spaces in the rear of the lot will allow the historic building, garden and pergola to remain a physical record of its time, place, and use and no conjectural features are proposed for this project.

**Five parking spaces required by zoning:** The site will not accommodate the five spaces required by zoning without encroaching into the historic spatial relationship of the garden, pergola and Mission Revival style building and does not meet Standard 3.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

**Proposed three parking spaces:** No changes are proposed to the historic Flying A Mission Revival building, the garden or pergola. The City Landmark designation report found the garage has been so altered it is not significant to the site and the designation excluded the garage from the designation, it has not acquired any significance in its own right.

**Five parking spaces required by zoning:** The site will not accommodate the five spaces required by zoning without encroaching into the historic spatial relationship of the garden, pergola and Mission Revival style building and does not meet Standard 4.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

**Proposed three parking spaces:** All of the historically significant Flying A Mission Revival building, garden and pergola will be preserved for this project.

**Five parking spaces required by zoning:** To accommodate five parking spaces, the distinctive garden and pergola will have to be altered and will not be preserved.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

Not applicable for this scope of work as all of the historically significant Flying A Mission Revival building, garden and pergola will be preserved for this project.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

Not applicable for this scope of work as all of the historically significant Flying A Mission Revival building, garden and pergola will be preserved for this project.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Not applicable for this proposal.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

*Proposed three parking spaces:* The three new parking spaces provided to meet zoning and accessibility requirements will not destroy any historic materials, features or spatial relationships. They will be adequately separated from the historic building and garden so they will not have a negative impact on the spatial relationship of the site. The three parking spaces proposed meets Standard 9.

*Landings and Wrought Iron Railings:* Proposal also includes replacing landings for accessibility codes at existing entries and installing wrought iron accessibility code compliant handrails at exterior stairs.
The concrete landings will match the existing color and texture of the existing path and wrought iron railings are compatible the historic resource and match the HLC approved handrail detail. This meets Standard 9.

*Five parking spaces required by zoning:* To accommodate five parking spaces, the distinctive garden and pergola and historic spatial relationship, that characterizes the property, will have to be altered and will not be preserved and this does not meet Standard 9.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

*Proposed three parking spaces:* The new parking spaces provided to meet zoning and accessibility requirements will not destroy any historic materials, features or spatial relationships. They will be adequately separated from the historic building and garden, so they will not have a negative impact on the spatial relationship of the site. If removed, the essential form and integrity of the building, garden and pergola will remain unimpaired.

*Five parking spaces required by zoning:* To accommodate five parking spaces, the setting of the Flying A studios with the historic garden and pergola behind the original wall and original Mission Revival building would be altered and if removed, the original historic materials would not be lost. If the parking were removed in the future the essential form and integrity would be permanently impaired.

*Conclusion:* The reduction in required parking to three spaces will facilitate the preservation of the City Landmark as there will be adequate separation between the historic garden, the historic pergola, the historic resource and the parking. The proposal not only meets the Secretary of the Interior’s Standards for Rehabilitation, the proposal will enhance the historic resource to be more accessible for people with disabilities without altering the character defining features of the site.
REVIEW AFTER FINAL

G. 34 W MISSION ST

Assessor's Parcel Number: 025-311-017
Application Number: MST2017-00666
Owner: Julie Nakagama
Architect: Becker Hensen Niksto Architects

(This is a revised project description. Flying A Film Studio, constructed in 1913, is a designated City Landmark. Proposal to demolish the existing non-historic garage to accommodate accessible parking, and provide an additional paved parking space. Site improvements include a new walkway, new handrails at the exterior stairs, and replacement of entry landings. Staff Hearing officer review is required for a Parking Modification to allow for the reduction of parking.)

(Review After Final is requested to demolish the existing non-historic garage to accommodate accessible parking, and provide an additional paved parking space. Staff Hearing officer review is required for a Parking Modification to allow for the reduction of parking. No appealable decision will be made at this hearing. Project was last reviewed on October 18, 2017.)

Continue indefinitely to the Staff Hearing Officer with the following comments:

1. The proposed modification is aesthetically appropriate as this parcel contains a City Landmark.
2. Additional parking would not be aesthetically appropriate and commissioners agree with the applicant's approach to maintain the historic integrity of the Landmark and site orientation, while also allowing for accessibility.
NEW ITEM

C. 34 W MISSION ST

Assessor's Parcel Number: 025-311-017
Application Number: MST2017-00666
Owner: Julie Nakagama
Architect: Becker Hensen Nikstro Architects

(This structure is a designated City Landmark: Flying A Film Studio, constructed in 1913. Proposal for minor exterior improvements consisting of replacing an existing window with a new French door, adding a brick walkway to match the existing driveway, new concrete landings, and a new wrought iron railing at the exterior stairs.)

(Action may be taken if sufficient information is provided.)

Project Design Approval and Final Approval with comments:
1. The walkway to the garden on the east side of the building is to be brick, matching existing on site.
2. The front entrance window should have the break-ups consistent with the other windows on site.
3. All colors and materials are to match.