



City of Santa Barbara California

STAFF HEARING OFFICER STAFF REPORT

REPORT DATE: October 3, 2019
AGENDA DATE: October 9, 2019
PROJECT ADDRESS: 1726 San Andres Street (PLN2019-00188)
TO: Susan Reardon, Senior Planner, Staff Hearing Officer
FROM: Planning Division, (805) 564-5470
Danny Kato, Senior Planner II
Ellen Kokinda, Planning Analyst *EBM*

I. PROJECT DESCRIPTION

The 5,017 square-foot site is currently developed with two residential units with no parking. The proposed project involves a proposal to permit a newly proposed parking configuration: one uncovered parking space for the rear unit and two tandem uncovered parking spaces for the front unit. In addition, the project includes abatement of violations identified in ZIR2017-00454 and ENF2017-01196 by removing unpermitted sheds, a rear closet and a porch addition, and adding a laundry and water heater enclosure. This project will also address the “as-built” footprint and floor area configurations for both the front and rear units.

The discretionary application under the jurisdiction of the Staff Hearing Officer required for this project is a Parking Modification to allow two required parking spaces to be uncovered (SBMC §30.175.030.N.2 and §30.250.030).

Application Deemed Complete: September 11, 2019

Date Action Required: December 10, 2019

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 Land Use Limitations).

II. RECOMMENDATION

Staff recommends that the Staff Hearing Officer approve the project, subject to the findings and conditions in Section VI of this report.

III. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant:	Travis Hardy	Property Owner:	Travis Hardy
Parcel Number:	043-191-017	Lot Area:	5,017 sq. ft.
General Plan:	Medium High Density Residential (15-27 du/acre)	Zoning:	R-M
Existing Use:	Two-Unit Residential	Topography:	3%

Adjacent Land Uses:

North:	R-M; Residential
East:	R-M; Residential
South:	R-M; Public Right-of-Way (San Andres Street)
West:	R-M; Residential

B. PROJECT STATISTICS

	Existing	Proposed
Living Area Front Unit	563 sq. ft. (net)	577.5 sq. ft. (net)
Living Area Rear Unit	461 sq. ft. (net)	No Change
Carport	360 sq. ft. (net)	N/A
Accessory Area (Laundry Closet)	N/A	4 feet 10 inches sq. ft. (net)

C. PROPOSED LOT AREA COVERAGE

Building	1,249 sq. ft. (25%)
Hardscape	1,143 sq. ft. (23%)
Landscape	2,625 sq. ft. (52%)

IV. ZONING ORDINANCE CONSISTENCY

Standard	Requirement/Allowance	Existing	Proposed
Setbacks			
- Front	10 feet	10 feet	No Change
- Interior	3 feet (covered parking)	3 feet	No Change
- Rear	6 feet	6 feet	5 feet (water heater)
Parking	3 spaces	Zero spaces	3 uncovered
Open Yard	1,250 sq. ft.	952 sq. ft.	1,261 sq. ft.

V. DISCUSSION

Background and Zoning Violations

There are no original building permits or plans on file for the front dwelling. However, the Sanborn Map Book shows the front dwelling with a covered porch and a detached garage. Plans for a permit issued in 1984 show the conversion of an “as-built” accessory structure to create a second unit on site. The plans for the 1984 permit show the rear dwelling was to be attached to the front unit by a two-vehicle carport. It also shows the removal of the original garage to be replaced with an uncovered parking space and the addition of an uncovered parking space in the front yard. Based on the configuration of the units, it is unclear if the permitted carport that is shown on archive plans was ever constructed or if it was demolished without the proper permit. It is also unclear if the uncovered parking space in the front yard was ever constructed per the 1984 plan.

There are also a number of discrepancies between the permitted plans, and what was constructed on site. The 1984 plans do not show the covered front porch that was identified in the Sanborn Map Book. The 1984 plans show the rear unit with a different porch entrance and floor plan configuration. There is no change to the rear unit’s total floor area, but the location of the entrance steps face east instead of facing west as shown on the 1984 plans.

The project site contains existing violations that were identified in a 2017 Zoning Information Report (ZIR2017-00454), and also in a subsequent enforcement case (ENF2017-01196). The ZIR and enforcement case called out unpermitted sheds, “as-built” additions, and the removal of required covered parking. The “as-built” additions are located at the rear of the front unit including an “as-built” enclosed porch, and an “as-built” closet off of the rear bedroom. The project includes the permitting of the front unit’s “as-built” closet, and demolition of the “as-built” enclosed rear porch.

During a recent site visit, staff also identified an “as-built” wooden fence located in the front yard to the west of the front unit that was constructed without the required design review approval and building permit. A condition of approval has been added that the applicant shall include the wooden fence in the scope of work and receive design review approval from the Architectural Board of Review (ABR) prior to building permit issuance. Abatement of all violations identified in ENF2017-01196 and ZIR2017-00454) is proposed under this permit.

Parking Modification

The site was permitted for two residential units connected by an attached two-car carport, and one uncovered parking space in the front yard and one uncovered space at the rear of the driveway. The project consists of the “as-built” demolition of a carport, and the proposal for two uncovered parking spaces for the front unit, and one uncovered parking space for the rear unit. Per SBMC §30.175.030.N.2, two-unit residential development requires a minimum of one covered parking space per unit. Neither the front unit, nor the rear unit, are proposed to have covered parking. The proposal includes two uncovered parking spaces for the front unit in a tandem configuration, and one uncovered parking space for the rear unit. It should be noted that the rear unit benefits from a reduction in the required parking, because it is a one-bedroom, and is less than 600 square feet (SBMC §30.175.030.H). The front unit does not qualify for the

parking space reduction as it is a two-bedroom unit. The project also requires multiple Parking Design Waivers to allow tandem parking for the front unit to be reviewed and considered by the Public Works Director pursuant to SBMC §30.175.090.F.1, to allow for more than one maneuver when backing up, and to allow backing out of the driveway at a distance greater than 75' for the rearmost parking space.

Staff is supportive of the modification for the uncovered parking spaces, because of the site's size limitations to provide covered parking. The site is extremely constrained by the distance between the two units and the maneuverability opportunities for a vehicle to park and back out. The project shows that the uncovered parking areas meet the minimum dimensions for parking, and Transportation staff are able to conclude that the parking maneuverability met the City's Access and Parking Design Standards. Further, Transportation staff is supportive of the multiple Parking Design Waivers for the rear parking space to back out at a distance greater than 75' as well as for the tandem parking configuration and multiple maneuvers for the front unit. Transportation staff determined that they would support the tandem configuration with the front unit's "as-built" closet encroaching into the parking area by 2'-6" as long as the "as-built" enclosed porch addition was eliminated. Removing the "as-built" enclosed porch would allow for enough area to accommodate door swing. Planning staff is also supportive because the project is proposing to move all parking towards the rear of the property so that it is less visible from the street, and does not detract from the front yard and front façade.

Design Review

The project requires review and consideration by the Architectural Board of Review (ABR) pursuant to SBMC §22.68.020.B, Exterior Alterations to Two-Unit Residential development. The project was reviewed on the ABR Consent Calendar on May 20, 2019 and the reviewer commented that the project is ready for the Project Compatibility Analysis findings to be made, and that the project shows a pride of ownership.

VI. FINDINGS AND CONDITIONS

The Staff Hearing Officer finds that the Modification is consistent with the purposes and intent of the Zoning Ordinance and is necessary to prevent an unreasonable hardship because the lot is highly constrained and would be difficult to create covered parking spaces that meet the City's Parking Access and Design standards given the "as-built" conditions of the building footprints. The proposed parking configurations are shown to meet standard measurements for uncovered parking, and Transportation staff supports the maneuverability recognizing the parking area constraints of the lot. The uncovered parking is also acceptable, because the proposed configuration is an improvement to the permitted parking space in the front yard. The proposed design minimizes the visual impact from the public-right-of-way with the two uncovered tandem parking spaces, and provides an opportunity to showcase the front unit façade. Further, Transportation staff is supportive of the necessary Parking Design Waivers to provide the opportunity for the proposed parking to function.

Said approval is subject to the following conditions:

1. **Parking Access and Design Waivers.** The said approval shall only apply if the Owner receives the necessary Parking Access Design Waivers approved by the Public Works Director for a) tandem parking; b) multiple maneuvers; and c) backing out of a driveway that exceeds 75’.
2. **“As-Built” Wooden Fence.** The Owner shall include the “as-built” wooden fence in the scope of work and receive the proper design review approval by the Architectural Board of Review prior to building permit issuance.

EXHIBITS:

- A. Site Plan (under separate cover)
- B. Applicant's letter, dated August 1, 2019
- C. ABR Minutes dated May 20, 2019

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