



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** May 7, 2008  
**AGENDA DATE:** May 15, 2008  
**PROJECT ADDRESS:** 3757-3771 State Street (MST2005-00156)  
 "Whole Foods/Circuit City" Project  
**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470  
 Jan Hubbell, AICP, Senior Planner *JWH*  
 Allison De Busk, Project Planner *AD*

### I. SUBJECT

- A. Hold an environmental hearing to receive comments from the Planning Commission, interested agencies and the public on the adequacy and completeness of the Draft Initial Study and Draft Mitigated Negative Declaration (MND) for the "Whole Foods/Circuit City" project.
- B. Hold a concept review of the proposed development project.

### II. PROJECT DESCRIPTION

The project consists of the demolition of all site improvements and structures (56,545 sq. ft.), and the construction of four new buildings consisting of 72,209 square feet of commercial/retail space, 15 residential units (13 market rate, 2 moderate-income affordable) comprising approximately 30,356 square feet of living space, and 303 parking spaces. The project site is currently comprised of four parcels, of which three would be merged, resulting in a total of two parcels.

One of the new buildings (referred to as the "Whole Foods/Circuit City" building) would be occupied by Whole Foods Market and Circuit City (an electronics store) and would contain thirteen of the proposed residential units. This 63,796 square foot, three-story building would be located in the southern portion of the site, adjacent to San Roque Creek. Whole Foods Market is anticipated to occupy 43,017 square feet, adjacent to a 20,779 square foot Circuit City. A truck receiving area would be located beneath the commercial structure, and the thirteen residential units would be above it.

At the southwest corner of State and Hitchcock, a three-story building containing 2,936 square feet of commercial space and two residential units is proposed (referred to as the "Shops" building). A one-story 4,273 square foot building, anticipated to be occupied by Citibank, would front State Street along the western portion of the site. Along the western property boundary, a one-story 1,204 square foot retail building is proposed.

Parking for the development would occur at-grade (131 spaces), in a subterranean parking area beneath the "Whole Foods/Circuit City" building (53 spaces) and on the roof of the "Whole Foods/Circuit City" building (119 spaces). A reciprocal parking agreement to allow the two resulting parcels to share parking would be

required as a condition of project approval. Sixty bicycle parking spaces are proposed. Access to the development would be provided via driveways along State Street and Hitchcock Way.

Proposed grading for the project includes approximately 30,500 cubic yards of cut/excavation and 2,300 cubic yards of fill. This grading is primarily associated with the subterranean truck receiving area and parking area.

Other development associated with the project includes: restoration and stabilization of Arroyo Burro Creek, creekside restoration and habitat enhancements along San Roque and Arroyo Burro Creeks, pedestrian pathways along the creek corridors, and other public improvements and amenities.

### **III. REQUIRED APPLICATIONS**

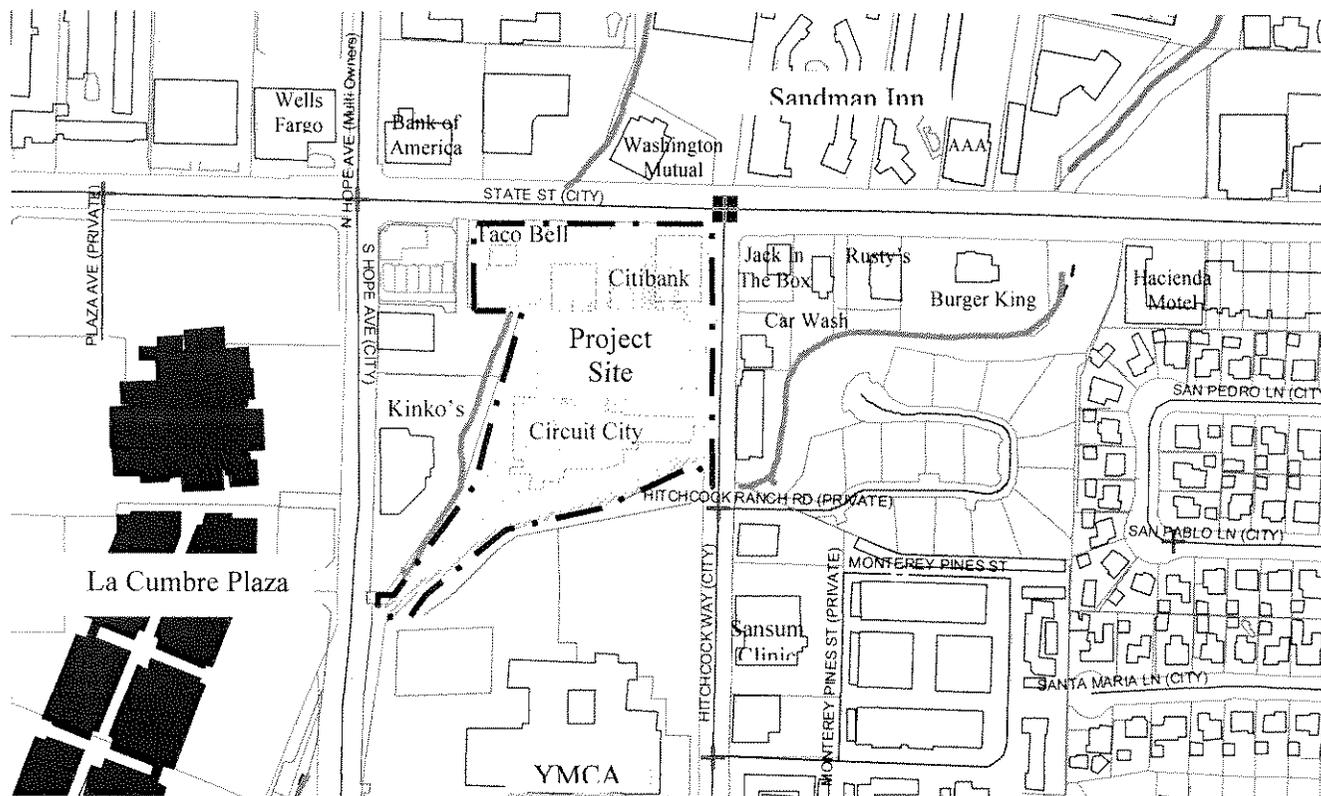
Upon formal review and action on the application for the development proposal, the proposed project would require the following discretionary applications:

1. A Modification to provide less than the required number of parking spaces (SBMC §28.90);
2. A Modification of the required front yard setback along State Street (SBMC §28.54.060 and 28.45.008);
3. A Modification of the required front yard setback along Hitchcock Way (SBMC §28.54.060 and SBMC §28.45.008);
4. A Lot Merger of three contiguous parcels (APNs 051-040-046, -052 and -053) (SBMC Chapter 27.30);
5. A Tentative Subdivision Map for a one-lot subdivision of the newly merged lot to create fifteen (15) residential condominium units and one (1) commercial condominium unit (SBMC 27.07 and 27.13);
6. A Tentative Subdivision Map for a one-lot subdivision of APN 051-040-049 to create two commercial condominium units (SBMC 27.07 and 27.13);
7. A Transfer of Existing Development Rights (TEDR) for Measure E purposes to transfer 3,227 square feet from APN 017-021-032 (208-222 East Yanonali Street) to APNs 051-040-046, -052, and -053; and 1,187 square feet from APN 017-021-032 (208-222 East Yanonali Street) to APN 051-040-049 (Existing Taco Bell site) (SBMC §28.95.030);
8. Development Plan approval for a TEDR of 4,414 square feet of non-residential development from APN 017-021-032 to APNs 051-040-046, -049, -052, and -053 (SBMC §28.87.300);
9. Development Plan approval for 66,732 square feet of development in the C-P Zone (SBMC §28.54.120);
10. Development Plan approval for a net increase of 12,227 square feet of non-residential development from the minor and small additions categories and from the proposed TEDR for APNs 051-040-046, -052, and -053 (SBMC §28.87.300); and

11. Development Plan approval for a net increase of 3,437 square feet of non-residential development from the minor and small additions categories and from the proposed TEDR for APN 051-040-049 (Existing Taco Bell site) (SBMC §28.87.300).

#### IV. RECOMMENDATION

Staff recommends that the Planning Commission hold an environmental hearing to receive comments on the adequacy and completeness of the Draft Initial Study and MND, and provide conceptual comments on the proposed development of the site. No action will be taken at this hearing on the environmental document or the project. A subsequent Planning Commission hearing will be scheduled to consider actions to adopt the final environmental document and approve the project.



Vicinity Map - 3757-3771 State Street

**V. SITE INFORMATION**

<b>Applicant:</b> April Verbanac and Ken Marshall, Dudek		<b>Property Owner:</b> Regency Centers	
<b>APN:</b>	<b>Existing Reference/Use:</b>	<b>Zoning:</b>	<b>Parcel Size:</b>
051-040-049	Taco Bell Site	C-2/S-D-2	0.46
051-040-046	Citibank Site	C-P/S-D-2	1.24
051-040-052	Office/Retail Site	C-P/S-D-2	0.45
051-040-053	Circuit City/Retail Site	C-P/S-D-2	2.97
		<b>Total Area:</b>	<b>5.12 net acres</b>
<b>General Plan Designation:</b> General Commerce/Office and Buffer/Stream			
<b>Slope:</b> 3% slope from north to south for majority of site (excludes creek corridors)			
<b>Existing Land Use:</b> Commercial and retail		<b>Proposed Land Use:</b> Commercial, retail and residential	

<b>ADJACENT LAND USES:</b>	
<b>North:</b>	State Street and commercial uses
<b>South:</b>	San Roque Creek and YMCA
<b>East:</b>	Hitchcock Way and commercial uses (i.e. restaurants, car wash, retail)
<b>West:</b>	Arroyo Burro Creek and commercial and residential uses

**VI. ENVIRONMENTAL REVIEW**

A Draft Initial Study and a Draft Mitigated Negative Declaration have been prepared for this project and are available for review and comment (Exhibit A). The Draft Initial Study examines environmental impacts that may be associated with this project. Potentially significant, mitigable environmental effects identified in the Draft Mitigated Negative Declaration which are anticipated as a result of the project include impacts related to **air quality, biological resources, cultural resources, geophysical conditions, noise, public services (solid waste), transportation/circulation, and water environment**. The Draft Mitigated Negative Declaration includes proposed mitigation measures to mitigate potentially significant impacts to a less than significant level. The analysis concludes that no significant environmental impacts would result from the project as mitigated.

The public review period began on Monday, May 5, 2008. **Comments on the Draft Initial Study must be submitted by June 4, 2008 at 4:30 p.m.** Please send your comments to: City of Santa Barbara, Planning Division, Attn: Allison De Busk, Project Planner, P.O. Box 1990, Santa Barbara, CA 93102-1990, or send them electronically to [adebusk@santabarbaraca.gov](mailto:adebusk@santabarbaraca.gov).

**VII. CONCEPT REVIEW**

This site has several “constraints” which is evidenced by the “push-and-pull” nature of the comments given to the applicant throughout this process. The site is also entirely surrounded by creeks to the south and west, and streets to the north and east. These features each require increased setbacks, as determined by City Ordinance or policy. Modifications are requested along the street frontages to allow the first floor of some buildings to encroach into the required setback, and there are also proposed encroachments into the creek setback area, although the City does not have a minimum creek setback requirement. Additionally, the applicant is requesting a parking modification (please refer to initial study for additional information), and the City has expressed some concern that the proposed stormwater treatment is not a passive enough design. However, it should be noted that the proposed development would provide substantially increased setbacks and sensitivity to the environment compared to existing conditions. Further, the Upper State Street Study was completed while this project was under review, leading to new policy direction and guidance in the Upper State Street area.

While the applicant has revised the project several times to address many of the issues identified above, there remain some issue areas that staff would like feedback from the Commission on prior to the project’s formal review. Please refer to the July 11, 2005 staff report for more detailed discussion of City policies, goals and guidelines (Exhibit C). Additionally, please refer to the Upper State Street Study and associated Council Resolution adopted May 8, 2007 (Exhibit D) for more specific direction related to this Upper State Street area.

**A. SETBACK MODIFICATIONS**

The project is requesting front yard setback modifications along State Street and Hitchcock Way. The required and proposed setbacks are identified in the table below:

	<b>Required</b>	<b>Proposed</b>
<b>STATE STREET</b>		
1 <sup>st</sup> Floor	20’	10’ (“Citibank”), 12’-4” (corner “Shops”)
2 <sup>nd</sup> Floor	20’	22’-4” (corner “Shops”)
3 <sup>rd</sup> Floor	20’	22’-4” (corner “Shops”)
<b>HITCHCOCK WAY</b>		
1 <sup>st</sup> Floor	20’	14’ (“Citibank” stairs), 10’ (corner “Shops”), 6’ (trash enclosure)
2 <sup>nd</sup> Floor	20’	20’ (“Citibank” and corner “Shops”)
3 <sup>rd</sup> Floor	20’	20’ (“Citibank”), 66’ (corner “Shops”)

The Upper State Street Study Improvement Measures, require decision-maker findings that the project provides substantial community benefits (such as views, open space, creek buffers, pedestrian amenities, improved circulation or connectivity, and/or affordable housing) in order to approve a setback modification. The appropriateness of the requested modifications, and potential findings in support of them, should be discussed by the Commission.

## **B. CREEK SETBACKS**

While not considered a "significant" environmental impact in the Draft Initial Study, staff has expressed concern with the proposed encroachments into the creek setback area. A main building setback of 50 feet from the 100-year flood elevation (biologist recommended top of bank) is proposed. This correlates to roughly a 22-foot minimum setback from the top of slope along San Roque Creek, and roughly a 37-foot minimum setback from the top of slope along Arroyo Burro Creek. If the City's calculated top of bank (defined per SBMC 28.87.250) is used (although not applicable to the subject creeks), a minimum 25-foot setback is proposed. However, there are encroachments into those setbacks, including support columns for the ramp to upper level parking, a fire department emergency access road, a pedestrian path, entry stairs for the creekside residential units, a County Flood Control access lane and a portion of the truck receiving ramp that leads to the receiving area and subterranean parking area.

The City does not have a required creek setback, as it is determined on a case-by-case basis. Preliminarily, this project appears to be consistent with applicable policies related to creeks and creek setbacks. However, the Creeks Division continues to recommend that no development occur within the first 25 feet from the calculated top of bank and, ideally, that no development occur within the first 35 feet from the calculated top of bank in order to protect water quality and ensure an appropriate buffer from the creek in case of erosion.

The Upper State Street Study Improvement Measures encourage the creation of pedestrian paths alongside creeks, recommends orienting development toward creeks and recommends increased creek buffers and building setbacks from creeks.

Feedback from the Commission on the appropriateness of the proposed setback and the proposed encroachments would be appreciated. Again, staff believes that these comments would be relative to City policies rather than environmental impacts.

## **C. NOISE MITIGATION**

Mitigation required to reduce noise impacts to residents of the condominiums located at the corner of State and Hitchcock (Units 14 and 15) involves construction of a sound wall with a minimum height of six feet around the perimeter of the second floor balcony/terrace areas, or a redesign of the area to provide other shielding from the building shell. Staff has concerns that constructing a sound wall would not be consistent with General Plan policies related to open space, and would not be aesthetically appropriate, especially at the corner of a busy intersection.

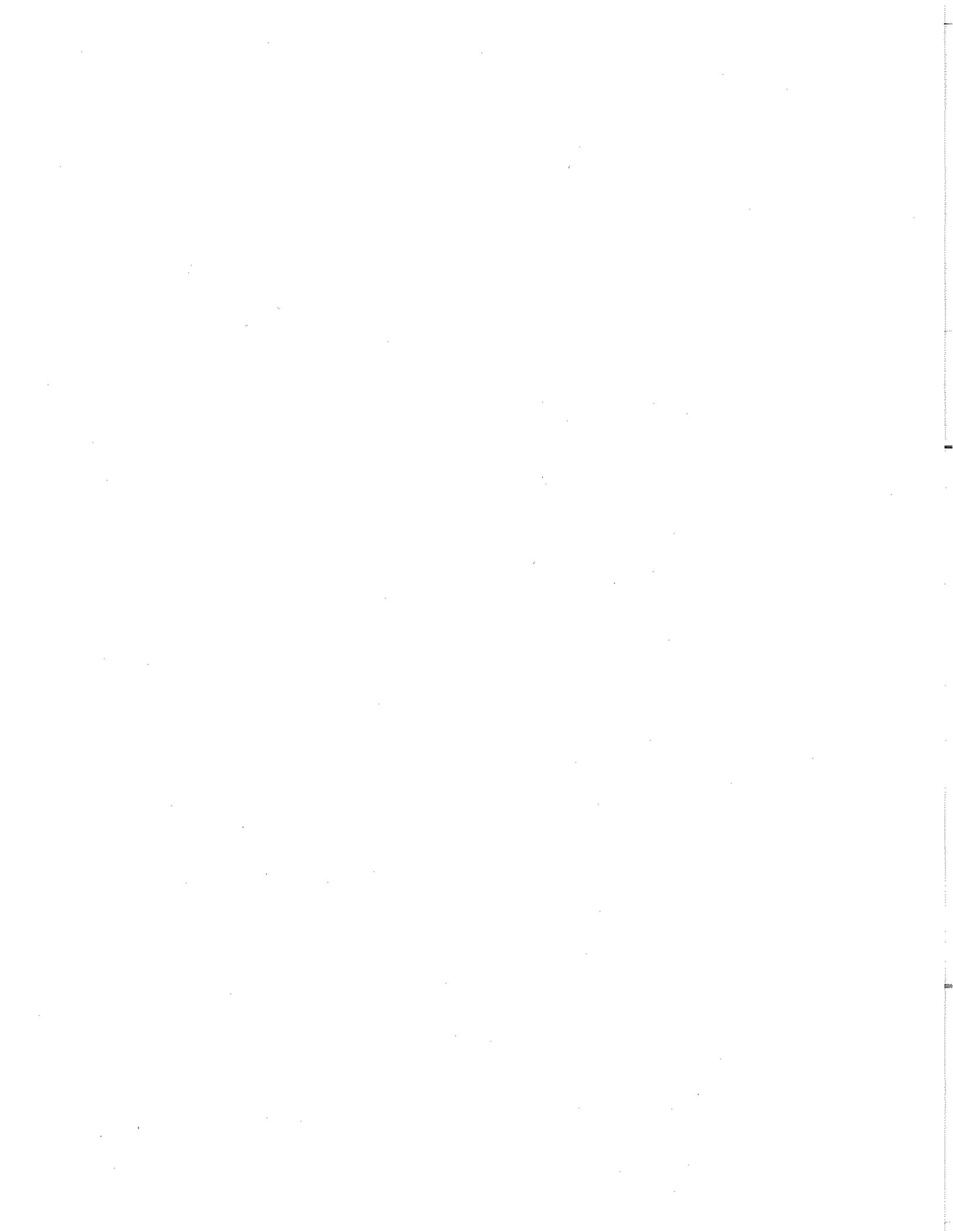
### **Exhibits:**

- A. Draft Mitigated Negative Declaration
- B. Applicant's letter, dated May 1, 2008
- C. July 11, 2005 Planning Commission Staff Report
- D. Upper State Street Study and City Council Resolution adopted May 8, 2007 (previously provided, available upon request)

## **Draft Mitigated Negative Declaration**

Available at the Community Development Department at 630 Garden Street,  
the main Library at the corner of Anapamu and Anacapa Streets,  
and online at:

[www.SantaBarbaraCA.gov/PC](http://www.SantaBarbaraCA.gov/PC)



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May 1, 2008

City of Santa Barbara  
Planning Commission  
P. O. Box 1990  
Santa Barbara, CA 93102-1990

**REGARDING: STATE AND HITCHCOCK CENTER RE-DEVELOPMENT PROJECT  
(MST#2005-00156) 3757-3771 STATE STREET, SANTA BARBARA, CA**

Members of the Planning Commission,

Thank you for the opportunity to present for the Commission's consideration the State and Hitchcock Center Re-Development Project proposed at 3757-3771 State Street. The proposed project involves the redevelopment of approximately 5.4 gross acres of land located on Upper State Street at the corner of State Street and Hitchcock Way. Redevelopment of the project site would provide new updated commercial/retail space for both existing and prospective tenants, including Circuit City and Citibank (existing tenants), various other retail businesses and a new Whole Foods Market. In addition, the proposed redevelopment project includes 15 residential condominium units, two of which are proposed as affordable units. The proposed project includes an extensive creekside restoration and habitat enhancement plan along San Roque and Arroyo Burro Creeks, and a number of new public improvements and amenities in the form of public terraces, an approximate 20 foot wide pedestrian parkway along State Street, pedestrian circulation improvements within the development including pathways along the Arroyo Burro and San Roque Creek corridors, and a proposed easement dedication to the City of Santa Barbara for a potential future pedestrian bridge connection over Arroyo Burro Creek to an adjacent property located on Hope Avenue. The project, which is proposed to be LEED certified, will also consist of a number of green building components including solar panels, permeable pavers, comprehensive stormwater retention and treatment, as well as a number of bicycle parking/storage facilities to accommodate and encourage alternative transportation to access the proposed development.

The project applicant is working in cooperation with the U.S. Green Building Council as well as Whole Foods and Circuit City to certify the proposed project to a Silver LEED designation (Please See Attached Letter). This coordinated effort will result in a new model for LEED planning and certification for mixed-use and retail developments, where no such model currently exists. The State and Hitchcock Center Re-Development Project will be a LEED showcase development and provide the model for future green retail development projects nationwide.

Whole Foods Market is the world's leading natural and organic foods supermarket supporting sustainable and organic agricultural practices nationwide. Whole Foods has an exceptional record of leading the industry in sustainable and green development, as is evident by the company's receipt of

the Environmental Protection Agency's 2004 Green Power Leadership Award, and its continued recognition for its extensive and successful facility recycling programs. In addition, Whole Foods has a long history of community involvement and support which includes providing sponsorships, educational programs, and implementing a company-wide employee incentive program that compensates employees for non-profit volunteer services. Whole Foods Market has been included on the "100 Best Companies to Work for" list produced by Fortune Magazine for eight consecutive years. The Whole Foods Market approach to sustainable development and business practices, employee excellence, and community involvement would be a valuable addition to the community of Santa Barbara and would complement the City's vision of excellent design and development.

The following City applications/approvals are requested for the proposed development:

- Modification to provide less than the required number of parking spaces (SBMC §28.90);
- Modification of the required front yard setback along State Street for the second-story portion of the "Shops" building (SBMC §28.54.060 and 28.45.008);
- Modification (2) of the required front yard setback along Hitchcock Way for second-story portion of the "Shops" building and the exterior stairway of the Circuit City building (SBMC §28.45.008);
- Lot Merger of three contiguous parcels (APNs 051-040-046 and -052) (SBMC Chapter 27.30);
- Tentative Subdivision Map for a two-lot subdivision of the newly merged lots to create fifteen (15) residential condominium units and one (1) commercial condominium unit, and for two commercial condominium units for APN 051-040-049 (Taco Bell site) (SBMC 27.07 and 27.13);
- Transfer of Existing Development Rights (TEDR) for Measure E purposes to transfer from APN 017-021-032 (208-222 East Yanonali Street) 1,151 square feet to APN 051-040-049 (Existing Taco Bell site), and 3,227 square feet to APNs 051-040-046, -052, and -053 (existing Circuit City site). (SBMC §28.95.030);
- Development Plan approval to construct a total of 72,209 square feet of development in the C-P/SD-2 and C-2/SD-2 Zone including a net increase of 11,250 square feet of non-residential development from the available minor and small additions categories;
- Design Review by the Architectural Board of Review for nonresidential development (SBMC §22.68.040); and
- Historic Landmarks Commission review and approval of the Phase 1 Archaeological Resources Report, Approved on October 26, 2005.

### **Existing Site Conditions**

The project site is bound by State Street on the north, San Roque Creek on the south, Hitchcock Way on the east and Arroyo Burro Creek on the west. The subject property contains four (4) parcels (APN 051-040-046, 049, 052 and 053). The majority of the subject site is zoned C-P/SD-2 (Restricted Commercial, Special District-Upper State Street Area), with the exception of approximately 0.41 acres of the site located at 3771 State Street (APN 051-040-049) which is zoned C-2/SD-2 (Commercial, Special District-Upper State Street Area).

Existing land uses adjacent to the project site consist primarily of commercial land uses to the north (beyond State Street) and to the east (beyond Hitchcock Way) where the properties are zoned C-P/SD-2. A YMCA facility occupies an approximate 7-acre parcel located on the opposite side of San Roque Creek directly south of the project site which is zoned R-2 (Two-Family Residential). Land uses to the west of the project site consist primarily of commercial development (west of Arroyo Burro Creek); however, a mixed-use commercial/residential development is located on the corner of State Street and Hope Avenue directly west and adjacent to the existing Taco Bell parcel (APN 051-040-049).

The project site is currently developed with a complex of one- to three-story office and retail buildings totaling approximately 58,325 sq. ft. of commercial square footage, which includes various retail stores, Circuit City, a 3-story building where Citibank is a tenant, and a freestanding Taco Bell structure. The site is entirely built-out with buildings and hardscape which occupy the majority of the property's relatively level surface area up to where the drainages of San Roque and Arroyo Burro Creek traverse the site. Portions of the stream banks of San Roque and Arroyo Burro Creek have been previously stabilized with revetment and retaining structures. Stormwater runoff from the site is currently conveyed via onsite drainage and discharged without filtration directly to San Roque and Arroyo Burro Creek.

The existing development currently consists of outdated facilities with few public amenities. The site is entirely built-out with impermeable buildings and/or hardscape to the top of slope of the San Roque and Arroyo Burro creek corridors and no stormwater treatment is presently provided for runoff from the site prior to discharge into the adjacent creeks. Creekside areas are paved and "privatized" for use by truck deliveries and employee/tenant parking. There is no defining interior pedestrian circulation pattern within the existing development and minimal dedicated public pedestrian and/or bicycle amenities.

The proposed project would result in the demolition of all the 58,325 sq. ft. of existing structures on-site and construction of a new mixed-use development intended to provide an updated development for existing and future commercial/retail tenants, while balancing the needs of other various City resources including creek resources, public pedestrian and bicycling amenities, housing opportunities, and quality site design and architecture.

## **Project Description**

### Commercial Development

The proposed development would involve construction of 4 (four) new, one- to three-story buildings on the project site. The largest of the new buildings would include 18,682 sq. ft. to be occupied by a relocated Circuit City and 38,198 sq. ft. that would be occupied by a Whole Foods Market, and would also include 6,916 sq. ft. of subterranean truck delivery, receiving, storage, and mechanical space to service Circuit City and Whole Foods. In addition, a 2,936 sq. ft. structure would be constructed at the corner of State Street and Hitchcock Way and a 1,204 sq. ft. structure would be constructed along the westernmost property boundary, both of which would be occupied by various commercial and retail tenants. A 4,273 sq. ft. building would be constructed in a location on the western portion of the site fronting State Street and would be occupied by the relocated Citibank. All of the proposed development with the exception of creek restoration and habitat enhancement would occur outside of the creek corridors.

### Residential Development

The proposed project would add a total of 15 residential units to the City's housing stock, two of which are proposed as moderate-income affordable units. Nine (9) market rate, three-story townhouse style condominium units are proposed along the San Roque and Arroyo Burro Creek corridors generally behind Whole Foods. Four (4) two-story condo units (three market rate and one affordable) are proposed above the Circuit City building facing State Street with mountain views beyond. Parking for the residential units will be provided on the roof top of Circuit City and Whole Foods primarily as 1-car garages; however, two-car garages are provided for units # 10, 12 and 13. The creekside residential units are proposed with a minimum building setback of 25 feet from the calculated top of bank (SBMC §28.87.250) and a minimum building setback of 50 feet from the 100-year flood elevation line (the Biologist recommended top of bank). Finally, two (2) condo units (one market rate and one affordable) are proposed above the retail building located at the corner of State Street and Hitchcock Way. The corner market rate unit is proposed as a two-story unit and the affordable unit is proposed as one-story unit. One covered parking space for each of the two corner units would be provided as assigned spaces in a covered carport on the surface parking lot.

### Parking and Transportation

Parking resources for the proposed development are planned as an interconnected parking lot taking access from two locations on State Street and one location on Hitchcock Way, and as a subterranean employee parking area taking access from Hitchcock way via the truck receiving ramp. The surface parking lot would connect via a ramped driveway to roof-top parking located above Whole Foods Market and Circuit City. Parking for the proposed development is anticipated to meet parking demand (see Updated Traffic and Parking Assessment prepared ATE, dated April 18, 2006). A total of 282 standard and 6 compact parking stalls would be provided in addition to 15 accessible parking spaces for a total of 303 parking spaces. The proposed parking exceeds the parking

Currently, the project site is completely built-out with impervious surfaces and hardscape exists in all areas along the top of bank of both San Roque and Arroyo Burro Creeks. Stormwater runoff from the property is currently collected and dispersed to the creek corridors untreated. The proposed project would result in a reduction in the amount of impervious surfaces by approximately 23,300 sq. ft. and stormwater runoff will be reduced given the proposed increase in creeks setbacks, provision of new bioswales, new permeable surface areas and other site design and landscape elements intended to reduce runoff from the property and improve water quality (see additional discussion of water quality below). The proposed project includes a substantially improved drainage system that will control and convey all stormwater runoff from the property in a non-erosive manner to an appropriate point of dispersal. The proposed drainage system is also designed to retain as much stormwater onsite as possible and to treat 100% of all stormwater runoff prior to discharge.

#### Creekside Development and Water Quality

The proposed building lay-out has been designed to provide a minimum 25 foot building setback from the calculated top of bank (SBMC §28.87.250) of San Roque and Arroyo Burro Creeks where portions of the existing development currently encroach approximately 26 feet beyond the 25 foot building setback from the calculated top of bank defined per SBMC §28.87.250. In addition to providing an overall increased building setback along both creek corridors according to the calculated top of bank defined per SBMC §28.87.250, the proposed building lay-out would result in increasing the minimum building setback from the 100-year flood elevation for both creeks on the site from approximately 23 feet to a minimum of 50 feet. Minor non-habitable development encroachment into the setback areas along Arroyo Burro Creek would consist of permeable materials associated with a public pedestrian path and the required fire access lane, and columns to support the vehicle ramp providing access to the roof-top parking above Whole Foods and Circuit City. Minor non-habitable development encroachment into the setback areas along the San Roque Creek corridor would consist of permeable materials associated with a public pedestrian pathway and a County Flood Control District creek maintenance access lane, and a portion the truck receiving ramp directly adjacent to Hitchcock Way which provides access to the subterranean garage. The Flood Control creek maintenance lane is being provided at the request of the District to maintain easily accessible areas adjacent to the creeks within an existing Flood Control easement.

As discussed above, the proposed project would result in a reduction in the amount of impervious surfaces by approximately 23,300 sq. ft. and associated stormwater runoff onsite would be further reduced given the proposed increase in creeks setbacks, provision of new bioswales, new permeable surface areas and other site design and landscape elements intended to reduce runoff from the property and improve water quality. Permeable surface area is proposed for all pedestrian path, fire department and Flood Control District access lane areas along the creek corridors which will assist in natural infiltration and treatment of runoff from this portion of the site. Additional permeable areas and bioswales are incorporated throughout the project design as landscape elements. The project design includes an innovative element that will serve to siphon runoff from roof surfaces away from the creek corridors to the northerly portion of the property where bioswales will be developed to retain and treat stormwater runoff.

demand for the proposed uses providing for an approximate 10% overflow reserve should parking demand ever surpass anticipated demand. Roof-top parking above Whole Foods and Circuit City would be partially shaded with proposed container trees and trellis structures which would be fitted with solar water heating panels serving the Whole Foods Market.

In addition, to address concerns of potential project-specific and cumulative traffic impacts in the Upper State Street area, the proposed project includes the following signal phasing improvements identified in the City's Upper State Street Traffic Study: 1) altering the signal phasing at Las Positas Road and Calle Real to provide eastbound and southbound overlapping right-turn phasing and 2) altering the signal phasing at Las Positas Road and San Roque Road at State Street to provide northbound right-turn phasing, respectively.

#### Pedestrian and Bicycle Circulation

The project includes several features that would serve to improve circulation in the project area for various transportation options including new pedestrian/bicycle facilities. Three (3) public plazas and a total of 60 bicycle parking spaces (52 at-grade and 8 roof top) have been provided throughout the site and various walkways are proposed within the development to provide pedestrian connections from street frontages throughout the development to the new commercial and residential uses. The project includes a pedestrian parkway along State Street and permeable public pathways along the two creek corridors traversing the site. In addition, the project includes a proposed easement dedication to the City of Santa Barbara for a potential future pedestrian bridge connection over Arroyo Burro Creek to an adjacent property located on Hope Avenue. The proposed pedestrian bridge connection is shown for planning purposes in the most feasible location onsite in consideration of topography and vegetation constraints on each side of Arroyo Burro Creek based on field observations; however, the exact location and physical criteria of the potential bridge connection will be determined in cooperation with the City and an adjacent landowner willing to participate in completing the connection. Should the City decide to pursue a pedestrian bridge connection in the future and a willing adjacent landowner be identified to complete the connection, the bridge would provide pedestrian access across the project area from Hitchcock Way and State Street to Hope Avenue and La Cumbre Plaza. Finally, efforts to coordinate a pedestrian connection to the property located at 15. S. Hope are in-progress and conceptual plans for the adjacent redevelopment project indicated that a stairway connection located on the adjacent property to the Taco Bell site is potentially feasible and, with project implementation may serve to provide pedestrian circulation between the two properties.

#### Grading and Drainage

Grading for the proposed development is estimated at 30,500 cubic yards cut/excavation and 2,300 cubic yards of fill. The majority of the proposed cut grading is associated with excavation for the subterranean employee parking area, truck delivery and receiving area for Whole Foods and Circuit City.

Existing conditions onsite provide for no retention or treatment of stormwater. The proposed development and drainage system is designed to retain as much stormwater onsite as possible and to treat 100% of all stormwater runoff prior to discharge. The project incorporates various Best Management Practices (BMPs) into the development in addition to the permeable surfaces and bioswales discussed above including drop-inlet filters and a Vortechs stormwater treatment system for the treatment of stormwater runoff. The Vortechs system is a subsurface hydrodynamic separator that removes sediment, particles, free oil and grease and is custom-designed for site-specific conditions. Stormwater runoff from impervious surfaces not accommodated by natural infiltration is proposed to be collected and conveyed to the Vortechs stormwater treatment system and treated for an additional 80% pollutant load reduction prior to discharge via a single outlet installed on an existing culvert at Arroyo Burro Creek.

In addition, a comprehensive creek restoration and habitat enhancement plan is proposed which will include restoration and stabilization of the Arroyo Burro Creek channel, and restoration of creek banks and setback areas along both creek corridors. The proposed restoration plan includes a long-term solution to the slowly progressing bank degradation noted on Arroyo Burro Creek, which entails placing fill into the existing channel and recreating a more stable, steeper gradient for approximately 450 feet, starting from the State Street outlet culvert utilizing boulder grade controls to be placed about 50 feet apart in this stretch. A total of 800 to 900 cubic yards of material and 800 tons of rock would be placed in the creek bed to increase channel width, reducing flow depth and reducing channel scour forces. The wider channel width will then serve to accommodate bank toe planting and biotechnical stabilization techniques and the re-established creek gradient will reduce the creek's tendency to move laterally, thus ensuring greater bank toe stability. The proposed creek restoration and habitat enhancement plan also includes enhancement and extension of vegetated buffer areas along both creek corridors which consists of removal of non-native species and introduction of native plants along creek slopes. The restored creek areas and enhanced riparian habitat would provide new and restored naturally vegetated areas along both creek corridors which will serve as natural filters of stormwater runoff (see Creek Stability Analysis prepared by Questa Engineering Corporation, dated March 9, 2006; Draft Biological Resources Report and Impacts Analysis, prepared by Dudek, November 6, 2007; Preliminary Creekside Restoration, Monitoring and Maintenance Plan, prepared by Rachel Tierney, dated March 18, 2006; and the Biological Assessment prepared by Rachel Tierney, dated November 2, 2005).

#### Site Design Considerations

The proposed site design is a result of consideration of a number of development constraints imposed by existing site conditions and the needs of prospective tenants, and recent community input and recommendations of the Upper State Street Study (discussed in more detail below under Summary of Project Revisions).

Physical constraints of the site are apparent given that the site is almost entirely bound by public street frontage or the creek channels of San Roque and Arroyo Burro Creeks. In addition, a City sewer line and easement bisects the northeast portion of the property which restricts the buildable

area in the location of the easement. The project would involve a minor realignment of the southernmost portion of the sewer line and easement to the north, away from San Roque Creek, to provide buildable area with increased building setbacks from San Roque Creek. The proposed development has been designed to provide the minimum space requirements for existing and prospective tenants (Citibank, Circuit City and Whole Foods) while accommodating the various constraints of the site including appropriate development setbacks from adjacent creeks, building area restrictions along the City sewer line and easement, and increased front yard setbacks along State Street and Hitchcock Way.

As detailed above, the proposed project is sensitive to the various site constraints of the property and incorporates various innovative design elements to provide for a sustainable and green development proposal. The proposed drainage and stormwater treatment system, restored creek habitat areas including channel restoration and stabilization along Arroyo Burro Creek, and improved development setbacks from the adjacent creeks would serve to enhance water quality and biological resources of the site. In addition, the development incorporates solar water heating panels into the roof-top parking structure which would generate an alternative energy source for the proposed development.

Onsite housing, including two affordable condominium units, is included in the development and will contribute to the City's limited housing supply. The overall development proposal which would serve to enhance natural resources of the site, public amenities and pedestrian circulation, housing opportunities, and which will provide an alternative energy source for daily business operations, is distinctive of the Whole Foods approach to leading the supermarket industry in development and business dedicated to customer satisfaction and wellness, employee excellence, community support and environmental protection.

### **Summary of Project Revisions**

*Response to Staff Advisories, Planning Commission Concept Review, DART Letter Comments and Comments Generated from the Upper State Street Study*

#### Site Planning

Although many of the City's design guideline policies encourage placement of buildings on the edge of the public right-of-way, many of the Planning Commission members have indicated a desire to provide for ample building setbacks from the right-of-way on Upper State Street in conjunction with enhanced public amenities at the State Street frontage. In response to this direction, the proposed project has been revised to include public right-of-way easement dedications which will provide a total 12 foot right-of-way for sidewalk and parkway improvements along the entire site frontage of State Street and Hitchcock Way. Proposed building setbacks from State Street and Hitchcock Way are 10 feet for one-story buildings less than 15 ft. in height and 20 feet for one-story buildings greater than 15 feet in height and all two- and three-story buildings, or portions thereof, as measured from

the proposed additional public right-of-way easement dedications for 12 foot sidewalks and parkways. The street setbacks provide areas for new landscaping and public plaza connections from the street frontage sidewalks to building entrances. In addition, an approximate 20 foot wide pedestrian parkway is proposed along State Street. These street frontage and pedestrian parkway improvements will serve to provide an amenity for pedestrians and bicyclists traveling to and from the site, and will also screen all proposed surface parking area. The proposed building setbacks are consistent with the Upper State Street Design Guidelines providing for reduced building setbacks where balanced with improved community resources such as the restored open space, creek buffers, pedestrian amenities, improve circulation and connectivity, and affordable housing provided by the proposed project.

Surface parking is an existing tenant requirement for redevelopment of the project site; however, it should be noted that every effort has been made to replace the surface parking area as much as possible with subterranean parking, consistent with existing lease agreements, to comply with the Upper State Street Design Guidelines. Where surface parking is proposed, the project design places parking to the side of buildings rather than in front of buildings at street frontages, and includes elements to minimize the visibility of surface parking including generously landscaped setbacks and screen walls.

As noted at the Concept Review hearing and confirmed by Public Works staff, available building locations on this site are constrained by an existing City sewer line that traverses the property. This sewer line will be partially relocated consistent with the direction of City staff to allow new structures to be setback further from San Roque Creek. However, given the buildable area constraints of the site imposed by the existing City sewer line and the minimum space requirements of Circuit City and Whole Foods, it is most feasible and appropriate that the larger structure required to house these tenants be located away from State Street. This allows the smaller retail and commercial structures to be located along the State Street frontage and surface parking to be located toward the interior of the project site.

The project has been redesigned to provide a subterranean employee parking garage and truck receiving area for Whole Foods and Circuit City. The subterranean truck receiving area utilizes a turntable to eliminate the space needed for truck maneuvering into and from the garage for delivery services. The proposed design reduces surface hardscape needed to support truck deliveries by putting it underground, eliminates the existing truck delivery route that is located directly adjacent to San Roque and Arroyo Burro Creeks, and isolates the loading/unloading facilities from adjacent creek habitats, adjacent land uses and from public viewing areas.

Finally, the proposed project has been redesigned to increase the project parking supply beyond parking demand to provide for an approximate 10% overflow reserve should parking demand ever be exceeded onsite. The calculated parking demand for the proposed project is 283 spaces and a total of 303 parking spaces will be provided.

Public improvements, Pedestrian Friendliness and Circulation

One of the primary focuses of the proposed development is to establish direct pedestrian pathways between the public right-of-way and proposed commercial/retail and residential uses to promote efficient on-site circulation. The project has been revised in response to staff, the Planning Commission and members of the public to improve pedestrian friendliness and overall circulation in the project area.

Consistent with the Upper State Street Design Guidelines, the proposed site plan will provide a minimum 12 foot right-of-way for sidewalk and parkway improvements along the entire site frontage of State Street and Hitchcock Way. In addition, an approximate 20 foot wide, continuous pedestrian parkway is proposed for approximately 155 feet along the State Street frontage. Three (3) public plazas and a number of bike parking areas are included in the site design and various walkways are proposed within the development to provide pedestrian connections from street frontages throughout the development to the new commercial and residential uses. These project elements are consistent with the Upper State Street Design Guidelines which call for establishment of plazas and pedestrian resting places in new development, and to provide for new bicycle facilities in the Upper State Street Corridor.

As discussed above, the project includes residential units oriented along San Roque and Arroyo Burro Creeks. The project also includes pathways along the two restored creek corridors traversing the site and a proposed easement dedication to the City of Santa Barbara for a potential future pedestrian bridge connection over Arroyo Burro Creek to an adjacent property located on Hope Avenue. The creekside pedestrian pathway improvements and easement dedication are intended for passive public use. No structures or specific recreational uses along the creek corridors are proposed. In addition, an east-west pedestrian connection to 15 S. Hope has been shown on the project plans up to the subject property boundary with the anticipation that this connection may be implemented in coordination with the adjacent property owner. These project components are consistent with the Upper State Street Design Guidelines providing for orientation of new development toward City creeks and provision of creekside paths, paseo connections between commercial and residential developments, and passive open spaces.

It should be noted that the Updated Traffic and Parking Assessment for the Circuit City Commercial Center Redevelopment Project, prepared by ATE, dated April 18, 2006, clearly indicates that the proposed development will not have a significant adverse impact on parking resources or vehicular circulation in the project area. Nonetheless, the proposed development has been revised in response to a number of comments and concerns from the Planning Commission, City staff and members of the public about the existing need for public amenities and alternative support facilities for alternative transportation in the Upper State Street area. The proposed project has therefore been revised to include the various public areas described above and additional pedestrian access opportunities within the proposed development. In addition, to address concerns of potential project-specific and cumulative traffic impacts in the Upper State Street area, the proposed project includes the following signal phasing improvements identified in the City's Upper State Street Traffic Study: 1)

altering the signal phasing at Las Positas Road and Calle Real to provide eastbound and southbound overlapping right-turn phasing and 2) altering the signal phasing at Las Positas Road and San Roque Road at State Street to provide northbound right-turn phasing, respectively.

#### Creek Setbacks, Restoration, Environmental Building Design

Consistent with the Upper State Street Design Guidelines, the proposed project includes a comprehensive creekside restoration and management plan that includes reduced impermeable surfaces adjacent to the creeks onsite and throughout the project, increased building setbacks and restored creek buffers, and a state-of-the-art stormwater management plan. Please refer to the Creek Stability Analysis prepared by Questa Engineering Corporation, dated March 9, 2006; Draft Biological Resources Report and Impacts Analysis, prepared by Dudek, November 6, 2007; the Preliminary Creekside Restoration, Monitoring and Maintenance Plan, prepared by Rachel Tierney, dated March 18, 2006; and the Biological Assessment prepared by Rachel Tierney, dated November 2, 2005 for details of the proposed Creekside Restoration Plan.

Per staff's request, a detailed geotechnical, geomorphic, and hydrologic creek analysis was prepared by Questa Engineering for both creek corridors on the project site. The analysis includes recommendations for stabilizing the creek banks and creek bed of Arroyo Burro Creek using biotechnical methods where determined necessary and feasible. All recommendations of the analysis have been incorporated into the proposed project including a comprehensive rehabilitation plan for Arroyo Burro Creek as well as detailed restoration recommendations for San Roque Creek.

The proposed project was also revised to include a subterranean garage and truck receiving facility which would eliminate the existing truck delivery route and loading/unloading areas adjacent to San Roque Creek. In addition, the at-grade private outdoor living areas for the residential units previously proposed adjacent to the San Roque Creek corridor have been removed and relocated to the roof top and, with permission of the Fire Department, the truck turnaround area at the creek confluence eliminated to provide additional level area for creekside restoration.

In addition, in response to a request made by the County Flood Control District, the applicant team has coordinated with District personnel to meet their requirement that a hard surface area be maintained (as it is today) to provide readily accessible areas within the existing Flood Control easement for creek maintenance. The fire department access lane will serve this purpose along Arroyo Burro Creek and a coordinated effort has resulted in a project design that still permits for the removal of the existing asphalt paving adjacent to San Roque Creek, to be replaced with a permeable surface area for Flood Control access, and the balance of the creekside area restored as indicated on the project plans.

Permeable surface area is proposed for pedestrian paths and the fire access and Flood Control creek maintenance lanes along the creek corridors which will assist in natural infiltration and treatment of runoff from these portions of the site. In addition, the creekside restoration and habitat enhancement plan is proposed along both creek corridors which would serve as natural filters of

stormwater runoff. The proposed increase in creek setbacks and the creekside restoration and habitat enhancement plan are designed to address potential issues related to bank stability, erosion control, water quality and protection and enhancement of biological resources, fire management, and establishing new passive pedestrian use of the project site.

Finally, per the direction of the Planning Commission, additional solar water heating panels have been added to the roof top parking areas above Circuit City and Whole Foods Market. The proposed development includes roof top trellises with solar panels which will generate an alternative energy source for the proposed development.

### Housing

The proposed development was further revised to include onsite housing in response to comments received by the Commission and public at the Concept Review Hearing. As described in detail above, the proposed project would add a total of 15 residential units to the City's housing stock, two of which are proposed as middle-income affordable units.

On behalf of Regency Centers, Whole Foods and the rest of our project team, I would like to thank the Commission for its time and consideration, and respectfully request the Commission's support of the requested approvals for the State and Hitchcock Center Re-Development Project.

Sincerely,



April Verbanac  
Dudek

cc: Michael Besancon, Whole Foods Market  
Erwin Bucy, Regency Centers  
Edgar Pejoro, Regency Centers  
Jim Cary, Cary Architects  
Brian Cearnal, Cearnal Andrulaitis Architects LLP  
Doug Fell, Fell, Marking, Abkin, Montgomery, Granet & Raney LLP  
Susan Van Atta, Van Atta Associates Inc.  
Steve Wang, Penfield & Smith  
Scott Schell, Associated Transportation Engineers



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

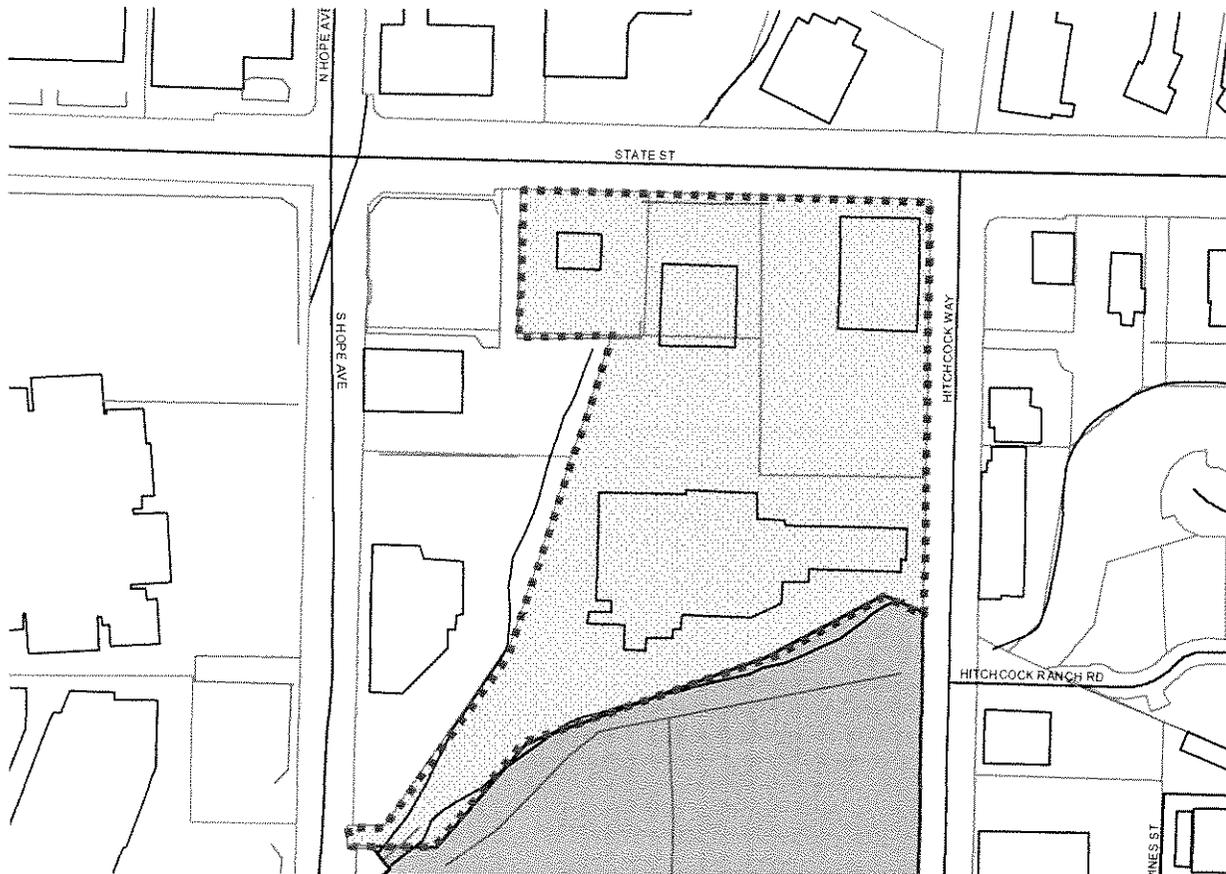
**REPORT DATE:** July 11, 2005  
**AGENDA DATE:** July 14, 2005  
**PROJECT ADDRESS:** 3757-3771 State Street (MST2005-00156)  
**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470  
Jan Hubbell, AICP, Senior Planner  
Trish Allen, Associate Planner

### **I. PROJECT DESCRIPTION**

The project site totals 3.54 acres and includes four contiguous parcels located at the southwest corner of State Street and Hitchcock Way. The properties are currently developed with 58,325 square feet of commercial space within several separate buildings, and contain tenants such as Citibank, Circuit City, Weight Watchers and Taco Bell. San Roque Creek bounds the site to the south and Barger Canyon Creek bounds the site on the west.

The proposed project involves demolition of all existing structures on site and construction of four new one-story commercial/retail buildings (maximum height of 28 feet) totaling 69,581 square feet. Potential occupants of the buildings include Whole Foods Market, Citibank and Circuit City, as well as other retail and commercial uses. New surface parking is proposed as well as rooftop parking above the Whole Foods building, for a total of 281 parking spaces. The project would also include grading and drainage improvements, creek habitat restoration and public improvements.

As currently proposed, the discretionary applications required for this project would be: a Development Plan for 67,226 square feet of development in the C-P Zone (SBMC §28.54.120); a Development Plan for a net increase of 8,901 square feet of non-residential development from the minor and small addition categories (SBMC §28.87.300); a Transfer of Existing Development Rights for Measure E purposes (SBMC §28.95.030); a Modification to provide less than the required number of parking spaces (SBMC §28.90.100); a Modification of the required front yard setback along State Street (SBMC §28.54.060 and 28.45.008); a Modification of the required front yard setback along Hitchcock Way (SBMC §28.45.008); Design Review by the Architectural Board of Review for nonresidential development (SBMC §22.68.040); Historic Landmarks Commission review and approval of the Phase 1 Archaeological Resources Report; and a Lot Merger of three contiguous parcels (SBMC Chapter 27.30).



## **II. PRE-APPLICATION REVIEW**

The project was submitted to the City's Pre-Application Review Team (PRT) process on March 15, 2005. The primary issue areas identified in the PRT letter were: site design, creek setbacks and biological resources, parking and circulation, and public improvements (refer to Exhibit E for PRT letter). Staff met with the project proponents on May 3, 2005, to discuss the content of the PRT letter. Staff recommended Concept Review by the Planning Commission to receive early feedback on the adequacy of the creek setback and proposed improvements within that buffer area, policy consistency with the City's Urban Design Guidelines and Circulation Element and potential public improvements.

This project has not yet been reviewed by the Architectural Board of Review (ABR).

## **III. ENVIRONMENTAL REVIEW**

The PRT submittal package included a Phase I Traffic and Parking Assessment prepared by Associated Transportation Engineers, dated March 15, 2005, and a Biological Assessment prepared by Rachel Tierney Consulting, dated March 14, 2004. Staff requested revisions to the Traffic and Parking Assessment to include a recalculation of the required parking per the Zoning Ordinance, a distribution analysis to determine potential impacts to area intersections, and a Transportation Demand Management plan to reduce employee parking demand. Staff also requested more clarification regarding the Biological Assessment. The analysis generally concluded that implementation of the proposed project would result

in an overall benefit in terms of protection of biological resources and water quality due to the increase in structural setback and proposed drainage improvements as compared to the existing condition (please refer to PRT letter for specific additional details requested). The PRT review concluded that the following technical reports are required for the project to proceed: a Phase I Archaeology Report, a soils report with preliminary foundation recommendations, an engineering geology report to address creek bank stability, and an environmental site assessment. The environmental determination has not been made for this project, although Staff anticipates the preparation of an Initial Study once the application has been deemed complete in order to analyze the project's potential environmental impacts.

#### IV. ISSUES

##### A. CREEKS

The majority of the project site is completely developed with various commercial buildings and pavement. The creeks that border the site both have natural bottoms and various bank reinforcements that include gabion walls, large ungrouted boulders, and wire revetment. Downstream from the site, the creeks converge and enter a concrete channel; upstream, Barger Canyon Creek runs within a 12 foot culvert under the northwestern portion of the subject property, is underground beneath State Street, and daylights north of San Remo Drive. Upstream, San Roque Creek is contained in a channel with a natural bottom east of the project site, but maintains a minimal vegetated buffer through the residential neighborhoods.

The purpose of creating a creek setback area is to address several issue areas including, flood protection, bank stability, erosion control, aesthetics, protection and enhancement of biological resources, support of fire management strategies, increased recreational opportunities, improvement of water quality, and supplementing groundwater recharge.

The Conservation Element of the General Plan contains an extensive discussion regarding creek related issues. The Conservation Element identifies the importance of creek management and recognizes that there should be a balance between urban development and resource protection. The Conservation Element states:

*The absence of creek management in the past has resulted in alteration of creek environments through practices such as concrete channelization, defoliation of riparian vegetation, and dumping of debris into creeks. These actions and some creekside construction activities severely detract from the creek's visual value and indirectly contribute to degradation of the coastal environment as well. (pg. 10)*

The Element contains general planning goals, policies, and implementation strategies as a means to achieve consistent planning. The document recognizes that, while full implementation of the policies would be the most desirable, there are often competing demands for preservation, enhancement, development and conservation. The GP goals, policies, and implementation strategies that speak to development in the creek area include the following:

##### Goal

*Restore where feasible, maintain, enhance, and manage the creekside environments within the City as visual amenities, where consistent with sound flood control management and soil conservation techniques.*

Policy

*Development adjacent to creeks shall not degrade the creeks or their riparian environments.*

Implementation Strategies

*Developments which require retaining walls or other topographic modifications of the creekside environment should not be permitted unless consistent with sound flood control management and soil conservation techniques.*

The project proposes approximately a 50 foot structural setback measured from the 100 year water surface elevation. Staff requested that the applicant indicate the calculated top of bank per SBMC §28.87.250 on the plans. The site survey prepared by Waters Land Surveying dated October 2004, indicates the surveyed toe of slope (green), the 100 year water surface elevation (black), and the calculated 1 ½ H:1 V slope (red).

The 50 foot setback includes three areas: the riparian restoration area, a vegetated filter strip, and a driveway constructed from permeable pavers. The three areas range in width within the structural setback area. At the driveway entrance off of Hitchcock Way, adjacent to San Roque Creek, the restored area would be 4 feet wide, the vegetated strip would be 6 feet wide and the paved area would be 40 feet wide. Further down the service driveway, at the transition between Circuit City and Whole Foods, the restored area would be 22 feet, the vegetated filter strip would be 10 feet, and the paved area would be 35 feet. At the loading area for Whole Foods, the restored area would be 8 feet, the vegetated filter strip would be 12 feet and the paved area would be 30 feet.

Along the Barger Canyon Creek portion of the site, the project proposes a 50 foot structural setback from the 100 year line. At the southwest corner of the new structure, the setback includes approximately 12 feet of restored area, a 6 foot vegetated filter strip, and 44 feet of pavement. Further toward the north the restored area would be 5 feet wide and the vegetated filter strip would be 44 feet; at this point, the auto ramp to access the upper parking deck is proposed to extend over the vegetated filter strip for a distance of 30 feet, leaving an unobstructed 10 foot wide strip and a maximum of 10 feet of restored area.

Although the proposed project would clearly improve the existing conditions relative to the increase in the creek buffer and extensive water quality improvements, Staff has concerns regarding the adequacy of the buffer area and policy consistency relative to development adjacent to creeks. The buffer area includes permeable pavement to be used as a driveway, primarily behind the structures adjacent to San Roque Creek and an auto ramp above the vegetated area adjacent to Barger Canyon Creek. Additionally, a project is also proposed across Barger Canyon Creek at 15 S. Hope Avenue. Staff is encouraging the two applicants to work together. This would result in a consistent approach and could potentially maximize benefits to the creek.

Staff would like feedback on the question of the methodology used to establish the top of the creek bank, allowing the existing bank reinforcements and retaining wall to remain, and laying the creek banks back to create a more natural bank. Even though the methodology outlined in the Zoning Ordinance is required only for Mission Creek, for consistency, staff has used the

The Upper State Street Area Design Guidelines are also applicable in this area and will be considered by the Architectural Board of Review (ABR) in their review of the project. The following site planning guidelines would be applicable to this project and should be considered in your review:

- Parking is preferred behind the building rather than fronting on the street;
- Ease and safety of ingress and egress;
- Building setbacks should be in scale with their height and mass, and should respect the setbacks of adjacent buildings;
- Buildings must have human scale; and
- Structures should be designed so as to lead the neighborhood toward designs that are harmonious with the City's distinctive built environment.

Given the many policies and guidelines that the City has with regard to appropriate urban design, staff has concerns that the proposed site layout does not achieve these goals and may therefore be inconsistent with City goals for new development.

There are, however, other site constraints, such as the creeks, that create a "tug-of-war" with respect to balancing City policies related to creek protection and urban design.

While specific elements of the project, and their compatibility with the neighborhood, will be discussed in more detail at future ABR hearings, staff would appreciate the Commission's comments with respect to the overall site design, street presence, and mass, bulk, and scale of the project.

### **C. PUBLIC IMPROVEMENTS**

Staff is recommending sidewalk and parkway improvements along both frontages of the site. Along State Street, an eight-foot wide sidewalk and a four-foot wide landscaped parkway are recommended, which will require a street easement dedication for the public improvements. Along Hitchcock Way, a 10-foot wide sidewalk with intermittent tree wells within that 10 foot wide space is required. This is essentially the same as the existing condition. Feedback on the appropriateness of these improvements, particularly the recommended widths of sidewalk and parkway, would be appreciated, especially with regard to potential impacts on building proximity to the sidewalk and the front yard setback modification requests.

The applicant has identified an existing sewer line that runs across the site as a site constraint with regard to building location. In the PRT review, staff determined that it is feasible to relocate the sewer line entirely within the public right-of-way. The applicant has since provided additional information on the feasibility of such a relocation, and City staff has agreed that the cost and potential risk associated with a total sewer line relocation are not warranted in this case, so only a short length of sewer line will be relocated in addition to rehabilitation of one existing manhole and installation of several new sewer manholes. Feedback from the Planning Commission on this determination would be appreciated.

### **V. SUMMARY**

The purpose of this hearing is to provide the applicant with feedback as they work towards the

same approach for all creeks in the City. The Biological Assessment prepared for the project concludes that the project proposes an improvement as compared to the existing conditions and, therefore, does not identify project impacts to biological resources. This conclusion may be valid from an environmental impact analysis standpoint, but it does not respond to the policy considerations outlined above.

**B. SITE LAYOUT**

The proposed project site plan locates buildings in approximately similar locations as the existing site layout. Overall, this layout is inconsistent with the City's Urban Design Guidelines and Circulation Element policies that recommend buildings be located at the street and discourages locating surface parking lots at the street frontage.

The following is a list of some relevant Urban Design Guidelines:

<i>Chapter 3 Goals</i>	<i>Encourage pedestrian activity on the street through building design. Frequent building entrances, windows at pedestrian height, and outdoor activity spaces create a lively, pedestrian-friendly environment along public streets.</i>
<i>3.1.5</i>	<i>Corner buildings shall exhibit a strong visual and functional connection with the sidewalks of adjacent streets...</i>
<i>3.2.4</i>	<i>Where appropriate and consistent with neighboring development, locate new buildings on the edge of the public right-of-way to define the sidewalk line.</i>
<i>4.4.1</i>	<i>Establish direct pedestrian pathways between buildings to promote efficient on-site circulation.</i>
<i>8.1.1</i>	<i>Locate surface parking lots away from the street edge to minimize visual effects on the streetscape. Surface parking lots should be located behind habitable buildings and toward the interior of blocks.</i>
<i>8.1.2</i>	<i>If a surface parking lot must abut a street edge, minimize the amount of street frontage devoted to the lot by locating the lot to the side of the building rather than between the building and the street.</i>
<i>8.1.5</i>	<i>Provide direct pedestrian access to building entrances from each exposed street frontage and/or adjacent pedestrian facility. Pedestrians entering from the sidewalk shall not be required to walk through a surface parking lot to enter a building.</i>
<i>9.1.2</i>	<i>Locate service and equipment areas to minimize visibility from public spaces...</i>
<i>9.1.3</i>	<i>Locate loading/unloading and utility areas to minimize conflicts with pedestrian and vehicular circulation.</i>

As the majority of the building mass is located at the rear of the site and there is a substantial parking lot that would be located at the street, the project does not comply with many of the above-listed design guidelines.

The Circulation Element (Policy 13.4.2) recommends that buildings be oriented toward pedestrian activity through methods such as orienting building facades toward streets and sidewalks, reducing or eliminating setbacks for non-residential uses, and placing parking lots behind buildings or underground, if feasible.

ultimate goal of reaching an appropriate and supportable site plan that meets the City's goals as well as the goals of potential commercial tenants in these spaces.

Exhibits:

- A. Applicant's Letter dated July 6, 2005
- B. Letter from Whole Foods Market, dated June 14, 2005
- C. Site Plan
- D. Biological Study dated May 13, 2005
- E. PRT letter dated April 26, 2005

Upper State Street Study and City Council Resolution adopted May 8, 2007  
(previously provided, available upon request)

