



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** January 29, 2015  
**AGENDA DATE:** February 5, 2015  
**PROJECT:** 251 S. Hope Avenue (MST2014-00142)  
 "The Gardens of Hope"  
**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470, extension 4550  
 Renee Brooke, AICP, Senior Planner *RLB*  
 Daniel Gullett, Project Planner *DAG*

### I. CONCEPT REVIEW

The City received a request from the Housing Authority of the City of Santa Barbara and Garden Court Inc. for a second Planning Commission concept review in order to provide feedback on four design alternatives on the vacant, 1.76 acre lot at 251 S. Hope Avenue. The alternatives would provide 90 to 93 units of affordable senior housing and 27 to 40 parking spaces. One of the design alternatives includes fourth story elements; the other three alternatives are proposed to be three stories.

The purpose of this concept review is to allow the Planning Commission and the public an opportunity to review the design alternatives at a conceptual level and provide the applicant and staff with feedback and direction regarding the proposed land use and design. The opinions of the Planning Commission may change or there may be ordinance or policy changes that could affect the project that would result in requests for future project design changes.

**No formal action on the project will be taken at the concept review meeting, nor will any determination be made regarding environmental review of the project.**

### II. REQUIRED APPLICATIONS

As proposed, the discretionary land use applications required for these project alternatives would be:

- A. A Specific Plan Amendment to allow Community Benefit Housing and Recreation/Open Space on the subject parcel (Area A-2 of the Rancho Arroyo Specific Plan) (SBMC §28.08.010);
- B. A Zone Change from E-3 (One Family Residence Zone) to R-3 (Limited Multiple Family Residence Zone) on the subject property (SBMC Chapters 28.10 and 28.92);
- C. A Lot Area Modification to allow for 90-93 units on the subject property (SBMC §28.92.110);
- D. A Front Setback Modification to allow the building to encroach into the required 20-foot third- and fourth-story front setback (SBMC §28.92.110); and
- E. A Parking Modification to allow less than the required number of parking spaces (SBMC §28.92.110).

**III. RECOMMENDATION**

The project design alternatives are being presented to the Planning Commission for concept review and comments only. No formal action may be taken on the project at this hearing. Staff recommends that the Commission review the Housing Authority's design alternatives, consider the issues outlined in this report and the attached applicant letter, and provide comments and direction.

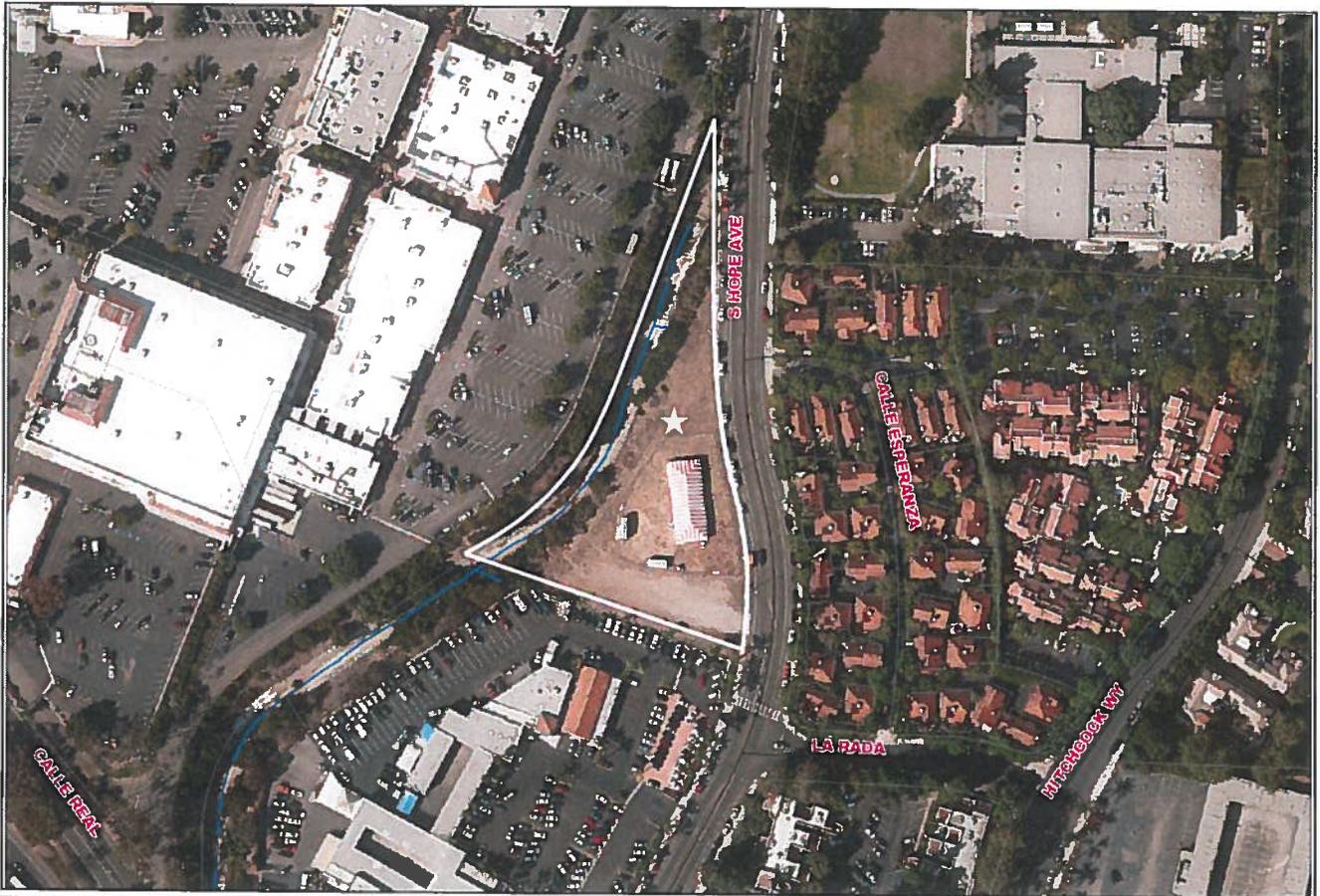


Figure 1: Project Vicinity

**IV. SITE INFORMATION**

<b>Applicant:</b>	Peikert + RRM Design Group		
<b>Property Owner:</b>	Housing Authority of the City of Santa Barbara		
<b>Site Information</b>			
<b>Parcel Number:</b>	051-240-008	<b>Lot Area:</b>	1.76 acres
<b>General Plan:</b> Commercial/Medium High Density Residential (15-27 units per acre)	<b>Zoning:</b> E-3 (Single Family Residential)/P-D (Planned Development)/SD-2 (Upper State Area Overlay)/SP-4 (Rancho Arroyo Specific Plan)		
<b>Specific Plan:</b>	SP-4 (Rancho Arroyo Specific Plan) Area A-2		
<b>Existing Use:</b>	Vacant		
<b>Adjacent Land Uses</b>			
<b>North</b> – La Cumbre Plaza		<b>East</b> – Multi-family Residential	
<b>South</b> – Auto Dealership		<b>West</b> – La Cumbre Plaza	

**V. BACKGROUND**

The Rancho Arroyo Specific Plan, adopted by City Council in November 1984, was intended to guide the development of approximately 25 acres in the vicinity of Hope Avenue and Hitchcock Way. The goals of the Specific Plan, stated in the adopting resolution, were to: (1) improve and extend the circulation system in the area; (2) provide housing, including affordable housing; and (3) provide additional land for auto dealerships. The Specific Plan has resulted in two auto dealerships (Area A-1); 112 affordable senior apartments (Area B-1); 136 condominiums (Areas B-2 and C); extensions of Hope Avenue, Hitchcock Way, and Calle Real; land dedication for the Highway 101/Hope Avenue hook ramps; and other public street improvements. The Specific Plan was almost fully built out in the 1980s and 1990s. Area A-2 (the subject property) was never developed and is the only remaining vacant lot in the Rancho Arroyo Specific Plan area.

The Specific Plan’s goal of providing additional land for auto dealerships was a response to the impending displacement of downtown dealerships by the Crosstown Freeway project and the recognition of auto sales revenues as an important economic contributor to the City. To achieve that goal, the Specific Plan restricted the development of Areas A-1 and A-2 (the subject property) to auto dealerships and ancillary facilities only. These locations were recognized as desirable for auto dealerships due to the proximity to the freeway, major arterials, and existing auto dealers. All new automobile dealerships are limited to the Planned Development (P-D) Zone, which is a contiguous area in the vicinity of Calle Real, Hope Avenue, and Hitchcock Way that includes Areas A-1 and A-2.

The limitation on uses, the shape and orientation of the subject parcel, required building setbacks, an earthquake fault, a public trail easement, and Arroyo Burro Creek have limited the parcel’s development potential. In 2013, the previous property owner requested that City Council initiate a Specific Plan Amendment to expand the uses to allow for an

Alzheimer's/Senior Care Facility on the property, stating that the parcel is too small and constrained to accommodate an auto dealership. The property owner also requested a pre-application review of such a proposed facility at that time.

On October 8, 2013, City Council initiated an amendment to the Rancho Arroyo Specific Plan to expand the list of allowed uses only on the subject property (Area A-2) to include a State-Licensed Senior Residential Care Facility with a Conditional Use Permit, Community Benefit Housing, and Recreation/Open Space. City Council also initiated a Zone Change for the subject property from E-3 (One Family Residence Zone) to R-3 (Limited Multiple Family Residence Zone).

The Housing Authority of the City of Santa Barbara (Housing Authority) purchased the property in April 2014. On October 9, 2014, the Planning Commission held a concept review of a proposal similar to the layout in Site Plan 1 at the request of the Housing Authority (Meeting minutes included as Exhibit B). Planning Commissioners stated that affordable housing was the best use of the parcel and supported a Specific Plan Amendment and Zone Change to allow it. The majority of the Commission supported the requested Lot Area Modification to allow for additional residential density and the Front Setback Modification for encroachment of the third story into the 20-foot front setback. The majority of the Commission also supported the Arroyo Burro Creek setback as shown on the conceptual plans (approximately 25 feet) pending the outcome of the Questa Engineering Corporation analysis of the feasibility of removing the concrete creek channel and restoring the creek. Commissioner Jordan requested information on the financial implications of having fewer units on this property in order to provide additional creek setback area. In response, the Housing Authority provided an analysis of the operating costs of an 86-unit project and a 90-unit project (attached as Exhibit C).

## **VI. GENERAL PLAN CONSISTENCY**

City Council must find Specific Plan Amendments and Zone Changes consistent with the General Plan for approval. Exhibit D includes a comprehensive list of relevant General Plan goals, policies, and implementation strategies. A brief summary is provided below.

### ***Environmental Resources Element***

The Environmental Resources Element provides policies for protection and restoration of creeks and their riparian corridors to improve biological values, water quality, open space and flood control in conjunction with climate change adaptation. It includes implementation actions adopted with the 2011 General Plan to mitigate impacts of development on creek and riparian habitats. Implementation actions call for removal of existing concrete lining from creek channels and for restoring or daylighting at least 0.5 miles of surface water drainages by 2030. The General Plan specifically identifies the segment of Arroyo Burro Creek on the subject property as a priority area for restoration.

The Environmental Resources Element also includes an implementation action that calls for creek setback standards of greater than 25 feet from top of bank for new structures adjacent to creeks. In the establishment of standards, it says to consider surrounding jurisdictions' setbacks (Goleta, Carpinteria, and Santa Barbara County), and the Santa Barbara County Flood Control District's general recommendation of setbacks for new development of at least 50 feet from top

of bank. Santa Barbara County allows for a reduction of up to 25 feet where hard bank protection is present. For new development closer than 50 feet to the top of bank, it calls for creek bank stabilization through planting of native trees and shrubs on and above creek banks.

Finally, the Environmental Resources Element includes an implementation action to establish design guidelines for creekside development such as measures to orient development towards creeks and better incorporate creeks as part of landscape and open space design.

### ***Housing Element***

The Housing Element includes multiple policies and implementation strategies encouraging and facilitating the development of affordable senior and special needs housing.

### ***Land Use Element***

The Land Use Element includes a policy to prioritize the use of available resource capacities for affordable housing for extremely low, very low, low, moderate, and middle income households over all other new development, and an implementation strategy to develop incentives in the form of flexibility in densities or standards for affordable housing projects.

The Land Use Element also calls for enhancement of community character and includes an implementation action to ensure that proposed buildings are compatible with the surrounding built environment by considering the context of the proposed structure in relation to surrounding uses and parcels along the entire block, and ensuring the proposed development preserves key visual assets of the block.

## **VII. MID-ARROYO BURRO RESTORATION FEASIBILITY ANALYSIS**

To further the General Plan direction to prioritize restoration of the segment of Arroyo Burro Creek adjacent to the subject property, City Council funded a contract with Questa Engineering Corporation to analyze the feasibility of removing the concrete channel between Hope Avenue and Calle Real and restoring this reach of creek to improve water quality, wildlife habitat and aesthetics without increasing flood risk or erosion on the creek channel.

The Mid-Arroyo Burro Restoration Feasibility Analysis Technical Memorandum was completed November 4, 2014 and is attached as Exhibit E. The analysis included initial modeling to test the effects of Arroyo Burro Creek restoration on the flood control conditions in the channel. The analysis concludes that removing the concrete lining and restoring approximately 900 feet of this reach of Arroyo Burro Creek is feasible with structural flood control features (such as floodwalls or overflow weirs) along the eastern (project) side of the creek to maintain or improve current levels of flood protection. The modeling showed that small adjustments in channel bank slopes and channel configuration had only minor impacts on flood surface elevations and floodwall heights. Three possible channel configurations with different slope angles and channel widths are included in the memorandum.

## **VIII. SITE PLAN ALTERNATIVES**

City Creeks Division staff have recommended a minimum 25 foot setback from the top of bank of Arroyo Burro Creek for the creekside trail required by the Rancho Arroyo Specific Plan and a minimum 50 foot setback from the top of the bank for all other development. City staff informed the previous applicant and the Housing Authority that improvements to the creek

were anticipated and included in the City Capital Improvement Program. Creeks staff members have indicated that a building on this site with a setback less than 50 feet from the creek bank would not fulfill Creeks Division goals for restoration, and therefore may preclude the Arroyo Burro Creek restoration prioritized in the General Plan.

In response to the Mid-Arroyo Burro Restoration Feasibility Analysis and discussions with staff, The Housing Authority prepared four conceptual alternative site plan designs for consideration by the Planning Commission. The alternatives are included with the applicant letter in Exhibit A and summarized below.

Alternative	Creek Setback To Building	# of Stories	Units	Parking Spaces
1	25 feet	3	90	33
2	50 feet	3	90	27
3	50 feet	4	93	40
4	25 feet	3	90	33

*Alternative 1*

This alternative includes the three-story building design reviewed by the Planning Commission in October 2014 with its footprint shifted four to five feet toward Hope Avenue and parking retained on the south side of the building. Advantages of this site design include: building articulation and landscaping along Hope Avenue to promote neighborhood compatibility; a large building setback from the auto dealership; a single curb cut limiting on street parking loss and driveway conflicts; and an economical building design with no parking garage. The major disadvantage of this design is that it may preclude restoration of Arroyo Burro Creek.

*Alternative 2*

This alternative also includes the three-story building design reviewed by the Planning Commission in October 2014 with the building footprint shifted to the south and east and parking relocated to the creek side of the building with one-way vehicle circulation around the building. Advantages of this design include: a 50-foot creek setback to the building; building articulation and landscaping along Hope Avenue to promote neighborhood compatibility; a large building setback from the auto dealership; two smaller curb cuts limiting on street parking loss and driveway conflicts; and an economical building design with no parking garage. Disadvantages of this alternative include: inefficient design of parking and circulation with a larger area of paving; surface parking spaces located eight feet from the creek top of bank limiting the value of habitat restoration and the quality of the public trail; and a lack of usable open space on the creek side of the building. This alternative also provides six fewer parking spaces than Alternatives 1 and 4.

### *Alternative 3*

This alternative includes a redesigned building with a parking garage and a fourth story set back from Hope Avenue. This configuration includes three additional units with all units located above the ground floor; 7-13 more parking spaces compared to the other Alternatives; and a smaller setback from the auto dealership. Advantages of this site design include: three additional dwelling units for frail and elderly seniors; a 50 foot creek setback to the building, allowing for creek protection and restoration identified in the General Plan; building articulation and landscaping along Hope Avenue to promote neighborhood compatibility; more creekside open space for residents; and potential for additional open space on a roof deck. Disadvantages of this four-story design include: additional costs to construct the parking garage and fourth story; potential neighborhood concerns with building height; newly added surface parking spaces are proposed eight feet from the creek top of bank limiting the value of habitat restoration and the quality of the public trail; loss of street parking and increased driveway conflicts along Hope Avenue resulting from four curb cuts.

### *Alternative 4*

This alternative includes the three-story building design reviewed by the Planning Commission in October 2014 with its footprint reversed compared to Alternatives 1 and 2 and shifted four to five feet toward Hope Avenue, and with parking retained on the south side of the building. Advantages of the site design include: creekside open space for residents, a large building setback from the auto dealership; a single curb cut limiting on street parking loss and driveway conflicts; and an economical building design with no parking garage. Disadvantages of this design include: minimal building articulation, open space and landscaping along Hope Avenue and possible preclusion of Arroyo Burro Creek restoration.

### *Staff Design Recommendations*

Staff appreciates the Housing Authority considering alternative site designs and continuing the conversation with the Planning Commission on the future of this reach of Arroyo Burro Creek. The four design concepts are a good initial attempt to find a design solution for this site; however, staff believes that other project alternatives may better balance General Plan policies on housing, environmental resource management, and neighborhood compatibility and still meet the Housing Authority's objectives of providing 90+ units of affordable senior housing.

A 50-foot creek setback would provide enough space on this parcel to allow the City to implement the Arroyo Burro restoration project identified as a priority in the General Plan. A larger creek setback would also provide for a higher quality public trail along the creek with improved habitat value and water quality benefits, and for additional creekside open space that would benefit Housing Authority residents.

Staff believes this site can accommodate a four-story project within the 45-foot height limit that is sensitive to, and compatible with, the surrounding neighborhood. Staff encourages the Housing Authority to continue studying four-story design concepts that provide for creek restoration with minimized driveway area and no more parking than demanded by the use.

**IX. OTHER ISSUE AREAS**

Staff recommends that the Planning Commission also consider the following issue areas for this review:

***Sidewalk Improvements***

At the October 2014 Concept Review, the majority of the Commission stated that a reduction in sidewalk width could be supported if it allowed for a greater creek setback. Each of the four design alternatives includes a 3.5-foot parkway and 6-foot-wide sidewalk. The plan submitted for the October Concept Review included a 4-foot-wide landscaped parkway and a 10-foot-wide sidewalk. Staff previously requested a 4-foot-wide parkway and an 8-foot-wide sidewalk along the Hope Avenue street frontage of the project, with the associated right-of-way dedicated to the City by the owner for consistency with the Pedestrian Master Plan. Front setbacks are taken from the resulting Hope Avenue right-of-way line, after necessary dedications to the City for the addition right of way to accommodate the sidewalk.

***Parking Modification***

At the October 2014 Concept Review, the majority of Commissioners stated that they could support a Parking Modification pending the outcome of a Parking Demand Study. The Housing Authority's preferred project alternative (Alternative 1) requires a Parking Modification to provide 33 uncovered parking spaces instead of the required 45 uncovered parking spaces (1/2 space per unit for each of the low income senior apartment). To approve the Parking Modification, the Planning Commission must find that the project will not cause an increase in the demand for parking or loading space in the immediate area. Lower rates of automobile ownership and reduced parking demand are expected from the intended frail elderly residents. The Housing Authority provided information on parking demand at the original Garden Court property at 1116 De la Vina, which serves a similar population (Exhibit F). The original Garden Court provides 28 parking spaces for 98 units and has a reported demand of 32 spaces for a ratio of 0.33 spaces per unit. In comparison, Site Plan Alternatives 1 and 4 provide 0.38 spaces per unit, Alternative 2 provides 0.30 spaces per unit and Alternative 3 provides 0.43 spaces per unit.

**X. DESIGN REVIEW**

As reported at the October 2014 Concept Review, a project similar to Alternative 1 was reviewed in concept by the Architectural Board of Review (ABR) on April 14, 2014 (meeting minutes are attached as Exhibit G). Several neighbors provided public comments expressing concerns with traffic generation, parking on Hope Avenue, and the size, bulk, scale, and height of the building. ABR expressed general appreciation of the siting of the project, but found the project to be too massive, and suggested a reduction in the size, bulk, and scale of the building as seen from the street. ABR suggested breaking the massing by removing end units on the third floor, adding tile roofs at the porches and balconies, and adding a tile roof at the third story mansard to preserve the flat roof for photovoltaic equipment. ABR also asked for landscape screening for parking areas.

Knowing that the City would be exploring the possibility of creek restoration in this reach, ABR asked for comments from Creeks Division staff on the proposed creek setback prior to the

project returning for further ABR review. The ABR has not reviewed any of the alternatives submitted for the second Planning Commission concept review.

**XI. NEXT STEPS**

Following the Planning Commission concept review, the applicant would prepare a formal application for review by staff, and return to ABR for continued concept design review. Upon acceptance of a complete project application, staff would commence environmental review. The project would be scheduled for future public hearings before the Planning Commission and City Council. The Planning Commission would take action on the requested Lot Area, Setback, and Parking Modifications and provide recommendations to City Council regarding the Specific Plan Amendment and Zone Change. City Council would then take action on the recommended Specific Plan Amendment and Zone Change. Approval of a Specific Plan Amendment or Zone Change requires affirmative votes of five members of City Council.

Exhibits:

- A. Applicant's letter, dated December 22, 2014
- B. Planning Commission Minutes of October 9, 2014
- C. Required Economies of Scale for Proposed Gardens on Hope Project, dated January 7, 2015
- D. Relevant General Plan Goals, Policies, & Implementation Strategies
- E. Questa Engineering Corporation Report, dated November 4, 2014
- F. Parking Analysis for Proposed Gardens of Hope Project, dated December 31, 2014
- G. Architectural Board of Review Minutes of April 14, 2014





December 22, 2014

Honorable Planning Commission  
c/o Dan Gullet  
City of Santa Barbara  
Community Development Department  
630 Garden Street  
Santa Barbara CA 93101

**RECEIVED**  
DEC 22 2014  
CITY OF SANTA BARBARA  
PLANNING DIVISION

**RE: 251 South Hope Avenue  
Planning Commission Second Concept Review**

Dear Planning Commission,

On behalf of the Housing Authority of the City of Santa Barbara and the Garden Court Foundation, RRM Design Group is pleased to submit this request for a second Planning Commission Concept Review hearing to review site design alternatives for the proposed affordable senior housing project located at 251 South Hope Avenue (Assessor's Parcel Number 051-240-008).

## **BACKGROUND**

On October 9, 2014, the Planning Commission conceptually reviewed a 90-unit affordable senior housing project. At that hearing, our team posed four questions to the Planning Commission and requested their feedback. A summary of these questions and the Commission's general direction are summarized below:

*1. Would the Planning Commission support a 10 foot setback for the third story of the proposed building?*

A rezone for the project site has been initiated, which would change the zoning from E-3 to R-3. If this zoning were applied to the project site, the Housing Authority would process the proposed application under the Average Unit Size Density (AUD) ordinance, which requires a 10 foot front yard setback for the first and second story, and a 20 foot setback for a third story in the R-3 zone district. Portions of the third story would project into the 20 foot setback due to existing constraints on the site, including the size, shape, geologic setback, and the Arroyo Burro Creek. We estimated that if the project is required to comply with the 20 foot setback for the third level, it would result in the loss of at least seven units.

10 E. Figueroa St., Ste. 1 • Santa Barbara, CA 93101

p: (805) 963-8283 • f: (805) 963-8184

[www.rrmdesign.com](http://www.rrmdesign.com)

## **EXHIBIT A**

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



In general, the Planning Commission supported the 10 foot front yard setback for the third story. This can be accomplished by approving a modification to the required setback in the R-3 zone district or by rezoning the site to C-2. Under the AUD ordinance, the required front yard setback is 10 feet for commercially zoned lots with the SD-2 overlay, provided that the project is affordable. The Commission supported either approach.

*2. Would the Planning Commission support a modification to the parking requirements for low income affordable senior housing?*

The City's zoning ordinance requires 0.5 spaces per unit for affordable senior housing. The Housing Authority will be seeking a modification to the parking requirement based on their experience at the Garden Court facility on De la Vina Street. Garden Court has 98 units that also serve the frail, elderly, low-income community, and they have 27 parking spaces (0.27 spaces/unit). Over the years, the Housing Authority has found that there is very limited demand for resident parking due to the lower income and frail status of the residents. The existing facility has adequate parking to serve the uses on a daily basis.

The Planning Commission generally supported the idea of allowing a modification to the parking requirement provided that the Housing Authority submits a parking study demonstrating that the proposed parking supply would meet the demand.

*3. Would the Planning Commission support an increase in the allowable density?*

In order to provide 90 units on-site, a density increase would be required. Overall, the Planning Commission was supportive of the increase in density.

*4. Would the Planning Commission accept a 25 foot setback from the top of the theoretical bank of Arroyo Burro Creek?*

The original project was designed to meet a setback of 25 feet from the theoretical top of bank. As we previously discussed, this section of creek has been channelized, with concrete on the bottom and sides of the creek. Creeks staff requested a 50 foot setback from the theoretical top of bank based upon the City's long-term goal of restoring this section of the creek. At the time of the Planning Commission hearing, Creeks staff had just contracted with Questa Engineering to complete a restoration feasibility analysis of the desired creek restoration. A technical memorandum was prepared on November 4, 2014. Further discussion of the technical memorandum and the impacts to the project are presented in more detail below.

In general, the Planning Commission indicated that they wanted to review the Questa Engineering Restoration Feasibility Analysis prior to making a recommendation on the required setback. However, there was support expressed for the 25 foot setback and/or for a compromise that allowed for restoration and the development of the 90 unit project.



Additionally, the Planning Commission generally supported reducing the width of the proposed sidewalk from 10 feet to six feet in order to shift the building away from the creek and closer to the street. Support was based on the fact that the existing sidewalks throughout the developed neighborhood are consistent with six foot sidewalks.

## **WORK COMPLETED SINCE LAST CONCEPTUAL HEARING**

### **Questa Restoration Feasibility Analysis**

As noted above, the Planning Commission wanted to review the Restoration Feasibility Analysis by Questa Engineering, before providing a more definitive recommendation regarding the creek setback. Since the October conceptual review hearing, Questa Engineering has completed the Restoration Feasibility Analysis (November 4, 2014). The analysis provided three different restoration sections for the creek. Each of the sections have a different impact on the proposed project. RRM Design Group completed some initial analysis of those potential impacts (See Attachment A). Essentially, it was determined that Option A and Option B-1 would allow for the existing building design with some minor adjustments, provided the setback is 25 feet from the theoretical top of bank. Option B-2 would have a significant impact on the project and would make this type of senior housing infeasible. Please note that Option B-2 effectively moves the top of bank beyond the theoretical top of bank and the established 25 foot setback. In addition, it appears that Option B-2 would remove all of the established oak trees from the existing creek banks on the Housing Authority property.

### **Meeting with City Staff**

Once Questa's analysis and our assessment of the impact to the project was completed, a meeting with City Planning and Creeks staff was convened. The goal was to identify a compromise solution that would allow for the development of this critically needed affordable senior housing and restoration of the creek (i.e., removal of the concrete channel). We met on December 2, 2014 to discuss potential solutions. The outcome of that meeting was that RRM would: 1) review the theoretical top of bank to ensure accuracy; and 2) prepare additional development scenarios that would shift the structural development further away from the creek. It should be noted that since our meeting, RRM also revised the theoretical top of bank based on comments from Creeks staff, which shifted the 25 foot setback four to five feet closer to the building envelope. Additionally, each alternative includes a reduced sidewalk width that allows for a four foot planter and six foot sidewalk. This revision allowed our team to move the project closer to the street and maintain a 25 foot setback.



Our team made revisions to the original concept and prepared three additional alternative site plans for the Planning Commission to review. A brief description of each site plan alternative and each plan's pros and cons are provided below. Please refer to Attachment B for a graphic illustration of each site plan.

- **Site Plan 1** - This alternative maintains the original design. The building has been shifted four to five feet toward Hope Avenue to accommodate the new theoretical top of bank, and to ensure that a 25 foot setback could be provided.

Pros: Conventional design; reasonable cost to construct; provides positive resident interaction with creek setting; consistent with other project setbacks in the City; would allow for restoration under option B-1; all development is outside the 25 foot setback; sets the development back from the street to accommodate neighborhood concerns; provides a setback from the car dealership; and limits the amount of on-street parking that would need to be removed.

Con: Does not meet Creeks staff's desired 50 foot setback.

- **Site Plan 2** - This alternative maintains the existing building design, but eliminates the parking from the southern side of the site and moves it to the west side, adjacent to the creek. By moving the parking, the building could be moved to the east and south, which allows for most of the structure to meet a 50 foot setback. However, the parking and fire lane would be within the 25 foot setback and would only be setback eight feet from the revised theoretical top of bank. The key objective with this alternative was to determine if the proposed structure could meet a 50 foot setback by relocating the parking.

Pros: Conventional design; reasonable cost to construct; would allow for restoration under option A and B-1; most structural development is outside the 50 foot setback; sets development back from the street to accommodate neighborhood concerns; and limits the amount of on-street parking that would need to be removed.

Con: The fire lane and parking is located within the 25 foot setback; limits the restoration area between the top of the bank and the site development; has less desirable resident access to creek setting; increases impermeable surfaces; and reduces total parking count.

- **Site Plan 3** - This alternative significantly revises the proposed development. It includes a redesign of the building; the addition of a fourth story that would be setback from Hope Avenue; the creation of open space adjacent to the creek; the inclusion of a



parking garage; and additional uncovered parking and a fire lane adjacent to the creek. The inclusion of a parking garage allows for the building to be shifted to the east and south, which permits a 50 foot structural development setback. The proposed fire lane would comply with the 25 foot setback; however, the additional uncovered parking spaces would be eight feet from the revised theoretical top of bank. The changes also increase the unit count from 90 units to 93 units.

**Pros:** All structural development is outside the 50 foot setback; open space for residents is provided along the creek; sets the development back from the street to accommodate neighborhood concerns; increases number of parking spaces; and allows for restoration under option A and B-I.

**Con:** Eliminates ground floor units, which are important to serve this frail and elderly population; the podium design increases the cost of construction by \$1-1.5 million; adds a fourth floor, which may be a concern to the neighborhood; eliminates more on-street parking due to additional curb cuts; parking is located within the 25 foot setback; and open space along the creek is further shaded due to fourth story.

- **Site Plan 4** - This alternative brings the building up to the front yard setback and creates the open space area along creek. The building has been shifted four to five feet toward Hope Avenue to accommodate the new theoretical top of bank and to ensure that a 25 foot setback could be provided.

**Pros:** Conventional design; reasonable cost to construct; consistent with other project setbacks in the City, as it provides a minimum 25 foot setback (up to 50 feet in one small area); would allow for restoration under option A and B-I; all site development is outside the 25 foot setback; provides open space along the creek; and limits the amount of on-street parking that would need to be removed.

**Con:** For the most part, it does not meet the desired 50 foot setback; moves building up to the Hope Avenue, which could raise neighborhood concerns; and open space area is reduced due to the shape of the site.

After a thorough review of the alternatives, the Housing Authority and Garden Court still believe that Site Plan I is the best option for a variety of reasons. The key elements are that Site Plan I provides: housing on the ground level, which is very important for this frail, senior population; a setback from the street to address neighborhood concerns; and a setback from the car dealership, which helps prevent potential land use conflicts. Additionally, this design locates all of the development (structural and parking/driveways) outside of the 25 foot setback and allows for creek restoration under Option B-I.



Our team had hoped that one of the other alternatives would have presented a better option. At first blush, it appeared that Site Plan 3 had potential. But, the cost of the parking garage and the inability to provide ground level units actually made it the most challenging option and only further supported the opinion that Site Plan 1 was the best choice.

Regarding Site Plans 2 and 4, our team found that the cons outweighed the pros. Site Plan 2 significantly limits the potential for actual restoration within the creek setback area by locating parking and a driveway in this area. It also moves the project closer to the car dealership. Site Plan 4 places the three-story building up at the sidewalk, which could result in strong objections from the neighborhood and only provides an increased creek setback in very limited areas.

We are now seeking feedback from the Planning Commission. As outlined above, there are trade-offs with each of these options. Our team understands that the Planning Commission must balance the needs of the frail, low-income seniors with the desire to restore channelized creeks and the concerns of the neighborhood. Please note that the Housing Authority and Garden Court has made an effort to identify a feasible and reasonable solution that acknowledges the importance of all of these needs.

## **AFFORDABLE HOUSING NEEDS**

As we outlined at the October hearing, the need for affordable senior housing is growing significantly nationwide. In California alone, the senior population is expected to grow from 4.5 million to 8.8 million by 2030. Many of those seniors saw what retirement they had decline significantly during the recession and recovery has been difficult. As reported in UCLA's Elder Economic Security Index, nearly 40% of County's senior population are economically insecure, and more than 5,000 seniors live on SSI along the tri-county area. As we shared in October, the following statistics regarding Santa Barbara's senior population further reinforces the need for this housing type:

- There are 1,482 senior applicants (18% of the overall waiting list) on the waiting list for Section 8 vouchers.
- There are 1,453 senior applicants (21% of the overall waiting list) on the waiting list for public housing.
- The percentage of seniors on these waiting lists has grown much faster over the past five years than for the group as a whole.
- Of the Housing Authority-owned housing stock (1,228 units), 532 units (43%) are occupied by elderly people (defined as 62 years of age or older).
- Approximately one third of the residents at El Carrillo—the Housing Authority's first purpose-built property for special needs and the homeless—are elderly.



- The 2013 Vulnerability Index, conducted by the Central Coast Collaborative, on Homelessness found that 9% of the most vulnerable homeless individuals in the County are seniors.
- Garden Court has a waiting list of 452 seniors.

Additionally, the City's Housing Element identifies the need for additional senior housing in the Needs Assessment as shown below:

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

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

H.6. Housing Opportunities for Seniors. Seek to ensure the availability of a range of housing opportunities with an emphasis on extremely, very low, low, and moderate-income seniors.

*Possible Implementation Actions to be considered:*

- H6.1 Senior Housing. Encourage the development of a full range of senior living situations, available at market and affordable rates.
- H6.7 Housing Incentives. Continue to provide reduced parking incentives for senior housing projects in combination with bonus densities to encourage the development of small senior and disabled apartment projects including efficiencies and congregate care.

The Housing Authority has been searching for a site to develop a second Garden Court facility for several years. The acquisition of this site gives them the opportunity to add another 90 units for the frail, elderly, low-income residents, while helping to fulfill the City's goals and objectives.

## CONCLUSION

There is a significant demand for affordable housing for this senior population and the Housing Authority and the Garden Court Board of Directors are very excited about the possibility of building a second Garden Court within our community. As we have discussed, we believe that this site is ideal for "The Gardens on Hope" given its proximity to commercial services, public



transit, and health services. In addition, we have been working with the Planning and Creeks staff to identify a project that allows for the development of the project and restoration of the creek.

We look forward to working with the Planning Commission and staff to bring this project to fruition. Please do not hesitate to contact me or Skip Szymanski of the Housing Authority if you have any questions.

Sincerely,

**RRM DESIGN GROUP**

A handwritten signature in blue ink that reads 'Lisa Plowman'.

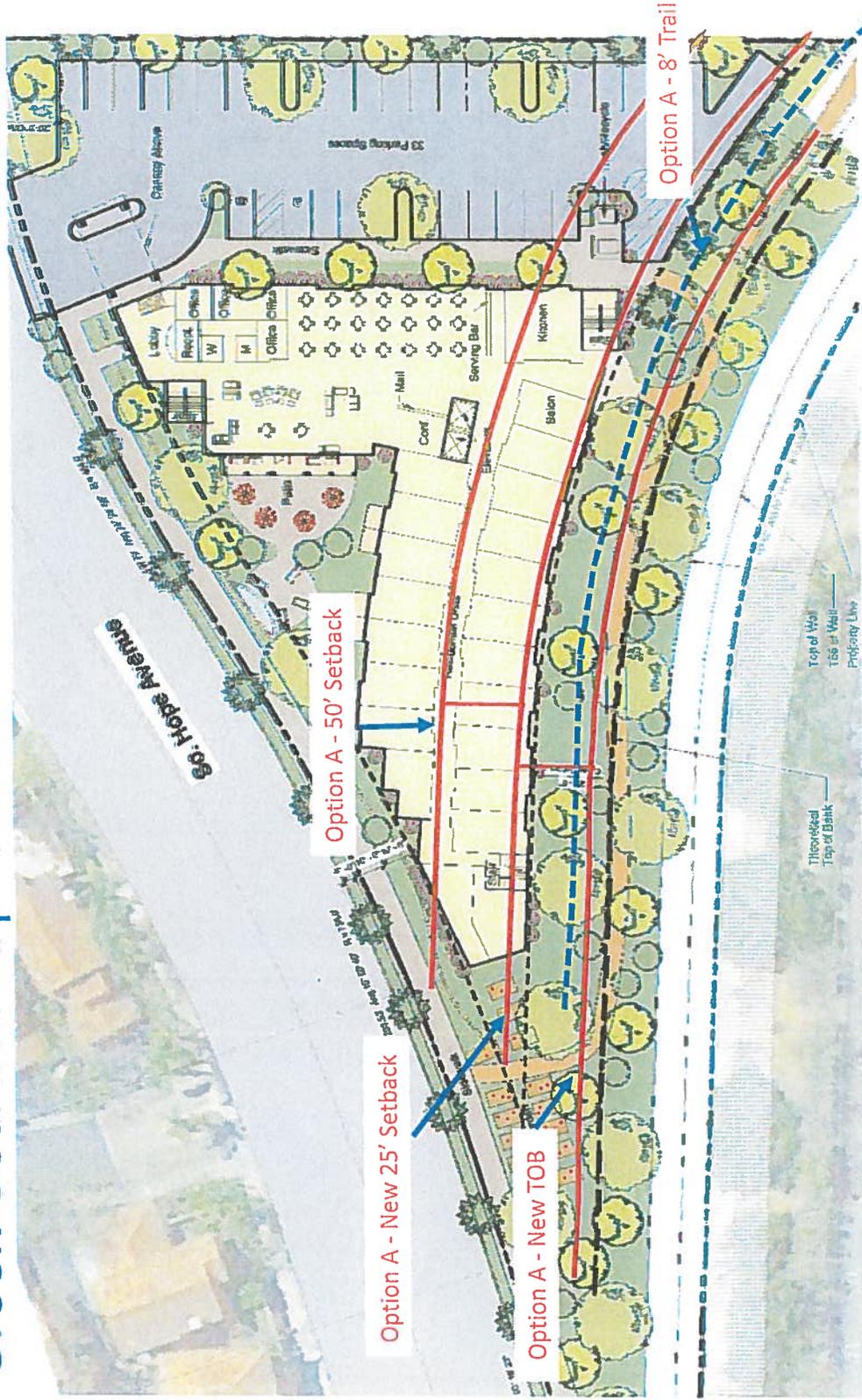
Lisa Plowman,  
Planning Manager

cc: Rob Pearson, Housing Authority of the City of Santa Barbara  
Skip Szymanski, Housing Authority of the City of Santa Barbara  
Dale Aazam, Housing Authority of the City of Santa Barbara

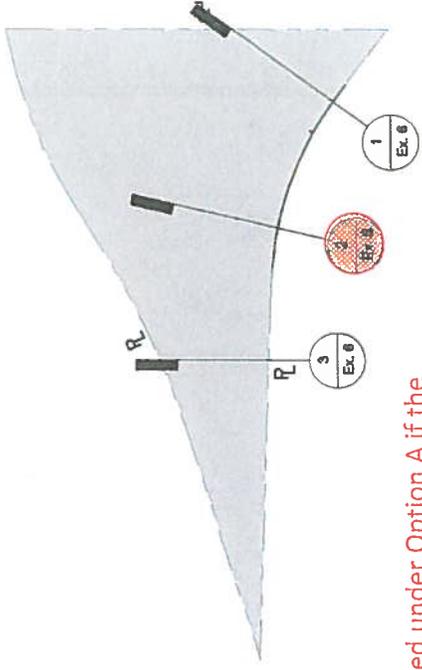
Attachments: A Impacts of Questa Engineering's Proposed Restoration Options  
B Alternative Development Options

## **Impacts of Questa Engineering's Proposed Restoration Options**

# Creek Setback- Option A

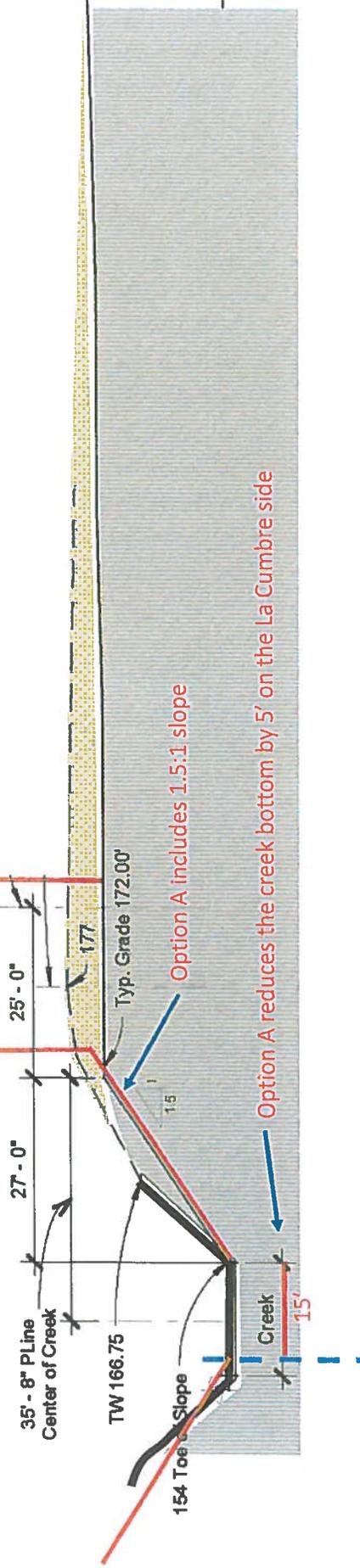


# Section 2 – Option A



Option A New TOB

A 25' setback can be provided under Option A if the project is shift toward Hope by approx. 5'

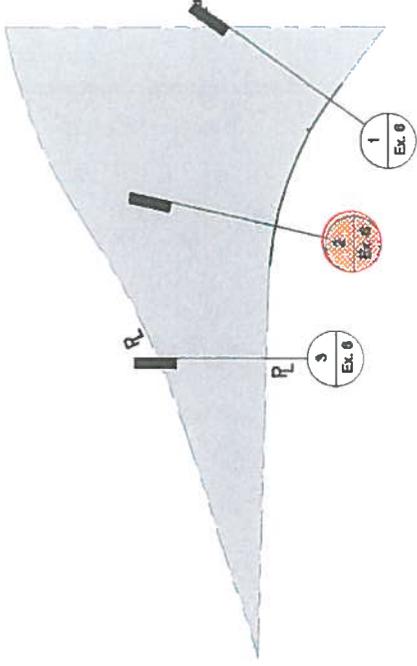


Option A includes 1.5:1 slope

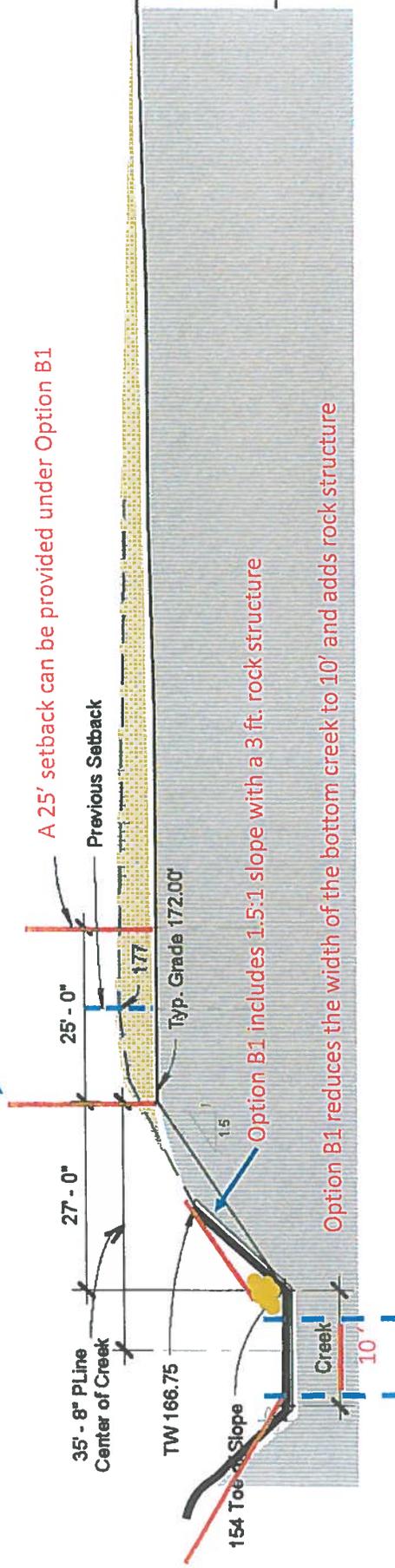
Option A reduces the creek bottom by 5' on the La Cumbre side



# Section 2 – Option B1



Theoretical TOB = Option B1 New TOB



A 25' setback can be provided under Option B1

Previous Setback

Typ. Grade 172.00'

Option B1 includes 1.5:1 slope with a 3 ft. rock structure

Option B1 reduces the width of the bottom creek to 10' and adds rock structure

35' - 8" PL line  
Center of Creek

27' - 0"

25' - 0"

1.77

TW 166.75

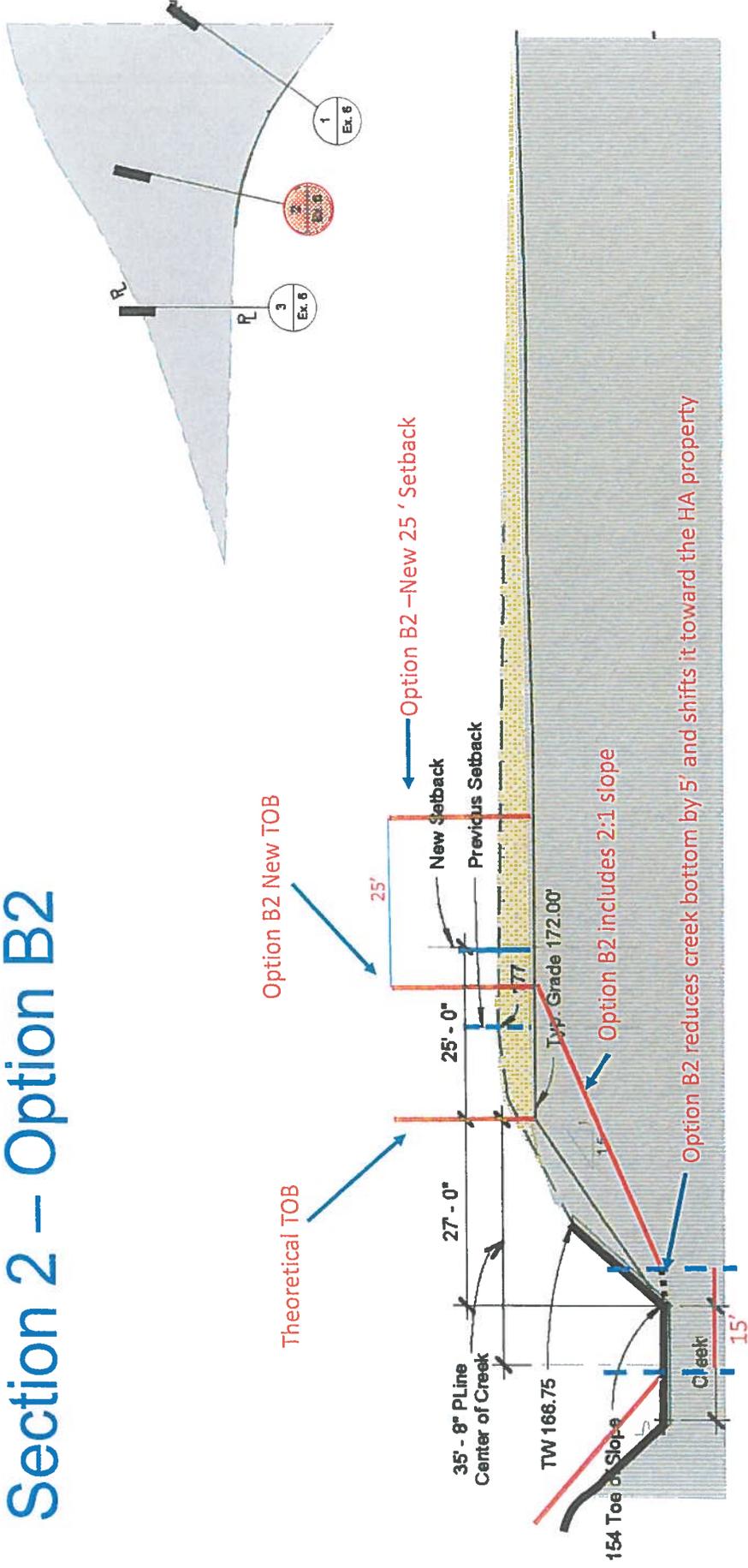
154 Toe Slope

Creek

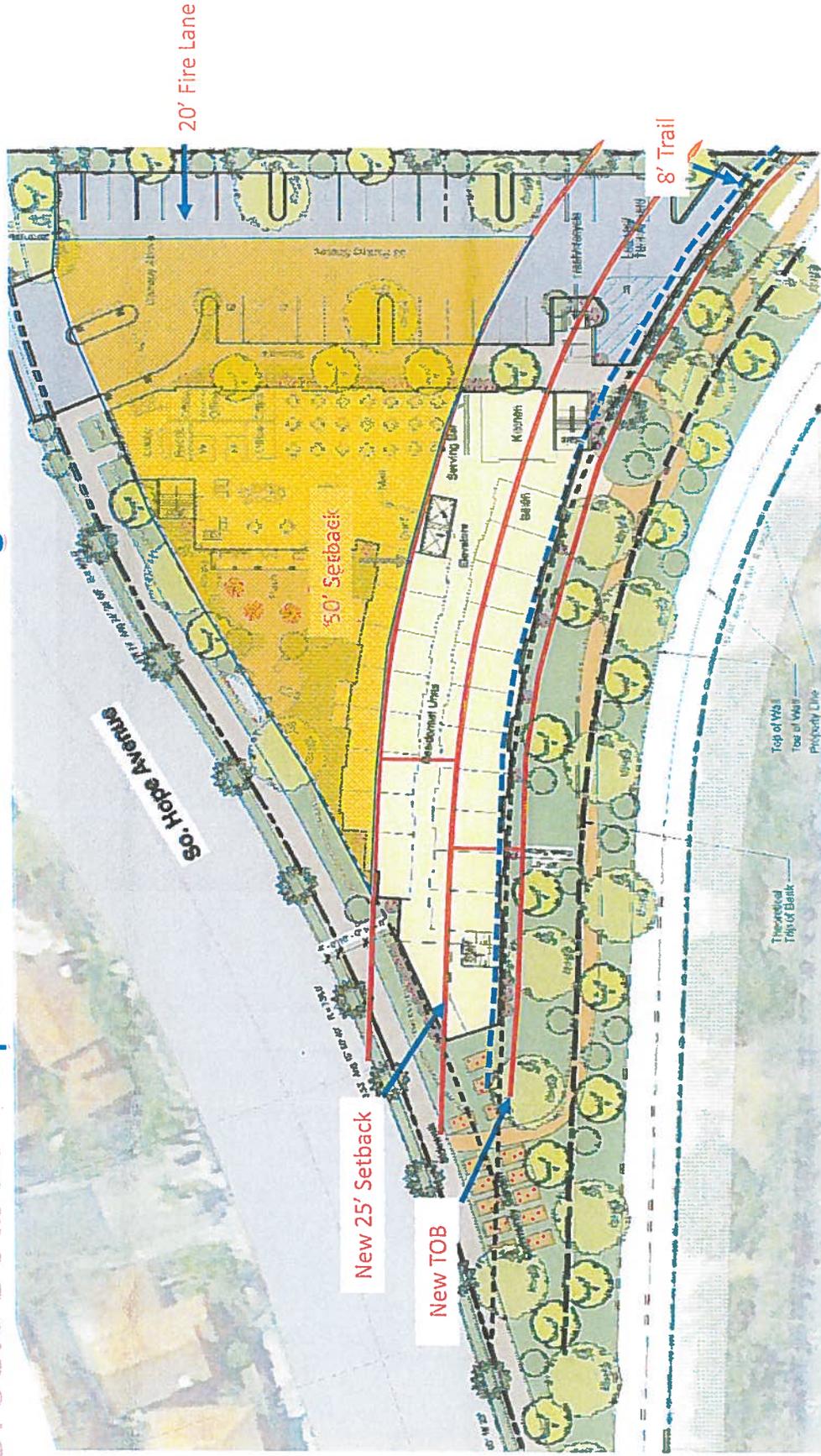
10'



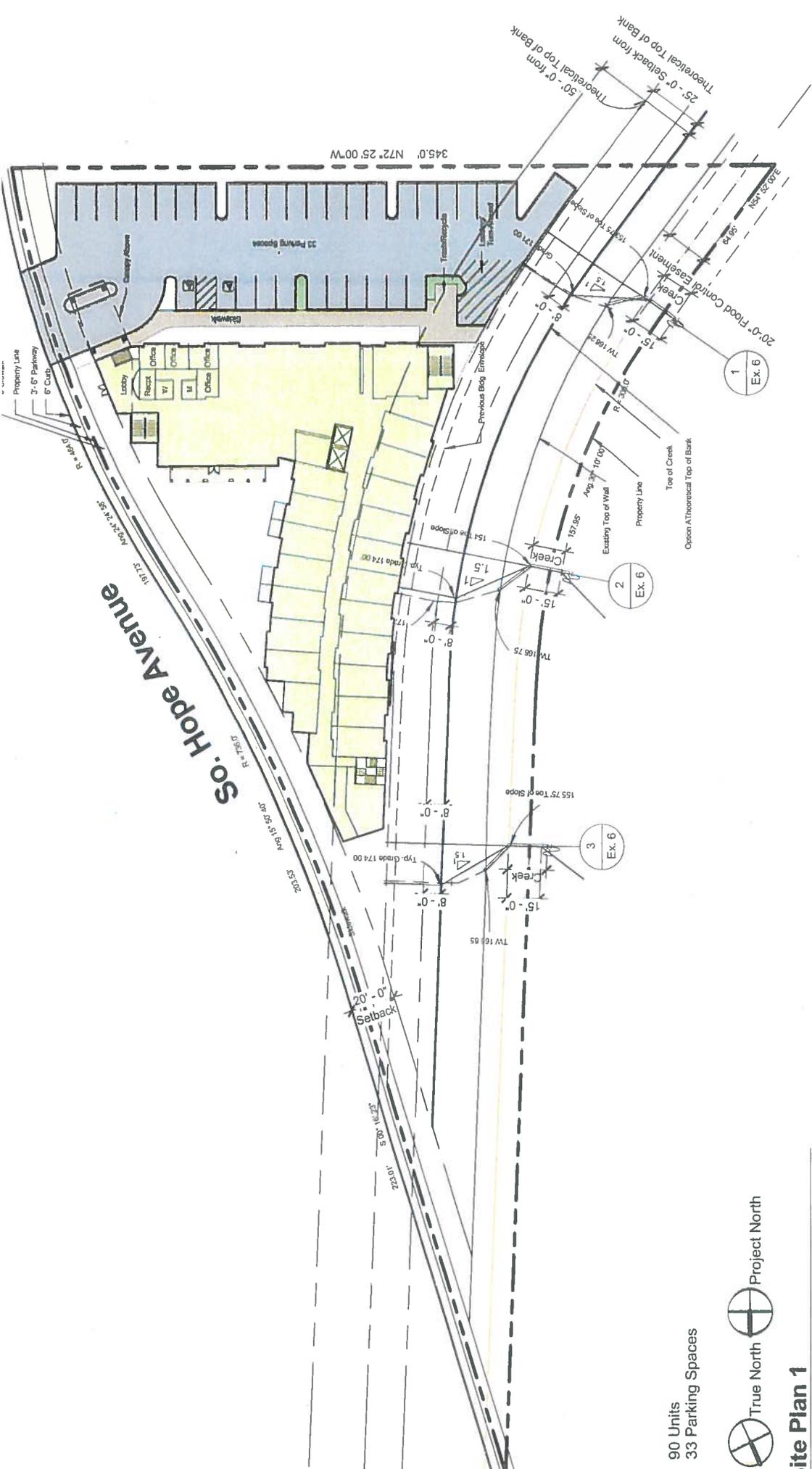
# Section 2 – Option B2



# Creek Setback Option B2 – Remaining Buildable Area



## **Alternative Development Options**



90 Units  
33 Parking Spaces



**Site Plan 1**

1" = 40'-0"



10 E., Figueroa Street, Suite 1  
Santa Barbara, CA 93101  
Phone 805 963 8283  
Fax 805 963 8184

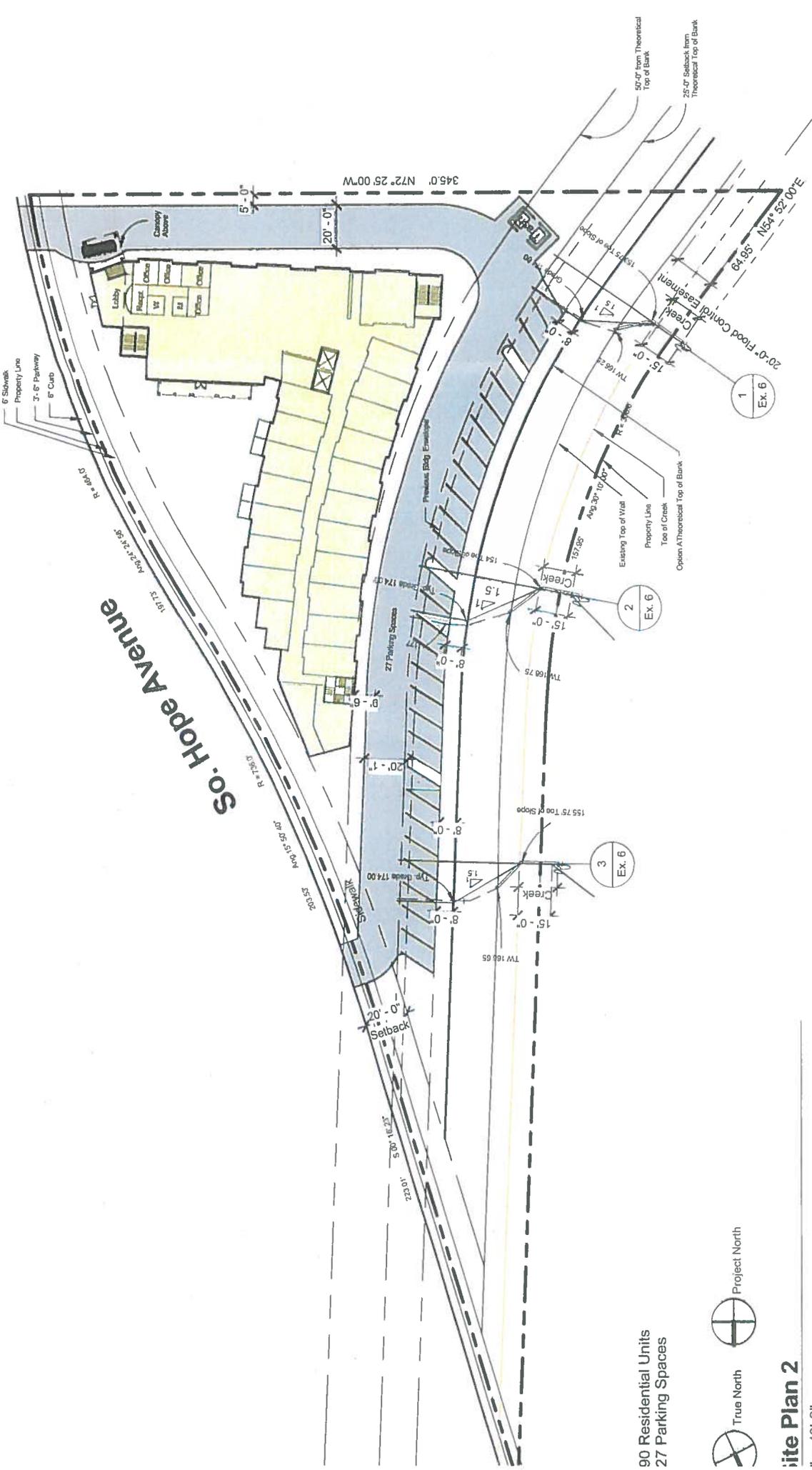
**Gardens on Hope**

251 So. Hope Street, Santa Barbara, CA

**Site Plan 1**

**A1**

12/18/2014



90 Residential Units  
27 Parking Spaces



Site Plan 2  
" = 40'-0"

10 E. Figueroa Street, Suite 1  
Santa Barbara, CA 93101  
Phone: 805.963.8283  
Fax: 805.963.8184



Gardens on Hope  
251 So. Hope Street, Santa Barbara, CA

Site Plan 2

A2

12/18/2014







## PLANNING COMMISSION MINUTES

October 9, 2014 – Concept Review

**APPLICATION OF PEIKERT+RRM DESIGN GROUP, ARCHITECT FOR THE HOUSING AUTHORITY OF THE CITY OF SANTA BARBARA AND GARDEN COURT INC., 251 S. HOPE AVE., APN 051-240-008, ZONING DESIGNATIONS: E-3 (SINGLE FAMILY RESIDENTIAL)/P-D (PLANNED DEVELOPMENT)/SD-2 (UPPER STATE AREA OVERLAY)/SP-4 (RANCHO ARROYO SPECIFIC PLAN), GENERAL PLAN DESIGNATION: COMMERCIAL/MEDIUM HIGH DENSITY RESIDENTIAL (15-27 UNITS PER ACRE) (MST2014-00142)**

The City received a request from the Housing Authority of the City of Santa Barbara and Garden Court Inc. to conceptually review a proposed affordable senior housing development consisting of a new 45,400 square foot, three-story building with 91 units on a vacant, 1.76 acre lot at 251 S. Hope Avenue. Ninety studio units would be provided for very low-, and low-income frail, elderly seniors and one two-bedroom unit would be provided as a manager's unit. The project includes a common dining area, commercial kitchen, and common indoor and outdoor area. The property is within the Rancho Arroyo Specific Plan area and includes a section of Arroyo Burro Creek.

The purpose of the concept review is to allow the Planning Commission and the public an opportunity to review the proposed project at a conceptual level and provide the applicant and staff with feedback and direction regarding the proposed land use and design. The opinions of the Planning Commission may change or there may be ordinance or policy changes that could affect the project that would result in requests for future project design changes.

**No formal action on the development proposal will be taken at the concept review meeting, nor will any determination be made regarding environmental review of the proposed project.**

Case Planner: Dan Gullett, Project Planner

Email: DGullett@SantaBarbaraCA.gov

Phone: (805) 564-5470, ext. 4550

Dan Gullett, Project Planner, gave the Staff presentation. Cameron Benson, Creeks Manager, was present to answer any of the Commission's questions.

Rob Pearson, Executive Director, Housing Authority of the City of Santa Barbara, gave the Applicant presentation joined by Detty Peikert, Peikert+RRM Design Group, and Lisa Plowman, Planning Manager, Peikert+RRM Design Group.

Chair Schwartz opened the public hearing at 1:46 P.M.

The following people commented on the project:

1. Debbie McQuade, Director of Sarah House, supports Garden Court 2 to provide needed senior housing.
2. Emily Allen, Legal Aid and Common Ground Santa Barbara County (CGSBC), advocated housing support for homeless seniors.

3. Jon Peterson, CEO for Habitat for Humanity, spoke about the need for additional senior affordable housing.
4. Suzanne Elledge supports the project and spoke to the community benefit provided.
5. Marjorie Shore, Garden Court resident, spoke to the sense of community and assistance provided by Garden Court.
6. Garry Erickson, Garden Court resident, gave testimony to how Garden Court has changed his life and the value that Garden Court 2 could bring to others.
7. Elizabeth Wright, Garden Court resident, supports the Garden Court 2 project.
8. Vera Pommier, Garden Court resident, spoke to the independence that Garden Court has given her and supports the same experience for other seniors in the Garden Court 2 project.
9. Jimmy Joto, Garden Court resident, urged support for Garden Court 2.
10. Mickey Flacks, Housing Authority of Santa Barbara County, supports this project and the need for this project to be developed for the unmet needs of the senior community.
11. Courtney Seepie, retired developer, supports this project and the need it meets for area seniors.
12. Petra Lowen, Community Living Advocate, Independent Living Resource Center (ILRC), spoke to the need for this project to address the growing number of area seniors.
13. Eddie Harris, President, Santa Barbara Urban Creeks Council, submitted written comments and asked the Commission to provide space for proper creek restoration using City Creek Division recommendations. Suggested increasing the project to four stories could alleviate the recommended setback encroachment.
14. Daniel McCarter, neighbor, asked that creek restoration be considered before adding development to the undeveloped parcel.
15. Morgan Benevedo, People's Self-Help Housing, supports this project and the need it fills for the growing senior population, especially those not financially prepared for retirement.
16. Dr. Kiumarss Nasserri acknowledged the need for senior housing, but opposes the project's lack of parking, surrounding traffic, parcel limitations, and the amount of modifications needed for the project to be developed.
17. Phil Willis-Conger supports the project and asked that the proposed density be considered.

With no one else wishing to speak, the public hearing was closed at 2:18 P.M.

Chair Schwartz called for a recess at 2:34 P.M. and reconvened the meeting at 2:45 P.M.

Commissioner's Comments:

Specific Plan Amendment & Zone Changes:

The Commissioners agreed that given the site constraints, affordable housing was the best use of the parcel and could support both the Specific Plan Amendment and the Zone Change to allow it. Commissioners Jordan and Thompson added that they would favor whichever zone would facilitate the project best, either R-3 with a front setback modification or C-2, which has a less restrictive front setback

Lot Area Modification and Front Setback Modification:

The majority of the Commission could support the requested Modifications to allow for additional density and to encroach into the third story front setback (if the zone is changed to R-3 rather than C-2). Commissioner Jordan asked for additional information on the financial implications of having less units on this property to provide additional creek setback area.

Minimum Creek Setback:

The majority of the Commission could support the setback shown on the conceptual plans, pending the outcome of the Questa Engineering Corporation analysis on the feasibility of removing the concrete creek channel on the property and restoring the creek. Commissioner Schwartz stated that policy balancing between housing and restoration was the key. Commissioner Thompson added that in an urban environment, preservation of creeks is desired, but people need to be a priority.

Parking Modification:

The majority of the Commission could support a Parking Modification, pending the outcome of a Parking Demand Study. Commissioner Schwartz stated that, given the target population and the parking track record of Garden Court I, she did not see the need for a study. Commissioner Jordan would like to see more statistical and operational information to support the modification request, rather than just hearing that reduced parking has worked in similar projects.

Public Improvements:

The majority of the Commission could support reduction from the recommended eight-foot-wide sidewalk and four-foot-wide parkway width if it allowed for a greater creek setback. Commissioner Jordan asked that the City not put a greater burden on this project with respect to the trail easement and the construction of the trail than it did on the property to the south, and asked for clarity on who will maintain the trail.





HOUSING

AUTHORITY OF THE  
CITY OF SANTA BARBARA

808 Laguna Street / Santa Barbara  
California / 93101

Tel (805) 965-1071  
Fax (805) 564-7041

January 7, 2015

Honorable Planning Commission  
c/o Dan Gullett  
City of Santa Barbara  
Community Development Department  
630 Garden Street  
Santa Barbara, CA 93101

RE: Required Economies of Scale for Proposed Gardens on Hope Project (251 South Hope Avenue)

Dear Planning Commission:

In the first Planning Commission concept review for this development, we were asked to provide an analysis that demonstrates why the project requires a minimum of roughly 90 units in order to be economically viable.

Attached is an exhibit which summarizes two operating budgets, one for a 90 unit development and one for an 86 unit development. These budgets were compiled by Parsons Group Inc., a local firm that has successfully managed the 98-unit Garden Court development on De La Vina Street for the Housing Authority since its inception, as well as other similar properties in California and Texas. The attached budgets use actual cost expectations based on experience at the De La Vina Street property. Key changes from the Garden Court budget on De La Vina are lower maintenance time and reduced extraordinary capital expense given that the 251 South Hope project will be a newly constructed building.

The two budgets presented on the exhibit juxtapose a 90-unit development (left hand side of the page on the exhibit) against the budget for a slightly smaller 86-unit development (right hand side of the page). In both scenarios, it is assumed that the average rent received for the independent living studio units will be \$1,150 per month. It is also assumed that the "service package" (costs for the provision of three meals a day, bi-monthly housekeeping and other resident services) provided to the residents will cost \$411 per month. These revenue levels are very close to actual per-unit levels achieved at the De La Vina property.

The crux of the issue has to do with the staffing levels required at a property of this type to provide the necessary level of services that the senior residents need, namely housekeeping staff, food service staff and resident services staff. Based on our experience, you need about the same number of staff for 60 residents as you do for 90 or more residents. Since personnel is the largest expense, the project needs to be large enough to support the staffing requirements. As you can see from the exhibit, 90 units is essentially the "tipping point" needed to have a financially feasible development serving frail seniors. At

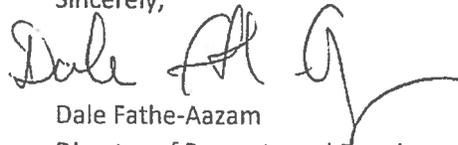
**EXHIBIT C**

Page 2  
January 7, 2015  
Letter to Planning Commission

90 units, the project has a positive annual net cash flow of \$60,611. By reducing the number of units by just 4 units to 86 units, the annual cash flow turns negative.

We would be pleased to address any questions you have on this analysis.

Sincerely,

A handwritten signature in black ink, appearing to read "Dale Fathe-Aazam". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Dale Fathe-Aazam  
Director of Property and Development

Attachment

cc: Rob Pearson, HACSB  
Skip Szymanski, HACSB  
Detlev Peikert, RRM Design Group  
Lisa Plowman, RRM Design Group

Gardens on Hope  
2015 BUDGET PROFORMA

	90-UNIT SIZE ASSUMPTION		86-UNIT SIZE ASSUMPTION	
	12 Month Average	Total 2015 BUDGET	12 Month Average	Total 2015 BUDGET
<b>OVERALL ASSUMPTIONS</b>				
Independent Living	90	90	86	86
100.0% Average Room Rate	\$1,150	\$13,800	\$1,150	\$13,800
Room Rate \$	1,100.00			
Service Package	90	90	86	86
99.4% Average Rate	\$411	\$4,936	\$411	\$4,936
SP Rate \$	410.00			
Second Persons Rent	\$700	\$8,400	\$700	\$8,400
Total Senior Units	90	1080	86	1032
Total Residents	90	1080	86	1032
Number of Days	30	365	30	365
<b>REVENUE</b>				
<b>RESIDENT</b>				
<b>RENTAL</b>				
Independent Living Rent	\$103,500	\$1,242,000	\$98,900	\$1,186,800
<b>MEALS</b>				
Visitor Meals	\$500	\$6,000	\$500	\$6,000
<b>OTHER</b>				
Service Package	\$37,020	\$444,240	\$35,375	\$424,496
A La Carte - Trays, Misc.	\$15	\$180	\$15	\$180
Telephone Receipts	\$100	\$1,200	\$100	\$1,200
Extra Maintenance Fee	\$95	\$1,140	\$95	\$1,140
Salon Charges	\$65	\$780	\$65	\$780
TOTAL RESIDENT REVENUE	\$141,295	\$1,695,540	\$135,050	\$1,620,596
<b>OTHER</b>				
Bank Interest Income	\$27	\$324	\$27	\$324
Rebates-Food/Other	\$516	\$6,192	\$516	\$6,192
TOTAL OTHER INCOME	\$543	\$6,516	\$543	\$6,516
TOTAL REVENUE	\$141,838	\$1,702,056	\$135,593	\$1,627,112
<b>OPERATING EXPENSES</b>				
<b>HOUSEKEEPING/CUSTODIAL</b>				
Salaries-Hskp	\$2,495	\$29,942	\$2,495	\$29,942
P/R Taxes-Hskp	\$234	\$2,803	\$234	\$2,803
Benefits-Hskp	\$405	\$4,860	\$405	\$4,860
PTO Accrual-Hskp	\$257	\$3,084	\$257	\$3,084
Supplies-Hskp	\$420	\$5,040	\$420	\$5,040
Carpet/Floor Cleaning-Hskp	\$55	\$660	\$55	\$660
Repairs & Maintenance-Hskp	\$8	\$96	\$8	\$96
Minor Equipment-Hskp	\$20	\$240	\$20	\$240
TOTAL HOUSEKEEPING/CUSTODIAL	\$3,894	\$46,725	\$3,894	\$46,725
<b>DINING SERVICE</b>				
Salaries-DS	\$17,939	\$215,266	\$17,939	\$215,266
P/R Taxes-DS	\$1,653	\$19,830	\$1,653	\$19,830
Benefits-DS	\$2,832	\$33,984	\$2,832	\$33,984
PTO Accrual-DS	\$1,467	\$17,604	\$1,467	\$17,604
Raw Food Costs-DS	\$11,963	\$143,560	\$11,432	\$137,180
Kitchen Supplies-DS	\$988	\$11,856	\$944	\$11,328
Tableware-DS	\$145	\$1,740	\$145	\$1,740
Linen Service-DS	\$250	\$3,000	\$250	\$3,000
Service Contracts-DS	\$215	\$2,580	\$215	\$2,580
Repairs & Maintenance-DS	\$200	\$2,400	\$200	\$2,400
Minor Equipment-DS	\$29	\$348	\$29	\$348
TOTAL DINING SERVICE	\$37,680	\$452,168	\$37,106	\$445,260
<b>TAX CREDIT</b>				
Salaries-Tax CR	\$4,218	\$50,612	\$4,218	\$50,612
P/R Taxes-Tax CR	\$291	\$3,491	\$291	\$3,491
Benefits-Tax CR	\$405	\$4,860	\$405	\$4,860
PTO Accrual-Tax CR	\$449	\$5,388	\$449	\$5,388
Supplies-Tax CR	\$10	\$120	\$10	\$120
Research Fees-Tax CR	\$52	\$624	\$52	\$624
TOTAL TAX CREDIT	\$5,425	\$65,095	\$5,425	\$65,095

Gardens on Hope  
2015 BUDGET PROFORMA

	90-UNIT SIZE ASSUMPTION		86-UNIT SIZE ASSUMPTION	
	12 Month Average	Total 2015 BUDGET	12 Month Average	Total 2015 BUDGET
<b>RESIDENT SERVICES</b>				
Salaries-RS	\$5,679	\$68,153	\$5,679	\$68,153
P/R Taxes-RS	\$530	\$6,356	\$530	\$6,356
Benefits-RS	\$405	\$4,860	\$405	\$4,860
PTO Accrual-RS	\$428	\$5,136	\$428	\$5,136
Supplies-RS	\$400	\$4,800	\$400	\$4,800
Printing-RS	\$115	\$1,380	\$115	\$1,380
Special Events-RS	\$420	\$5,040	\$420	\$5,040
Cable T.V.-RS	\$1,870	\$22,440	\$1,870	\$22,440
Service Contracts-RS	\$59	\$713	\$59	\$713
Auto Expenses-RS	\$1,200	\$14,400	\$1,200	\$14,400
<b>TOTAL RESIDENT SERVICES</b>	<b>\$11,107</b>	<b>\$133,278</b>	<b>\$11,107</b>	<b>\$133,278</b>
<b>MARKETING EXPENSES</b>				
Printing-Mktg	\$50	\$600	\$50	\$600
Special Events-Mktg	\$250	\$3,000	\$250	\$3,000
Charitable Contributions	\$15	\$180	\$15	\$180
<b>TOTAL ADVERTISING</b>	<b>\$315</b>	<b>\$3,780</b>	<b>\$315</b>	<b>\$3,780</b>
<b>MAINTENANCE/ROOM PREP</b>				
Salaries-Maint	\$2,901	\$34,813	\$2,901	\$34,813
P/R Taxes-Maint	\$254	\$3,042	\$254	\$3,042
Benefits-Maint	\$809	\$9,708	\$809	\$9,708
PTO Accrual-Maint	\$246	\$2,952	\$246	\$2,952
Supplies-Maint	\$750	\$9,000	\$750	\$9,000
Building Repairs&Renovtn-Maint	\$1,550	\$18,600	\$1,550	\$18,600
Guest&Resident Room Prep-Maint	\$900	\$10,800	\$900	\$10,800
New Carpet/Floor/Furnitr-Maint	\$1,500	\$18,000	\$1,500	\$18,000
Safety Improvements-Maint	\$300	\$3,600	\$300	\$3,600
Landscape Maintenance-Maint	\$1,200	\$14,400	\$1,200	\$14,400
Service Contracts-Maint	\$640	\$7,680	\$640	\$7,680
Minor Equipment-Maint	\$50	\$600	\$50	\$600
<b>TOTAL MAINTENANCE/ROOM PREP</b>	<b>\$11,100</b>	<b>\$133,195</b>	<b>\$11,100</b>	<b>\$133,195</b>
<b>UTILITIES</b>				
Electricity	\$4,100	\$49,200	\$4,100	\$49,200
Gas	\$850	\$10,200	\$850	\$10,200
Water	\$2,500	\$30,000	\$2,500	\$30,000
Trash	\$1,390	\$16,674	\$1,390	\$16,674
<b>TOTAL UTILITIES</b>	<b>\$8,840</b>	<b>\$106,074</b>	<b>\$8,840</b>	<b>\$106,074</b>
<b>GENERAL &amp; ADMINISTRATIVE</b>				
<b>ADMINISTRATIVE - STAFF</b>				
Salaries-Admin	\$14,678	\$176,139	\$14,678	\$176,139
P/R Taxes-Admin	\$1,412	\$16,947	\$1,412	\$16,947
Benefits-Admin	\$1,214	\$14,568	\$1,214	\$14,568
PTO Accrual-Admin	\$1,263	\$15,156	\$1,263	\$15,156
<b>TOTAL ADMIN. - STAFF</b>	<b>\$18,568</b>	<b>\$222,810</b>	<b>\$18,568</b>	<b>\$222,810</b>
<b>ADMINISTRATIVE - OTHER</b>				
Dues/Subscriptions/Seminars	\$260	\$3,120	\$260	\$3,120
Payroll Processing Fees	\$220	\$2,644	\$220	\$2,644
Hiring Expenses	\$50	\$600	\$50	\$600
Employee Recognition	\$260	\$3,120	\$260	\$3,120
Name Tags/Uniforms	\$50	\$600	\$50	\$600
<b>TOTAL ADMIN. - OTHER</b>	<b>\$840</b>	<b>\$10,084</b>	<b>\$840</b>	<b>\$10,084</b>
<b>TRAVEL/GIFTS</b>				
Staff Travel Expense	\$10	\$120	\$10	\$120
Auto Allowance	\$60	\$720	\$60	\$720
<b>TOTAL TRAVEL/GIFTS</b>	<b>\$70</b>	<b>\$840</b>	<b>\$70</b>	<b>\$840</b>
<b>TELEPHONE</b>				
Regular Line Charges	\$963	\$11,556	\$963	\$11,556
Cell Phones/Pagers&Allowances	\$197	\$2,364	\$197	\$2,364
Telephone Equipment & Repairs	\$63	\$756	\$63	\$756
<b>TOTAL TELEPHONE</b>	<b>\$1,223</b>	<b>\$14,676</b>	<b>\$1,223</b>	<b>\$14,676</b>

Gardens on Hope  
2015 BUDGET PROFORMA

	90-UNIT SIZE ASSUMPTION		86-UNIT SIZE ASSUMPTION	
	12 Month Average	Total 2015 BUDGET	12 Month Average	Total 2015 BUDGET
<b>FEES &amp; PERMITS</b>				
Accounting Fees	\$83	\$1,000	\$83	\$1,000
Legal Fees	\$1,000	\$12,000	\$1,000	\$12,000
Management Fees	\$15,379	\$184,552	\$15,067	\$180,804
Other Fees & Permits	\$138	\$1,656	\$138	\$1,656
<b>TOTAL FEES &amp; PERMITS</b>	<b>\$16,600</b>	<b>\$199,208</b>	<b>\$16,288</b>	<b>\$195,460</b>
<b>SUPPLIES &amp; POSTAGE</b>				
Office Supplies	\$172	\$2,064	\$172	\$2,064
Tech Support & Supplies	\$655	\$7,860	\$655	\$7,860
Printing-Admin	\$146	\$1,752	\$146	\$1,752
Printing Supplies-Admin	\$75	\$900	\$75	\$900
Postage-Admin	\$86	\$1,032	\$86	\$1,032
Equipment Leases-Admin	\$136	\$1,632	\$136	\$1,632
Minor Equipment-Admin	\$125	\$1,500	\$125	\$1,500
<b>TOTAL SUPPLIES &amp; POSTAGE</b>	<b>\$1,395</b>	<b>\$16,740</b>	<b>\$1,395</b>	<b>\$16,740</b>
<b>INSURANCE</b>				
Insurance-Liability	\$3,647	\$43,768	\$3,647	\$43,768
Insurance-EPL/D&O	\$269	\$3,224	\$269	\$3,224
Insurance-W/C	\$3,076	\$36,915	\$3,076	\$36,915
401K	\$1,475	\$17,705	\$1,475	\$17,705
<b>TOTAL INSURANCE</b>	<b>\$8,468</b>	<b>\$101,612</b>	<b>\$8,468</b>	<b>\$101,612</b>
<b>TOTAL ALL G&amp;A</b>	<b>\$47,164</b>	<b>\$565,970</b>	<b>\$46,852</b>	<b>\$562,222</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>\$125,524</b>	<b>\$1,506,285</b>	<b>\$124,636</b>	<b>\$1,495,629</b>
<b>NET OPERATING INCOME</b>	<b>\$16,314</b>	<b>\$195,771</b>	<b>\$10,957</b>	<b>\$131,483</b>
<b>BUILDING LEASE/RENT</b>				
Master Lease	\$3,810	\$45,720	\$3,810	\$45,720
<b>TOTAL BUILDING LEASE/RENT</b>	<b>\$3,810</b>	<b>\$45,720</b>	<b>\$3,810</b>	<b>\$45,720</b>
<b>PROPERTY TAX</b>				
Real Estate Tax	\$0	\$0	\$0	\$0
Personal Property Tax	\$3	\$40	\$3	\$40
<b>TOTAL PROPERTY TAX</b>	<b>\$3</b>	<b>\$40</b>	<b>\$3</b>	<b>\$40</b>
<b>TOTAL FACILITY EXPENSES</b>	<b>\$3,813</b>	<b>\$45,760</b>	<b>\$3,813</b>	<b>\$45,760</b>
<b>EXTRAORDINARY</b>				
Extraordinary FF&E	\$5,000	\$60,000	\$5,000	\$60,000
<b>TOTAL EXTRAORDINARY</b>	<b>\$5,000</b>	<b>\$60,000</b>	<b>\$5,000</b>	<b>\$60,000</b>
<b>TOTAL NON-OPERATING EXPENSES</b>	<b>\$8,813</b>	<b>\$105,760</b>	<b>\$8,813</b>	<b>\$105,760</b>
<b>NET EARNINGS BEFORE TAX</b>	<b>\$7,501</b>	<b>\$90,011</b>	<b>\$2,144</b>	<b>\$25,723</b>
Replacement Reserve	\$2,450	\$29,400	\$2,450	\$29,400
<b>GARDEN COURT BOTTOM LINE</b>	<b>\$5,051</b>	<b>\$60,611</b>	<b>-\$306</b>	<b>-\$3,677</b>



## RELEVANT GENERAL PLAN GOALS, POLICIES, & IMPLEMENTATION STRATEGIES

### Land Use Element (2011)

#### GOALS

- *Resource Allocation:* Achieve a balance in the amount, location and type of growth within the context of available resources including water, energy, food, housing, and transportation.
- *Character:* Maintain the small town character of Santa Barbara as a unique and desirable place to live, work, and visit.
- *Design:* Protect and enhance the community's character with appropriately sized and scaled buildings, a walkable town, useable and well-located open space, and abundant, sustainable landscaping.
- *Neighborhoods:* Maintain and enhance neighborhoods with community centers where requested, and improved connectivity to daily necessities, including limited commercial activity, transit, and open spaces while protecting the established character of the neighborhood. Maintain or reduce the existing ambient noise levels in single family neighborhoods.
- *Public Health:* Improve public health through community design and location of resources by promoting physical activity, access to healthy foods and improved air quality.
- *Mobility:* Apply land use planning tools and strategies that support the city's mobility goals.

#### Growth Management and Resource Allocation Policies

- LG1. Resource Allocation Priority. Prioritize the use of available resources capacities for additional affordable housing for extremely low, very low, low, moderate, and middle income households over all other new development.

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

- LG1.1 Affordable Housing. Support affordable housing consistent with Housing Element goals and requirements and develop incentives in the form of flexibility in densities or standards for affordable housing projects if supported by available resource capacities.
- LG1.2 Available Resources. Monitor resource capacities and policy effectiveness at intervals commensurate with Housing Element planning periods and adjust specific housing policies as necessary to further achieve the City's Housing Element goals and requirements.

#### Land Use Policies

- LG4. Principles for Development. Establish the following Principles for Development to focus growth, encourage a mix of land uses, strengthen mobility options and promote healthy active living.
- Focus Growth. Encourage workforce and affordable housing within a quarter mile of frequent transit service and commercial services through smaller units and increased density, transit resources, parking demand standards, targeted infrastructure improvements, and increased public areas and open space. Incorporate ideas as a result of an employee survey.
  - Mix of Land Uses. Encourage a mix of land uses, particularly in the Downtown to maintain its strength as a viable commercial center, to include retail, office, restaurant, residential, institutional, financial and cultural arts, encourage easy access to basic needs such as groceries, drug stores, community services, recreation, and public space.

## RELEVANT GOALS, POLICIES, & IMPLEMENTATION STRATEGIES

251 S. HOPE AVENUE

PAGE 2 OF 19

- Mobility and Active Living. Link mixed-use development with main transit lines; promote active living by encouraging compact, vibrant, walkable places; encourage the use of bicycles; and reduce the need for residential parking.
- LG5. Community Benefit Housing. While acknowledging the need to balance the provision of affordable housing with market-rate housing, new residential development in multi-family and commercial zones, including mixed-use projects, should include affordable housing and open space benefits.
- LG6. Location of Residential Growth. Encourage new residential units in multi-family and commercial areas of the City with the highest densities to be located in the Downtown, La Cumbre Plaza/Five Points area and along Milpas Street.

### Community Design Policies

- LG11. Healthy Urban Environment. Consider health in land use, circulation and park and recreation decisions.

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

- LG11.1 Solicit Input. City staff shall conduct meetings, workshops, or public hearings with the community in order to solicit input from interested individuals and organizations on opportunities and recommendations for further integrating health concerns into local land use planning.
- LG11.4 Audit for Community Gardens. Conduct an audit to determine if the City owns land that could be used for community gardens and encourage voluntary private development of gardens.
- LG12. Community Character. Strengthen and enhance design and development review standards and process to enhance community character, promote affordable housing, and further community sustainability principles.

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

- LG12.2 Building Size, Bulk and Scale. Ensure that proposed buildings are compatible in scale with the surrounding built environment.
- a. Standards and Findings. Strengthen and expand building size, bulk and scale standards and findings for development projects of 10,000 square feet or more in the commercial zones to ensure compatibility with surrounding uses, particularly historic resources and residential neighborhoods.
  - b. Floor Area Ratios (FARs). Develop a set of maximum FARs for the non-residential and High Density areas of the City, with particular attention to protecting historic resources and areas that are adjacent to single family zoned areas, maintaining Santa Barbara's small town character, and encouraging small, affordable residential units.
    - i) Maximums. Develop a set of maximum FARs that permit the largest structures in the center of the city (adjacent to transit and commercial services), and reduce maximum building size/FARs moving outward from the center. (This approval would be similar to the "Parking Zone of Benefit" model);
    - ii) Buffers. On parcels adjoining historic structures, establish "buffers" using more restrictive FAR limits;
    - iii) Incentives. Consider higher FARs for multi-family rental projects and small, affordable residential units; and
    - iv) Guidelines. Consider FAR Guidelines for development models such as where parking is proposed at the ground or in basement floors.

- v) **Development Community.** Create a working group that includes local professionals from the development community when developing FARs.
- c. **Development Monitoring.** Develop a program to monitor the scale and pace of development within the City; take action where transformative developments may occur along a block or corridor to guide development along that corridor.
- d. **Community Character Preservation.** Include in design guidelines that as part of any major new in-fill development or remodel, consider the context of the proposed structure in relation to surrounding uses and parcels along the entire block; ensure that the proposed development will not eliminate or preclude preservation of the key visual assets of the particular block or corridor, including landmark structures, structures of merit, potentially historic structures, key scenic view points that provide unique or important views to the surrounding hills, and specimen trees and other important visual resources. Require building design modifications as needed to preserve essential elements of the community character along that block or corridor.

### Neighborhood Policies

- LG15. Sustainable Neighborhood Planning. Neighborhoods shall be encouraged to preserve and enhance the sense of place, provide opportunities for healthy living and accessibility, while reducing the community's carbon footprint.

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

- LG15.1 **Sustainable Neighborhood Plans (SNPs).** Develop comprehensive SNPs through-out the City (where desired by residents). A SNP may incorporate goals, objectives, policies and implementation actions addressing the following components, as applicable:
- a. A variety of housing types and affordability ranges;
  - b. Neighborhood-serving commercial uses, especially retail food establishments such as small markets, green groceries, coffee shops;
  - c. New grocery stores in underserved areas;
  - d. Parks, recreational facilities, trails;
  - e. Community gardens;
  - f. Street tree planting program;
  - g. Watershed protection, creeks restoration, public access to creeks;
  - h. Transit, bicycle (including new Class 1 bike paths) and vehicle connectivity;
  - i. Walkable streets with an appealing and comfortable pedestrian environment that promote physical activity and can be used safely by people of all ages or abilities including wheelchairs;
  - j. Traffic calming along walkable and bicycle routes to school;
  - k. Reduced impervious area (such as street and parking areas);
  - l. Community services (e.g., schools, branch library, community center, clinics, etc.);
  - m. Childcare and senior serving facilities;
  - n. General safety (e.g., lighting); and
  - o. Infrastructure needs.
- LG15.2 **La Cumbre Plaza Specific Plan.** Prepare an initial framework for a future La Cumbre Plaza Specific Plan for the eventual redevelopment of the site based on the analysis in the Upper State Street Study, including identification of applicable parcels, and issues to be addressed in the future Specific Plan. Include consideration of a mixed commercial and residential village approach and

possible public improvements such as a transit center, open space/public park, pedestrian connections, east/west vehicle circulation connections, and parking structures.

## Housing Element (2011)

### GOALS

- *Housing Opportunities:* Ensure a full range of housing opportunities for all persons regardless of race, religion, sex, age, marital status, sexual orientation, ancestry, national origin, color or economic status, with special emphasis on providing housing opportunities for low income, moderate, middle income and special needs households.
- *New Housing Development:* Encourage the production of new housing opportunities which are sustainable, and increase equity by providing a sufficiently wide range in type and affordability to meet the needs of all economic and social groups, with special emphasis on housing that meets the needs of extremely low, very low, low, moderate, middle income and special needs households.
- *Public Education and Information:* Continue public education regarding affordable housing to increase awareness of the housing needs of extremely low, very low, low, moderate and middle income and special needs households and to inform the public about existing affordable housing opportunities, available resources and programs.

### Housing Opportunities Policies

- H2. Housing Opportunities. Promote equal housing opportunities for all segments of the community, with special emphasis given to extremely low, very low, low, moderate, middle income and special needs households.

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

- H2.1 Special Needs Population. Continue to fund a wide range of housing, human and community service programs and capital projects that strive to meet the needs of children, families, seniors, disabled persons, homeless, victims of domestic violence, and others.

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

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

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

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

- H7. Housing Opportunities for Disabled. Seek to ensure the availability of housing opportunities for the extremely low, very low, low and moderate income disabled population.

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

- H7.1 Congregate Care. Promote and assist the development and processing of new congregate housing opportunities or board and care facilities for the extremely low, very low, low and moderate income, and physically and mentally disabled persons.

## RELEVANT GOALS, POLICIES, & IMPLEMENTATION STRATEGIES

251 S. HOPE AVENUE

PAGE 5 OF 19

H7.4 New Housing Opportunities. Work with community service providers to expand their scope of services to include housing through new construction or acquisition and rehabilitation of existing dwelling units.

H7.5 Priority Status. Encourage the Housing Authority of the City of Santa Barbara to continue to give priority status to disabled people with the greatest housing needs.

H8. Accessible Housing for Disabled. Accessibility for the disabled shall be required in new residential development and in housing to be rehabilitated.

### **New Housing Development Policies**

H10. New Housing. Given limited remaining land resources, the City shall encourage the development of housing on vacant infill sites and the redevelopment of opportunity sites both in residential zones, and as part of mixed-use development in commercial zones.

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

H10.1 Early Project Consultation. Continue to offer and encourage early staff predevelopment consultations for residential development of opportunity sites and mixed use projects.

H10.4 Housing at Shopping Centers. Promote and encourage the development of mixed-use for ownership and rental housing at shopping centers such as La Cumbre Plaza shopping center, with an emphasis on affordability, by coordinating and/or partnering with property owners and housing developers.

H11. Promote Affordable Units. The production of affordable housing units shall be the highest priority and the City will encourage all opportunities to construct new housing units that are affordable to extremely low, very low, low, moderate and middle income owners and renters.

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

H11.1 Affordable and Workforce Housing. Explore options to promote affordable and workforce housing, including revising the variable density ordinance provisions to increase affordable housing (e.g., limit unit size), requiring a term of affordability, and reducing parking standards with tenant restrictions.

H11.5 Bonus Density. Continue to provide bonus density units above levels required by State law, to be reviewed on a case-by-case basis.

H11.7 Infill Housing. Continue to assist the development of infill housing including financial and management incentives in cooperation with the Housing Authority and private developers to use underutilized and small vacant parcels of land for new extremely low, very low, low and moderate income housing opportunities.

H11.8 Opportunity Sites. Assist, coordinate or partner with builders for the development of affordable housing projects by identifying in-fill and opportunity sites in the commercial zones, on public lands and under-developed R-2, R-3 and R-4 sites.

H16. Expedite Development Review Process. Assist affordable housing sponsors to produce affordable housing by reducing the time and cost associated with the development review process while maintaining the City's commitment to high quality planning, environmental protection and urban design.

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

H16.1 Affordable Housing Projects. Continue to give priority to affordable housing projects on Staff, Committee and Commission agendas.

## RELEVANT GOALS, POLICIES, & IMPLEMENTATION STRATEGIES

251 S. HOPE AVENUE

PAGE 6 OF 19

H16.7 Water Meters. Allow new apartment developments to be served by a single water meter for interior uses with sub-meters for each unit, as appropriate, or review requirements for meter placement and configuration to minimize the cost of individual metering of dwelling units.

H16.8 Expedited Review. Continue working with the Architectural Board of Review (ABR) and the Historic Landmarks Commission (HLC), and City departments to expedite the review of Affordable Housing Projects. As appropriate, establish joint sub-committees of design review boards and Planning Commission to offer early, consistent and timely input and problem solving during the review process.

### Regional Cooperation and Jobs/Housing Balance Policies

#### Public Education and Information Policies

H25. Housing Information. Encourage broad based support in the community for the siting and permitting of affordable housing projects, senior housing, homeless shelters, and group homes for persons with disabilities or terminal illnesses.

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

H25.1 Housing Resources. The City shall provide information to the public about housing needs and resources that exist in the community:

- Through reports to the Planning Commission or City Council, and in coordination with the Housing Authority.
- By public access television to provide information on affordable housing: what it is, whom it is for, and why it is necessary.

### Open Space, Parks and Recreation Element (2011)

#### GOAL

- *Open Space Opportunities. Protect and enhance the city's livability, accessibility and character, and the community's health, through the generous provision of a variety of accessible public open space opportunities.*

#### Open Space, Parks and Recreation Policies

OP1. **Variety and Abundance**. Provide ample open space through a variety of types, including nature reserves, parks, beaches, sports fields, trails, urban walkways, plazas, paseos, pocket parks, play areas, gardens, and view points, consistent with standards established for this city.

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

OP1.4 Public Lands. As part of the next Recreation Facilities Master Plan Update and/or in each Sustainable Neighborhood Plan, identify all publicly owned vacant or underutilized property (e.g., parking lots, road rights of way, etc.) and assess the potential for conversion of all or a portion of these properties for park, open space, and recreational use, such as pocket or neighborhood park, play area, plaza, public seating area, trail or community garden, habitat restoration, and/or other publicly accessible green space as well as water quality improvement projects.

## Economy and Fiscal Health Element (2011)

### GOALS

- *Strong, Diverse Economy.* Ensure a strong economy with a diversity of business sizes and types that provide a stable long-term revenue base necessary to support essential services and community enhancements, as well as diverse job opportunities.
- *Minimize Impacts and Costs.* Internalize impacts to the environment of new development and redevelopment, and avoid costs to the community.

### Local Economic Policies

Promote Economy and Fiscal Health goals and policy direction working with non-profits and businesses.

- EF1. **Integral Parts of Economic Development.** Promote energy efficiency, innovation, public health, and arts and culture as integral parts of economic development.
- EF9. **Infrastructure Improvements.** Identify, evaluate and prioritize capital improvements that would assist in business retention or expansion, such as increased public transit, a rail/transit transfer center, city-wide wi-fi, sidewalk improvements, or consolidated customer parking facilities.

### Fiscal Health Policy

- EF27. **City Services and Facilities.** City services and facilities shall be built, maintained and operated in a manner to provide adequate services to all residents and coexist compatibly with surrounding land uses.

## Environmental Resources Element (2011)

### GOALS

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

### Energy Conservation Policies

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

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

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

Further reduce energy consumption over time to "carbon neutrality" by 2030 in new building and through suggested retrofits. Establish a voluntary program and time line for increasing the energy

efficiency and carbon neutrality of new buildings or additions, and of existing building stock.  
Provide:

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

### **Biological Resources Policies**

- ER11. **Native and Other Trees and Landscaping.** Protect and maintain native and other urban trees, and landscaped spaces, and promote the use of native or Mediterranean drought-tolerant species in landscaping to save energy and water, incorporate habitat, and provide shade.

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

ER11.2 Oak Woodlands. Site new development outside of oak woodlands to the maximum extent feasible. Within and adjacent to oak woodlands:

- a. Avoid removal of specimen oak trees;
- b. Preserve and protect oak saplings and native understory vegetation within areas planned to remain in open space;
- c. Provide landscaping compatible with the continuation and enhancement of the habitat area, consisting primarily of native species and excluding use of invasive non-native species;
- d. Include conditions of approval for habitat restoration of degraded oak woodlands where such development creates direct or indirect impacts to the affected habitat;
- e. Minimize or avoid installation of high water use landscaping (e.g., lawn) under the dripline of oak trees.

ER11.3 Urban Tree Protection and Enhancement. Create a City-wide enforcement and mitigation program for removal, severe pruning without a permit, or neglect, of protected trees (street trees, trees in front yards, and historic or otherwise designated trees).

- ER12. **Wildlife, Coastal and Native Plant Habitat Protection and Enhancement.** Protect, maintain, and to the extent reasonably possible, expand the City's remaining diverse native plant and wildlife habitats, including ocean, wetland, coastal, creek, foothill, and urban-adapted habitats.

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

ER12.4 Native Species Habitat Planning. Protect and restore habitat areas for native flora and fauna, and wildlife corridors within the City, including for chaparral, oak woodland, and riparian areas. In particular, provide land use/design guidelines to:

- a. Require buildings and other elements of the built environment, and landscaping to be designed to enhance the wildlife corridor network as habitat.
- b. Ensure that the City and new development preserve existing trees within identified wildlife corridors, and promote planting new trees, and installing and maintaining appropriate native landscaping in new developments within or adjacent to important upland wildlife corridors and all streams. Ensure that efforts are made to minimize disturbance to understory vegetation, soils, and any aquatic habitats that are present below the trees in order to provide movement of species that utilize the habitat.

## RELEVANT GOALS, POLICIES, & IMPLEMENTATION STRATEGIES

251 S. HOPE AVENUE

PAGE 9 OF 19

- c. Ensure that new development and redevelopment projects will not result in a net reduction or loss in size and value of native riparian habitats.
- d. Increase riparian habitat within the City and / or its sphere of influence by 20 acres or more, and 1 linear mile or more, over the 20 year life of Plan Santa Barbara. Priorities for restoration include perennial reaches of the major streams, reaches of creek on publicly-owned land, and degraded areas of the City's three major creeks.

ER12.5 Riparian Woodland Protection. Site new development outside of riparian woodlands to the extent feasible. Within and adjacent to riparian woodlands:

- a. Avoid removal of mature native trees;
- b. Preserve and protect native tree saplings and understory vegetation;
- c. Provide landscaping within creek setback compatible with the continuation and enhancement of the habitat area, consisting primarily of appropriate native species and excluding use of invasive non-native species;
- d. Include conditions of approval for habitat restoration of degraded oak woodlands where such development creates direct or indirect impacts to the affected habitat;
- e. Include water quality protection and enhancement measures consistent with the adopted City Storm Water Management Plan.

ER13. **Trail Management**. Existing and future trails along creeks or in other natural settings shall be managed for both passive recreational use and as native species habitat and corridors.

ER14. **Integrated Pest Management Program**. To the extent allowable under state health and safety laws, establish ordinance provisions to apply integrated pest management requirements to development permits.

### Water Supply

ER17. **Water Conservation Program**. The use of water conservation practices shall be both encouraged and required, as appropriate, for all development projects.

### Hydrology, Water Quality and Flooding Policies

ER19. **Creek Resources and Water Quality**. Encourage development and infrastructure that is consistent with City policies and programs for comprehensive watershed planning, creeks restoration, water quality protection, open space enhancement, storm water management, and public creek and water awareness programs.

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

ER21. **Creek Setbacks, Protection, and Restoration**. Protection and restoration of creeks and their riparian corridors is a priority for improving biological values, water quality, open space and flood control in conjunction with adaptation planning for climate change.

*Possible Implementation Actions to be Considered*

- ER21.1 Creek Setback Standards. Establish updated creek setback and restoration standards for new development and redevelopment along all creeks, and prepare or update guidelines for restoration, increase of pervious surfaces and appropriate land uses within designated creek side buffers.
- a. Develop setback standards of greater than 25 feet from the top of bank for new structures and hard surfaces adjacent to creeks and wetlands.
  - b. At a given site, creek buffers should be adequate for protection from flood, erosion, and geologic hazards, and to provide habitat support.
  - c. In developing creek setback and restoration standards, consider applicable creek standards in surrounding jurisdictions and the Santa Barbara County Flood Control District general recommendation for new development setbacks of 50 feet from the top of bank of major creeks with natural creek banks, with a reduction up to 25 feet where “hard bank” protection is present.
  - d. For new development that is closer than 50 feet to the top of the bank of any major stream, creek bank stabilization shall be provided through planting of native trees and shrubs on creek banks and along the top of banks to minimize erosion and the potential for bank failure.
  - e. When the City determines that a structure must be constructed within proposed creek setbacks or where a project would be exposed to unusually high risk of bank erosion or collapse, non-intrusive bank stabilization methods such as bio-engineering techniques (e.g. revegetation, tree revetment, native material revetment, etc.) shall be used where feasible rather than hard bank solutions such as rip-rap or concrete.
- ER21.2 Creekside Development Guidelines. Establish design guidelines for development and redevelopment near creeks, such as measures to orient development toward creeks, and better incorporate creeks as part of landscape and open space design. Utilize native riparian palettes for landscaping along creeks, and prohibit the use of non-native invasive plants. Encourage public creekside pedestrian paths where appropriate to increase connectivity and provide pocket parks and signage to improve public awareness and enjoyment of the City’s creeks.
- ER21.3 Creek Naturalization. Prohibit the placement of concrete or other impervious material into, or piping of, major creeks and primary tributaries except for water supply projects or flood control projects that are necessary for public safety, or to maintain or repair a structure that protects existing development. These protection measures shall only be used for water supply or flood control purposes where no other less environmentally damaging method is available and the project has been designed to minimize damage to creeks, wetlands, water quality, and riparian habitats. Whenever feasible, existing concrete lining shall be removed from creek channels, and reaches of drainages that have been previously under-grounded shall be “daylighted.”
- ER21.4 Surface Water Drainage Restoration. Set a goal to restore or daylight a total of at least .5 miles of surface water drainages over the life of Plan Santa Barbara. Priority areas for restoration include segments of Mission Creek consistent with sound flood control practices, the reach of Arroyo Hondo Creek through City College, the tributary to Arroyo Burro Creek west of Las Positas Road, and the segment of Arroyo Burro Creek adjacent to La Cumbre Plaza.

**Food and Agriculture Policies**

- ER26. **Public and Private Food Gardens.** Provide for infrastructure to support local community gardens. With neighborhood support, develop publicly-available edible landscaping in existing and new parks. Reserve space for public gardening within the urban core area to be maintained by the community. Design for green roofs and urban rooftop gardens in residential development Downtown.

**Aesthetics and Visual Resources Policies**

- ER29. **Visual Resources Protection.** New development or redevelopment shall preserve or enhance important public views and viewpoints for public enjoyment, where such protection would not preclude reasonable development of a property.
- ER30. **Enhance Visual Quality.** Not only retain, but improve visual quality of the city wherever practicable.

**Conservation Element (1979, prior amendment 1994)**

**VISUAL RESOURCES**

**Goals**

- 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.
- Protect and enhance the scenic character of the City.
- Maintain the scenic character of the City by preventing unnecessary removal of significant trees and encouraging cultivation of new trees.
- Protect significant open space areas from the type of development which would degrade the City's visual resources.

**Policy 1.0** Development adjacent to creeks shall not degrade the creeks or their riparian environments.

**Implementation Strategy 1.2** Examine undeveloped parcels having creek frontage for possible purchase and retention as open space.

**Policy 3.0** New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.

**Policy 4.0** Trees enhance the general appearance of the City's landscape and should be preserved and protected.

**Implementation Strategy 4.1** Mature trees should be integrated into project design rather than removed. The Tree Ordinance should be reviewed to ensure adequate provision for review of protection measures proposed for the preservation of trees in the project design.

**Implementation Strategy 4.2** All feasible options should be exhausted prior to the removal of trees.

**Implementation Strategy 4.3** Major trees removed as a result of development or other property improvement shall be replaced by specimen trees on a minimum one-for-one basis.

**Policy 5.0** Significant open space areas should be protected to preserve the City's visual resources from degradation.

**Implementation Strategy 5.1** The City should consider purchase or the obtainment of development rights of significant open space where no other means can be found to protect visual resources from degradation.

**Implementation Strategy 5.2** Parks and other public lands which provide panoramic views or scenic vistas, especially those at higher elevations, shall be protected and maintained for the enjoyment by the public.

**BIOLOGICAL RESOURCES**

**Goal**

- Enhance and preserve the City's critical ecological resources in order to provide a high-quality environment necessary to sustain the City's ecosystem.

**Subgoals**

- Develop a permanent park, recreation, and open space system which maintains important ecological systems while providing open space and recreational needs.
- Increase public understanding of the relationship between the maintenance of the City ecosystem and the welfare of the general public.

**Policy 4.0** Remaining Coastal Perennial Grasslands and Southern Oak Woodlands shall be preserved, where feasible.

**Implementation Strategy 4.1** Conduct a study to determine whether access should be restricted into the remaining grasslands and what types of limited recreational uses, in conjunction with educational and scientific use, would be compatible with their preservation. In the interim, access should be restricted, if possible, to only carefully monitored scientific studies.

**Implementation Strategy 4.2** Develop guidelines and regulations which protect, preserve and enhance Southern Oak Woodlands habitat and individual oak trees.

**Policy 5.0** The habitats of rare and endangered species shall be preserved.

**Policy 11.0** Where Biological Resources policies conflict, the policy most protective of the natural environment shall prevail.

**DRAINAGE AND FLOOD CONTROL**

**Goals**

- Ensure that human habitation of the City's floodplains does not adversely affect public health, safety, and welfare.
- Encourage recreation, conservation and open space uses in floodplains.

**Policy 2.0..**Floodplain management programs shall be implemented through the Building Officer of the Division of Land Use Controls, and the Flood Control Division.

**Implementation Strategy 2.4** Encourage the use of permeable or pervious surfaces in all new development to minimize additional surface runoff.

**Policy 3.0..**Hazard reduction programs shall be implemented in urban sections of the City already built in hazardous flood-prone areas.

**Implementation Strategy 3.2** Regulate buffer zones along creeks to protect against bank erosion from public or private practices including grading, brush cleaning, trail maintenance, dumping or construction of private structures such as bridges or walkways across creeks. Routine debris removal by the City for flood reduction is exempted.

**Policy 4.0..**Goals and policies of this Element are interrelated with those of the Safety and Open Space Elements and shall be considered together in land use planning decisions.

**Implementation Strategy 4.1** Encourage the use of natural building materials for flood control channels such as stone, heavy timber, erosion control shrubs, and wire revetment with plantings of

native or naturalized flora wherever they provide a comparable degree of flood protection.

**Implementation Strategy 4.2** Creeks and their banks constitute a scenic open space resource within the City in their natural state; thus, the Open Space Element also recognizes the importance of keeping structures out of the stream channels for preservation of City resources.

## WATER RESOURCES

### Goal

- To maintain existing and protect future potential water resources of the City of Santa Barbara.

**Policy 1.0** Provide for a continued supply of water to the City which meets all Regional, State, and Federal health standards.

**Implementation Strategy 1.3** Encourage innovative use of permeable or pervious surfaces such as turfblocks or other materials in all new development in order to maximize groundwater recharge.

**Policy 2.0** Develop plans for implementation of water conservation regulations.

**Implementation Strategy 2.1** Require all new development to incorporate water conservation features and devices into project design in order to minimize future increases in water demand.

**Implementation Strategy 2.2** Encourage new development and redevelopment to consider innovative water conservation techniques such as gray water recycling.

## Circulation Element (2011)

## GOALS

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

## Circulation Policies

C1. Transportation Infrastructure Enhancement and Preservation. Assess the current and potential demand for alternative transportation and where warranted increase the availability and attractiveness of alternative transportation by improving related infrastructure and facilities without reducing vehicle access.

### *Possible Implementation Actions to be Considered*

- C1.1 Pedestrian and Bicycle Infrastructure. Emphasize high quality public right-of-way infrastructure to include enhanced pedestrian and bicycle facilities.
- Provide high quality pedestrian crossings as described in the Pedestrian Master Plan that result in a high rate of vehicle yielding at uncontrolled intersections.
  - Consider establishing bicyclist priority within some additional City right-of-way areas along major bicycle routes, as part of Bicycle Master Plan update including creating more bike lane connections Downtown by regulating curbside parking during peak travel periods working closely with Downtown stakeholders. Consider increased funding for bike-lane maintenance to encourage their use and maximize safety.

## RELEVANT GOALS, POLICIES, & IMPLEMENTATION STRATEGIES

251 S. HOPE AVENUE

PAGE 14 OF 19

- Continue implementing of the City's Sidewalk Infill Program.
  - Install pedestrian amenities (e.g., pedestrian-scaled street lighting, benches, trees and other landscaping) along high volume pedestrian corridors, at other key pedestrian destinations (parks, schools, etc.) and, in coordination with MTD, around transit stops and stations (e.g. shade and rain structures, and space for newspaper dispensers).
  - Continue with the installation of corner curb ramps in compliance with federal and state universal access requirements for public rights-of-way.
  - Consider adoption of tiered development impact fees (with discounts for community benefit uses) as needed to fund improvements.
  - Improvements to bicycle travel-ways and parking are a priority use of rights-of-way throughout the City, therefore, carry out implementation of all of the recommended improvements within the City's Bicycle Master Plan.
  - Improve coordination between City, County, UCSB, SBCAG, and other South Coast cities and entities to improve and expand regional bike paths and routes that cross jurisdictional boundaries.
- C6. Circulation Improvements. Where existing or anticipated congestion occurs, improve traffic flow in conjunction with providing improved access for pedestrians, bicycles and public and private transit through measures that might include physical roadway improvements, Travel Demand Management (TDM) strategies and others.

### Development Policies

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

### Circulation Element (1997, original 1964)

**Goal 1**      ***PROVIDE A TRANSPORTATION SYSTEM THAT SUPPORTS THE ECONOMIC VITALITY OF THE CITY***

*Establish and maintain a transportation system that supports the economic vitality of local businesses.*

### POLICIES AND IMPLEMENTATION STRATEGIES

- 1.1**      **The City shall establish, maintain, and expand a mobility system that supports the economic vitality of local businesses.**
- 1.1.1**      Optimize access and parking for customers in business areas by implementing policies of the Circulation Element aimed at reducing dependence upon the automobile, and improving and increasing pedestrian, bicycle use, and transit use.
- 1.1.3**      Enhance alternative transportation services and infrastructure access between residential, recreational, educational, institutional and commercial areas.
- Goal 2**      ***STRIVE TO ACHIEVE EQUALITY OF CONVENIENCE AND CHOICE AMONG ALL MODES OF TRANSPORTATION***

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

## **POLICIES AND IMPLEMENTATION STRATEGIES**

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

- 2.1 Work to achieve equality of convenience and choice among all modes of transportation.**
- 2.1.2 Expand and enhance the infrastructure for and promote the use of the bicycle as an alternative form of travel to the automobile.
- 2.1.3 Create an integrated pedestrian system that promotes safe and convenient pedestrian travel throughout the City.
- 2.1.5 Manage the supply of parking on a City-wide basis and suggest methods to better utilize existing parking or to provide additional parking.

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

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

## **POLICIES AND IMPLEMENTATION STRATEGIES**

### **INCREASE ACCESS AND WALKING OPPORTUNITIES**

- 5.1 The City shall create an integrated pedestrian system within and between City neighborhoods, schools, recreational areas, commercial areas and places of interest.**

### **PHYSICAL IMPROVEMENTS AND AMENITIES**

- 5.5 The City shall create and foster a pedestrian friendly environment through physical and cultural improvements and amenities.**
- 5.5.1 Provide street furniture, especially benches for resting and shade trees along streets, where appropriate. Look for opportunities for new resting spots, plazas, placitas, small squares, and landscaped areas in all areas of the City which should include focal point(s), opportunities for people watching, and/or attractive natural surroundings. These areas will encourage gathering, public and social interaction and could be used for cultural events and activities. An example could be the placement of benches and street furniture in Chase Palm Park.
- 5.5.2 Identify areas where additional street and paseo lighting is appropriate and implement methods to provide that lighting.
- 5.5.3 Improve sidewalk conditions to increase ease of use for all pedestrians including those with strollers, wheelchairs, carts, walkers, and other walking assistance devices.
- 5.5.4 Encourage plazas, courtyards, cafes, shops, and restaurants along walkways in commercial areas to encourage a mix of private business and public uses. Adequate width should remain for pedestrian travel.

- 5.5.5 Consider public plazas, restrooms, resting spots, or gathering places in all commercial areas of the City, especially in the following areas:
- Milpas Street from Cabrillo Boulevard to Anapamu Street, and
  - the Eastside near Milpas Street starting temporarily by blocking off parts of streets such as Montecito Street, Calle Puerto Vallarta, Alphonse or Jennings for special events.
- 5.5.11 Create incentives and opportunities for private property owners to make incremental improvements to enhance the pedestrian environment surrounding their properties, such as widening sidewalks and planting street trees. Any improvements should comply with relevant design guidelines and standards.

## LAND USE AND ZONING

### EDUCATION/OUTREACH/COMMUNITY INVOLVEMENT

- 5.8 **The City shall encourage community involvement in effectively promoting the benefits of walking and identify opportunities for improving the pedestrian system.**
- 5.8.1 Establish a signage program for pedestrian routes throughout the City that link various neighborhoods and attractions.

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

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

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

## POLICIES AND IMPLEMENTATION STRATEGIES

### DESIGN STANDARDS

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

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

- Commercial Areas:
  - creating attractive, interesting, and pleasing building facades that are oriented toward paseos, streets and sidewalks,
  - reducing or eliminating setbacks for non-residential or mixed use buildings,
  - placing parking lots behind buildings or underground, if feasible,
  - encouraging shared parking facilities,
  - incorporating paths and paseos between adjacent properties as new development, redevelopment and infill development occurs,
  - screening equipment and materials storage from public view,
  - incorporating lighting, seating, landscaping, newsracks, shade structures, etc., and
  - creating landscaped open spaces.
- Residential Areas:
  - encouraging front porches,
  - encouraging garages to be placed behind residences to the rear of lots,
  - encouraging minimal use of new cul-de-sacs. Cul-de-sacs may be allowed where justified based on geologic or other significant features. Where allowed, provide access between cul-de-sacs and streets,
  - incorporating pedestrian and bicycle paths and connections between adjacent properties,
  - minimizing fences, walls, and private entry gates to separate large scale residential developments from the street (or use of private entry gates),
  - minimizing fences, walls, hedges and private entry gates along frontages of single family residential lots, and
  - allowing flexibility in design standards for residential development adjacent to transit corridors to ensure adequate buffering of noise and traffic.

**Goal 16 PUBLIC UTILITIES**

*To meet existing and projected needs, continue to provide and maintain adequate storm drainage, water supply and distribution, and wastewater collection systems. In addition, the City shall continue to work with electric, gas, and communications suppliers to maintain and provide service.*

## POLICIES AND IMPLEMENTATION STRATEGIES

### CITY UTILITIES

- 16.3 Provide a storm drainage system that is able to support the permitted land uses while preserving the public safety.**
- 16.3.1 Maintain and improve, as necessary, the existing public storm drains and flood control facilities.
- 16.3.2 Coordinate with County and Regional agencies in the maintenance and improvement of storm drain facilities in order to protect the City's residents, property, and structures from flood hazard (e.g. Highway 101 or railroad crossings and Laguna Creek).
- 16.3.3 Ensure that adequate storm drain facilities are in place to serve new or expanded uses.
- 16.3.4 Encourage the use of methods, such as the use of pervious surfaces and percolation ponds, that help to reduce the amount of runoff.
- 16.3.5 Require structures located in designated flood hazard areas to comply with local, State, and Federal building and safety standards.
- 16.4 Provide an adequate water supply system to meet the needs of existing and future residents and businesses.**
- 16.4.2 Require the incorporation of water conservation techniques in the design of new work projects in order to reduce the demand on available water resources.
- 16.4.3 Ensure that there is sufficient water capacity and supply prior to approving new development projects or expansions to existing projects.

### MAINTENANCE OF TRANSPORTATION AND UTILITY FACILITIES

- 16.7** *Ensure that utility and transportation facilities are well maintained and located, so as not to impede pedestrians or traffic, and are aesthetically pleasing.*

**Safety Element (2013)**

### GOALS

- *Public Safety:* Protect life, property and public well-being from natural and human-caused hazards.
- *Hazard Risk Reduction:* Use the development review process to minimize public and private risk and minimize exposure of people and property to risks of damage or injury caused by natural and man-made hazards.

### Hazard Risk Reduction

#### Development Review

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

## RELEVANT GOALS, POLICIES, & IMPLEMENTATION STRATEGIES

251 S. HOPE AVENUE

PAGE 19 OF 19

hazards, and to identify feasible measures to reduce hazard-related risk to an acceptable level. Required hazard evaluation reports are to be prepared and signed by a qualified individual acceptable to the City. At its discretion, the City may require peer review of submitted reports.

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

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

### Geologic and Seismic Hazards

- S11. Fault Rupture. Avoid placing new structures for human occupancy across or adjacent to active faults.
  - a. Fault Setbacks. Structures for human occupancy should generally be set back 50 feet from the location of an active fault as determined by a site-specific fault investigation. This setback distance may be altered based on the recommendations of the site-specific fault evaluation.
  - b. Utilities that Cross Faults. For linear utility infrastructure (e.g., water, sewer, gas pipelines) that must cross an active fault, appropriate safety measures shall be provided. Examples of appropriate safety measures include providing shut-off valves on both sides of the fault, motion sensitive shut-off valves, and/or appropriate structural engineering to accommodate anticipated levels of ground movement or surface warping.
- S12. Ground Shaking. Reduce the effects of earthquake ground shaking through appropriate building design requirements for new buildings and retrofit measures for existing buildings.
  - a. Minimize the Effects of Ground Shaking. The City shall implement applicable building code requirements and the recommendations of site-specific soil and geologic investigations to minimize the effects of ground shaking on new development. Building code requirements pertaining to essential and critical facilities (e.g., schools, emergency service facilities, and utilities) shall also be implemented to reduce earthquake-related hazards.
  - b. Building Code Updates. The City will minimize ground shaking-related hazards to structures by continuing to review, amend, and adopt updated provisions of the California Building Code to incorporate and implement building design requirements.
  - c. Unreinforced Masonry Buildings. Implement existing building retrofit programs that address structural deficiencies in existing buildings that have the potential to result in significant safety hazards during earthquakes.

### Flood Hazards

- S46. Development in Flood Hazard Areas. The potential for flood-related impacts to health, safety, and property may be reduced by limiting development in flood-prone areas. New development or redevelopment located within a designated 100-year floodplain shall be required to implement appropriate site and structure designs consistent with regulatory requirements that minimize the potential for flood-related damage, and shall not result in a substantial increase in downstream flooding hazards.





## Technical Memorandum

**Date:** November 4, 2014  
**Subject:** Mid-Arroyo Burro Restoration Feasibility Analysis  
**To:** City of Santa Barbara, Creeks Division  
**From:** Sydney Temple P.E.  
Questa Engineering Corporation

---

### Introduction

The following is a description of the initial modeling effort to test the ability of the Arroyo Burro channel to undergo restoration between Highway 101 and Hope Avenue. This restoration would include the removal of the concrete channel where feasible, to be replaced by a reconfigured natural creek bed and bank slopes with native riparian vegetation. This memorandum examines the existing hydrologic and hydraulic conditions of the creek, and tests the feasibility of removing all or a portion of the concrete channel. The goal of the project is to restore this section of Arroyo Burro in order to improve water quality and wildlife habitat without increasing the risk of flooding or erosion on the creek channel.

### Background

Arroyo Burro flows from its headwaters in the Santa Ynez Mountains, at an elevation of 3,800 feet mean sea level, to a small tidal estuary at Arroyo Burro Beach County Park (Hendry's Beach). Tributaries to Arroyo Burro include Las Positas Creek, Barger Creek, San Roque Creek, and Lauro Canyon Creek. The watershed drains approximately 5,600 acres and the creek is approximately 7 miles long. The project reach extends from Hope Avenue downstream to the Highway 101 culvert entrance at Calle Real. This section of creek was relocated and channelized with concrete during the construction of La Cumbre Plaza in 1966. The culvert under Calle Real and Highway 101 was also expanded during the mid 1960's. The Hope Avenue Bridge was constructed in the mid 1980's.

### Existing Flood Conditions

The Federal Emergency Management Agency (FEMA) conducts hydrology and flooding studies for all major creeks within urbanized areas of the U.S. These studies are used to identify flood prone risk areas and determine flood insurance rates. A table of the design hydrology for the concrete reach on Arroyo Burro per the FEMA Flood Insurance Study (FIS) is below:

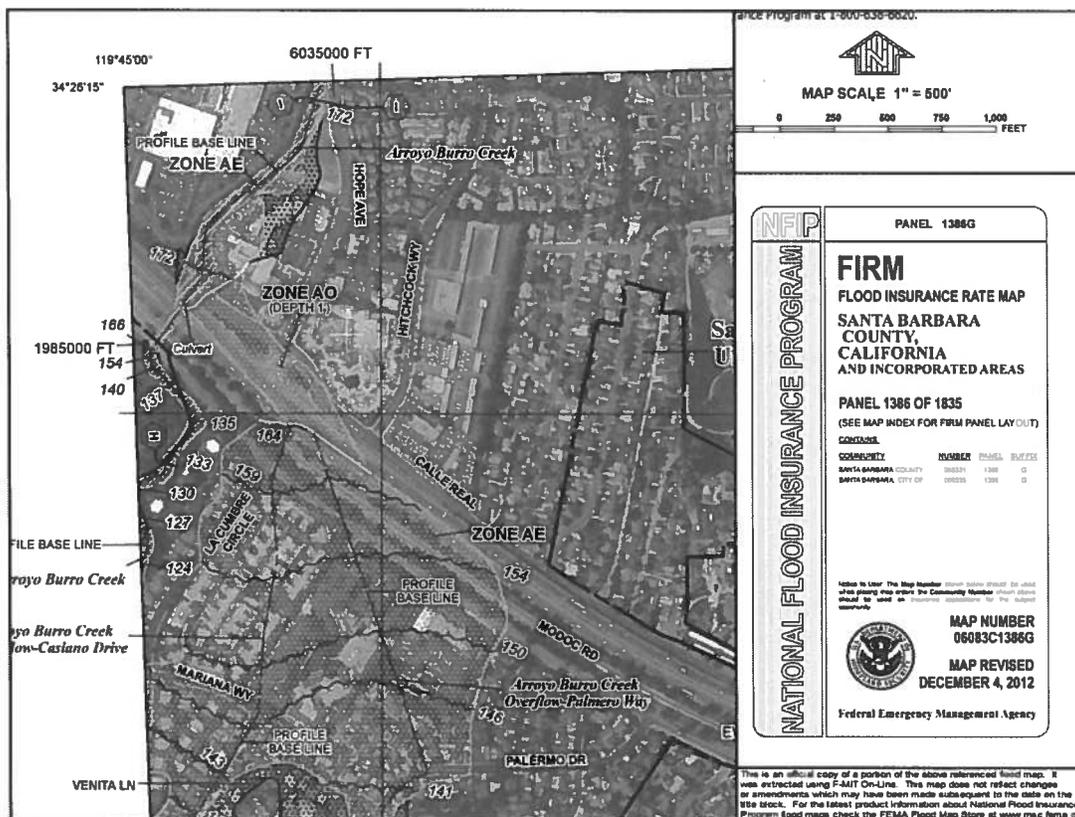
Recurrence Interval	Peak flow (cfs)
500 year	10,080
100 year	5,760
50 year	4,250
10 year	1,390

The 100 year flood event is utilized for determining potential flood areas and flood insurance rates. The 100 year flood event is also commonly used as the standard design flow for all structures and improvements within major creek/river channels. In order to meet FEMA requirements, any new structure must either maintain or improve flooding conditions during the 100 year flood event.

The current floodplain for a 100 flood event is shown on the FEMA Flood Insurance Rate Map (FIRM) panel shown in Figure 1. The base flood elevation in this reach is considered 172 feet. Figures 2 and 3 show how these boundaries layout on the oblique views of the project reach. Figure 4 is a plan view of the City 1995 Lidar map with the creek stationing shown. Figure 5 shows the existing channel cross sections.

Generally, flooding along this reach is caused by the culvert under the Highway 101. This culvert is undersized to carry the design 100-year flow and only passes approximately 4,250 cubic feet per second (cfs). At flows over approximately 1,400 cfs, water starts backing up from the culvert, and when flows reach approximately 4,800 cfs the water over tops the banks upstream of the culvert entrance and floods the auto dealership's back parking area and garage. The water then flows southeast along and Calle Real, across Highway 101, and into the adjacent residential neighborhood. Computer modeling indicates that 800 to 1,000 cfs leaves the channel and flows across Highway 101.

**Figure 1. Current FEMA Floodplain Boundaries**



**Figure 2. Project Reach Overview Looking North**



**Figure 3. Overflow Area Looking Southeast**



### **Refined Existing Condition Channel Performance**

The original FEMA model had limited cross sections in the subject reach. The original model was altered and several new cross sections were added to the model to better quantify the flood elevations in the creek reach. New cross sections were added at stations 163+00, 165+00, 168+00 and 170+00.

The first model run included existing conditions with the added cross sections. Baseline 100-year water surface elevations for existing conditions are presented in Table 1 below.

**Table 1. Refined Existing Conditions**

Creek Station	Water Surface Elevation (ft)	Channel Velocity (ft/sec)
17334	172.23	12.26
17228	172.35	11.31
17100	172.48	9.98
16914	172.58	8.81
16700	172.7	7.78
16500	172.72	7.35
16400	172.72	7.22
16300	172.76	6.9
16226	172.59	8.08
16194	169.67	14.08

In the refined existing conditions analysis, the 100 year flood elevations stay between 172.23 and 172.76 and are similar to the elevations in the existing FEMA FIRM estimates. The velocity profile for the channel is also fairly consistent from stations 16+914 to 16+226 at 7 to 9 ft/sec. This is because the concrete channel is uniform and smooth, and there are no expansions or contractions to slow or speed up the flow. Higher velocities occur as the flow exits the culvert at Hope Avenue and as it enters the downstream culvert. The modeling verifies that the FEMA mapping effort is sufficiently accurate to be utilized for comparing the flood risks associated with restoring the channel.

### **Channel Sensitivity to Increases in Vegetation Density**

The baseline computer model was then modified to analyze the effect on flood elevations and flow velocities of increasing channel roughness from smooth concrete to a vegetated channel. "Channel roughness" is how the model takes into account the reduction in flow velocity due to vegetation, soil, and/or rocks on the channel bed and banks and is defined in the model as the "Mannings n value". The n value was increased to 0.025 to simulate a lightly vegetated channel with the same geometry as the current channel. Table 2 shows that, as expected, increasing channel roughness slows velocities and increases water surface elevations throughout the channel. The rise in water surface elevations at stations 16+300 to 16+700 will increase the amount of overflow to the southeast by approximately 6% and increase flows across Highway 101. With the existing (concrete) channel condition, approximately 800 to 900 cfs leaves the channel at this location. With a restored vegetated channel approximately 850-1000 cfs could be expected to leave the channel – an increase of approximately 50-100 cfs.

**Table 2. Vegetated channel - No channel geometry change, increased roughness (n value) to 0.025**

Creek Station	Water Surface Elevation (ft)	Channel Velocity (ft/sec)	Change in Water Surface elevation from Existing (ft)
17334	173.21	11.47	0.98
17228	173.28	10.4	0.93
17100	173.12	9.34	0.64
16914	172.97	8.44	0.39
16700	172.93	7.59	0.23
16500	172.88	7.12	0.16
16400	172.83	7.04	0.11
16300	172.85	6.61	0.09
16226	172.59	8.08	0
16194	169.67	14.08	0

A Manning’s “n” value of 0.025 would represent a fairly sparse planting of the channel, such as widely spaced trees and low ground cover (i.e. grasses or low growing shrubs). A Manning’s value of 0.045 represents a more typical natural channel “n” value. When using this “n” value, additional water surface elevation increases occur.

In conclusion, removing the concrete and revegetating the channel will increase water surface elevations and impact the flood control conditions of the channel. The next step was to investigate potential restoration designs that would mitigate this impact so that there is no net loss in flood protection for the channel.

### Channel Widening Analysis

In order to determine if widening the channel would have a mitigating impact on flood elevations, we modeled several scenarios. These scenarios utilized various bank slopes and channel width configurations. Initial scenarios were run to determine if widening the channel to the maximum extent possible would mitigate the effects of the increased roughness related to channel restoration and keep water surface elevation at or below existing conditions. It was determined that the channel could not be widened enough to mitigate the increase in water surface elevations from restoration. What this general analysis did confirm is that in order to maintain similar levels of flood protection on adjacent properties structural solutions such as floodwalls and controlled overflow weirs would be required. An over flow weir is a structure that is specifically designed to have and control the flow of water over the top of the structure. In this case, the overflow weir would be positioned so that overflow water would be directed in an appropriate manner and overflow rates would not increase from existing conditions.

### Conceptual Design Options

Floodwalls are required to have at least 3 feet of height above the 100-yr water surface elevation in order to be certified by FEMA. Since the 100-year water surface elevation will be approximately 173 after restoration, the top of the floodwall must be at least 176. This would mean that floodwall heights would generally range from 4 to 6 feet above the existing top of bank ground surface depending on the

channel reconfiguration scenario and the current top of bank elevations. Floodwall and overflow weir elevations could be adjusted to mitigate flood control impacts depending on the overall channel design and configuration. **Figure 6** shows the general layout of the floodwalls and the overflow weir.

Several new channel configurations were considered and modeled. The modeling indicated that small adjustments in the channel bank slopes and configuration had only minor impacts on flood surface elevations and floodwall heights. Other design constraints such as trail width, channel bank slopes, rock bank protection, and protection of the existing established oak trees were also important considerations in the overall project design. It is likely that given the flow velocity and magnitude, the toes of each bank slope and portions of the streambed would need to be fortified with some rock rip-rap to prevent scour and to keep the bed and banks stable.

**Figure 7** shows some possible channel configurations. The design options revolve around the angle of the new slope, width of the bottom of the channel and whether a rock toe wall would be used to aid in producing more gentle slopes and/or protecting the maximum number of existing oak trees on the bank. After investigation of existing geomorphic studies and local observations it appears that a 15 foot channel bottom width is optimal and matches naturalized sections of the creek near the project site. However, bottom widths could be narrowed to accommodate various bank slope scenarios that would preserve the existing oak trees and reduce flood wall heights in different sections along the reach. Narrower bottom widths would likely require additional rock slope protection which would increase velocities at low recurrence flows and limit the ability to install habitat features.

The Highway 101 culvert is the primary constraint for water flow along this reach of Arroyo Burro. The culvert reduces design options for the restoration of this reach. If the culvert is replaced with a larger capacity culvert (100 year flood event) at some point in the future, the upstream water surface elevation would be reduced, which would allow the channel to be naturalized without significant impacts to the overall flood conditions in this reach and without the construction of the floodwall. At this time, however, we are not aware of any future plans by Caltrans to increase the culvert size. Therefore, this feasibility analysis is based on the assumption that the culvert will not be replaced.

### **Planning Level Cost Estimate**

We have developed a preliminary planning level cost estimate, that assumes the concrete channel would be removed and one of the three identified channel configurations would be utilized. Small portions of concrete lining upstream of the Highway 101 culvert and downstream of the Hope Bridge culvert will be left in place to help maintain the existing flood protection, reduce any structural complications with the existing vertical walls, and provide for a stable channel bed at this location. The channel bottom would need to be reconstructed using appropriate bed material and a bank fortified with rock at the toe would need to be constructed on both sides. Earthen slopes would be carried down the bank as far as possible to enhance the channel revegetation effort. Several creek bottom grade controls would be installed to ensure long term stability. Habitat features would be installed that could include woody debris structures, boulder rock clusters and small constriction points to give the channel bottom diversity and increase aquatic habitat quality. A new permeable trail would be constructed at the top of bank. Adjacent to the path, a new floodwall and overflow weir would be installed.

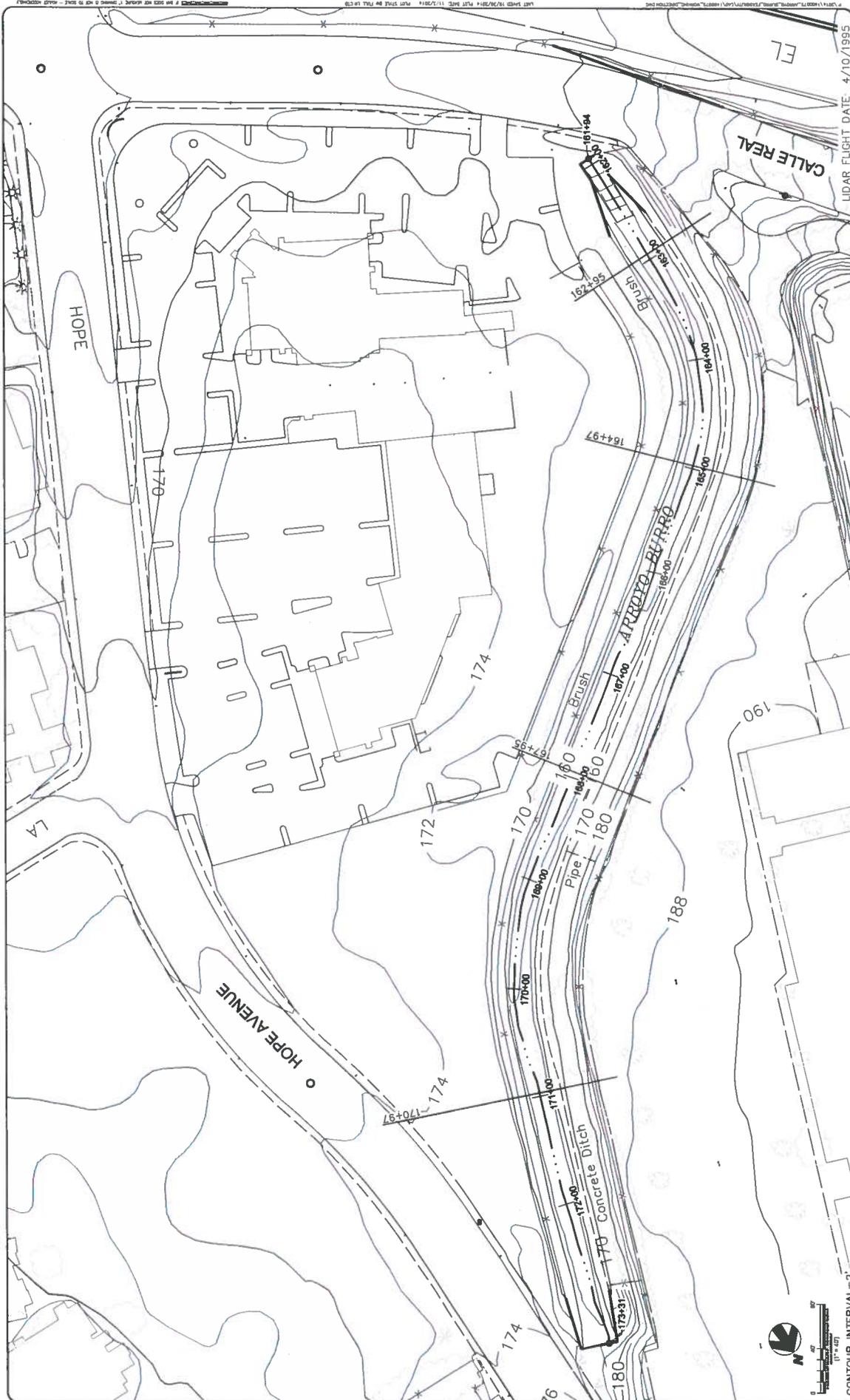
**Table 3. Preliminary Planning Level Cost Estimate**

No.	Item	Cost	Quantity	Units	Total Cost
1	Survey and Stakeout	\$ 10,000	1	LS	\$ 10,000
2	Mobilization	\$ 100,000	1	LS	\$ 100,000
3	Clearing & Grubbing	\$ 20,000	1.4	AC	\$ 28,000
4	Grade Access Rd, Gravel, Restore Access Rd	\$ 35,000	1	LS	\$ 35,000
5	Dewatering	\$ 30,000	1	LS	\$ 30,000
6	Site Protection ESA/Silt Fence	\$ 5.50	1800	LF	\$ 9,900
7	Demolition	\$ 140	2000	TN	\$ 280,000
8	Grading (Balance on site)	\$ 40	1400	CY	\$ 56,000
9	Planted Boulder Revetment	\$ 135	3000	TN	\$ 405,000
10	Boulder Grade Control Structures	\$ 135	400	TN	\$ 54,000
11	Boulder Bed/Reconstruct Creek Bed	\$ 45,000	1	LS	\$ 45,000
11	Habitat Features	\$ 35,000	1	LS	\$ 35,000
12	ADA Trail (3" AC/ 12" AB)	\$ 10	9000	SF	\$ 90,000
13	Cutoff Wall	\$ 1,500	50	CY	\$ 75,000
14	Flood Wall	\$ 350	900	LF	\$ 315,000
15	Planting	\$ 35,000	1.45	AC	\$ 50,750
16	Irrigation	\$ 30,000	1	LS	\$ 30,000
17	Erosion Control/BMP'S/SWIPP	\$ 25,000	1	LS	\$ 25,000
18	Construction Management	\$ 55,000	1	LS	\$ 55,000
				<b>Subtotal:</b>	<b>\$ 1,728,650</b>
				Contingency (20%)	\$ 345,730
				<b>Total Project Cost:</b>	<b>\$ 2,074,380</b>

## Conclusions

After analyzing the initial modeling results, we concluded that removing the concrete channel and restoring the subject reach of Arroyo Burro is feasible with structural flood control features such as floodwalls and overflow weirs to maintain or improve current levels of flood protection. We recommend that a portion of the concrete lining remain in the lower 100 feet of the creek reach upstream of Highway 101 culvert and for 50 feet downstream of the Hope Avenue culvert. This leaves approximately 900 feet of creek channel that could be restored in this reach.

The optimal bottom width of the channel should be approximately 15 feet, but considerations of other factors such as bank slope geometry, reducing flood wall height, and protecting existing tree resources may require the bottom width to be reduced. Semi-vertical rock walls could be installed at the toe to reduce the grading on the upper bank slopes. Changes to bottom width and bank slopes have only small impacts to 100-year water surface elevations, which can be mitigated by adjusting the height of the commensurate floodwalls and overflow weir. We estimate that the project could cost approximately two million dollars to complete (see Table 3).



LIDAR FLIGHT DATE: 4/10/1985

Project	4400075
Client	AS NOTED
Date	12-28-2014
Page	4

**RESTORATION PLAN  
CROSS SECTION LOCATIONS**

ARROYO BURRO, SANTA BARBARA COUNTY

Design	ST/CL
Drawn	CL
Checked	BT
Approved	BT

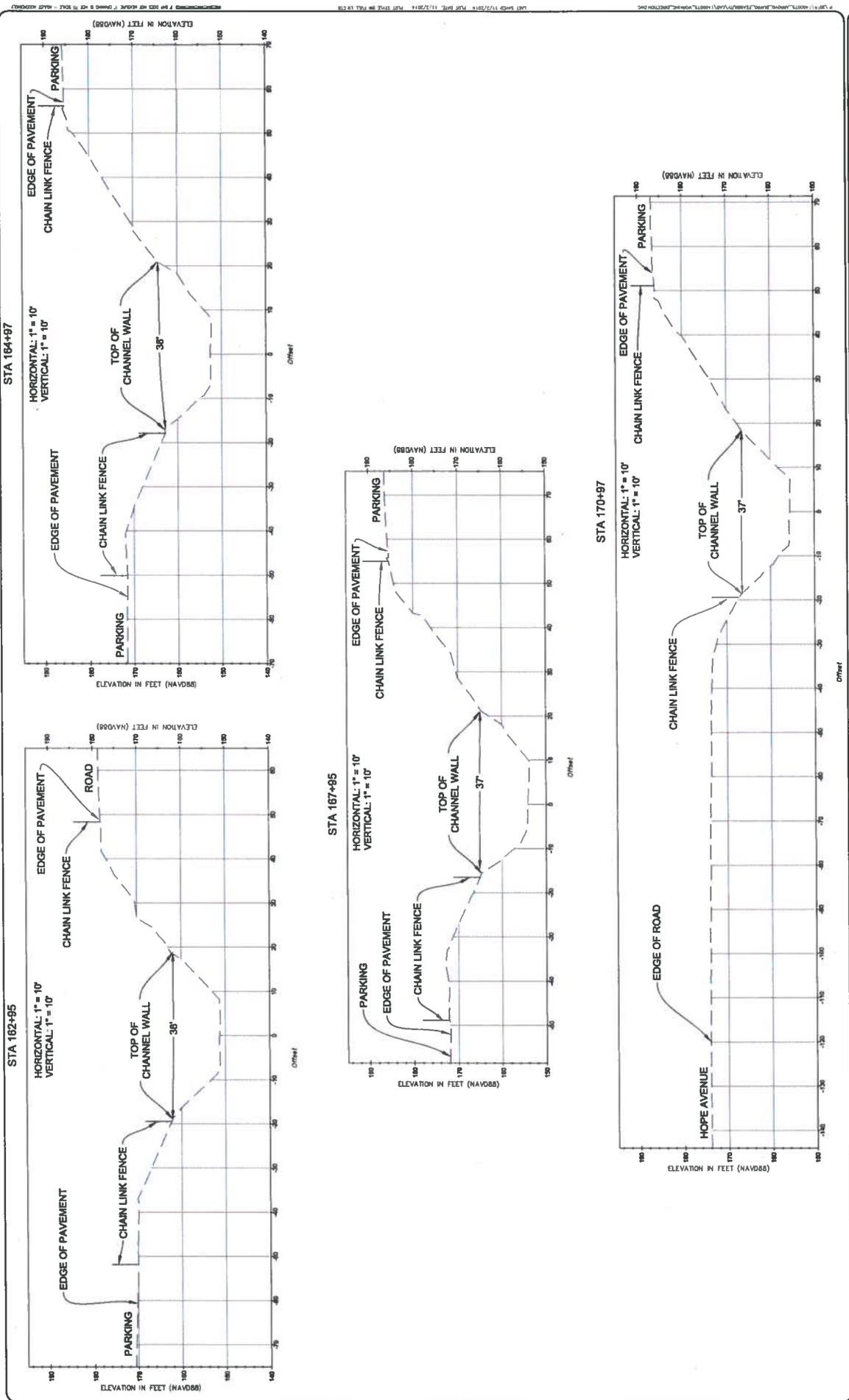
Rev	Date	By	Description

**QUESTA**  
ENGINEERING CORP.  
Civil  
Engineering  
& Water Resources

P.O. Box 70000, 1220 Broadway Creek Road, Peralta, CA 94027

**ARROYO BURRO  
SANTA BARBARA COUNTY**

CONTOUR INTERVAL = 2'



Project: 1400075  
 Date: 05-28-2014  
 Page: 5

**RESTORATION PLAN  
 SURVEY CROSS SECTIONS**  
 ARROYO BURRO, SANTA BARBARA COUNTY

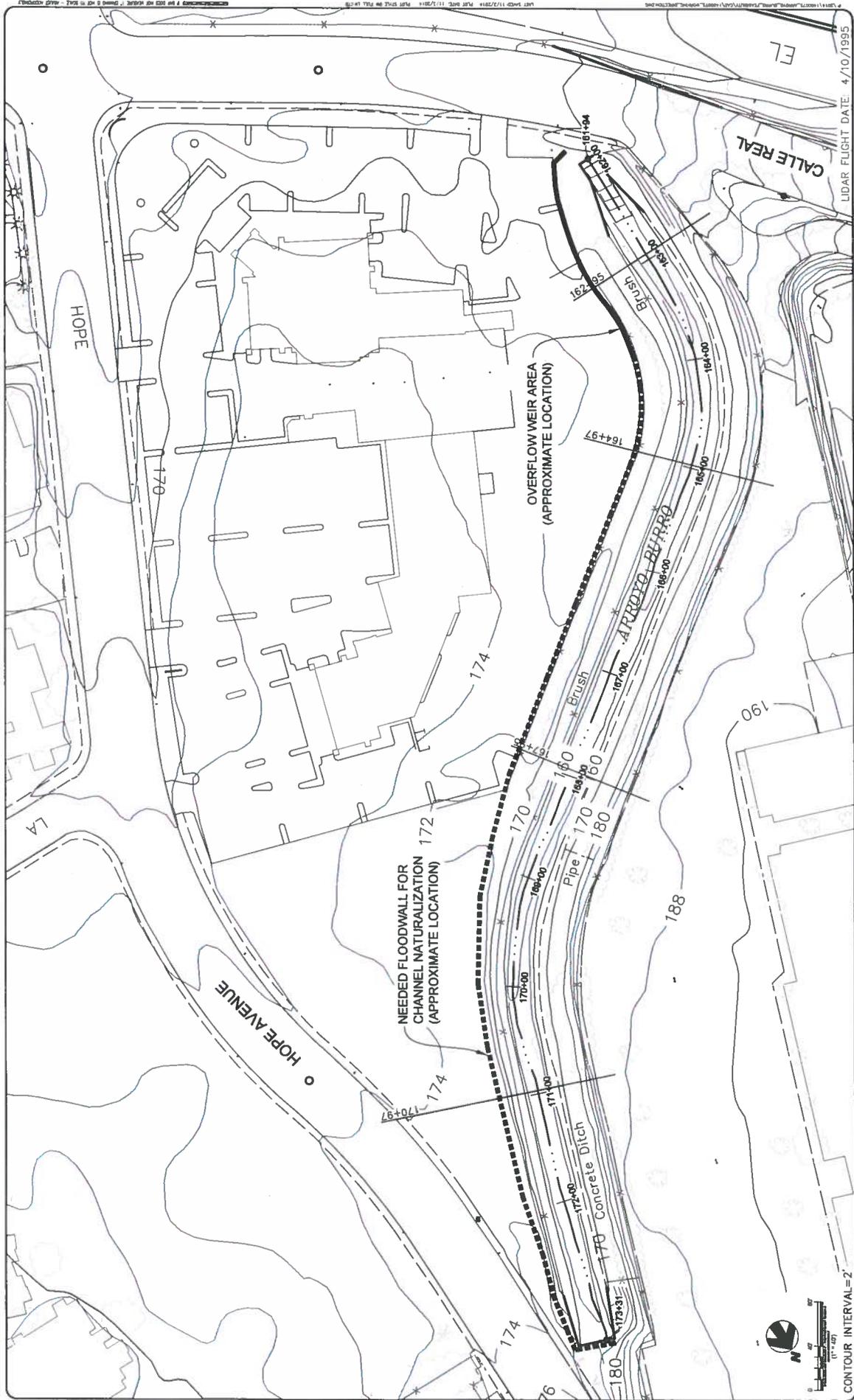
Company: STCL  
 Drawn: CL  
 Checked: ST  
 Appr: BT

NO.	Date	By	Description



**QUESTA**  
 ENGINEERING CORP.  
 Civil Engineering & Water Resources  
 P.O. Box 70068, 1220 Burdett Court Road, Pismo Beach, CA 93427

**ARROYO BURRO  
 SANTA BARBARA COUNTY**



LIDAR FLIGHT DATE: 4/10/1995

Sheet	1400775
Scale	AS NOTED
Date	08-28-2014
Page	6

**RESTORATION PLAN  
CONCEPT FLOODWALL & WEIR**  
ARROYO BURRO, SANTA BARBARA COUNTY

Design	ET/CL
Drawn	CL
Checked	ST
Appr'd	ST

Rev	Date	By	Description

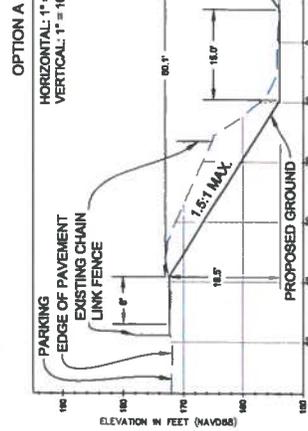


**QUESTA**  
ENGINEERING CORP.  
1720 Highland Court Road • Santa Barbara, CA 93107  
P.O. Box 70266 • 1720 Highland Court Road • Santa Barbara, CA 93107

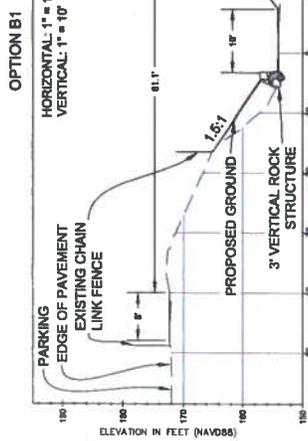
**ARROYO BURRO**  
SANTA BARBARA COUNTY

CONTOUR INTERVAL = 2'

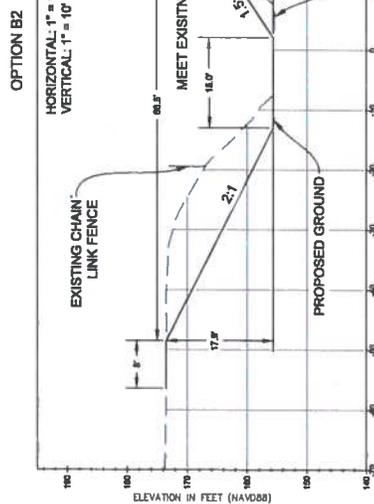




CROSS SECTION BASED ON STA 168+00



CROSS SECTION BASED ON STA 168+00



CROSS SECTION BASED ON STA 170+00

CONCEPT SECTIONS FOR STA 168+00 TO STA 171+75

CROSS SECTIONS BASED ON STA 170+00

Design	ST/EL
Drawn	CL
Checked	ST
Appr'd	ST

**RESTORATION PLAN  
CONCEPT CROSS SECTIONS**  
ARROYO BURRO, SANTA BARBARA COUNTY

ID	1400075
Scale	AS NOTED
Date	10-28-2014
Page	7



**QUESTA**  
ENGINEERING CORP.  
Civil, Environmental & Water Resources  
10000 Santa Barbara Avenue, Suite 200  
Santa Barbara, CA 93101  
P.O. Box 10000, 10000 Santa Barbara Avenue, Santa Barbara, CA 93101

**ARROYO BURRO  
SANTA BARBARA COUNTY**



HOUSING

AUTHORITY OF THE  
CITY OF SANTA BARBARA

808 Laguna Street / Santa Barbara  
California / 93101

Tel (805) 965-1071  
Fax (805) 564-7041

December 31, 2014

Honorable Planning Commission  
c/o Dan Gullet  
City of Santa Barbara  
Community Development Department  
630 Garden Street  
Santa Barbara, CA 93101

**RE: Parking Analysis for Proposed Gardens on Hope Project (251 South Hope Avenue)**

Dear Planning Commission:

The Housing Authority of the City of Santa Barbara (HACSB) in conjunction with Garden Court, Inc. is proposing the development of a 90+ unit senior housing complex at 251 South Hope Avenue which would be known as The Gardens on Hope. As part of the City review and approval of this development, we present this parking analysis for the project.

#### Introduction

It is worth emphasizing at the outset that the target population of the proposed development has little need for parking at the property. Most of the frail seniors that are expected to occupy the apartments at the property likely would not drive and would not be able to afford and maintain an automobile. In this regard, specific experience based on the operation of the original Garden Court property located at 1116 De La Vina Street is presented below. Experience at Garden Court suggests just 11% of the residents make use of a car. In particular, residents should have little need for a car at this location; one of the factors that makes this such an attractive location for this development is the availability of plenty of amenities at the La Cumbre Mall, either within walking distance or a short shuttle bus ride.

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

Parking Experience at Garden Court

The “original” Garden Court property at 1116 De La Vina Street was developed in 1999. This development is the model for the proposed development on South Hope Avenue in terms of the intended resident type, unit size and configuration, outside courtyard space availability, food and resident services, and overall general use of the property. Garden Court consists of 98 units in a three-story building and has surface parking for a total of 28 cars.

At Garden Court on De La Vina, the 28 parking spaces are allocated as follows:

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

In addition to the 7 residents who have assigned parking spaces on the Garden Court lot, there are 4 additional residents who own cars and have street parking permits. The street parking permits have been obtained in coordination with Garden Court as these are issued “without altering the character of the public streets in the area”. Thus, there are 11 tenant car users out of the total 98 apartments, or 11% of the total. The number of residents who have street permit parking is expected to drop as newer residents find it easier to use Garden Court’s transportation program, making personal automobiles unnecessary. It should be noted that residents are only allowed a vehicle as an exception for particular reasonable accommodations, and the number of resident vehicles could be reduced through the lease selection process.

After 6 pm, the number of staff personnel onsite is reduced and visitors are able to share the staff parking spaces.

Per the property management, the single handicapped space has been sufficient for the property.

The only occasions where the Garden Court parking lot is insufficient for demand is during the one or two annual events where community members are invited. These occur in the evening hours. In these cases, attendees are usually able to utilize nearby free after-hours parking. At all other times, there have been no reported parking problems.

Applying Garden Court Experience to the Hope Avenue Development

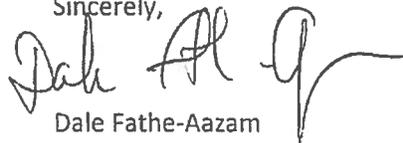
Below we compare the parking parameters of the proposed "Site Plan 1" development (i.e. the Housing Authority's preferred plan) to the actual experience at the existing Garden Court. Please note that we have added 4 parking spaces to the Garden Court parking number to account for the fact that, at that property, there is currently demand which slightly exceeds the supply of available spaces.

	<u>Garden Court</u>	<u>Proposed Hope Avenue</u>
Number of residential units	98	90
Number of parking spaces	32	33
Number of handicapped parking spaces	1	2
Overall parking ratio (spaces per unit)	0.33	0.37

While the proposed number of parking spaces in the Site Plan 1 development has a parking ratio less than the current City guideline for a senior community of 0.5 spaces per unit, the above table demonstrates that the proposed parking will exceed that of the current Garden Court community. Given that Garden Court's present parking configuration functions in a satisfactory fashion, we believe that the proposed design concept should provide ample parking for the new development on Hope Avenue.

We appreciate the opportunity to present this parking information. We look forward to The Gardens on Hope being another example of Santa Barbara's high quality affordable housing. We would be pleased to answer any questions you may have.

Sincerely,



Dale Fathe-Aazam

Director of Property and Development

- cc: Rob Pearson, HACSB  
Skip Szymanski, HACSB  
Detlev Peikert, RRM Design Group  
Lisa Plowman, RRM Design Group



## ARCHITECTURAL BOARD OF REVIEW MINUTES

April 14, 2014 – Concept Review

### 251 S HOPE AVE

E-3/PD/SP-4/SD-2 Zone

Assessor's Parcel Number: 051-240-008

Application Number: MST2014-00142

Owner: Hughes Dealership Group, Inc.

Architect: Peikert + RRM Design Group

Applicant: Housing Authority of the City of Santa Barbara

(Proposal for the construction of a new 17,004 square foot building with 90 studio apartments for very low- and low-income seniors on a vacant 1.76 acre site. The project includes a two-bedroom manager's unit, commercial kitchen, and common dining room.)

**(Comments only; requires Environmental Assessment and Planning Commission review.)**

Actual time: 3:27 p.m.

Present: Detlev Peikert and Lisa Plowman, Architects; Rob Pearson, Executive Dir. of the Santa Barbara Housing Authority (HACSB).

Public comment opened at 3:51 p.m.

- 1) Bob Cunningham, opposition; with concerns requesting emphasis of the elevations of the circulation element and street frontage façades; additional roof details; and requested screening of the parking; subdued lighting; site story poles, improved curb and sidewalk pedestrian appeal; and landscaping to be similar to that across the street on La Rada.
- 2) Jim Smith, (speaking for seven other people, submitted documentation) opposition; with concerns regarding the proposed size, bulk, and scale, and requested a more residential look and feel to the proposed project, parking density in the neighborhood, and requested a reduction in height on the project.
- 3) Vicki St. Martin, support; but with concerns regarding size, parking density, and rapid traffic in the area, and neighborhood compatibility of the proposed project.
- 4) Dorinda Carr, (submitted letter) opposition; with concerns regarding size and scale of the proposed project, and rapid traffic and parking density in the area.
- 5) Tamara Diamond, opposition; with concerns regarding size and scale of the proposed project, rapid traffic and parking density, and adjacent crosswalk safety.
- 6) Karen Shaw, (adjacent neighbor) opposition; with concerns regarding size and scale, rapid traffic, parking density, and adjacent cross walk safety due to the loading of cars by the nearby dealership in the middle of the road.
- 7) Edward Steinfeldt, (adjacent neighbor) opposition; with concerns regarding parking density in the area due to the nearby car dealership, and the proposed square footage (footprint) for each unit.

Four letters and emails of concern from Dr. Kiumarss Nassari, Jim Souza, the Board of Directors for the Hope Village Maintenance Corp., Dorinda Carr, and William Gebhart were acknowledged.

Public comment closed at 4: 09p.m.

**EXHIBIT G**

**Motion:**

**Continued indefinitely to Full Board with comments:**

- 1) The Board generally appreciates the well-sited project, but finds the project is too massive, and suggests a reduction in the size, bulk, and scale of the buildings as seen from the street, with suggestions to break up the massing by:
  - a) Removing end units on the third floor;
  - b) Add tile roofs at the porches and balconies or add a tile roof at the third story at the mansard to preserve the flat roof for photovoltaic equipment.
- 2) The Board was in favor of Option 2 with a red tile Spanish roof treatment of the building.
- 3) The Board expressed concern about the creek setback for long-term security and felt the proposed 35-foot setback may not be enough, and to perhaps step the building back.
- 4) Study compacting vertical circulation elements to maximize open space.
- 5) Return with building sections on the plans, and/or computer modeling. Story poles may be required in the future.
- 6) Provide a Transportation Traffic Study of traffic circulation and impacts, and parking numbers, including any queuing issues prior to returning for further ABR review.
- 7) Provide landscape screening for parking areas and show on the plans any proposed landscape fingers in the parking drawings.
- 8) Provide roof plan.
- 9) Obtain comments from Creeks Division staff prior to returning for further ABR review.

**Action:**

Wittausch/Poole, 4/0/0. Motion carried. (Hopkins stepped down, Gradin/Cung absent).