



City of Santa Barbara California

III.

PLANNING COMMISSION STAFF REPORT

REPORT DATE: May 14, 2015
AGENDA DATE: May 21, 2015
PROJECT: 800 Santa Barbara Street (MST2015-00023)
TO: Planning Commission
FROM: Planning Division, (805) 564-5470, extension 4550
Beatriz Gularte, Senior Planner *BGG*
Suzanne Riegle, Associate Planner *SR*

I. CONCEPT REVIEW

Proposal to demolish the existing 1,965 net square foot, one-story non-residential building and construct a 26,059 square foot, four-story mixed-use building on an 18,568 square foot lot. The project consists of 1,500 square feet of commercial floor area and 26 residential units (comprised of 8 studio units, 14 one-bedroom units, and 4 two-bedroom units) above a 12,682 square foot subterranean parking garage containing 30 parking spaces, storage, and service areas. This is an AUD Priority Housing development with a proposed density of 63 dwelling units per acre and with an average unit size of 789 square feet.

The subject property is located at the corner of De La Guerra and Santa Barbara Streets within El Pueblo Viejo District and immediately adjacent to El Presidio de Santa Barbara State Historic Park.

This project requires Planning Commission Conceptual Review because the lot size is more than 15,000 square feet and the project is being proposed under the Average Unit-Size Density (AUD) Incentive Program Priority Housing Overlay (SBMC §28.20.080).

The purpose of the concept review is to allow the Planning Commission and the public an opportunity to review the proposed project design at a conceptual level and provide the applicant, staff, and the Historic Landmarks Commission (HLC) with feedback and direction regarding the proposed land use, design, and General Plan consistency. **The project is being presented to the Planning Commission for concept review and comments only.** No formal action will be taken on the project. The HLC will be the decision-making body for this project.

Staff recommends that the Planning Commission review the proposed project, consider the issues outlined in this report and the attached Pre-Application Review Team (PRT) letter (Exhibit C), and provide comment and recommendation by majority vote regarding the proposed design and improvement of the project and the project's consistency with the City's General Plan. The Planning Commission's comments and recommendations will be communicated to the HLC for use in their deliberations on the project.



Figure 1: Project Vicinity

II. BACKGROUND

The Planning Commission reviewed and approved a previous project on this site in June 2008, which was later appealed to the City Council by the Santa Barbara Trust for Historic Preservation. On September 30, 2008, City Council considered the appeal and upheld the Planning Commission's approval of the project. The approved project consists of the demolition of the existing 1,965 square foot office building and construction of a three-story mixed-use building comprised of six residential condominium units (1 two-bedroom and 5 three-bedroom) and two commercial condominium units (totaling 4,605 square feet). Thirty underground parking spaces would be provided. Project approval included a lot line adjustment of 1,529 square feet from adjacent parcel number 031-012-027 to meet residential density requirements, as well as a Tentative Subdivision Map and Development Plan.

During the review and approval process the following key issues were raised:

- The height of the building relative to the protection of mountain views;
- Protection of the historic sandstone site wall;

- Impacts to the axial brick path, steps and flagpole that connect to the building at 223 E. De La Guerra Street (eligible for designation as a City Landmark) to Santa Barbara Street; and
- The findings of the archaeology report.

Due to the adoption of three state laws (SB333, AB208, and AB116), the original two-year approval of the Tentative Subdivision Map has been extended by 6 years. Therefore, the approved project will expire on September 30, 2016 unless the project receives final design review approval and a building permit prior to that date. The applicant has not formally withdrawn the previously approved project. The project described in Section I of this staff report is considered a new project.

III. SITE INFORMATION

Applicant:	Jan Hochhauser, Hochhauser Blatter Architecture & Planning		
Property Owner:	800 Santa Barbara Street, LLC		
Site Information			
Parcel Number:	031-012-028	Lot Area:	18,568 sq. ft.
General Plan:	Commercial/ High Density Residential (Priority Housing Overlay)	Zoning:	C-2
Existing Use:	Office	Topography:	4%
Adjacent Land Uses			
North – Anacapa School / El Presidio de Santa Barbara State Historic Park			
East – Commercial			
South – School District Office		West – Commercial	

IV. ZONING

As designed, the proposed project would comply with the zoning ordinance. The project is proposed under the City’s AUD Incentive Program, which allows up to 26 dwelling units on the subject property under the Priority Housing Density requirements.

The AUD Incentive Program requires a five-foot setback from each of the front property lines and does not require a setback from the interior or rear property lines. The project is providing a 16-foot setback from Santa Barbara Street, a 12-foot setback from De La Guerra Street, a 5’-4” setback along the northern property line and an 18-foot setback along the eastern property line.

The proposed project provides 30 covered parking spaces and an area has been specified for bicycle parking in the basement of the building. A total of 29 vehicle parking spaces and 26 bicycle parking spaces are required.

The project would be four stories with a maximum height of 44’-6” which is consistent with AUD height limitations.

V. GENERAL PLAN CONSISTENCY

Per SBMC §28.20.080.D, the Planning Commission shall provide comment and recommendation by majority vote regarding the proposed design and improvement of the

project and the project's consistency with the City's General Plan. Exhibit D includes a comprehensive list of relevant General Plan goals, policies, and implementation strategies. A brief summary is provided below.

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.

Housing Element

The Housing Element includes multiple policies and implementation strategies encouraging and facilitating the development of affordable, rental, senior and special needs housing. The proposed project would provide 26 new rental units.

Historic Resources Element

The project is proposing a four-story structure in a neighborhood which is predominately one- and two-story structures, including historic adobes and El Presidio de Santa Barbara State Historic Park. Staff looks to the Planning and Historic Landmarks Commissions for direction related to the potential conflicts related to Historic Resources Element Policies HR 2, HR3, and HR5, and the associated Implementation Actions 2.8 and 3.3. The outlined policies and implementation actions strive to ensure respectful and compatible development, discourage the demolition of historic structures and site features, and to protect neighbors in close proximity to the downtown and commercial core from development that might transform their historic character.

The Historic Resources Element also includes implementation actions that call for the creation of buffers to further protect historic resources. These implementation actions state that all parcels within 100 feet of a historic resource be identified and flagged for scrutiny for impacts on those resources, prior to approval of any development application. A map of historic resources within the boundaries of the original El Pueblo Viejo has been attached as Exhibit E. In addition, any parcel within 250 feet of the El Presidio de Santa Barbara State Historic Park and areas inclusive of the original footprint of the Presidio and other City Landmarks to be selected shall be subject to measures for additional protection, which may require adjustments in the height, bulk, size, and setbacks of the proposed development or design alternatives. A map showing the 250-foot buffer of El Presidio de Santa Barbara State Historic Park has been attached as Exhibit F.

Environmental Resources Element

The Environmental Resources Element provides policies regarding the documentation of public views of the ocean, mountains, and other highly valued public view points.

Conservation Element

The Conservation Element also provides policies for enhancing the scenic character of the City, maintaining existing mature trees and landscaping, encouraging the planting of new trees, and protection of scenic view corridors. As proposed, the project would remove existing mature landscaping and introduce new landscaping at the corner of Santa Barbara and De La Guerra Streets.

Noise Element

The Noise Element provides policies regarding siting new residential uses in non-residential zones and the compatibility of adjacent uses to prevent noise conflicts.

VI. DESIGN REVIEW

This project was reviewed conceptually by the Historic Landmarks Commission (HLC) on May 6, 2015. Staff will provide a summary update of the HLC meeting to the Planning Commission, and, if available, a copy of the draft Minutes will be provided to the Planning Commission at the hearing.

- VII. The project design and siting must comply with the [Urban Design Guidelines](#) and Chapter 5 of the [El Pueblo Viejo Design Guidelines](#). The proposed project should be compatible in size, bulk, and scale and should preserve the character of the existing historic neighborhood in order for the Commission to make findings of compatibility. It is equally important that the building's overall apparent height be integrated with the site and adjacent structures. HLC will determine if the project is consistent with El Pueblo Viejo Guidelines and the Urban Design guidelines as part of their review of the project.

VIII. PRE-APPLICATION REVIEW TEAM (PRT) REVIEW

The project was reviewed by the City's Land Development Team in February 2015. On February 23, 2015, the PRT comments were provided to the Applicant. A copy of this letter is attached as Exhibit C. Subsequent to the PRT review, the applicant revised the project to address the density and parking concerns. Therefore, a parking modification is no longer required.

IX. ISSUE AREAS

Staff recommends that the Planning Commission focus on the following issue areas for this concept review:

General Plan Consistency

As stated in Section VI, Staff requests feedback regarding consistency with the City's General Plan policies related to Historic Resources, Environmental Resources, and Circulation Elements.

Project Compatibility Considerations

The Historic Structures Ordinance (SBMC §22.22.145, subsection B) outlines certain criteria that the HLC is to consider before granting approval of a project. These criteria/considerations are:

1. Does the project fully comply with the City's Charter and Municipal Code? Is the project's design consistent with the Historic Landmarks Commission and El Pueblo Viejo Design Guidelines
2. Is the project compatible with the desirable architectural qualities and characteristics which are distinctive of Santa Barbara and of the particular neighborhood surrounding the project?
3. Is the size, mass, bulk, height, and scale of the project appropriate for its location and the neighborhood?
4. Is the design of the project appropriately sensitive to adjacent Federal, State, and City Landmarks or nearby designated historic resources, including structures of merit, sites, or natural features?
5. Does the design of the project respond appropriately to established scenic public vistas?
6. Does the project include an appropriate amount of open space and landscaping?

Public Improvements

New mixed-use development requires compliance with the goals and policies of the City's Pedestrian Master Plan. The proposed project would require public improvements along the Santa Barbara and De La Guerra Street frontages, including the realignment of the crosswalk, new pedestrian access ramps, replacement of lifting or damaged sidewalk, relocation of the traffic signal cabinet, a new traffic signal, and new street lights. The City Traffic Engineer has advised the applicant that on-site landscaping may have to be reduced in height to ensure adequate pedestrian visibility.

Historic Structures / Sites Report (HSSR)

The project would require an Addendum to the HSSR because the previous Historic Structures/Sites Report does not address the current designs impacts on the historic site retaining wall, nor does the report address the removal of the mature landscape that defines the corner or the impacts to the axial pathway, curved stairs, and relocation of the flagpole that connects the 223 E De La Guerra Street building to Santa Barbara Street.

X. NEXT STEPS

Following the Planning Commission concept review, the applicant would return to the HLC for review of the Addendum to the Historic Structures / Sites Report and continued concept review. As designed, the project is not required to return to Planning Commission; however, the applicant can request additional concept reviews by the Planning Commission. Upon acceptance of a complete project application, staff would commence environmental review. The project would be scheduled for a decision by the HLC following the environmental review period.

Exhibits:

- A. Applicant's letter, dated May 5, 2015
- B. Perspective Drawing, Site Plan, Building Elevations
- C. PRT Letter dated February 23, 2015
- D. Relevant General Plan Goals, Policies, & Implementation Strategies
- E. Map of Historic Resources within the Original El Pueblo Viejo District boundary
- F. El Presidio de Santa Barbara State Historic Park Boundary Map

January 21 2015 [updated May 5, 2015]

Kelly Brodison / Renee Brooke
Planning and Development
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93101

**RE: PRT Application / Residential Multi-family apartment development
800 Santa Barbara St., Santa Barbara, Ca.
APN: 031-012-028**

Dear Kelly and Renee,

Pursuant to previous meetings and discussions, we are pleased to submit this PRT Application for as an initial step in the processing of a Development Plan for a new multifamily residential development with a small mixed use commercial component at the northeast corner of Santa Barbara and De la Guerra Streets. The property owner is John Donaldson a builder developer.

The Property zone is C-2 and is 18,586 sf or .43 acres. The zoning and the recently adopted average unit-size density incentive program supports the proposed use. The property is mapped as Priority Housing Overlay with 49-63 units per acre.

It is bounded by the Anacapa School to the north, commercial uses to the east and fronting on Santa Barbara and De la Guerra streets.

Currently the site is occupied by a 2400 square foot one story commercial building and a 7200 sf asphalt paved parking lot.

Under the Average unit-size density program, this application contemplates a 26 unit apartment building with limited on grade commercial space. On- site parking to accommodate in excess of 1 parking place per unit is proposed. Average unit size is proposed at a maximum of 811 square feet with a total residential square footage of 20,510.

The building and proposed development consists of two and three story elements, and a limited fourth story component which are all organized around a central interior garden courtyard.

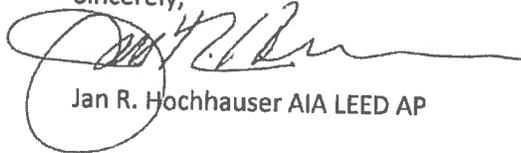
The owner /applicant recognizes the issues faced in a prior application which was ultimately approved for this site. While application of the average unit-size housing density overlay to this site generates more development than what was previously approved, we feel the proposed concept is contemplated in a manner that is responsive to issues raised in that prior application. To date we have met with members and interested parties from the Anacapa School and the Santa Barbara Trust for Historic Preservation.

No variances to the zoning standards are contemplated at this point.

We believe the proposal presents a special opportunity to apply the City's goals and policies to introduce housing into the fabric of the downtown. With a carefully designed architectural and landscape solution that is sensitive to its neighbors, we of course feel that the site is ideal for the owners goal of creating apartment housing. Please find attached with this letter a compendium of schematic plans and other drawings that reflect the concept for this PRT submittal.

We look forward to meeting with the applicable departments to garner feedback and understand how best to prepare a complete and successful application. Naturally, we would be happy to provide any additional material that you might identify to abet the PRT review.

Sincerely,



Jan R. Hochhauser AIA LEED AP

cc. John Donaldson / JDC Construction + Development Group

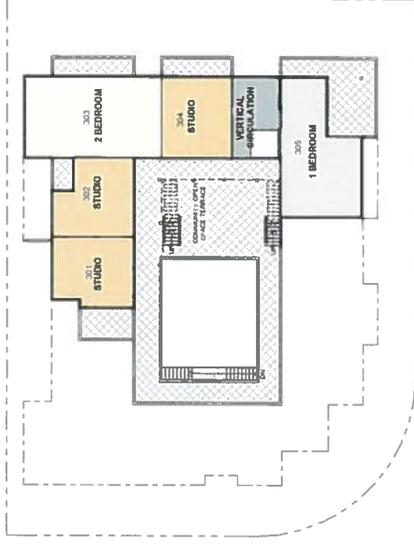
NO.	DATE	DESCRIPTION

DATE: 04/20/2011
DRAWN BY: J. BLATTER
CHECKED BY: J. BLATTER
PROJECT NO.: 11080-01

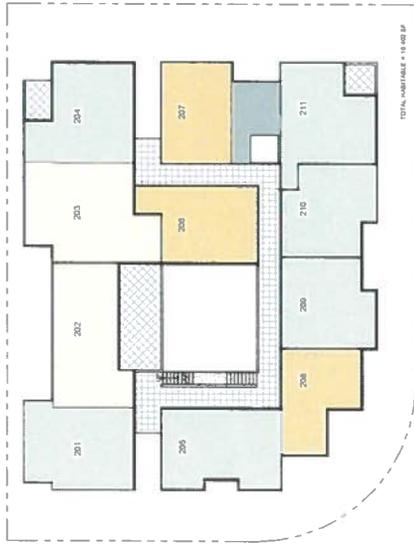
SHEET CONTENTS
GROUND FLOOR PLAN THIRD
FLOOR PLAN

Sheet No. Project Number

MIXED USE MULTI FAMILY APARTMENT W/ LIMITED COMMERCIAL

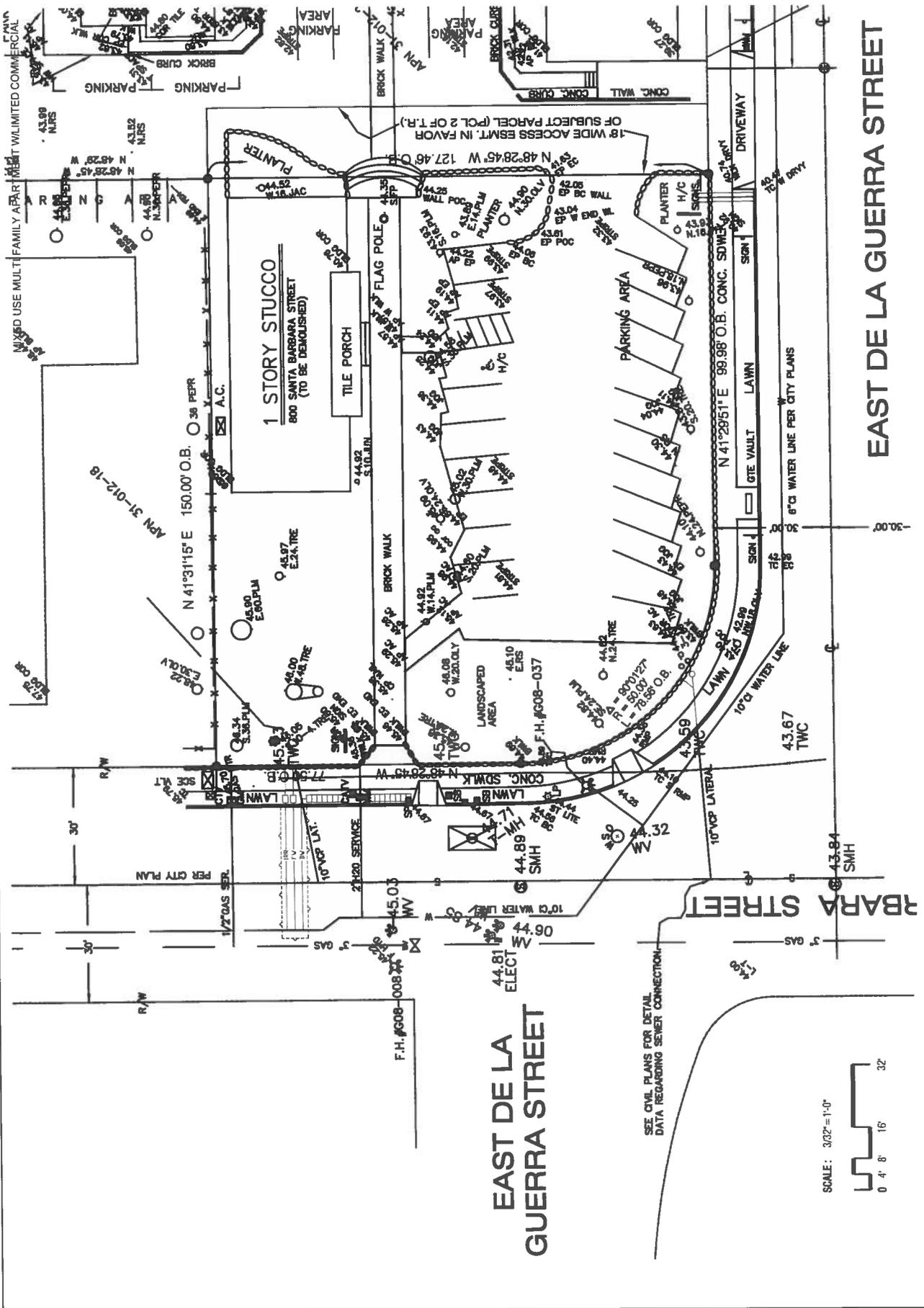


Level 3 1/16" = 1'-0" 2



Level 2 1/16" = 1'-0" 1

TOTAL UNIT AREA = 110 SQ. FT.



EAST DE LA GUERRA STREET

EAST DE LA
GUERRA STREET

SEE CIVIL PLANS FOR DETAIL
DATA REGARDING SEWER CONNECTION

SCALE: 3/32" = 1'-0"





City of Santa Barbara Planning Division

PRE-APPLICATION REVIEW TEAM COMMENTS

February 23, 2015

Jan Hochhauser
Hochhauser Blatter Architecture and Planning
Via Email and Hand Delivered

SUBJECT: 800 SANTA BARBARA STREET, MST2015-00023, APN: 031-012-028

PRT MEETING DATE: Tuesday, February 24, 2015 at 3:30 p.m., 630 Garden Street, CD 2nd Floor Conference Room

Dear Mr. Hochhauser:

I. INTRODUCTION/PROJECT DESCRIPTION

Staff from various City Departments/Divisions have reviewed your conceptual plans and correspondence for the subject project. The purpose of this review is to identify significant issues relevant to the project and identify additional information required for Architectural Board of Review approvals. This letter outlines staff's preliminary comments on your proposal. Please review this letter carefully prior to our scheduled meeting date; we will answer your questions at that time. The specificity of the staff comments depends on the amount of information provided to us. In some cases, more issues arise at later steps in the process. However, our intent is to provide applicants with as much feedback and direction as possible at this pre-application step in the process.

The project consists of the demolition of the existing 1,965 square foot one-story office building and construction of a 26,059 square foot, four-story mixed-use development on an 18,568 square foot lot. The project includes 865 square feet of commercial floor area and 27 residential units (comprised of eight studio units, 12 one-bedroom units, six two-bedroom units and one three-bedroom unit) above an 11,591 square foot, subterranean parking garage containing 28 parking spaces, storage, and service areas.

II. COMMENTS AND ISSUES

A. Planning Division

1. **Staff supportability.** As proposed, Staff does not support the project. The project is not consistent with the City's General Plan policies related to historic resource protection and the retention of existing specimen trees. In addition, the project appears to be inconsistent with the goals and the policies outlined in the Urban Design guidelines with respect to neighborhood compatibility with adjacent land uses in terms of mass, bulk, and scale and preservation of the historic character of the neighborhood.
2. **Average Unit-Size Density (AUD) Incentive Program.** The AUD Program, effective August 30, 2013, replaces the previously existing Variable Density Program and allows increased residential densities to encourage smaller, more

affordable units in certain areas of the City. The AUD Program is available in the following zones of the City: R-3, R-4, HRC-2, R-O, C-P, C-L, C-1, C-2, C-M, and OC Zones, as shown on the City of Santa Barbara Average Unit-Size Density Incentive Program Map (available on the City's website).

The AUD Program (SBMC Chapter 28.20) will be in effect for a period of either eight years or until 250 residential units have been constructed under the Program, whichever occurs first.

The following is a summary of project compliance with the AUD Program:

- (a) Density. As proposed, the project exceeds the maximum number of units allowed under the Priority Housing density of 63 dwelling units per acre. The maximum number of dwelling units allowed by ordinance is 26 with an average unit size of no greater than 811 square feet. In order to qualify for the Priority Housing Overlay density incentives allowed under the Average Unit-Size Density Incentive Program, the owner of real property developed with Rental Housing must record a written covenant, in a form acceptable to the City Attorney, by which the owner agrees to maintain the rental housing use for as long as the property is developed and maintained at the incentive densities provided for in SBMC §28.20.060.C.
 - (b) Parking. As designed, the project would require 29 parking spaces, including any required accessible parking (27 parking spaces are required for the residential component and 2 parking spaces are required for the commercial component). The proposed 28 parking spaces would be less than required for the current proposal; however, they would be adequate if the project were reduced to the maximum allowed density of 26 units, as noted above, and 865 square feet of commercial floor area.
 - (c) Bicycle Parking. A minimum of one covered and secured bicycle parking space shall be provided for each residential unit. Clearly indicate on the plan where the bicycle parking is located.
 - (d) Storage and Utility Spaces. Clearly indicate whether each of the proposed spaces are to be used for commercial or residential use. Commercial storage will require additional parking.
3. **Utilities and Services.** Consideration should be given to potential locations of all necessary utility and service connections for the site (e.g. backflow, meter panels, multi-tenant mailboxes, transformers, etc). Clearly indicate the locations on the site plan.
 4. **Planning Commission Review Required.** Per SBMC §28.20.080.A, Planning Commission concept review is required. This review shall take place after concept review by the Historic Landmarks Commission (HLC). Staff strongly recommends that the project be redesigned to address the comments and issues outlined herein prior to HLC. If desired, you could apply for a second Pre-Application Review, although it is not required.

Please contact Planning staff to schedule a Planning Commission hearing. Due to noticing requirements, hearing dates are generally scheduled at least 30 days in advance, so please keep that in mind with regard to timelines.

5. **Design Review Required.** The project site is located in El Pueblo Viejo District and contains a sandstone site wall that has been listed on the City's List of Potential Structure of Merit. The proposed design will require the review and approval by the City's Historic Landmarks Commission.
6. **Design Guidelines.** The project must be found consistent with the City's Design Guidelines and Neighborhood Compatibility Ordinance (SBMC §§ 22.22.104 and 22.22.145). The project should be designed and sited in compliance with the Urban Design Guidelines and Chapter 5 of the El Pueblo Viejo Design Guidelines. The proposed project should be compatible in size, bulk, and scale and should preserve the character of the existing historic neighborhood in order for the Commission to make findings of compatibility. It is equally important that the building's overall apparent height be integrated with the site and adjacent structures. Staff is concerned that the project does not adequately address the guidelines outlined in Chapter 5 of the EPV Guidelines and Urban Design Guideline Policy 3 and Implementation measures 3.1.7, 3.1.8, 3.2.2, and 3.2.3, which read:
 - 3.1.7 *Where buildings are set back from the public right-of-way, incorporate courtyards or patio spaces that encourage outdoor activities along the building frontage. Such areas should include appropriate landscaping elements to soften the paved areas and provide shade for pedestrians.*
 - 3.1.8 *Corner buildings shall be designed to enhance the character and pedestrian activities of the entire intersection, taking into consideration the contributions of all of the other existing corner buildings.*
 - 3.2.2 *Avoid siting corner buildings with their primary mass at an angle to the corner. This shall not preclude angled or sculpted building corners or open plazas at corners.*
 - 3.2.3 *When siting a new building, consider the setbacks and scale of the existing neighborhood and adjacent buildings.*
7. **General Plan Consistency.** The project would be consistent with City land use and housing policies that encourage the construction of rental housing (Implementation Action LG6.3, Policy H.10). However, the General Plan also includes policies to protect historic and archaeological resources, as well as existing trees. Staff is concerned that the project is not adequately addressing these policies.
 - (a) The project is proposing a four-story structure in a neighborhood which is predominately one- and two-story structures, including historic adobes and the Presidio de Santa Barbara State Historic Park. The Planning and Historic Landmarks Commissions may find the project conflicts with Historic Resource Element Policy HR 2 and Implementation Action 2.8, which read:

HR 2 - *“Ensure respectful and compatible development. Seek to ensure that all development within the City respects rather than detracts from individual historic and archaeological resources as well as the neighborhood and the overall historical character of the city. Assure compatibility of development, respect for the historical context of historical resources, and consideration of sustainable design alternatives where compatible.”*

HR 2.8 - *“Employ historic resource buffers. Use the following measures to establish buffer zones to further protect historic resources:*

- *Require that all parcels within 100 feet of a historic resource be identified and flagged for scrutiny for impacts on those resources, prior to either approval of any development application.*
- *All development proposed within 250 feet of historic adobe structures, El Presidio de Santa Barbara State Historic Park and areas inclusive of the original footprint of the Presidio and other City Landmarks to be selected may be subject to measures for additional protection. Such protection may require adjustments in height, bulk, size, and setbacks.”*

- (b) The project is proposing partial demolition of a historically significant site retaining wall. Please clarify on the plans that the historic wall is to remain with the exception of the proposed new walkway. An addendum to the previously approved Historic Structures and Sites Report will be required. If the wall is to be replaced with a new wall, it would be inconsistent with Historic Resources Element Policy HR 3.

“Discourage Demolition. Develop effective measures to discourage and curtail the demolition of historic resources.”

- (c) Historic Resources Element Policy 3.3 Require project design alternatives.

“Require development proposals that request demolition of historic resources to present preservation alternatives, such as adaptive reuse, rehabilitation or relocation rather than demolition.”

- (d) Historic Resources Element Policy HR 5

“Protect Neighborhood Historic Resources. Identify neighborhoods in the city that have substantially maintained historical character, and pursue measures to preserve that character. Protect such neighborhoods, especially those in close proximity to the downtown and commercial cores, from development that might transform their historic character.”

- (e) The project appears to be removing mature trees please demonstrate how the loss of trees and habitat will be mitigated to find the project consistent with Environmental Resources Element Policy 11 and

Implementation Action 11.1 which state: It is the goal of the General Plan to site and design new development to preserve existing mature healthy native and nonnative trees to the maximum extent feasible. The landscape plan should use native or Mediterranean drought-tolerant species in landscaping to save energy and water, incorporate habitat, and provide shade.

- (f) ER 31 states that new development of residential units should take into consideration the surrounding existing and future legal land uses in establishing exterior noise policies for new residential uses. In addition SBMC 9.16 regulates noise. Consideration should be given to the noise from the adjacent school and it's potential impacts on future residents.
- (g) An average ambient outdoor noise level of 65 dBA Ldn or CNEL or less is established as the level considered normally acceptable for required outdoor living areas of residential units located within non-residential and multi-family zones consistent with General Plan Policy ER31.1.
- (h) Make universal accessibility for persons with disabilities, seniors, and other special needs populations a priority in the construction of all new development consistent with Circulation Element Policy C9.

Tree Removal. SBMC Chapter 15.24 (Preservation of Trees) regulates tree removal and the degree of pruning allowed for privately-owned trees. The removal of trees in a required front setback requires approval from the Community Development Department, and potentially the applicable design review board, prior to application completeness. Please clearly indicate on the existing site plan any trees that are proposed to be removed with an "X".

- 9. **Storm Water Management Program (SWMP).** This project must comply with the City's Tier 3 post-construction storm water requirements, since more than 500 sq. ft. of new/replaced impervious area are proposed. Tier 3 projects are required to construct storm water Best Management Practices (BMPs) onsite that will meet the treatment, peak runoff discharge rate, and volume reduction requirements for the entire project site (i.e. storm water from all hardscape on the entire parcel must be treated). See Chapter 6 of the Storm Water BMP Guidance Manual for more information about meeting Tier 3 project requirements. The Guidance Manual can be found here: <http://www.santabarbaraca.gov/depts/parksrec/creeks/quality/storm.asp>.
- 10. **Nonresidential Growth Management Program (GMP).** Effective April 11, 2013, until December 31, 2033, the amount of new nonresidential floor area available for nonresidential construction projects shall be restricted to no more than one-million three-hundred fifty thousand (1,350,000) square feet. SBMC Chapter 28.85 implements the GMP and provides details on *the allocation of nonresidential* square footage each year, categories of nonresidential square footage and development areas. Depending on where the project is located and at what time of year the application is submitted, **the project may not be eligible for a nonresidential square footage allocation.** If you decide to

increase the square footage of your project during the DART process, contact your planner prior to submitting your revisions.

The project will result in a non-residential demolition credit of 1,100 square feet. The site's development potential of up to 3,000 square feet (1,000 Minor Category and 2,000 Small Additions Category) remains unused for a total development potential of 4,100 square feet.

11. **Alternative Energy.** The City of Santa Barbara supports use of alternative energy sources to conserve energy resources and reduce carbon emissions that contribute to climate change.

(a) **Solar Energy.** Installation of solar photo-voltaic arrays as part of new construction, redevelopment, and significant remodel projects should be provided in accordance with General Plan Policy ER6 and the City of Santa Barbara Solar Energy System Design Guidelines.

Multi-family residential projects of three or more units require provision of a minimum 2kw system per unit if physically feasible.

Commercial and industrial project require provision of a minimum of 5 watts of photovoltaic panel systems for every net new square foot of building floor area; or a photovoltaic system sized to meet a minimum of 30% of the average projected energy demand for the structure, whichever is lower.

(b) **Electric Vehicle Charging.** Project applicants are encouraged to pre-wire developments to facilitate electric vehicle charging. This may be accomplished in a variety of ways depending on the scope of the project. Please discuss options with Planning and Transportation Planning staff and refer to the Central Coast Plug-In Electric Vehicle Readiness Plan and the City Climate Action Plan Policy 20.

12. **Stage Two Drought.** The City's Water Shortage Contingency Plan states that the City Council should consider regulations of water use and suspension of permit approvals during Stage Two and Stage Three Drought Conditions. The City is currently in a Stage Two Drought Condition, with some water use regulations in effect that restrict how water can be used during the drought. For more information, visit www.SantaBarbaraCA.gov/Drought.

A Staff team has been considering possible development restrictions in order to appropriately manage a critical water shortage while balancing possible effects on the local economy. These restrictions, as well as additional water use regulations, could be implemented by City Council as part of a phased approach. The first phase could include a voluntary landscape deferral program, so that anyone interested in deferring landscape installation could do so, but it would not be mandatory. The next phase could include mandatory landscape deferral, suspension of building permits for new pools, and suspension of building permits for projects that result in net new water use (generally, an increase in number of units or commercial floor area). These actions could be implemented

as part of a Stage Three Drought declaration, or could be further phased, depending on the drought condition at that time.

13. **Withdrawal of Previous Applications.** A previous application was approved by City Council on September 30, 2008. At the September 30, 2008 hearing, City Council denied an appeal of the Santa Barbara Trust for Historic Preservation and upheld the June 12, 2008 Planning Commission approval of the Tentative Subdivision Map and Development Plan Approval for the two- and three-story mixed-use development proposed at 800 Santa Barbara Street. The project was originally approved for two-years and the approval was then extended by five years following the adoption of SB 1185, AB 333, AB 208, and AB 116. The project approval will expire September 30, 2017. Prior to final design review approval the previous application (MST2006-00129) will be required to be withdrawn.

B. Engineering Division

See Section IV for comments.

C. Fire Department

See Section IV for comments.

D. Transportation Division

1. **Pedestrian Master Plan.** New multi-family or nonresidential development projects typically include pedestrian improvements in the public right-of-way, and are subject to the guidelines and policies of the Pedestrian Master Plan (http://www.santabarbaraca.gov/gov/depts/pw/transpark/master_plans.asp).
2. **Pedestrian Ramp.** The City is looking at realigning the pedestrian crossings across Santa Barbara Street and De la Guerra Street in order to improve safety. This may require relocating a fire hydrant and involve a slight modification to the corner radius. It would include relocating both pedestrians ramp on the project frontage. Please work with staff, including Traffic Engineer, Derrick Bailey (564-5544), to incorporate these changes in the project design.
3. **Traffic Signal.** A new traffic signal and streetlight will be requested as a condition of approval at the Santa Barbara and De la Guerra intersection (same style as the intersection of Santa Barbara and Ortega Streets)
4. **Sight Distance.** In order to improve site distance for pedestrians crossing Santa Barbara Street, the traffic signal cabinet shall be relocated to the north. Further, a portion of the sight triangle (to see pedestrians) for westbound De la Guerra traffic turning right to northbound Santa Barbara Street passes over a portion of the private property. Therefore, landscaping may need to remain at a low level for the first few feet on the property frontage on Santa Barbara Street. Please work with the City's Traffic Engineer, Derrick Bailey, to ensure sight distance requirements are met.
5. **Standards for Parking Design.** For all development, parking shall meet the Standards for Parking Design, which can be found on the City's website at:

http://www.santabarbaraca.gov/gov/depts/pw/transpark/project_review.asp.

6. **Bicycle Parking.** One bicycle parking space per residential unit is required and at least one space for the commercial component should be provided. Bicycle parking for residents shall be covered and secure. Staff recommends a room dedicated to bicycle parking at the ground floor level and not in the parking garage. Please show a dimensioned room on the plans and specifications for types of racks proposed. Some vertical racks could be used, but ideally, some racks would also be located on the ground and not require lifting.
7. **Traffic.** Staff estimates approximately 16 PM peak hour trips and 14 AM peak hour trips for this project. No project specific impacts are anticipated.

E. **Building Division**

See Section IV for comments.

III. **APPLICATIONS REQUIRED**

Based on the information submitted, the required applications would be:

A. Planning Division

1. Planning Commission conceptual review of an Average Unit-Size Density Program project on a lot greater than 15,000 square feet. (SBMC §28.92.110.A);
2. Historic Landmarks Commission approval of the architectural and site design of the mixed-use development; and
3. A Parking Modification is required to provide less than the required number of parking spaces. (SBMC §28.92.110.A). If redesigned to comply with density requirements or the project scope is reduced; a parking modification may not be required.

B. Engineering Division

A Public Works permit is required for any public improvements or work in the Public Right-of-Way. Plans for construction of improvements along the property frontages on Santa Barbara and E. De La Guerra Streets are required for the new development. Plans shall be submitted separately from plans submitted for a Building Permit and shall be prepared by a licensed Civil Engineer registered in the State of California. The improvements shall include new and/or remove and replace to City standards, the following:

1. Construction work: Sidewalk; curb & gutter; two new Type B street lights - De La Guerra and at corner Santa Barbara St./De La Guerra St.; (N) ADA ramp; trench to install a (N) 2" or 4" Fire Line with the installation of a (N) screened Backflow Devise (DCDA). Other construction work has to be determined.
2. A Water Application/Irrigation meter application inclusive a site plan and fixture calculations is required for the abandonment of the (E) 1" water service to replace it with a (N) 3" or 4" water service – manifold it with 29 (N) and/or (E) water meter (27 residential, 1 commercial, 1 irrigation meter) and the new 4"

Fire Line Tap on the (E) 8" PVC water main. There is one existing 1" water meter for this property. Credit will be given towards the Water- and Sewer Buy-In Fee.

3. For the new irrigation meter, the commercial unit and the residential unit on the 3rd floor, a screened Backflow Devise (RP) per City Standard Details will be required.
4. A Temporary Traffic Control permit per CA 2012 MUTCD is required per deferred submittal at least 72 hours in advance for temporary construction traffic and a pedestrian detour plan. If staging is anticipated, the Temporary Traffic control plan has to be submitted at least 1 – 2 weeks prior for review.

C. Building Division

Building Permit Plan Requirements. The following requirements shall be incorporated into the construction plans submitted to the Building & Safety Division with applications for building permits. All of these construction requirements shall be carried out in the field and completed prior to the issuance of a Certificate of Occupancy:

1. A demolition permit will be required. Prior to the issuance of this permit, clearance from the Air Pollution Control Department will be required.
2. A complete grading and drainage plan with calculations, soils report (geotechnical), geological report, architectural, structural plans and calculations will be required at the time of submittal for Building and Safety Division review.
3. All utilities (power, telephones, cable TV) serving the proposed subdivision (including poles located on subject properties) shall be placed underground as required by City of Santa Barbara Municipal Code Chapter 22.38.
4. On-Site Drainage Plan. A complete drainage plan, including pre- and post-construction run-off rates, that addresses the existing drainage patterns and leads towards improvement of the quality of water run-off conditions from the site, is required. Any increase in the post construction run-off rates must be kept on site. The owner shall install any and all Best Management Practices (BMP's) needed to intercept drainage pollutants from the parking lot areas and other service areas prior to drainage discharge into the public storm drain system.
5. All projects of a "large nature" will be required to provide "Can & Will Serve Letters" from the 4 main utility companies - SCE, SoCal Gas, Verizon & Cox Cable.

IV. **REQUIRED ADDITIONAL INFORMATION FOR APPLICATION SUBMITTAL**

Staff has identified the following additional information as necessary in order to adequately review the proposed development project. Please ensure that your formal application submittal contains at least the following:

A. Planning Division

1. **Application Letter:** An updated letter will be required. Be sure to revise the project description to reflect the updated number of units and commercial floor area, and indicate the number of parking spaces allocated to the residential and non-residential units, including both the required and proposed number of parking spaces.
2. **PRT Letter:** Submit a copy of this letter, indicating how each of the comments contained herein have been addressed.
3. **Zoning Plan Check:**
 - (a) HLC - The project site is located in El Pueblo Viejo. Therefore, any exterior alterations require HLC Review and approval per SBMC §22.22.130.
 - (b) Demo Review Study Area - the City's Urban Historian has reviewed the project. The plans do not clearly indicate if the existing wall is proposed to remain or the site wall is new. The proposed project impacts on the historic resources must be further assessed as described in Section II of this letter.
 - (c) Project Data - The following project data must be included on all plans: Net and Gross floor area of all existing buildings, all proposed additions, new buildings, proposed demolitions, and the proposed TOTAL (TOTAL = Existing - Demo + Additions). Indicate each building separately, each floor separately, the floor area of any existing or proposed garage or carport, and any existing or proposed detached accessory buildings. Provide the APN, property address, slope, zone, property owner's name and contact information, lot size, number of residential units, number of existing and proposed parking spaces and a complete and accurate scope of work statement. NET floor area is the area within the surrounding exterior walls. GROSS floor area is measured from the outside line of a building including the area occupied by the surrounding walls. A Basic Zoning Compliance Checklist is available online or at the Planning Counter to assist you in providing all required information.
 - (d) Include a vicinity map on the site plan and call out all adjacent streets, adjacent building footprints, property lines, setbacks and the required open yard area.
 - (e) Allowed Use in Zone - The project is proposed in the C-2 Zone allowing commercial, residential, and mixed-use projects.
 - (f) Landscape and Trees - All commercial projects require a landscape plan. Per Santa Barbara Municipal Code § 22.80.020 "Water Wise" plants are required for 100% or more of commercial project landscaped areas, unless an exemption is granted for recreational use. High water plants

include "turf" or "mowed grass" plants and other plants not considered appropriate for Santa Barbara's "semi-arid" Mediterranean climate.

- (g) Equipment Noise - Indicate the location of all proposed mechanical equipment including HVAC, ventilation, and related manufacture specification sheets including noise specifications. All mechanical equipment must comply with the noise regulations specified in SBMC §9.16.025.
- (h) Residential Density/Slope Density - NOT OK. The project exceeds the allowable density of 63 du/acre or 26 units.
- (i) Parking - Please indicate the number of required and proposed parking spaces for the development by use. Residential required parking is 1 parking space per unit. Commercial required parking is 865 sq. ft. @ 1 space per 500 net sq. ft. of floor area or 2 spaces ($865/500=1.73$). Bicycle parking is 1 space per unit.
- (j) Open Yard - Demonstrate that the open yard requirements are being met on the plans as required by the AUD ordinance.
- (k) Setbacks - Appears OK. Please indicate the required setback on the site plans and each floor plan.
- (l) Building Height - OK. On the elevations, project a parallel line that shows the 45' maximum building height above NATURAL or FINISHED grade whichever is lower. See SBMC 28.04.140 definition of Building Height. The maximum vertical height of a building or structure at all points measured from natural or finished grade, whichever is lower. Architectural elements that do not add floor area to a building, such as chimneys, vents, antennae, and towers, are not considered a part of the height of a building, but all portions of the roof are included. Per the conceptual elevation on A6 the building scales to 44' above the sidewalk grade; however, it is unclear whether this existing or proposed grade.
- (m) Development Plan Floor Area (DPFA) - The existing 1,965 square foot, non-residential building is to be demolished and 865 square feet of new non-residential square footage is proposed to be reconstructed. This will result in a non-residential demolition credit of 1,100 square feet.

4. **Technical Studies:**

- (a) Visual Simulations. The proposed project has the potential to block scenic mountain views from public viewing locations such as the intersection of State and De La Guerra Streets or De La Guerra Plaza. Please provide visual simulations that demonstrate the visual impact of the project. The visual simulations should include adjacent buildings to further assist the HLC and the Planning Commission in evaluating the project's compatibility with the neighborhood.

- (b) Historic Structures Report Addendum: The proposed project will require an addendum to the Historic Structures and Sites report and addendum that was previously accepted by the Historic Landmarks Commission. The addendum or revised report will be required to be accepted by the Historic Landmarks Commission.
 - (c) Archaeological Report: The Phase I Archaeological Report, accepted by the Historic Landmarks Commission on February 7, 2007 concluded that the likelihood to encounter intact and not previously disturbed prehistoric artifacts is highly unlikely. However, the project has the potential to encounter unknown subsurface historical features including trash pits associated with the Spanish Colonial Presidio to located within the project site area; therefore, a Phase II Archaeological report must be submitted prior to deeming the project complete.
 - (d) Biological Report: Provide an arborist report that evaluates the project specific impacts on any specimen tree that has a 4" or greater diameter at breast height (dbh). Include a reference site plan that shows the existing trees and the associated driplines and indicate which trees are to be removed. The report should address any proposed mitigation of the loss of biomass.
 - (e) Air Quality. In order for Staff to assess short-term construction-related impacts, additional information will be required that identifies estimated duration of construction phases, construction equipment types, and amount of grading (including import and export in cubic yards). In addition, show the proposed location for off-street construction-related storage, staging and parking.
5. **Recorded Conditions Agreement.** The Owner shall execute a *written instrument*, which shall be prepared by Planning staff, reviewed as to form and content by the City Attorney, Community Development Director and Public Works Director, recorded in the Office of the County Recorder, and shall include the following:
- Annual Resident Survey. For informational purposes only, all Average Unit-size Density Incentive Program projects in the High Density and Priority Housing Overlay zones shall conduct an annual resident survey and report the following information for each unit to the Planning Division by December 31st of each year for the first eight years of the project, commencing the year the project receives occupancy clearance. The annual report for each unit shall include:
- (a) Net floor area.
 - (b) Number of bedrooms.
 - (c) Monthly rent or purchase price.
 - (d) Amount of Home Owners Association dues (if applicable).
 - (e) Date of purchase (if applicable).

- (f) Periods of vacancy.
- (g) Household size.
- (h) Employment location of each resident by zip code.
- (i) Number of automobiles owned by each household.

B. Creeks Division

1. Tier 3 projects must submit a hydrology/storm water report. The hydrology/storm water report items should include:
 - (a) A description of the existing site and proposed project (map optional)
 - (b) Site assessment (see Chapter 2 of the BMP Guidance Manual)
 - (c) BMP Selection, including the 24 hr. treatment capacities of each BMP (see Appendix C and Appendix D of BMP Guidance Manual for sizing methodologies and worksheets) and the amount of storm water tributary to each BMP in a 1", 24 hr. storm (suggest table format and color coded exhibit indicating impervious area treated by each BMP).
 - (d) Soil report including infiltration testing results (see Chapter 3 of the BMP Guidance Manual for methodology)
 - (e) Storm Water Calculations (including narrative summary discussing calculated results for treatment, peak runoff discharge rate, and volume reduction requirements) see Appendix C in the Guidance Manual.
 - (f) Summary and Conclusions (must include confirmation that total BMP capacities meet/exceed the post-development runoff requirements, e.g. "1 inch, 24 hour storm required BMP capacity = 2,000 cu. ft., permeable paver 24 hour treatment capacity provided = 3,000 cu. ft.").
2. Tier 3 projects must show proposed BMPs on the plans. Proposed BMPs should comply with specifications described in Chapter 6 of the BMP Guidance Manual. Include cross-section details of all proposed BMPs as well.
3. Tier 3 projects must indicate where storm water from all proposed hardscape will flow (i.e. clearly show how all hardscape will be treated by proposed BMPs).
4. To comply with Tier 3 storm water requirements, you might consider implementing natural filtration devices, such as swale-like landscaping, rain gardens, other bioretention designs or permeable paving that allows infiltration of storm water into the soil for water quality treatment. These types of passive/natural capture and filtration design options are recommended as opposed to mechanical or proprietary device options, which pose maintenance problems, may not treat for all of the pollutants of concern, and often do not treat runoff as efficiently. Please refer to the City's Storm Water BMP Guidance Manual.

C. Engineering Division

1. Please show and clarify all proposed construction work and new public improvements per City Standard , inclusive of measurements (width, length, height) and slope percentages, on your plan.
2. Please provide a current Title Report with your next submittal for information on the property and any easements.
3. Please show all (E) and (N) utilities with the correct material and sizes in the Public Right-of-Way on Santa Barbara Street and E. De La Guerra Street on your plan. The current plan shows incorrect sizes of the (E) water and sewer mains. The water main on E. De La Guerra St. and on Santa Barbara St. is 8" PVC, and the sewer main on Santa Barbara St. is 10" PVC.
4. The location for the (N) 29 water meters has to be determined since the proposed location in the parkway on Santa Barbara Street is not an option for reasons of not having enough space for the water meter boxes. We recommend a water meter room for this amount of new water meter boxes.

D. Fire Department

1. Please update Sheet A0 to indicate hydrant G08-008 and include the following information: it's a commercial type fire hydrant with a flow of 1351 gpm. The existing hydrant satisfies fire Department requirements.
2. Access for emergency vehicles shall be a minimum of 20 feet in width to within 150 feet of all exterior walls. The existing access appears to be shared with the adjacent property at 232 E. De La Guerra Street and is required to be maintained at a minimum of 20 feet in width to reach the rear portion of the property. Sheet A0 indicates a width less than 20 feet. Please revise access to meet this requirement and include on the plans.
3. An automatic fire sprinkler system in accordance with NFPA 13 is required for this project. Please note on the plans the fire sprinkler system shall be submitted under a separate permit.
4. A standpipe system in accordance with NFPA 25 is required for this project. The system may be combined with the automatic fire sprinkler system. Please note on the plans the standpipe system shall be submitted under a separate permit.
5. The back flow prevention device is subject to the requirements of Public Works Cross Connection and the Planning and Zoning Divisions. Please show the proposed location of the back flow prevention device on the plans and include the method of screening.
6. An automatic fire alarm system in accordance with NFPA 72 is required for this project and shall be designed to Municipal Code standards for mixed use occupancies. Please note on the plans the fire alarm system shall be submitted under a separate permit.
7. A project directory including a map and listing of all units on site shall be posted at the entrance to the property and shall be indicated on the project plans.

8. A Mixed Use Occupancy Notification System in accordance with Municipal Code Chapter 8.04.030, Fire Prevention Development Standards, Section "B" is required and shall be indicated on the plans.

E. Transportation Division

1. **Parking Garage Ramp.** Provide a profile of the parking garage ramp with slope percentages, consistent with SBMC 28.90.045.3. Staff recommends providing a 5% area for a minimal distance of at the top of ramp to allow for adequate visibility when entering the shared driveway. Further, provide a schematic showing a turning radius for a vehicle entering the ramp from the shared driveway and a vehicle exiting the ramp. It appears that the width of the ramp and possibly the driveway will need to be wider to accommodate two-way traffic on a 90 degree turn, and to also meet Fire Department requirements.
2. **Pedestrian Master Plan.** Dimension the existing/proposed curb, parkway, sidewalk, and frontage zone widths for both project frontages on the site plan, consistent with the PMP (6" curb, 3.5' or 4' parkway, 6' sidewalk, 1.5' "frontage zone", if possible with existing wall in place).
3. **Parking Design.** Several aspects of the parking design do not appear to meet the Standards, and some additional information is needed:
 - (a) Space #24 and the adjacent space cannot be accessed in one maneuver.
 - (b) Space #20 cannot be accessed in one maneuver.
 - (c) Space #28 and the adjacent space appear to require maneuvering on the ramp. All maneuvering area must take place on a maximum 5% slope. Further, space #28 and the two adjacent spaces appear to require more than one maneuver to exit.
 - (d) Space #14 is only 7.5' wide.
 - (e) There is no "turn around" area provided for a vehicle when the lot is full.
 - (f) Please account for column widths and locations, and show how they will affect the parking space widths and maneuvering
 - (g) None of the bay widths appear to meet the Standards.
 - (h) Please widen end spaces adjacent to walls by one foot.
4. **Trash Pickup/Loading.** Please demonstrate how trash will be picked up on-site and where loading for commercial and delivery vehicles will take place.
5. **Assign Parking.** Staff recommends assigning the parking spaces (1 space/unit) to show compliance with the parking requirement.
6. **Easement.** Dimension and show the driveway easement serving the project and adjacent property.

F. Building & Safety Division

1. Indicate the ventilation requirements on the plans for the S-2 basement parking garage per C.B.C 406.6.2; Chapter 12 and Appendix Chapter 12

2. The exterior stairs are shown 3.5 feet from the property line and must comply with CBC 1026.5. Unclear how the current design meets this code section.
3. A portion of the residential units are located three feet from the property line and the proposed openings are limited by CBC 705.8.
4. PROJECTIONS, including eaves, may not extend more than 12" into the three-foot setback and must be one-hour fire resistive or of heavy timber construction.
5. The exit passageways from both ends of the interior court must comply with CBC 1023.3; Fire barriers 707; Horizontal assemblies 711 & openings & penetrations 1023.5. The plans do not show how this has been addressed.
6. Per CBC 1021.2(1) two exits are required from the exit decks on the second and third levels. It is not clear where the second exit is being proposed.
7. Per CBC 1021 a second exit is required from the 4th level residence as it appears the travel distance exceeds 125 feet.
8. Elevators must provide gurney dimensions per CBC 3004.2.
9. This project shall comply with all "accessibility" requirements of the 2013 C.B.C. Chapter 11A (for the residential units) and 11B (for the commercial portion of the structure).
 - (a) Per CBC 1106A.2 #2 – All units in an elevatored building must be on an accessible route and per CBC 1104A.1 & 1104A.2 each floor in an elevatored building becomes a ground floor per definition. Therefore all dwelling units are required to be adaptable.
 - (b) Per CBC 11B-206.2.1 -Where more than one route is provided, all routes must be accessible. It is not clear where the accessible route is located adjacent to the east driveway. This route must also comply with 1007.1 & 1007.2.
 - (c) Per CBC 1015.1 two exits are required from the S2 parking garage. It is unclear where the two exits are located and how these exits provide an accessible route. Per CBC 11B 406.4.4 the "ramp up" is not considered an exit.
 - (d) Site accessible parking facilities for both the residential and commercial units shall be provided. The current design of the parking stalls does not comply. Two spaces are required and they must be on an accessible route to the elevator. The current design does not correctly show the required dimensions.

V. ENVIRONMENTAL REVIEW:

Determining the level of environmental review is dependent on a thorough project description in the applicant letter that provides information about the existing setting (e.g. size of the parcel, amount of development, use of buildings, natural habitat on site, easements, etc.) and the proposed project (e.g. demolition of structures, grading, habitat removal, uses of the site, restoration or structures and/or natural habitat, etc.).

Once the formal application has been received and deemed complete, Staff will begin the environmental review of the subject development application. During this period, you may be contacted to discuss measures to avoid or reduce environmental effects anticipated to result from the proposed project.

VI. FEES

Please be informed that fees are subject to change at a minimum annually (on July 1st). Additionally, any fees required following Staff Hearing Officer/Planning Commission Approval will be assessed during the Building Plan Check phase and shall be paid prior to issuance of the building permit. Based on the information submitted, the subject project requires the following additional fees for the following reasons:

A. Planning Division

Planning Commission Concept Review (includes credit for PRT fee pd.)	\$725.00
Historic Landmarks Commission Design Review Fee, 21-30 New Units	\$4,075.00
Historic Structures and Site Revised or Addendum Report Fee	\$130.00
Environmental Review Fee, HLC more than 1 study	\$510.00
Mailing List Service Fee	\$125.00
Additional Posting Sign	\$25.00

Following Historic Landmarks Commission approval:

Plan Check Fee	TBD
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B. Engineering Division

Following Historic Landmarks Commission approval:

Application Fee	\$40.00
Public Works hourly review fee	\$115.00
Trenching w/AC (first 100 sf/each additional sf \$2.05)	\$366.00
Street Light (each)	\$222.00
Sidewalk per fee resolution	TBD
Water/Sewer Buy-In fee per meter size (with credit for existing)	TBD
Water Service fee	TBD
Other construction/Temporary Traffic Control fees	TBD
6 % Technology Fee of permit fee	TBD

C. Transportation Division

Following Historic Landmarks Commission approval:

Plan Check Fee	\$481.00
Traffic Trip Generation Analysis Fee	\$467.00
Traffic AMP Benchmark Update – \$31/unit	\$837.00
Traffic AMP Benchmark Update - \$128/1,000 sf	\$110.72

D. Building & Safety Division

Following Historic Landmarks Commission approval:

Plan Check Fee TBD

VII. NEXT STEPS:

1. HLC Concept Review
2. Concept Review by the Planning Commission.
3. Determination of Environmental Review process. This may include the preparation of an Initial Study and a determination as to whether a Mitigated Negative Declaration or an Environmental Impact Report would be required.
4. HLC Project Design and Final Approvals

Please Note: The Planning Commission conducts regular site visits to project sites, generally the Tuesday morning prior to the scheduled hearing date. The Commission has requested that markers be provided on the site for all projects that may have size, bulk and scale, visual impacts or view issues, to provide a basic visual representation of project size and scale.

Please be aware that the placement of stakes at the corners of the proposed new buildings and/or story poles located at the roof ridge line (the highest point of the roof) and the eave may be required. As part of their concept review, the HLC will determine if these visual aids are required.

Also, note that you will also be required to post the public notice on the site in accordance to current noticing requirements.

VIII. CONTACTS

The following is a list of the contact personnel for the various City departments and/or divisions working on the processing of your application:

- Planning Division, 564-5470, ext. 2687Suzanne Riegler, Associate Planner
Fire Department, 564-5702.....Jim Austin, Fire Inspector III
Engineering Division, 564-5363.....Stephanie Routhier, Engineering Tech I
Transportation Division, 897-2599.....Chelsey Swanson, Associate Transportation Planner
Building & Safety Division, 564-5485.....Elizabeth Sorgman, Senior Plans Examiner

IX. CONCLUSIONS/GENERAL COMMENTS

These comments constitute your PRT review. The project is scheduled for review at a meeting on February 24, 2015 at 3:30 p.m. with staff from the Planning, Transportation, Engineering, Building & Safety Divisions and the Fire Department. Please review this letter carefully prior to our scheduled meeting date. We will answer your questions on the PRT comments at that time. If you do not feel it is necessary to meet with Staff to discuss the contents of the letter or the project, please call me at (805) 564-5470 by February 23, 2015. If we do not hear from you by this date, we will assume that you will be attending the scheduled meeting.

PRE-APPLICATION REVIEW TEAM COMMENTS
800 SANTA BARBARA ST (MST2015-00023)
FEBRUARY 23, 2015
PAGE 19 OF 19

Prior to submitting a formal DART application, please make an appointment with me to review the materials and ensure that all of the required items are included in the application package. If you have any general or process questions, please feel free to contact me.

Sincerely,



Suzanne Riegler
Associate Planner

cc: John Donaldson, JDC Construction and Development, 21704 Devonshire St, Suite 102,
Chatsworth, CA 91311
Planning File
Barbara Shelton or Steven Greer, Environmental Analyst
Mark Wilde, Supervising Civil Engineer
Stephanie Routhier, Engineering Technician I
Karen Guntow, Environmental Services Specialist
Joe Poire, Fire Battalion Chief
Jim Austin, Fire Inspector III
Steve Foley, Supervising Transportation Planner
Chelsey Swanson, Associate Transportation Planner
Lonnie Cassidy, Building Inspection/Plan Check Supervisor
Elizabeth Sorgman, Senior Plans Examiner
Jim Rumbley, Water Resources Specialist

RELEVANT 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.
- *Historic Preservation:* Protect, preserve and enhance the City's historic resources.

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.

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.
- 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.

Possible Implementation Actions to be Considered

LG6.3 Priority Housing Overlay. Encourage the construction of rental and employer housing and limited equity co-operatives in select multi-family and commercial zones where residential use is allowed by providing increased density (over Average Unit-Size Density Incentive Program).

LG6.7 Housing for Downtown Workers. Encourage affordable housing projects by expediting and facilitating downtown housing construction that includes provisions prioritizing downtown workers to the extent legally possible.

Community Design Policies

- 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.
- LG12.3 **Building Set-Backs.** The frontage of commercial buildings Downtown should have variation in building setback along the street facades to make the streetscape more interesting.
- a. **Guidelines and Standards.** Prepare guidelines and, as necessary, Zoning Ordinance standards for the use, design, and landscaping of the street frontage for commercial buildings in Downtown, consistent with the Pedestrian Master Plan and Urban Design Guidelines. Where suitable, the building set-back should accommodate significant trees, consistent with fire safety and protection of public views.
 - b. **Pedestrian Environment.** Provide for a successful pedestrian environment including the promotion of canopy trees to be integrated into projects and along the public streets.
- LG12.4 **Building Height.** Amend zoning standards to include special findings and super majority approval by the Planning Commission for Community Benefit projects that exceed 45 feet in height.

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.

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.

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.

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

H10.3 Building Reuse. Encourage residential reuse of existing nonresidential buildings, for both ownership and rental affordable housing.

- 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

H11.2 Priority Housing Overlay. Encourage the construction of rental housing, employer sponsored housing, and co-operative housing in the Downtown, La Cumbre Plaza/Five Points area, C-M Commercial Manufacturing Zone and Milpas Street area by providing incentives such as:

- Increased density overlays up to 63 du/ac as part of the Average Unit-Size Density Incentive Program.
- Higher Floor Area Ratios (FAR) when such standards are developed.
- More flexibility with zoning standards, (e.g., reduced parking standards).
- Expedited Design Review process.
- Fee waivers or deferrals.

- H14. Sustainable Housing. Ensure that new market-rate residential development is consistent with the City's sustainability goal, including reduced energy and resource use, and increased affordable housing opportunities.

Possible Implementation Actions to be Considered

H14.1 Market Rate Housing. Market-level housing projects in the multi-family or commercial zones (including mixed-use) shall be encouraged to:

Construct unit sizes consistent with averages and maximums set out under the City's Average Unit-Size Density Incentive Program; and

Have access to adequate public open space within a ½-mile radius, a dedication of sufficient useable open space on-site, a contribution is made toward future parks through in-lieu fees, or a combination of any of these.

H14.3 Market-Rate Incentives. Prepare design standards and codify incentives for market rate developers to build smaller, "affordable-by-design" residential units that better meet the needs of our community.

H17. Flexible Standards. Implement changes to development standards to be more flexible for rental, employer sponsored workforce housing, affordable housing projects, and limited equity co-operatives, where appropriate.

Possible Implementation Actions to be Considered

H17.1 Parking Requirements. Consider incremental changes to the Zoning Ordinance parking requirements such as:

- Reducing parking requirements for projects that develop under the Average Unit-Size Density Incentive Program to 1 space minimum per unit.
- Allowing tandem parking
- Providing more flexibility for constrained sites (e.g., allowing for more than one maneuver, use of car stacking devices or other space saving measures)
- Eliminating guest parking requirements for housing in the Downtown commercial area
- Rounding down when calculating parking requirements

H17.2 Zoning Standards. Consider amending the Zoning Ordinance to change how, where and the extent of outdoor living space, yard and setback requirements for housing in commercial zones.

Historic Resources Element (2012)

GOALS

- *Protection and Enhancement of Historical Resources*: Continue to identify, designate, protect, preserve and enhance the City's historical, architectural, and archaeological resources. Ensure Santa Barbara's "sense of place" by preserving and protecting evidence of its historic past, which includes but is not limited to historic buildings, structures, and cultural landscapes such as sites, features, streetscapes, neighborhoods, and landscapes.

- *Increased Awareness and Appreciation:* Increase public awareness and appreciation of Santa Barbara's history and pre-history, its historical, cultural and paleontological resources, their value and the need to protect them. Recognize that historic resources are necessary contributors to attaining sustainability, environmental and economic vitality, and preservation of the city's quality of life.
- *Governmental Cooperation:* Incorporate preservation principles as a valid and necessary component in decision-making, at every phase of City government, and secure cooperation from all levels and agencies of government in these efforts.
- *Neighborhood Historic Preservation:* Protect the significant contribution made by Santa Barbara's neighborhood historic resources to the City's charm and sense of historical context.

Protection of Buildings, Structures, Sites and Features Policies

HR1. Protect Historic and Archaeological Resources. Protect the heritage of the City by preserving, protecting and enhancing historic resources and archaeological resources. Apply available governmental resources, devices and approaches, such as the measures enumerated in the Land Use Element of this Plan, to facilitate their preservation and protection.

Possible Implementation Actions to be Considered

HR1.1 Use all available tools. Consider specific preservation strategies and land use regulation mechanisms, including those listed in the Land Use Element, such as revised development standards, buffer protection, overlay zones, Design and Historic Districts, Landmark, and Structure of Merit designations.

HR1.2 Adopt historic preservation guidelines. Develop and adopt guidelines for maintenance and changes to historic resources. The guidelines will apply to historic properties and areas. The guidelines will also assist property owners in understanding the important character-defining elements of buildings and historic architectural styles, and in planning exterior alterations, additions, or rehabilitation of existing buildings, structures and landscaping, as well as ways to maintain them.

HR1.5 Protect archaeological resources from potential damage or destruction.

- a. In the environmental review process, any proposed project which is in an area indicated on the map as "sensitive" shall receive further study to determine if archaeological resources are present and in jeopardy. Consider notification/consultation of most likely descendants of Barbareño Chumash whose names appear on the City of Santa Barbara archaeological monitors list; and local Native American associations and individuals for comment. A preliminary site survey (or similar study as part of an environmental impact report) shall be conducted in every case where archaeological resources could be threatened.

- b. When making land use decisions, potential damage to archaeological resources shall be given consideration along with other planning, environmental, social, and economic considerations.
- c. Publicly accessible areas known to contain significant archaeological resources should be preserved by limiting access and/or development which would involve permanent covering or disturbance of sub-surface artifacts.

HR2. Ensure respectful and compatible development. Seek to ensure that all development within the City respects rather than detracts from individual historic and archaeological resources as well as the neighborhood and the overall historical character of the city. Assure compatibility of development, respect for the historical context of historical resources, and consideration of sustainable design alternatives where compatible.

Possible Implementation Actions to be Considered

- HR2.1 Protect historic resources from harmful development. Development on parcels in proximity to historic resources shall be designed, sited and scaled to be compatible with their historic neighbor and with public enjoyment of the historic site. Construction activity in proximity to historic resources shall not damage or adversely impact the historic resources, and new structures themselves shall not pose a threat of either short or long-term damaging effects upon the historic resources.
- HR2.2 Consider impacts to historic resources comprehensively. Require the identification and analysis of potential impacts to historic resources as an integral component of the review process of all development applications. Evaluate the impacts of proposed development in proximity to historic resources. Review bodies shall not consider other existing incompatible development as a justification for additional potentially incompatible development.
- HR2.3 Assess potential damage. Ensure that construction activities in proximity to a historic structure do not damage the historic resource. For projects involving substantial demolition and/or grading adjacent to such a resource, include any necessary measures as determined in consultation with the City Urban Historian, or in accepted Cultural Resources or Historic Structures Report recommendations. Such measures should include participation by a structural engineer and/or an architect knowledgeable in historic resources and their treatment, such as a historical architect.
- HR2.4 Analyze potential long-term damage. Where appropriate, require an evaluation for potential environmental damage to historic resources (e.g., older adobe buildings and structures), such as when development and landscaping in proximity might result in a change in microclimate of the affected historic resource. The goal is to ensure that there are no significant long-term negative impacts to the condition or environment of the historic resource. The evaluation study shall include a comparative assessment of potential harmful impacts to the exterior or interior of a structure. Impacts to be studied may include air

circulation, humidity, temperature, heating and cooling dynamics, noise, vibration, air quality, and light and shade conditions.

HR2.5 Use appropriate measures. Measures to be implemented shall include assurances that such development is appropriately scaled, designed and sited, and provided with well-located open space and landscaping. Proportionately scale construction (addressing height, size, bulk, volume, etc.) adjacent to historic resources.

HR2.6 Use available interim protections. Interim protection measures shall be pursued, including revised development standards, buffer protection, overlay zones, special design districts, and related measures.

HR2.7 Secure permanent protection. Continue to adopt measures such as establishment of Historic Districts, architectural compatibility, stepping back of buildings within buffer areas, and other development standards.

HR2.8 Employ historic resource buffers. Use the following measures to establish buffer zones to further protect historic resources:

- a. Require that all parcels within 100 feet of a historic resource be identified and flagged for scrutiny for impacts on those resources, prior to either approval of any development application.
- b. All development proposed within 250 feet of historic adobe structures, El Presidio de Santa Barbara State Historic Park and areas inclusive of the original footprint of the Presidio and other City Landmarks to be selected may be subject to measures for additional protection. Such protection may require adjustments in height, bulk, size, and setbacks.

HR3. **Discourage Demolition.** Develop effective measures to discourage and curtail the demolition of historic resources.

HR4. **Pursue Adaptive Reuse.** Encourage the adaptation of historic buildings or structures for uses other than the original intended use when the original use is no longer viable.

Neighborhood Policies

HR5. **Protect Neighborhood Historic Resources.** Identify neighborhoods in the city that have substantially maintained historical character, and pursue measures to preserve that character. Protect such neighborhoods, especially those in close proximity to the downtown and commercial cores, from development that might transform their historic character.

Possible Implementation Actions to be Considered

HR5.1 Help preserve neighborhoods that have retained historical character. Adopt mechanisms, such as ordinance amendments, that secure protection for neighborhoods and streetscapes that have substantially maintained their character of the period of their initial development, as well as later periods of historical interest that reveal the historical evolution of the neighborhood or streetscape.

HR5.2 Provide guidelines that facilitate protection. Adopt design guidelines that seek to ensure that new and remodeled buildings and structures will be compatible with surrounding historical development, that seek to prevent the unnecessary loss of a structure or historical features, and that ensure appropriate compatible design.

HR5.3 Provide property owner support. Encourage upgrading and revitalization compatible with the character of the neighborhood, and provide homeowners with incentives, technical assistance and support.

Cultural Landscapes Such as Streetscapes, Public Features, and Pedestrian Amenities Policies

HR6. **Protect Traditional Public Resources and Streetscapes.** Identify and preserve significant public resources and streetscapes and ensure a public review process in order to protect their historical features and attributes.

Possible Implementation Actions to be Considered

HR6.1 Preserve and protect traditional public resources and streetscapes. Pursue measures to preserve and protect historical features such as trees, stone curbing, hitching posts, and sidewalk imprints.

HR6.2 Prioritize documented features. Target features that have been identified in historic resource surveys as historically significant for specific protection measures, such as landmark or structure of merit designation, as well as state and federal designations.

HR6.3 Promote streets that accommodate pedestrians. Since traditional streetscapes accommodated pedestrians, require that all projects in historic areas involving street design pursue options that advance and enhance pedestrian friendliness.

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.
- *Climate Change Adaptation.* If applicable, incorporate adaptation to climate change in proposals for new development, redevelopment and public infrastructure.

Climate Change Policies

ER1. **Climate Change.** As applicable, private development and public facilities and services may be required to incorporate measures to minimize contributions to climate change and to adapt to climate changes anticipated to occur within the life of each project.

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).

ER6. **Local and Regional Renewable Energy Resources.** Provide both within the city, and regionally through working with the County and other local jurisdictions or parties, opportunities to preserve, promote and participate in the development of local renewable energy resources such as solar, wind, geothermal, wave, hydro, methane and waste conversion.

Possible Implementation Actions to be Considered

ER6.6 Solar Energy. Encourage the use of solar photo-voltaic arrays on new construction, redevelopment, and significant remodel projects, as appropriate, taking into consideration project scale and budget, building size, orientation, roof type, and current energy use.

- a. For multi-residential projects of 3 or more units, require provision of a minimum 2 kw system per unit consistent with the City's Solar Energy System Design Guidelines, if physically feasible.

- b. For 1 or 2-unit residential projects require provision of 300 sq. ft. rectangular unobstructed roof area free of mechanical equipment and vents facing south, east or west in a manner that future photovoltaic installation would be consistent with the City's Solar Energy System Design Guidelines, if physically feasible.
- c. For commercial and industrial projects provide a minimum of 5 watts of photovoltaic panel systems for every new square foot of building net floor area; or a photovoltaic system sized to meet a minimum of 30% of the average projected energy demand for the structure, whichever is lower.

ER8. Low-Emission Vehicles and Equipment. Expand infrastructure and establish incentives for use of lower emission vehicles and equipment (e.g., parking priority, electric vehicle plug-ins). Support the amendment of speed limit restrictions to permit the wider use of electric vehicles.

Possible Implementation Actions to be Considered

ER8.1 Electric Vehicles. Monitor electric car development, including the projected availability of new vehicles and the types of charging stations that will serve those vehicles. Require the installation of the most commonly used types of electric charging stations in all major new non-residential development and remodels as appropriate, based on increases in the electric vehicle fleet and the availability of suitable charging technology. Provide expedited permitting for installation of electric vehicle charging infrastructure in residential, commercial, and industrial development. Consider changing the Building Code to require pre-wiring for electric vehicle charging infrastructure in new and substantial remodels of residential units.

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.

Possible Implementation Actions to be Considered

ER29.1 Document Public Views. Conduct a study to identify and document important public views of the ocean, the mountains or other highly-valued views, establish a list of important public view points, and provide a photo record. Prepare related development standards to protect the views seen from the public view points.

ER29.2 Evaluation Criteria. In evaluating public scenic views and development impacts at a particular location, the City shall consider:

- a. The importance of the existing view (i.e., whether a view contains one or more important visual resources, has scenic qualities, and is viewed from a

heavily used public viewpoint, such as public gathering area, major public transportation corridor or area of intensive pedestrian and bicycle use);

- b. Whether a proposed change in the existing view would be individually or cumulatively significant (i.e., substantially degrade or obstruct existing important public scenic views, or impair the visual context of the Waterfront area or designated historic resource);
- c. Whether changes in the proposed action could be avoided or adequately reduced through project design changes (such as site lay-out, building design, and landscape design).

ER29.4 Vegetation Protection. Prepare guidelines and standards for removal of significant trees and for planting replacement or additional trees, and protect significant natural vegetated areas from inappropriate development.

ER29.5 Scenic View Protection. Further protect public scenic views of the coast, hillsides, open spaces, creeks and historic resources by incorporating visual guidelines as part of project design guidelines and environmental review guidelines.

ER30. **Enhance Visual Quality.** Not only retain, but improve visual quality of the city wherever practicable.

Possible Implementation Action to be Considered

ER30.1 Underground Utilities. Cooperate with developers and utility companies to underground as many as possible overhead utilities in the city by 2030. Establish a listing of priority street segments with realistic target dates in the capital improvements program and continue to support neighborhood efforts for undergrounding.

Noise Policies

ER31. Noise Policies for New Residential Uses. Take into consideration the surrounding existing and future legal land uses in establishing exterior noise policies for new residential uses.

Possible Implementation Actions to be Considered

ER31.1 Residential Exterior Ambient Noise Levels in Non-Residential and Multi-Family Zones. An average ambient outdoor noise level of 65 dBA Ldn or CNEL or less is established as the level considered normally acceptable for required outdoor living areas of residential units located within non-residential and multi-family zones. This policy amends the General Plan Noise Element Land Use Compatibility Guidelines for residential units in non-residential and multi-family zones.

ER31.4 Construction Noise. Establish different construction noise standards for mixed-use urban and suburban residential areas, including standards for days, hours, and types of construction.

ER31.5 Non-Residential Noise Affecting Residential Neighborhoods. To further General Plan policies for maintaining quiet, high quality neighborhoods, require more detailed noise assessments for proposed special, conditional, and institutional uses with episodic activities and events that may cause noise effects to residential neighborhoods.

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.
- Prevent the scarring of hillside areas by inappropriate development.
- 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.

Policies

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

Implementation Strategies

- 3.1 In the absence of Local Coastal Program policies, develop a design overlay zone to limit building heights.
- 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.
- 4.2 All feasible options should be exhausted prior to the removal of trees.
- 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.

AIR QUALITY

Goals

- Maintain air quality above Federal and State ambient air quality standards.
- Reduce dependence upon the automobile.

Policies

- 1.0 Reduce single occupant automobile trips and increase the utilization of public transit.
- 2.0 Improve the attractiveness and safety of bicycle use as an alternate mode of travel for short- and medium-distance trips.
- 3.0 Promote the use of car pooling through special provisions for the priority use of parking facilities and other employee disincentives to auto traffic in commercial areas (per TMIS) as an alternative to construction of additional parking facilities.

Implementation Strategies

- 2.1 Revise the zoning ordinance to require the installation of secure bicycle storage facilities for all new commercial development and redevelopment.
- 2.2 Encourage the construction of off-street bikeways or the payment of in lieu fees in all new developments, and improve bikeways on public streets wherever feasible.
- 3.2 Provide incentives for employers and employees of private business to encourage car pooling by using park-and-ride lots offering reduced or free rates.

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.

Policies

- 1.0 A set of land use suitability guidelines shall be developed for use in land planning and the environmental review process.
- 2.0 Redevelopment and renovation of the central city shall be encouraged in order to preserve existing resources.

Implementation Strategies

- 2.2 Modify existing subdivision requirements and performance standards to provide adequate landscaped area where housing is being replaced with higher-density housing.

- 2.3 Identify trees of horticultural value within the City and institute a program to replace such trees on a one-to-one basis if they are lost (due to causes other than non-compatibility with Santa Barbara's climate).

WATER RESOURCES

Goal

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

Policies

- 1.0 Provide for a continued supply of water to the City which meets all Regional, State, and Federal health standards.
- 2.0 Develop plans for implementation of water conservation regulations.
- 3.0 Implement monitoring program of groundwater resources in the Santa Barbara basin.

Implementation Strategies

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

Circulation Element (1997, original 1964)

- 1.1.3 Enhance alternative transportation services and infrastructure access between residential, recreational, educational, institutional and commercial areas.
- 1.1.4 Provide adequate infrastructure and info-structure to support the delivery of goods and services to and from area businesses.

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

- 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.
- 2.1.4 Work with outside agencies, employees, and employers to optimize the use of alternative travel modes to reduce the use of the automobile, especially during peak periods of congestion.
- 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.
- 2.1.6 Manage the parking supply and work to increase the use of alternative forms of travel to increase the availability of parking and access to the Downtown area.
- 2.1.8 Develop a new classification and service system that focuses on all forms of travel and considers the needs of the land uses served by the system.
- 2.1.9 Explore ways to continue the concentration of development Downtown and along transit corridors to facilitate the use of transit and alternative modes of transportation.
- 2.1.10 Develop urban design standards that will facilitate the use of alternative means of travel and reduce dependency upon the automobile. The standards shall address linkages throughout the City, such as walkways, bikepaths, and transit.

ENVIRONMENTAL QUALITY

- 2.3 **The development and maintenance of mobility and utility systems should include consideration of the impacts and enhancements to Santa Barbara's environmental quality.**
 - 2.3.1 Continue to review proposed mobility and utility projects for compliance with relevant documents such as the California Environmental Quality Act (CEQA), Santa Barbara General Plan, Santa Barbara Municipal Code, Santa Barbara Master Environmental Assessment, and Local Coastal Plan. The review should include, but not be limited to, an examination of the potential negative impacts of water runoff from streets and parking lots.
 - 2.3.2 Continue to review proposed mobility and utility projects for compliance with the Santa Barbara County Clean Air Plan and Air Quality Plan.

Goal 4 INCREASE BICYCLING AS A TRANSPORTATION MODE

Develop a comprehensive system of bicycle routes which are integrated with other modes of transportation and which provide safe and efficient bikeways.

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

- 5.1 The City shall create an integrated pedestrian system within and between City neighborhoods, schools, recreational areas, commercial areas and places of interest.**
- 5.1.5 Encourage newly proposed developments to include pedestrian connections to surrounding areas, adjacent transit facilities, or other travel facilities during development review.

UPDATE AND EXPAND THE PASEO SYSTEM

- 5.3.3 Encourage private development to incorporate public paseos by offering increased density and other incentives for providing or improving paseos and paseo connections.
- 5.3.5 Encourage business owners to keep paseos in the rear of commercial buildings free of trash and limit deliveries to hours when the paseos are not heavily traveled.

DESIGN STANDARDS

- 5.4 The City shall revise and enhance design guidelines and standards for the City's pedestrian system.**
- 5.4.2 Provide parkways or tree wells and develop other innovative methods where appropriate to separate and/or protect pedestrians from traffic.
- 5.4.4 Update and revise the Public Works Street Design Standards to include the following standards:
- sidewalks should be wide and shaded by trees,

- trees should be placed at the curb-side of the sidewalk to provide a psychological and physical separation between pedestrians and auto traffic. Adequate room for growth should be given to avoid sidewalk damage by tree roots, and
 - the width and number of curb cuts (driveways) on City streets should be kept to a minimum or designed in a manner that protects the safety of pedestrians.
- 5.4.5 Improve design for disabled access by providing more ramps, providing more repair to cracked and heaved sidewalks, filling in gaps in existing sidewalks, identifying and relocating obstructions (fire hydrants, telephone poles, light poles) in narrow sidewalks or providing paths around obstructions, and using paving materials which are conducive to wheelchairs and those who have difficulty walking.
- 5.4.8 During the development review process, identify all sidewalk obstructions (e.g. fire hydrants, telephone poles, utilities, etc.) on development plans and, if feasible, locate or relocate them in such a way so as to remove the obstruction and to enhance visual aesthetics.

PHYSICAL IMPROVEMENTS AND AMENITIES

- 5.5 The City shall create and foster a pedestrian friendly environment through physical and cultural improvements and amenities.**
- 5.5.2 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.
- 5.5.7 Develop procedures that improve the City's infrastructure by incorporating the new sidewalk design standards into street maintenance projects.
- 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.

STREET CROSSINGS

- 5.6 The City shall make street crossings easier and more accessible to pedestrians.**

- 5.6.1 Where necessary, allow all-way crossings or adjust signal timing to allow more time for pedestrians to cross the street. Priority should be given to areas with high pedestrian activity as identified in the Sidewalk Inventory Study. Possible areas include Cabrillo Boulevard/State Street, Carrillo Street/Chapala Street and along Milpas Street near Santa Barbara Junior High School, Santa Barbara High School, and Montecito Street.
- 5.6.2 Widen sidewalks and add medians and other means at intersections to reduce the crossing distance for pedestrians, where appropriate.

LAND USE AND ZONING

- 5.7 **The City shall amend the Zoning Ordinance to ensure that land use planning and zoning encourage pedestrian uses.**
- 5.7.1 Include sidewalks, landscaping, and other facilities in new public and private construction to promote pedestrian activity where appropriate and consistent with the policies contained in this element.
- 5.7.3 Continue to implement zoning practices that encourage mixed use developments in order to improve opportunities for pedestrian access and decrease dependency on the automobile.
- 5.7.5 Continue to ensure that private and public developments, as well as capital improvements, are designed to accommodate the elderly, the handicapped, the disabled, and the blind.

Goal 6 REDUCE THE USE OF THE AUTOMOBILE FOR DRIVE-ALONE TRIPS

Efficiently and effectively use the existing street system through incentives, the provision of attractive alternatives and a transportation demand management program. Recognizing that automobiles will still be on the road, the City will support programs that encourage increased vehicle occupancies and trip reduction in order to enjoy the quality of life that currently exists. The City recognizes that reducing drive-alone trips from current levels may create roadway capacity for new development consistent with the General Plan.

Goal 7 INCREASE ACCESS BY OPTIMIZING PARKING CITYWIDE

Develop and implement innovative parking management strategies and a master parking plan that is consistent with the scale of surrounding neighborhood land uses, supports the land uses of the General Plan, and furthers the goals of the Circulation Element's Vision Statement.

Goal 8 INCREASE PARKING AVAILABILITY AND ACCESS FOR DOWNTOWN CUSTOMERS

Increase parking availability and access for Downtown customers and reduce the need for downtown employee parking by making alternative modes of transportation convenient for Downtown employees and the public through methods such as:

- *improving pedestrian and transit access,*
- *increasing bicycle parking,*
- *providing incentives for employees to use alternative transportation and park in peripheral lots,*
- *discouraging the employee shuffle, and*
- *managing parking resources and/or adding new parking spaces, where necessary.*

**POLICIES AND IMPLEMENTATION STRATEGIES
DOWNTOWN HOUSING**

8.5 The City shall promote/facilitate the development of housing to decrease the need for parking through an increased walking/biking population that lives, works, and shops in the Downtown (See Chapter 13).

8.5.1 Educate property and business owners, developers, and the community about the benefits of increased housing Downtown.

Goal 11 REVIEW TRAFFIC IMPACT STANDARDS USED AT CITY INTERSECTIONS FOR CONSISTENCY WITH THE GOALS OF THE CIRCULATION ELEMENT AND GENERAL PLAN.

Explore ways to continue the concentration of development Downtown and along transit corridors to facilitate the use of transit and alternative modes of transportation.

Goal 12 ***ESTABLISH A PROCESS TO INCLUDE NEIGHBORHOODS IN THE DISCUSSION OF THE EFFECTS OF TRAFFIC ON RESIDENTIAL STREETS***

Develop a mechanism for monitoring changes to all neighborhoods and for addressing those changes if appropriate. The mechanism should take the form of a methodology or procedure for assessing and responding to neighborhood traffic impacts both during periodic reviews and upon neighborhood request. Any review and discussion of neighborhood through traffic should be addressed on an area-wide basis so that all segments of the community, including persons representing commercial and industrial areas, can participate in creating solutions to a given traffic problem.

ESTABLISH A PROCESS TO INCLUDE BUSINESS AND NON-RESIDENTIAL PROPERTY OWNERS IN THE DISCUSSION OF THE EFFECTS OF TRAFFIC ALONG BUSINESS CORRIDORS

Establish a process to include businesses and non-residential property owners in the discussion of the effects of traffic along business corridors. Opportunity to comment on the effects of traffic on business would provide assurance that future transportation policies support economic vitality. Any review and discussion of traffic in and around business areas should be addressed on an area-wide basis so that all segments of the community including persons representing surrounding residential areas, can participate in creating solutions to a given traffic problem.

POLICIES AND IMPLEMENTATION STRATEGIES

BUSINESS AREA MOBILITY PLAN

12.3 **Sustain or improve economic vitality and quality of life in business areas or corridors by working with property owners, business owners, residents, tenants, and other interested parties to mitigate the impacts of vehicular traffic in business areas. The City shall consult with commercial tenants, property owners, and residents located in close proximity to any corridor or street before implementing improvements that could result in changes to the existing characteristics of that corridor or street, its traffic patterns or infrastructure. Improvements shall be consistent with Business Area Mobility Plans.**

12.3.1 **Work with residents, tenants, adjacent businesses owners, property owners, and other interested parties to create Business Area Mobility Plans that:**

- **address community traffic concerns, including decreased access due to congestion, visual impacts, maintenance issues, traffic speeds, and high volumes that contribute to noise and collisions, and discourage pedestrian**

activity,

- prevent the diversion of traffic problems from one area to another, and
- facilitate the communication and interaction between the various areas to help coordinate efforts and strengthen the connections and interrelationships.

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 and supporting neighborhood services and commercial uses in residential areas;*
- *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

GENERAL PLAN CONSISTENCY

- 13.1** **The City shall integrate the goals of this Circulation Element with land use decisions.**
- 13.1.1 Encourage the development of projects that combine and locate residential uses near areas of employment and services.
- 13.1.2 Continue to require the review of proposed projects for consistency with the Goals and Policies of the General Plan.

DESIGN STANDARDS

- 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.

NEIGHBORHOOD SERVING USES

- 13.5 **Determine the need for residential neighborhood services and commercial uses that support the City’s mobility goals. Provide opportunities to address those needs, while preserving and protecting the neighborhood character.**
- 13.5.1 Allow small scale neighborhood serving commercial uses in residential areas if supported by affected property owners. Ensure that the character of the surrounding neighborhood is protected.

Goal 15 OTHER TRANSPORTATION FACILITIES

Continue to support the movement of people, goods, and services by transportation modes such as air, rail, and water. The movement of trucks and hazardous materials shall continue to be regulated to ensure safety.

El Presidio de Santa Barbara State Historic Park Boundary Map

