



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: October 29, 2013

TO: Mayor and Councilmembers

FROM: Planning Division, Community Development Department

SUBJECT: Appeal Of Historic Landmarks Commission Approval Of 1330 Chapala Street

RECOMMENDATION:

That Council deny the appeal of Margaret Cafarelli, Agent for Urban Developments, LLC of the application of Peikert + RRM Design Group, and uphold the Historic Landmark Commission's Project Design Approval for the proposed mixed-use project consisting of 33 new apartments, 2 new commercial units, a new partially below grade parking garage, and alterations to the existing at-grade parking lot, incorporating the changes to the site plan and Parking Management Plan that have since been proposed by the Applicant.

DISCUSSION:

Project Description and Review History

The project is a new, three-story, 40'-2" tall mixed-use development on a 91,000 square foot parcel located at the southeast corner of W. Sola and Chapala Streets. The Arlington Theatre (a City designated Landmark) and Arlington Hotel Garden Arch (a City designated Structure of Merit) are located on the project site and are proposed to remain. The remainder of the site contains a private 125-space surface parking lot, which is the area being redeveloped. The project includes 33 residential apartments (totaling 28,302 net square feet) and two commercial units (totaling 931 net square feet). The new building totals 52,945 square feet, including a 534 square foot exercise room and a 13,400 square foot partially below-grade parking garage. The parking garage contains 42 spaces, and a surface parking lot contains 49 spaces, for a total of 91 parking spaces. Of those 91 parking spaces, 33 are allocated to the residential units, 2 are allocated to the commercial units and 56 are allocated to the Arlington Theatre. Also proposed is the removal of eight mature trees, with six mature palm trees to be relocated on site. Grading excavation will total 3,400 cubic yards. A new detached trash enclosure near the northwest corner of the Arlington Theatre would replace an existing trash enclosure. Refer to Attachment 5 for additional details, including a site plan.

The project was submitted for review on May 6, 2013. During staff's initial review of the plans, Public Works Transportation Planning Staff noted concerns about how the operation and loading of buses and trucks would occur during shows at the Arlington Theatre. Because the project includes rental units, and not condos, and because no other discretionary land use permits (such as a Modification or Conditional Use Permit) were required, the project did not require Planning Commission or Staff Hearing Officer review, and the Historic Landmarks Commission (HLC) was the sole decision-maker. However, it should be noted that the HLC has the ability to refer projects to the Planning Commission for comments when deemed appropriate pursuant to SBMC §22.22.133.

The design of the project was first reviewed by the HLC on May 22, 2013, at which time Staff clarified that the loading/unloading and parking circulation design continues to be under the Transportations Division's review. The HLC continued the project noting that, although the size and scale of the project was supportable, the architecture needed to be refined; the parking lot, landscaping, and paseos needed additional study; and larger private outdoor spaces should be considered. Minutes from that meeting are provided as Attachment 2.

The project was reviewed again by the HLC on June 19, 2013. The HLC continued the project and requested a response to the Commission's comments made during the May 22, 2013 review, and asked the applicant to continue studying the historic garden arch and relating it to the site; to continue studying the landscape so that it does not diminish the view of the Arlington Theatre; to mitigate the parking lot per the Urban Design Guidelines or make a case for a waiver of those guidelines; to continue to refine the architecture and articulation; and to propose a plan that reflects the original intent for the north-south paseo to be a commercial corridor. Minutes from that meeting are provided as Attachment 3.

The Applicant subsequently submitted a Truck Access and Management Plan that was reviewed by the Transportation Division. Transportation staff still had concerns with the overall circulation of the proposal and had previously recommended that the applicant provide an additional driveway and point of access on Sola St. However, the Applicant explained that it was not an option without re-designing the project due to slope constraints.

The project was reviewed again by the HLC on August 14, 2013. At that time, Transportation Staff explained to the HLC that the Truck Access and Management Plan was unusual because it requires so much day-to-day management and oversight; however, staff concluded that the Plan would be adequate as long as it was followed by the operator of the project. Mandatory compliance with the Plan was included in the draft conditions of approval prepared by Staff for HLC consideration. At that meeting, the HLC approved the project (4-2 vote) and made the Compatibility Analysis findings. The approval carried with it a list of conditions of approval and design comments to further ensure neighborhood compatibility. Minutes from that meeting, including the approved Conditions of Approval, are provided as Attachment 4.

Since the appeal was filed, that Applicant has modified the project in an attempt to resolve the appeal issues (refer to Attachment 5). The project has been modified in three key ways:

1. A new driveway providing access to/from Sola Street has been added.
2. The secondary egress driveway along Chapala Street has been eliminated.
3. The Traffic Management Plan has been amended to:
 - a. Require trucks and buses (except trash trucks) associated with the Arlington Theater to enter the property from the shared Chapala Street driveway and exit the property using the Sola Street driveway. The Sola Street driveway was incorporated into the design after the HLC approval.
 - b. Include the reservation of 5 on-site parking spaces instead of 13 for truck maneuvers.
 - c. Recognize that some on-street public parking on Sola street will need to be temporarily reserved to accommodate the outbound truck movement.

Appeal Issues

On August 26, 2013 an appeal was filed by Margaret Cafarelli, Agent for Urban Developments, LLC (Attachment 1). The appellant's concern is that the proposal is inconsistent with the required findings for sound community planning, neighborhood compatibility and traffic. Primarily, these concerns relate to the project's impact on circulation due to truck traffic and loading/unloading associated with events at the Arlington Theatre. Secondly, the concerns relate to the inadequate provision of paseos linking the site to surrounding development.

As noted above, since the appeal was filed, the Applicant has made some changes to the project to address some of the concerns raised in the appeal letter. Staff finds that these changes improve the project, especially as it relates to site and neighborhood circulation.

As noted in the HLC's Minutes on this project, issues of neighborhood compatibility and site design were discussed and considered. The HLC concluded that the project was appropriate for the site, compatible with the neighborhood, and consistent with the Urban Design Guidelines and El Pueblo Viejo Guidelines. Staff supports the HLC decision and finds that the project will not have a detrimental impact on the neighborhood. Transportation staff reviewed the updated Truck Access and Management Plan, and supports the proposed changes, primarily the addition of a second driveway on Sola Street. Staff does recommend that the HLC continue to work with the Applicant to refine and improve the paseo design.

Additional Neighborhood Concerns

At the HLC meetings, members of the public also expressed concern about the elimination of existing private parking in the area as a result of the project. These

spaces are currently available for public use for a fee; however, they are not required parking for any area uses. Redevelopment of the site will eliminate approximately 34 parking spaces from the site. This could lead to increased demand for existing parking spaces on the street or in nearby public parking lots. Based on occupancy rates of nearby City Lots, there is capacity within these City lots to accommodate these 34 additional cars.

Some members of the public also expressed concern that Sola Street would be closed throughout construction and used after construction to accommodate the parking of trucks during shows at the Arlington Theatre. No long-term closure of Sola Street during construction would occur. There may be short-term closures for utility work in the City right-of-way during construction, but the majority of work will be performed on-site, including construction staging. During shows at the Arlington Theatre, parking permits for the use of Sola Street must be obtained from the Public Works Department no less than 72 hours prior to an event at the Arlington, when it is anticipated that trucks will need to stage on Sola Street prior to unloading on-site. Further, a few spaces would be requested to be reserved to accommodate turning movements of larger trucks while exiting the site through the Sola Street driveway. These parking permits will be reviewed by the Engineering Division Traffic Staff to ensure safe ingress and egress while minimizing impacts to on-street parking.

In conclusion, the long-term operational aspects related to the Arlington Theatre may have minor public impacts on the availability of on-street parking along Sola Street during Theatre events. However, Transportation staff have concluded that the impacts would be minimal based on existing parking availability both on-street and in public parking lots.

ATTACHMENT(S):

1. Appeal Letter dated August 26, 2013
2. HLC Minutes, May 22, 2013
3. HLC Minutes, June 19, 2013
4. HLC Minutes, August 14, 2013 and Conditions of Approval
5. Applicant Letter dated October 7, 2013, including Updated Project Description, Updated Site Plan, Sola Ramp Study and Updated Traffic Management Plan

PREPARED BY: Allison De Busk, Project Planner

SUBMITTED BY: Paul Casey, Assistant City Administrator/Community Development Director

APPROVED BY: City Administrator's Office

URBAN DEVELOPMENTS

RECEIVED

August 26, 2013

2013 AUG 26 PM 2:10

Mayor and City Council
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93101

CITY OF SANTA BARBARA
OFFICE OF THE CITY CLERK

Subject: Appeal of the August 14, 2013 Historic Landmarks Commission approval of the Preliminary Design Review and Development Plan Findings For 1330 Chapala Street Mixed Use Project (Arlington Village)

Dear Mayor Schneider and Councilmembers:

Please accept this letter as an appeal of the August 14, 2013 Historic Landmarks Commission approval of Development Plan Findings for the 1330 Chapala Street Mixed Use project as described below.

Proposed Project - 1330 Chapala Street

New, three-story, 40'-2" tall mixed use development on a 91,000 square foot parcel located at the corner of West Sola and Chapala Streets. The project will comprise 33 residential apartments (totaling 28,302 square feet) and two commercial units (931 net square feet). The Proposed new building will total 52,945 square feet, including a 534 square foot exercise room and a 13,400 square foot partially below-grade parking garage. The parking garage will contain 42 spaces, and a surface lot will contain 49 spaces for a total of 91 spaces, with 33 spaces allocated to the residential units, two spaces allocated to the commercial units and 56 spaces allocated to the Arlington Theatre (source: City of Santa Barbara Memorandum to HLC dated August 14, 2013).

The Historic Landmarks Commission (HLC) is guided by a set of general goals that define the major concerns and objectives of the HLC review process. In particular, to promote neighborhood compatibility and safeguard the heritage of the City (by providing for the protection of landmarks representing significant elements of the City's history). Unfortunately, the HLC failed in its mandate to ensure sound community planning and neighborhood compatibility by approving the Development Plan Findings for the proposed project.

The following discussion outlines the proposed project's ***inconsistencies*** with the required Development Plan Findings for sound community planning and neighborhood compatibility.

Sound Community Planning

In order to approve a Development Plan, a proposed development must be found consistent with the principles of sound community planning as outlined in the City's General Plan. The City's Land Use Element contains Principles for Development that are in place to ensure that the character of the El Pueblo Viejo District (in which the Proposed Project is located), is not compromised. These principles encourage compact, vibrant, and walkable places that are designed in harmony with surrounding development. Unfortunately, the proposed Arlington Village project fails to incorporate these principles and has been designed and sited so that it is incompatible with adjacent developments and the Arlington Theater. The project's design instead creates conflicts, particularly with respect to ingress, egress, and overall coordination with traffic flow and parking between adjacent developments and the Arlington Theater. The proposed design completely underestimates the operations and commercial parking needs of the Arlington Theater. For example, the Arlington Village traffic analysis estimated only 10 days of production related traffic at the Arlington Theater. This is grossly underestimated. The Santa Barbara Film Festival alone operates for two weeks and this does not include set-up leading up to the festival or breakdown once the festival has concluded. The project must be redesigned to address this issue or it will result in ongoing traffic conflicts and complaints for years to come.

Furthermore, the City's Circulation Element includes a number of policies and implementation strategies to increase access and walking opportunities. In particular, Circulation Element Policy 5.3 promotes the protection and expansion of paseos in the Downtown, while Implementation Strategy 5.3.3 encourages private development to incorporate public paseos by offering increased density and other incentives for providing or improving paseos and paseo connections. Regrettably, despite the project receiving increased density, the project's design fails to incorporate a connecting paseo or increase the width of the existing paseo at 34 W. Victoria to accommodate the increased uses associated with the proposed Arlington Village project. The project must be redesigned to ensure that new and existing paseos are incorporated into their overall project design. Otherwise, the paseos will end up being disconnected and highly congested that will impact residents of both projects, patrons of the public market place, shop owners, and the Arlington Theater operations.

2

Neighborhood Compatibility

In order to promote consistency between the City land use decision making process and the City design review process, Section 22.22.145 Title 22 of the Santa Barbara Municipal Code provides project compatibility criteria that shall be considered by the HLC in their review and approval of the design of a proposed development project.

Unfortunately, the HLC failed to ensure that the proposed project was designed to be sensitive to the adjacent Arlington Theater and its operation and in compliance with the City's Design Guidelines.

The project is located within the El Pueblo Viejo Historic District and subject to the very specific El Pueblo Viejo Design Guidelines. The project's proposed design is inconsistent with the El Pueblo Viejo Design Guidelines regarding paseos and courtyards. The proposed project fails to adhere to these guidelines that encourage paseos, which provide pedestrian connections that are important for customer convenience and aesthetic compatibility. More importantly, the El Pueblo Viejo Design Guidelines include a figure illustrating paseo opportunities within the City. This figure (attached) shows two paseo opportunities as identified in the Paseo Plan located on the subject development site. However, these paseo opportunities are not properly addressed and/or incorporated into the project's overall design.

In addition, the City's Urban Design Guidelines encourage the protection and enhancement of the City's paseo system. This document also provides specific guidelines as to when paseos should be incorporated into new developments. The design of the proposed Arlington Village project fails to incorporate the required paseos to provide walkable pedestrian connections to the Arlington Theatre, offices, and stores located within the interior of this City block, and more importantly, the design fails to address how residents, large trucks and busses associated with the proposed project (and the existing Arlington Theater) will impact the adjacent paseo at 34 West Victoria street. The current design of the Arlington Village project will create significant pedestrian and traffic conflicts with the adjacent property's paseo. The Arlington Village project needs to address not only the residents of both projects, but the Arlington Theater truck loading. Failure to address this matter will lead to potential safety issues for pedestrians and unnecessary congestion with vehicles and trucks, both on and offsite. The design of the proposed Arlington Village project must take into consideration the existing paseos to ensure connectivity between the paseos and to avoid conflicts between residents of both projects and the Arlington Theater truck ingress/egress needs.

Traffic

The proposed Arlington Village project proposes to have all ingress and egress for the project occur from Chapala Street using the same access point as the adjacent 34 W. Victoria Street mixed use project and the ongoing operations of the Arlington Theater, rather than incorporating a secondary access from Sola Street. The use of Chapala Street as the sole entrance and exit for the proposed Arlington Village project and adjacent uses will create significant traffic impacts should all these uses be required to enter and exit from the same driveway access point off of Chapala Street, not to mention increased traffic congestion along an already congested Chapala Street. The proposed Arlington Village project needs to be redesigned to incorporate access from Sola Street. Sola Street does not have any retail along the frontage and currently provides access to the existing parking lots. This access needs to be retained and incorporated as the primary access to the proposed project to avoid significant traffic impacts along the Chapala Street.

Summary

The proposed Arlington Village design is inconsistent with the City's Principles for Development for sound community planning and neighborhood compatibility. The proposed design fails to incorporate new paseos and address existing paseos in the area, which is inconsistent with the City's General Plan and the City's El Pueblo Viejo and Urban Design Design Guidelines. In addition, the Arlington Village project design needs to incorporate access to the project from Sola Street. It is simply impractical to have all ingress and egress for these uses occur from one single driveway. The proposed Arlington Village project must be redesigned to address these flaws to ensure that the character of the El Pueblo Viejo is not compromised and traffic in the neighborhood is not impacted by poor design.

We hope that your Council will consider our strong concerns regarding the design flaws of the proposed Arlington Village project as it relates to not just our project, but the entire block and neighborhood upon which our projects are located. The project must be redesigned to properly address these issues.

Appeal of HLC Approval 1330 Chapala Street, Mixed Use
August 26th, 2013

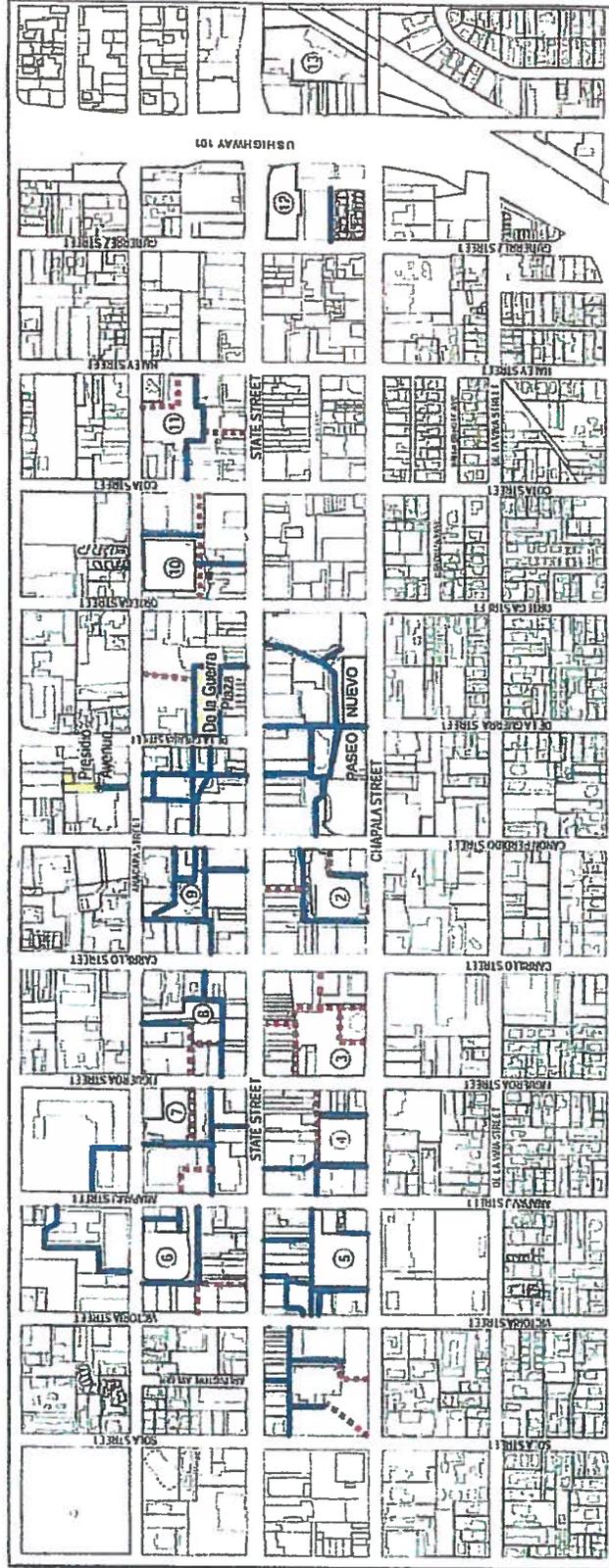
Thank you for your consideration of this appeal.

Most Sincerely,



Margaret L. Cafarelli
Urban Developments, LLC
marge@urbandevelopments.com
805-560-8048 ext. 101

Attachments



City of Santa Barbara DOWNTOWN PASEOS

Legend

- Existing Paseos
- Paseo Opportunities Identified in Pasco Plan
- City Public Parking Lots and Garages
- Plazas
- Downtown Building Lines

*All city public parking lots and garages are named and numbered. The designated number for each lot and garage is shown on this map.



Revised: May 14, 2009

Motion: To accept the report with the condition that the following amendments be made by the report preparers:

1. Include a copy of the Edwards and Plunkett architectural firm’s plans and renderings.
2. On page 48, change the number of trees from “nine of the twelve trees” to “the applicant’s project would retain eight of the twelve trees.”
3. On page 49, clarify that, in the design of the building, the view from the parking lot of the north elevation of the Arlington Theatre was not intended to be part of the public view.
4. On page 50, add a summary statement indicating that all the measures to be incorporated into the project description as shown in bullet points should be reviewed by the Historic Landmarks Commission.

Action: Winick/La Voie, 4/3/0. (La Voie/Murray/Sharpe opposed. Boucher/Drury absent.)
Motion carried.

CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING

6. **1330 CHAPALA ST**

C-2 Zone

(3:00) Assessor’s Parcel Number: 039-131-001
 Application Number: MST2013-00169
 Owner: Metropolitan Theatres Corporation
 Architect: Peikert Group Architects
 Landscape Architect: Courtney Jane Miller Landscape Architect

(This is a revised project. Proposal for a new, three-story, 38'-6" tall mixed-use development on a 91,000 square foot parcel located at the corner of W. Sola and Chapala Streets. The project will comprise 32 residential apartments and four flexible-space units (1,708 net square feet) allowing either residential or commercial use. The 36 units will total 31,140 square feet, and a 550 square foot exercise room is also proposed. The partially below-grade 13,800 square foot parking garage will contain 40 spaces, and a surface lot will contain 50 spaces, with 36 spaces allocated to the units and 54 spaces allocated to the Arlington Theatre. Also proposed is the removal of seven mature trees including four grevillea, two pittosporum and one ficus, with 15 mature palm trees to be preserved and re-planted. Grading excavation will total 3,400 cubic yards. A detached trash enclosure for the theater is proposed to replace an existing trash enclosure and will be constructed near the northwest corner of the Arlington Theatre. This parcel is within the 10% Parking Zone of Benefit and *contains a designated Structure of Merit: "Arlington Hotel Garden Arch."*)

(Comments only; project requires Environmental Assessment, Development Plan Approval, and Historic Resource Findings. Project was last reviewed on August 29, 2012, under MST2007-00371.)

Actual time: 3:19 p.m.

Present: Detlev Peikert and Gordon Brewer, Peikert Group Architects
 Courtney Jane Miller, Landscape Architect, CJMLA
 David Corwin, Property Owner, Metropolitan Theatres

Staff comments: Susan Gantz, Planning Technician, clarified that the loading/unloading and parking circulation design continues to be under the Transportations Division's review. The tree protection measures shown on the plans are slightly different from the City's guidelines and City-required measures have been provided to the applicant. The four flexible-space units shown in the project description are actually commercial units (and are identified as "studio" on the ground floor plan).

Public comment opened at 3:47 p.m.

Margaret Cafarelli, adjacent property "Alma del Pueblo" owner, spoke in support of the project with the provision that the ingress/egress of large service trucks be addressed as there are potentially 12 to 15 Arlington Theatre events per year that would cause impacts to the shared common driveway.

Kellam de Forest, local resident, commented that the buildings are not articulated enough, they do not have a varied frontage, and to consider the historic gate in the design. He questioned the need for a tree at the corner of Chapala and Sola Streets that would obstruct the view through the historic arch to the Arlington Theatre.

Chair Suding acknowledged receipt of public correspondence:

1. Paula Westbury, local resident, expressing opposition.
2. Randall Fox, attorney, questioning the number of parking spaces allocated for the project and the Arlington Theatre.

Public comment closed at 3:54 p.m.

Motion: **Continued four weeks with comments:**

1. Although the size, bulk and scale may be supportable, the architecture needs refining. Elaborate on the articulation of the architecture, but simplify the decoration. Emulate the Edwards and Plunkett intent in the project's style.
2. Vary the units and ridge heights.
3. Although there is some support for a variance from the Urban Design Guidelines, the project's compliance with those guidelines with regard to the parking lot and screening of cars is of concern.
4. Show the outline of the parking structure below on the plans.
5. Continue to study lowering the garage parking lot to reduce the overall height.
6. The minimum setback provided is problematic.
7. Study providing larger private outdoor space for individual units.
8. Address the City's Storm Water Management Program.
9. Study parking lot planters and address the City's standards for parking lot planters.
10. Ensure raised planters are deep enough.
11. Study using porous pavers.
12. The landscape should be sensitive to view sheds.
13. Pay attention to the paseo design.
14. The paseo off of Sola Street should provide a view to the important architectural element of the Arlington Theatre's north elevation tripartite windows.
15. Study the building's relationship to the north/south paseo. Better integrate the intersection of the two paseos.
16. Study the relationship of the building to the east/west paseo.
17. Provide a sense of place at the garden gate and a connection to the building.
18. Show a separate children's play area if proposed.

Action: Sharpe/Orías, 7/0/0. (Boucher/Drury absent.) Motion carried.

CONCEPT REVIEW - CONTINUED**5. 1330 CHAPALA ST**

C-2 Zone

(2:30) Assessor's Parcel Number: 039-131-001
 Application Number: MST2013-00169
 Owner: Metropolitan Theatres Corporation
 Architect: Peikert Group Architects, LLP

(This is a revised project. Proposal for a new, three-story, 38'-6" tall mixed-use development on a 91,000 square foot parcel located at the corner of W. Sola and Chapala Streets. The project will comprise 32 residential apartments and four commercial units (1,708 net square feet). The 36 units will total 31,140 square feet, and a 550 square foot exercise room is also proposed. The partially below-grade 13,800 square foot parking garage will contain 40 spaces, and a surface lot will contain 50 spaces, with 36 spaces allocated to the units and 54 spaces allocated to the Arlington Theatre. Also proposed is the removal of seven mature trees including four grevillea, two pittosporum, and one ficus, with 15 mature palm trees to be preserved and re-planted. Grading excavation will total 3,400 cubic yards. A detached trash enclosure for the theater is proposed to replace an existing trash enclosure and will be constructed near the northwest corner of the Arlington Theatre. This parcel is within the 10% Parking Zone of Benefit and contains a *designated Structure of Merit: "Arlington Hotel Garden Arch."*)

(Second Concept Review. Comments only; project requires Environmental Assessment, Development Plan Approval, and Historic Resource Findings. Project was last reviewed on May 22, 2013.)

Actual time: 2:29 p.m.

Present: Bruce Corwin, Property Owner, Metropolitan Theatres
 Detlev Peikert, Gordon Brewer and Lisa Plowman, Peikert Group Architects
 Courtney Jane Miller, Landscape Architect, CJMLA

Public comment opened at 3:01 p.m.

1. Dave Lombardi, local business owner and Downtown Organization President, spoke in support of the project.
2. Bill Collyer, Downtown Organization, spoke in support of the project.
3. Kellam de Forest, local resident, commented on the Edwards and Plunkett original plan for the area around the Arlington Theatre and questioned whether this project was similar to that plan.
4. Richard Yates, local business owner, commented on the reduction in parking and how it would affect other businesses in the area during and after construction.
5. Matt LaBrie, local business owner, spoke in support of the project.
6. Ken Jacobsen, local resident, spoke in support of the project.
7. Michael Rassler, Jewish Federation of Greater Santa Barbara Executive Director, spoke in support of the project.
8. Michael Nissenson, local resident, spoke in support of the project.

Public comment closed at 3:12 p.m.

Motion: Continued four weeks with comments:

1. Provide a design response to the Commission comments made during the May 22, 2013, review.
2. Continue studying the historic garden arch, relating it to the site. Although the historic garden arch's treatment as a solitary element seems to be effective, study using the historic garden arch as pedestrian access to the parking lot.
3. Continue studying the landscape so that it does not diminish the view of the Arlington Theatre.
4. The parking quantity does not seem to be sufficient. Mitigate the parking lot per the Urban Design Guidelines or make a case for a waiver of those guidelines.
5. The Commission supports the project, but the architecture needs be superlative and exemplary. The uniqueness of this site next to the Arlington Theatre warrants special attention.
6. Simplify the architecture, looking to the Arlington Theatre for inspiration. The proposed building has to be compatible with the historic resource.
7. The articulation depths along the east and west elevations need to be greater.
8. The project should be more like a village, similar to El Paseo.
9. The architecture needs to look less like an apartment-style; for instance, the stacking of windows.
10. Propose a plan that reflects the original intent for the north-south paseo to be a commercial corridor.
11. If increasing outdoor space, provide the specifics.
12. Recognize the use of potential renters/users.
13. Provide a better balance between what the City allows and what the property owner desires.
14. Staff will be drafting conditions of approval for review by the Commission.

Action: La Voie/Orias, 6/0/1. (Shallanberger abstained. Boucher/Winick absent.) Motion carried.

CONCEPT REVIEW - CONTINUED**6. 1000 STATE ST**

C-2 Zone

(3:15) Assessor's Parcel Number: 039-282-014
 Application Number: MST2013-00173
 Owner: Quincy/1000 Associates, LP
 Architect: Edwards Pitman Architects
 Business Name: Bank of Montecito

(Proposal to install a new automated teller machine at the State Street elevation. This building is on the *City's List of Potential Historic Resources: "Bank of Montecito."*)

(Second Concept Review. Project was last reviewed on May 22, 2013.)

This item was postponed indefinitely at the applicant's request.

CONCEPT REVIEW - CONTINUED**6. 1330 CHAPALA ST**

C-2 Zone

(4:45) Assessor's Parcel Number: 039-131-001
 Application Number: MST2013-00169
 Owner: Metropolitan Theatres Corporation
 Architect: Peikert + RRM Design Group
 Business Name: Arlington Village

(This is a revised project description. Proposal for a new, three-story, 40'-2" tall mixed-use development on a 91,000 square foot parcel located at the corner of W. Sola and Chapala Streets. The project will comprise 33 residential apartments (totaling 28,302 square feet) and two commercial units (931 net square foot). The new building will total 52,945 square feet, including a 534 square foot exercise room and a 13,400 square foot partially below-grade parking garage. The parking garage will contain 42 spaces, and a surface lot will contain 49 spaces for a total of 91 spaces, with 33 spaces allocated to the residential units, two spaces allocated to the commercial units and 56 spaces allocated to the Arlington Theatre. Also proposed is the removal of eight mature trees including four grevillea, two pittosporum, one solanum and one ficus, with 6 mature palm trees to be relocated on site. Grading excavation will total 3,400 cubic yards. A detached trash enclosure for the theater is proposed to replace an existing trash enclosure and will be constructed near the northwest corner of the Arlington Theatre. A waiver of parking lot interior planter requirements is requested. This parcel is within the 10% Parking Zone of Benefit and *contains a designated Structure of Merit: "Arlington Hotel Garden Arch."*)

(Third Concept Review. Action may be taken if sufficient information is provided. Project requires a waiver of parking lot landscape standards, Development Plan Approval findings, Compatibility Criteria Analysis, and Historic Resource Findings. Project was last reviewed on June 19, 2013. Note: the project activity is within the scope of the 2011 General Plan and the Program EIR analysis for the General Plan. No further environmental document is required for this project pursuant to the California Environmental Quality Act (Public Resources Code section 21083.3 and Code of Regulations section 15183). City Council environmental findings adopted for the General Plan remain applicable for this project.)

Actual time: 4:47 p.m.

Present: Bruce Corwin, Property Owner, Metropolitan Theatres
 Detlev Peikert and Gordon Brewer, Architects, Peikert + RRM Design Group
 Lisa Plowman, Planning Manager, Peikert + RRM Design Group
 Courtney Jane Miller, Landscape Architect, CJMLA
 Steven Foley, Supervising Transportation Planner

Public comment opened at 5:32 p.m.

Kellam de Forest, local resident, commented on the Commission's request that the design be special due to the uniqueness of the adjacent landmark, the Commission mandate to review the design without consideration of the applicant's budgetary constraints, and the need of a visual celebration of the Arlington Theatre.

Public comment closed at 5:33 p.m.

A letter was acknowledged from Paula Westbury expressing opposition to the project.

Straw votes: How many Commissioners think that story poles are essential? 2/4. (Drury/Orías/Shallanberger/Suding opposed.)

How many Commissioners would agree with the finger planter waiver? 5/1. (La Voie opposed.)

How many Commissioners think that the form of the building needs to be modified so that there is a view of the Arlington Theatre's north balcony? 2/4. (Drury/Orias/Shallanberger/Suding opposed.)

Motion: **Project Design Approval making the CEQA Finding** as per Staff Memorandum dated August 14, 2013; and including **suggested amendments on the conditions of approval as listed below. Project is continued indefinitely with the following comments:**

1. Design Comments:

- a) Architecture needs to be more breathtaking and special.
- b) Architecture needs to be simpler and less adorned.
- c) Provide an access through the historic gate.
- d) Trash enclosure location at the *paseo* is not appropriate and modification request is not supportable.
- e) Traffic Department needs to deal with the truck management plan.
- f) Study using less fenestration.
- g) The Commission is supportive of the requested waiver for parking lot finger planters based on the alternative landscaping provided.

2. The Commission has reviewed the proposed project and Compatibility Analysis Criteria have been generally met for this project (per SBMC 22.22.145.B. and 22.68.045.B.) as follows:

- 1) The project's architectural character is in a Hispanic style consistent with the character of the City.
- 2) The height, scale and massing will be compatible with adjacent developments in the sense that it is far under the allowable height and massing for the zoning.
- 3) The development will have sufficient open space and landscaping as it exceeds the requirements per the ordinance and zoning.
- 4) The project is consistent with the Urban Design Guidelines and El Pueblo Viejo Guidelines.
- 5) The project has been designed to be sensitive to the adjacent City Landmarks and Historic Resources.

3. Conditions of Approval: The Draft Conditions of Approval dated August 14, 2013, are approved with the following suggested additions:

- a) To facilitate construction, study closing Sola Street temporarily.
- b) Show where enhanced pavement is in the project.
- c) Address stormwater management and quality.
- d) Solar heating and panels should be identified.
- e) Acoustics should not exceed 45 dB.
- f) Provide directory for project after it is built.
- g) All roadways, driveways and sidewalks shall be paved as soon as possible and kept clean.
- h) Reword the ground disturbance condition to be less restrictive (e.g., in excess of 12" below grade).

Action: Shallanberger/Drury, 4/2/0. Motion carried. (Murray/La Voie opposed because they believe the project is not sufficiently sensitive to the adjacent historic landmark. Boucher/Sharpe/Winick absent.)



City of Santa Barbara California

HISTORIC LANDMARKS COMMISSION CONDITIONS OF APPROVAL

1330 CHAPALA STREET
AUGUST 14, 2013

In consideration of the project approval granted by the Historic Landmarks Commission (HLC) and for the benefit of the owner(s) and occupant(s) of the Real Property, the owners and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession, and enjoyment of the Real Property:

- A. **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:
1. **Approved Development.** The development of the Real Property approved by the HLC on August 14, 2013 is limited to a new, three-story, 40'-2" tall mixed-use development on a 91,000 square foot parcel located at the southeast corner of W. Sola and Chapala Streets. The project includes 33 new residential apartments (totaling 28,302 square feet) and two new commercial units (totaling 931 net square feet). The new building will total 52,945 square feet, including a 534 square foot exercise room and a 13,400 square foot partially below-grade parking garage that contains 42 spaces. A surface lot will contain 49 spaces, for a total of 91 parking spaces on-site. Thirty-three covered spaces are allocated to the residential units, two covered spaces are allocated to the commercial units and 56 spaces (7 covered, 49 uncovered) are allocated to the Arlington Theatre. Also proposed is the removal of eight mature trees including four grevillea, two pittosporum, one ficus and one solanum, with 6 mature palm trees to be preserved and relocated on-site. Grading excavation will total 3,400 cubic yards. A detached trash enclosure for the Theatre is proposed to replace an existing trash enclosure and will be constructed near the northwest corner of the Arlington Theatre. The Arlington Theatre and Arlington Hotel Garden Arch are proposed to remain. Landscape and hardscape improvements are also proposed, as shown on the approved plans.
 2. **Uninterrupted Water Flow.** The Owner shall allow for the continuation of any historic flow of water onto the Real Property including, but not limited to, swales, natural watercourses, conduits and any access road, as appropriate.
 3. **Recreational Vehicle Storage Prohibition.** No recreational vehicles, boats, or trailers shall be stored on the Real Property.
 4. **Landscape Plan Compliance.** The Owner shall comply with the Landscape Plan approved by the HLC. Such plan shall not be modified unless prior written

approval is obtained from the HLC. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan, including any tree protection measures. If said landscaping is removed for any reason without approval by the HLC, the owner is responsible for its immediate replacement.

5. **Storm Water Pollution Control and Drainage Systems Maintenance.** Owner shall maintain the drainage system and storm water pollution control devices in a functioning state. Should any of the project's surface or subsurface drainage structures or storm water pollution control methods fail to capture, infiltrate, and/or treat water, or result in increased erosion, the Owner shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the Owner shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Building Permit is required to authorize such work. The Owner is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health, or damage to the Real Property or any adjoining property.
6. **Truck Access and Management Plan.** The development shall comply with the Truck Access and Management Plan prepared by Associated Transportation Engineers and dated July 25, 2013 and the following conditions:
 - a. For any activity, all trucks and buses associated with Arlington Theatre events shall be scheduled to arrive and depart outside of peak traffic hours of 7 am through 9 am and 4 pm through 6 pm.
 - b. All trucks and buses associated with Arlington Theatre events shall leave the site for temporary storage upon completion of performance stage set up, and return after performances to reload equipment to trucks.
 - c. Vehicles shall be limited to one truck and one bus onsite at a time. Events that require multiple trucks or buses shall be staggered with the additional vehicles staged on W. Sola St.
 - d. Permits for a "No Parking" area to facilitate staging on Sola St. shall be obtained from the City Public Works Department no less than 72 hours in advance of the event day.
 - e. Thirteen parking spaces within the Arlington parking lot shall be reserved and blocked to facilitate truck movements, parking and loading per figure 2 of the Truck Access and Management Plan.
 - f. Trucks and buses shall be removed from the Arlington site after completion of unloading.

- g. The designated parking area for trucks and buses shall be coned off on the Arlington Site to facilitate loading and unloading per figure 3 of the Truck Access and Management Plan.
 - h. The Arlington Theatre operators shall employ traffic and parking personnel to supervise unloading and loading activities, enforce parking restrictions, manage truck and bus ingress and egress from the site, and monitor parking lot circulation.
 - i. An orientation meeting shall take place between the Theatre operators and traffic control personnel prior to the first event season after project occupation to review management plan components of the Truck Access and Management Plan.
 - j. A monitor shall be hired during the first event season after project completion to determine if the Truck Access and Management Plan is working as intended. The monitoring firm is to prepare a summary report documenting operations after each event. A final report is to be submitted to Public Works Transportation staff one year after the occupied project's first event, summarizing all season operations and providing any recommended operational adjustments.
 - k. Follow-up meetings between the Theatre operators and traffic monitor personnel shall be scheduled as necessary to review each monitoring report and recommend fine tune management components to City staff.
7. **Residential Permit Parking Program.** Residents shall not participate in the Residential Permit Parking Program.
8. **Common Area Maintenance.** All common/shared areas shall be kept open, available and maintained in the manner in which it was designed and permitted.
9. **Areas Available for Parking.** All parking areas and access thereto shall be kept open and available in the manner in which it was designed and permitted except as outlined in the Truck Access and Management Plan.
- B. **Final Design Review.** In addition to the items identified in the HLC motion granting Project Design Approval, the following items shall be satisfactorily addressed in the final design plans prior to Final Approval by the HLC.
- 1. **Tree Removal and Replacement.** All trees removed, except fruit trees and street trees approved for removal without replacement by the Parks Department, shall be replaced on-site on a one-for-one basis with minimum 24-inch box sized or 15 gallon size tree(s) of an appropriate species or like species, as determined by the HLC, in order to maintain the site's visual appearance and reduce impacts resulting from the loss of trees.

2. **Tree Relocation.** The five existing Phoenix canariensis tree(s) and one Washingtonia robusta tree shall be relocated on the Real Property and shall be fenced and protected during construction.
3. **Tree Protection Measures.** The landscape plan and grading plan shall include the following tree protection measures:
 - a. **Tree Protection.** All trees not indicated for removal on the approved Tree Protection & Removal Plan shall be preserved, protected, and maintained, in accordance with the Tree Protection Plan and/or any related Conditions of Approval.
 - b. **Landscaping Under Trees.** Landscaping under the tree(s) shall be compatible with the preservation of the tree(s), as determined by the HLC.
 - c. **Tree Protection Plan.** The recommendations/conditions contained in the Tree Protection Plan prepared by Courtney Jane Miller, dated July 24, 2013, shall be implemented.
 - d. **Tree Replacement.** Any tree that is identified to remain in place or be relocated on-site that is subsequently damaged, lost or dies within two years of Occupancy of the project, shall be replaced at a three to one (3:1) ratio with replacement species and size to be approved by the HLC.
 - e. **During Construction.**
 - (1) All trees within 25 feet of proposed construction activity shall be fenced six feet outside the dripline for protection.
 - (2) No grading shall occur within six feet of the dripline(s) of the existing tree(s).
 - (3) A qualified Arborist shall be present during any excavation beneath the dripline(s) of the tree(s) which are required to be protected. All excavation within the dripline(s) of the tree(s) shall be minimized and shall be done with hand tools.
 - (4) Any roots encountered shall be cleanly cut and sealed with a tree-seal compound.
 - (5) Any root pruning and trimming shall be done under the direction of a qualified Arborist.
 - (6) No heavy equipment, storage of materials or parking shall take place within six feet of the dripline of any tree(s).
4. **Screened Backflow Device.** The backflow devices for fire sprinklers, solar panels and/or irrigation systems shall be provided in a location screened from public view or included in the exterior wall of the building, as approved by the HLC.

5. **Location of Dry Utilities.** Dry utilities (e.g. above-ground cabinets) shall be placed on private property unless deemed infeasible for engineering reasons. If dry utilities must be placed in the public right-of-way, they shall be painted "Malaga Green," and if feasible, they shall be screened as approved by HLC.
 6. **Trash Enclosure Provision.** A trash enclosure with adequate area for recycling containers (an area that allows for a minimum of 50 percent of the total capacity for recycling containers) and green waste containers shall be provided on the Real Property and screened from view from surrounding properties and the street. Said enclosure shall be approved by MarBorg and the City of Santa Barbara Environmental Services Division.

Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs, unless protected with fire sprinklers.
 7. **Historic Resource Report.** Prior to final approval of the project by the HLC, the items identified in Section 10.1 of the Historic Structures Report prepared by Post/Hazeltine Associates and dated April 25, 2013, shall be addressed.
 8. **Enhanced Pavement.** Identify all areas or enhanced or permeable pavement. Provide details on scoring patterns, colors, etc.
 9. **Solar Energy Systems.** Identify and detail any proposed solar panels, systems or equipment for the project. Regardless of whether a solar energy system is currently proposed, all projects are recommended to show a "potential future solar energy system installation location" if feasible for the site. Plans are recommended to show at least 300 square feet of roof space with good sun exposure free of rooftop equipment for potential future solar energy system installation if feasible
 10. **Storm Water Management.** Details on project compliance with Tier 3 Storm Water Management requirements shall be included on the final plans reviewed by the HLC.
 11. **Project Directory.** A project directory, including map and parking directional signs, listing all units on-site shall be indicated on the project plans. This directory shall be lit sufficiently for readability for site visitors and placed in a location or locations acceptable to the Fire Department, shall meet current accessibility requirements, and is subject to Sign Committee Approval.
 12. **Truck Access and Management Plan.** The project plans shall include a copy of the Truck Access and Management Plan prepared by Associated Transportation Engineers and dated July 25, 2013, including any associated diagrams.
- C. **Requirements Prior to Permit Issuance.** The Owner shall submit the following, or evidence of completion of the following, for review and approval by the Department listed below prior to the issuance of any permit for the project. Some of these conditions

may be waived for demolition or rough grading permits, at the discretion of the department listed. Please note that these conditions are in addition to the standard submittal requirements for each department.

1. **Public Works Department.**

- a. **Public Improvements.** Public improvements are required for this project and shall be submitted to the Public Works Department for review and approval. 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. Any design changes to the project or improvements in the right-of-way as a result of Public Works review of the public improvements shall require review after final by the HLC.

As determined by the Public Works Department, the improvements may include, but are not limited to, new and/or remove and replace to City standards, the following: sidewalk, driveway aprons modified to meet Title 24 requirements with widths to be determined by the City Traffic Engineer, curb and gutter, access ramp(s), asphalt concrete or concrete pavement on aggregate base or crack seal to the centerline of the street along entire subject property frontage and slurry seal a minimum of 20 feet beyond the limits of all trenching, connection to and/or relocation or extension of water and sewer mains and utilities, installation of new residential/commercial fire hydrant(s), public drainage improvements with supporting drainage calculations and/or hydrology report for installation of drainage pipe or connection to existing City or County storm drain, supply and install City standard Dome Style (or other) street light(s), coordinate with Public Works staff and Edison to retire light standard from existing utility pole, preserve and/or reset survey monuments, protect and relocate existing contractor stamps to parkway, supply and install directional/regulatory traffic control signs per the CA MUTCD during construction, supply and install new street name sign(s), storm drain stenciling, improvement of the MTD bus stop consistent with current MTD bus stop standards and amenities provided by the neighborhood type stop described in the City Urban Design Guidelines (benches, trash receptacles, shelters with night lighting, decorative hardscape surface, and concrete pads to meet ADA requirements) on Sola Street, new street trees and tree grates, and provide adequate positive drainage from site.

Any work in the public right-of-way requires a Public Works Permit.

- b. **Water Rights Assignment Agreement.** The Owner shall assign to the City of Santa Barbara the exclusive right to extract ground water from under the Real Property in an *Agreement Assigning Water Extraction*

Rights. Engineering Division Staff prepares said agreement for the Owner's signature.

- c. **Drainage and Water Quality.** The project is required to comply with Tier 3 of the Storm Water Management Plan (treatment). The Owner shall submit drainage calculations and/or worksheets from the Storm Water BMP Guidance Manual for Post Construction Practices prepared by a registered civil engineer or licensed architect demonstrating that the new development will comply with the City's Storm Water Management Plan. Project plans for grading, drainage, storm water facilities and treatment methods, and project development, shall be subject to review and approval by the City Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants (including, but not limited to trash, hydrocarbons, fertilizers, bacteria, etc.), or groundwater pollutants would result from the project.

The Owner shall provide an Operations and Maintenance Procedure Plan (describing replacement schedules for pollution absorbing pillows, etc.) for the operation and use of the storm drain surface pollutant interceptors. The Plan shall be reviewed and approved consistent with the Storm Water Management Plan BMP Guidance Manual.

- d. **Haul Routes Require Separate Permit.** Apply for a Public Works permit to establish the haul route(s) for all construction-related trucks with a gross vehicle weight rating of three tons or more entering or exiting the site. The Haul Routes shall be approved by the Transportation Manager.

The Public Works Department shall consider closing Sola Street from State Street to Chapala Street in order to facilitate construction at the site.

- e. **Construction-Related Truck Trips.** Construction-related truck trips for trucks with a gross vehicle weight rating of three tons or more shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) in order to help reduce truck traffic on adjacent streets and roadways.
- f. **Vehicle Access.** Vehicles exiting to Chapala Street shall be restricted to right turns only, and a NO LEFT TURN sign shall be posted and maintained on-site advising motorists of this restriction and shall be shown on the approved plans.
- g. **Stop Sign.** A "STOP" sign and painted stop bar with "Stop" legend shall be installed at the main Chapala Street exit and shown on the approved plans.

h. **Bicycle Parking.**

- (1) **Residential:** Provide 16 covered secure bicycle parking spaces on the first floor of the development for residents. For residential bicycle parking, it is preferred that at least a portion be provided in bicycle lockers, a bicycle room, or similar covered and lockable storage on the first floor of the residential development. Their size and location shall be approved by the Transportation Manager.
- (2) **Commercial.** Provide one (1) bicycle parking space for every seven (7) vehicle parking spaces allocated to the commercial portion of the project. As currently designed, this would require seven (7) bicycle spaces. Their size and location shall be approved by the Transportation Manager.

2. **Community Development Department.**

- a. **Recordation of Agreements.** The Owner shall provide evidence of recordation of the written instrument that includes all of the Recorded Conditions identified in condition A "Recorded Conditions Agreement" to the Community Development Department prior to issuance of any building permits.
- b. **Archaeological Monitoring Contract.** Submit a contract with an archaeologist from the most current City Qualified Archaeologists List for monitoring during all ground-disturbing activities associated with the project, including, but not limited to, grading, excavation, trenching vegetation or paving removal and ground clearance in the areas identified in the Phase 1 Archaeological Resources Report prepared for this site by David Stone, dated May 2013. The contract shall be subject to the review and approval of the Environmental Analyst.

The archaeologist's monitoring contract shall include the provisions identified in condition C.2.c "Requirement for Archaeological Resources" below.

- c. **Requirement for Archaeological Resources.** The following information shall be printed on the grading plan:

If archaeological resources are encountered or suspected, work shall be halted or redirected immediately and the Planning Division shall be notified. The archaeologist shall assess the nature, extent, and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash

representative from the most current City Qualified Barbareño Chumash Site Monitors List, etc.

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

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

- d. **Prepare a Structural Crack Survey and Video Reconnaissance.** At least twenty (20) days prior to the issuance of a building permit, Owner shall notify owners and occupants of structures within 100 feet of the project site property lines of the opportunity to participate in a structural crack survey and video reconnaissance of their property. Prior to the issuance of a building permit, Owner shall prepare a structural crack survey and video reconnaissance of the property of those owners or occupants who express a desire to participate in the survey. The purpose of the survey shall be to document the existing condition of neighboring structures within 100 feet of the project site property line and more than 50 years old. After construction, a follow-up structural crack survey and video reconnaissance of the property of those owners and occupants who elected to participate in the survey shall be prepared. Prior to issuance of a certificate of occupancy, Owner shall meet with the owners and occupants who elected to participate in the survey to determine whether any structural damage has occurred due to demolition, grading or construction at the project site.
- e. **Shoring Design.** Special design of the shoring is required to minimize the potential for deflection that may damage adjacent structures. A structural/civil engineer knowledgeable in this type of construction shall be retained to design the shoring and underpinning.
- f. **Solid Waste Management Plan.** The Applicant shall develop and implement a solid waste management plan that identifies feasible

measures to address the operation of the Project, which may include, but is not limited to, the following:

- (1) Provision of space and/or bins for storage of recyclable materials within the project site. This information shall be shown on the building plans and installed as a part of the proposed project's improvements.
 - (2) Development and implementation of a plan for collection of recyclable materials on a regular basis.
 - (3) Development of source reduction measures, indicating the method and amount of expected reduction.
 - (4) Implementation of a monitoring program (quarterly, bi-annually) to attain and maintain a 50-80% minimum participation in recycling efforts.
 - (5) Implementation of a composting landscape waste reduction program.
- g. **Contractor and Subcontractor Notification.** The Owner shall notify in writing all contractors and subcontractors of the site rules, restrictions, and Conditions of Approval. Submit a draft copy of the notice to the Planning Division for review and approval.
- h. **Neighborhood Notification Prior to Construction.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the Contractor(s), site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist Building Inspectors, Police Officers and the public in addressing problems that may arise during construction.
Submit a draft copy of the notice to the Planning Division for review and approval. The language of the notice and the mailing list shall be reviewed and approved by the Planning Division prior to being distributed. An affidavit signed by the person(s) who compiled the mailing list shall be submitted to the Planning Division.
- i. **Design Review Requirements.** Plans shall show all design, landscape and tree protection elements, as approved by the HLC and all elements/specifications shall be implemented on-site.
- j. **Acoustic Report.** An acoustic report compliant with 2007 CBC section 1207.11.2 shall provide specific construction requirements so "Interior

noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room."

- k. **Conditions on Plans/Signatures.** These conditions of approval shall be provided on a full size drawing sheet as part of the drawing sets. A statement shall also be placed on the sheet as follows: The undersigned have read and understand the required conditions, and agree to abide by any and all conditions which are their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

		Date
		Date
		License No.
		Date
		License No.
		Date
		License No.

En

- D. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field by the Owner and/or Contractor for the duration of the project construction, including demolition and grading.

1. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor(s) name, contractor(s) telephone number(s), construction work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval. Said sign shall not exceed six feet in height from the ground if it is free-standing or placed on a fence; said sign shall not exceed 24 square feet.
2. **Sandstone Curb Recycling.** Any existing sandstone curb in the public right-of-way that is removed and not reused shall be carefully salvaged and delivered to the City Corporation Annex Yard on Yanonali Street.
3. **Construction Hours.** Construction (including preparation for construction work) shall only be permitted Monday through Friday between the hours of 7:00 a.m. and 5:00 p.m. and Saturdays between the hours of 8:00 a.m. and 4:00 p.m., excluding the following holidays:

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AUGUST 14, 2013

New Year's Day	January 1st*
Martin Luther King, Jr. Day	3rd Monday in January
Presidents' Day	3rd Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4th*
Labor Day	1st Monday in September
Thanksgiving Day	4th Thursday in November
Following Thanksgiving Day	Friday following Thanksgiving Day
Christmas Day	December 25th*

*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the City to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out said construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.

4. **Construction Storage/Staging.** Construction vehicle/ equipment/ materials storage and staging shall be done on-site. No parking or storage shall be permitted within the public right-of-way, unless specifically permitted by the Transportation Manager with a Public Works permit.
5. **Construction Parking.** During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation Manager.
6. **Vibration.** During demolition of the existing site improvements, care shall be taken to ensure that excessive vibrations of the ground closest to the Arlington Theatre do not occur. Any piece of pneumatic machinery used in the demolition process should be restricted to working at least 20 feet away from the Theatre.
7. **Nesting Birds.** Birds and their eggs nesting on or near the project site are protected under the Migratory Bird Treaty Act and pursuing, hunting, taking, capturing, killing, or attempt to do any of the above is a violation of federal and state regulations. No trimming or removing brush or trees shall occur if nesting birds are found in the vegetation. All care should be taken not to disturb the nest(s). Removal or trimming may only occur after the young have fledged from the nest(s).

8. **Construction Best Management Practices (BMPs).** Construction activities shall address water quality through the use of BMPs, as approved by the Building and Safety Division.
9. **Street Sweeping.** The property frontage and adjacent property frontages, and parking and staging areas at the construction site shall be swept daily to decrease sediment transport to the public storm drain system and dust.
10. **Construction Equipment Maintenance/Sound Control.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.
11. **Construction Dust Control - Expeditious Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used, as directed by the Building Inspector.
12. **Air Quality and Dust Control.** The following measures shall be shown on grading and building plans and shall be adhered to throughout grading, hauling, and construction activities:
 - a. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
 - b. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
 - c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
 - d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.
 - e. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
 - f. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and

weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.

- g. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
 - h. Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
 - i. All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.
13. **Graffiti Abatement Required.** Owner and Contractor shall be responsible for removal of all graffiti as quickly as possible. Graffiti not removed within 24 hours of notice by the Building and Safety Division may result in a Stop Work order being issued, or may be removed by the City, at the Owner's expense, as provided in SBMC Chapter 9.66.

E. **Prior to Certificate of Occupancy.** Prior to issuance of the Certificate of Occupancy, the Owner of the Real Property shall complete the following:

- 1. **Repair Damaged Public Improvements.** Repair any public improvements (curbs, gutters, sidewalks, roadways, etc.) or property damaged by construction subject to the review and approval of the Public Works Department per SBMC §22.60. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.
- 2. **Complete Public Improvements.** Public improvements, as shown in the public improvement plans or building plans, shall be completed.
- 3. **Archaeological Monitoring Report.** A final report on the results of the archaeological monitoring shall be submitted to the Planning Division within 180 days of completion of the monitoring or prior to the issuance of the Certificate of Occupancy, whichever is earlier.

F. **Compliance with Requirements.** All requirements of the city of Santa Barbara and any other applicable requirements of any law or agency of the State and/or any government

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entity or District shall be met. This includes, but is not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.), the 1979 Air Quality Attainment Plan, and the California Code of Regulations.

October 7, 2013

Ms. Allison DeBusk
City of Santa Barbara
630 Garden Street
Santa Barbara, 93103

RECEIVED
OCT 07 2013
CITY OF SANTA BARBARA
PLANNING DIVISION

RE: Arlington Village Apartments (MST2013-00169)

Dear Allison,

Per your request I've attached an updated project description for the Arlington Village Apartments, an updated site plan, the Sola Ramp Study, and an updated Traffic Management Plan.

Since the approval of the project at the Historic Landmarks Commission (HLC) on August 14, 2013 our team has modified the site plan by adding a secondary point of ingress and egress. It had been our desire to provide a secondary driveway from Sola Street as we felt that it would improve circulation on the site. But, upon initial assessment by our civil engineer, Penfield & Smith (P&S), it appeared that the grades were too steep for the driveway to meet the City's slope requirements. Please note that there has been no change to the building design that was approved by HLC.

Once the project was appealed by Marge Cafarelli, we sat down with P&S and our transportation consultant, Associated Transportation Engineers (ATE), to review the matter again. Our team discovered that, with the reconfiguration of the drainage plan and the parking layout, we could provide the secondary point of ingress and egress. We were pleased that this new driveway could be included. The provision of the driveway resolved Ms. Cafarelli's key concern about traffic loading at the Chapala Street driveway and site circulation.

In addition, the provision of the Sola Street driveway allowed us to remove the existing secondary point of egress off of Chapala Street. This driveway was planned to be used as a point of exit by the trucks/buses supporting the 10-12 live performances that require them. They are now planned to exit the site at the Sola Street driveway. Transportation staff reviewed the revised site plan and were supportive of the changes.

Lastly, ATE updated the Traffic Management Plan to reflect the changes to the site plan. The plan is intended to ensure that the existing theatre operations and the on-site traffic associated with Arlington Village Apartments and Alama del Pueblo. They are well coordinated and do not conflict with one another.

○ San Luis Obispo
3765 S. Higuera St., Ste. 102
San Luis Obispo, CA 93401
P: (805) 543-1794 | F: (805) 543-4609

○ Santa Maria
1862 S. Broadway, Ste. 101
Santa Maria, CA 93454
P: (805) 349-7788 | F: (805) 354-7050

● Santa Barbara
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Arlington Village Apartments (MST2013-00169)
Ms. Allison DeBusk
October 7, 2013
Page 2



Please let me know if you have any questions.

Sincerely,

RRM DESIGN GROUP

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

Lisa Plowman
Planning Manager

- Attachments:
1. Updated Project Description
 2. Updated Site Plan
 3. Sola Ramp Study
 4. Updated Traffic Management Plan, September 12, 2013

Arlington Village Apartments

The 91,000 square foot project site is located on the corner of Sola and Chapala Streets. The Arlington Theater and a surface parking lot are located on-site. The Corwin Family is proposing to develop the existing surface parking lot with a mixed use project including 33 apartments and two small commercial spaces. More specifically, the project includes:

- 33 apartments totaling 29,180 gross square feet
- 2 studio flex-units totaling 960 gross square feet. These units would be rented as a commercial office.
- A 550 square foot exercise room
- A 13,789 square foot parking garage and improved surface parking for the theatre
- A 361 square foot trash enclosure for the theatre (replacing a fenced trash enclosure that currently exists in the parking lot)

The project is 54,621 gross square feet (including the 13,789 square foot parking garage). The project is consistent with and helps to fulfill Plan Santa Barbara’s new residential policies that encourage the development of new rental units in the downtown that are modestly sized. For example, the average unit size for this project is 858 net square feet. The proposed density is approximately 17.3 units per acre. A breakdown of the unit count and size is provided below:

UNIT TYPES & SIZE		
33 Apartments & 2 Commercial Flex Units		
Number of Units	Type of Unit	Unit Size
2	Studios	427 Net SF
2	Flex Space Studio	466 Net SF
5	1 Bedroom/1 Bath	640 Net SF
4	1 Bedroom/1 Baths	776 Net SF
2	2 Bedroom/1 Bath	873 Net SF
14	2 Bedroom/2 Bath	931 Net SF
2	2 Bedroom/2 Bath	854 Net SF
4	3 Bedroom/2 Bath	1,164 Net SF

The project has been designed to complement the existing walking paseo system within this City block. As shown on the site plan, the building will be constructed in the northeast corner of the existing parking lot and will complete the development of this portion of the block as envisioned in the 1930s. The project will incorporate the existing paseos that run north-south from Sola to Victoria and east-west along the north side of the theatre.

The proposed buildings would be 2 ½ - 3 stories and the maximum height would be approximately 33' 2" from Sola Street and 40' 2" from the interior paseo. A central component of the project is the inclusion of common spaces, courtyards, and as discussed above, public paseos. A "village green" and courtyard would be provided on-grade between the theatre and the proposed development. This area is intended to serve as a place where residential and commercial tenants can gather and enjoy the Santa Barbara climate. In addition, common and private courtyards will be provided on the second and third levels of the project.

The proposed development is located in an area that is transitioning from commercial to residential uses. The development directly to the north and east is commercial, the new project to the south is a mix of residential and commercial uses, and the development to the west is residential. In order to be respectful of this commercial/residential transition and provide a buffer between the public space and the residential units, a landscaped setback of 13 feet is provided along Sola Street.

As noted above, the project would include a 13,789 square foot parking garage to serve the on-site residents and theatre employees. The project includes an improved surface parking lot in the northwest corner of the property along Chapala that will serve the theatre patrons and employees. Because the project site is located within the central business district and is eligible for a 10% zone to benefit, the project is required to provide a total of 56 parking spaces for the theatre, 33 residential spaces, and two commercial/residential flex spaces.

Access to the site is provided via two driveways; a 24 foot driveway off of Chapala Street and via a 20 foot driveway off of Sola Street. Both the surface lot and the parking garage are accessible from either driveway.

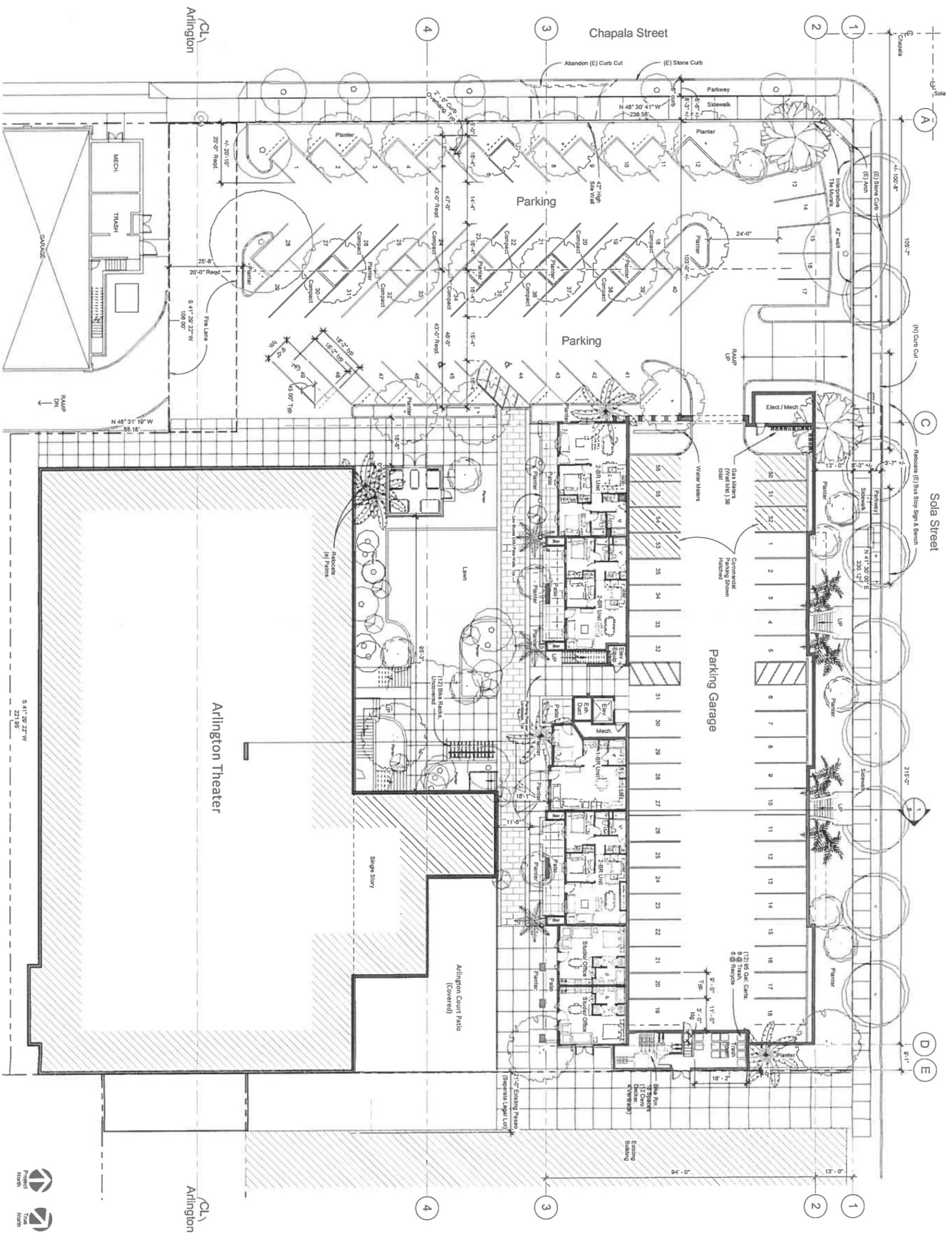
The Arlington Theatre primarily operates as a movie house, but also accommodates live entertainment shows including guest lecturers and concerts. The live season occurs between September and April. Approximately 10-12 shows per season require large trucks and buses to support the performers. The existing loading area for the theatre is at the rear of the building and access to this portion of the theatre is provided via the existing Chapala driveway. A Traffic Management Plan has been prepared by Associated Transportation Engineers to ensure that the existing theatre operations and the on-site traffic associated with Arlington Village Apartments and Alama del Pueblo are well coordinated and do not conflict with one another. The Management Plan sets forth how the arrival of trucks/buses will be staged, how they will enter and exit the site, where they will park, and how the loading and unloading will occur. The Plan also includes an on-site traffic control plan and requires that the implementation of the Plan be monitored for the first season after the construction of the Arlington Village Apartments. The monitor will prepare a summary report documenting the operations after each event.

We are aware that the City encourages the incorporation of green materials or techniques into projects in the community. Both PGA and Metropolitan Theatre Corporation are committed to incorporating "green building" principles where feasible. For example, we are investigating use

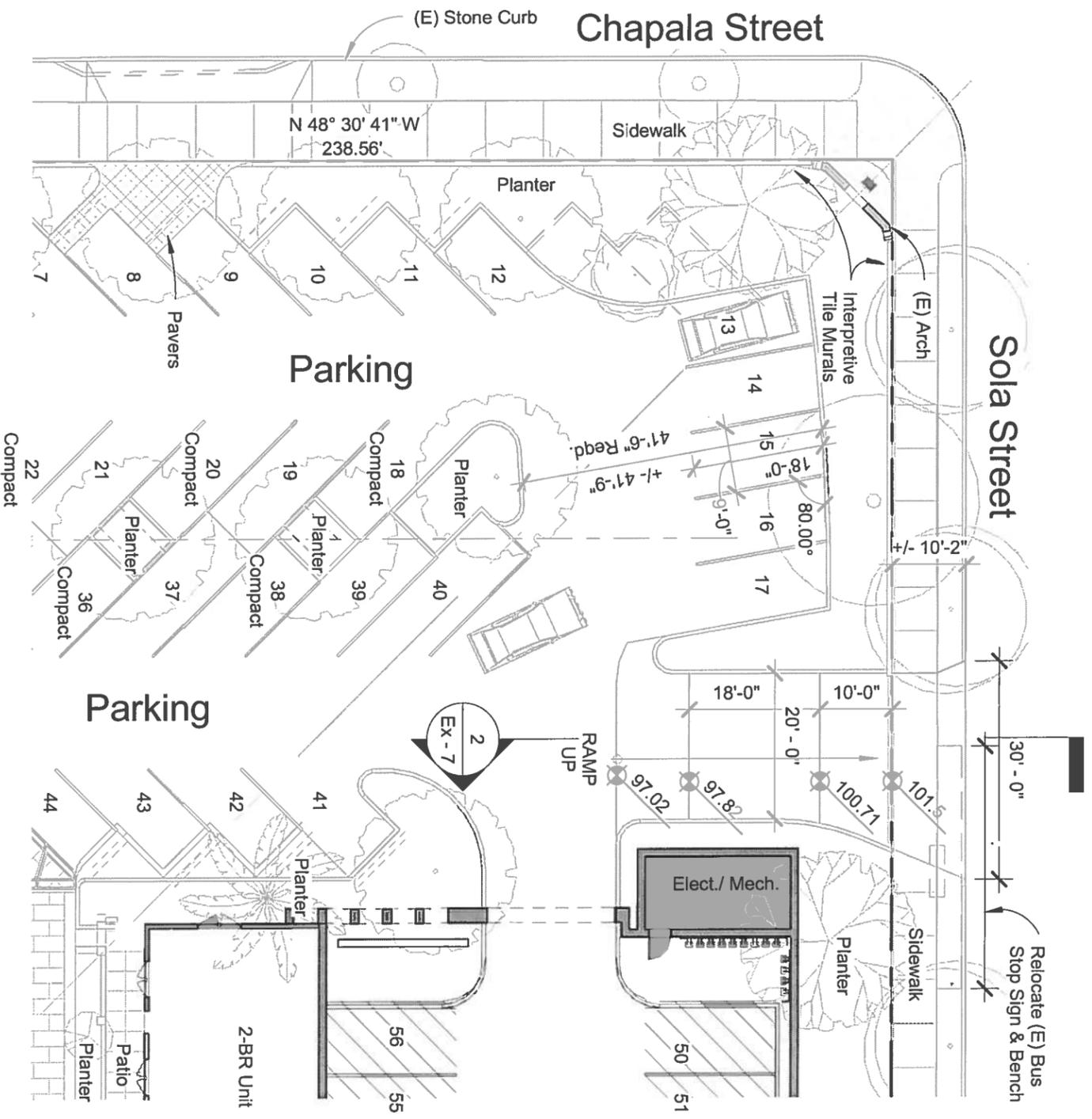
of photovoltaic panels that would be integrated into the flat roof areas to power residential uses to the greatest degree possible.

The project site has 35 existing trees on-site and they include; 15 existing palm trees, one eucalyptus tree, one ficus, five grevillea, five sycamore (street trees), one solanum, two cypreus, two pittisporum, one avocado, one pepper, and one araucaria tree. The palm and eucalyptus trees are scattered throughout the site and the grevillea and pittisporum are planted along the northern property boundary. The sycamore trees are planted along the western boundary in the right of way. The majority of the existing trees will either be preserved in place or will be boxed and moved as part of the project. Only seven of the 35 trees will be removed and they include four grevillea, two pittosporum, and the ficus tree. The project would include abundant landscaping along the street frontage and throughout the project site.

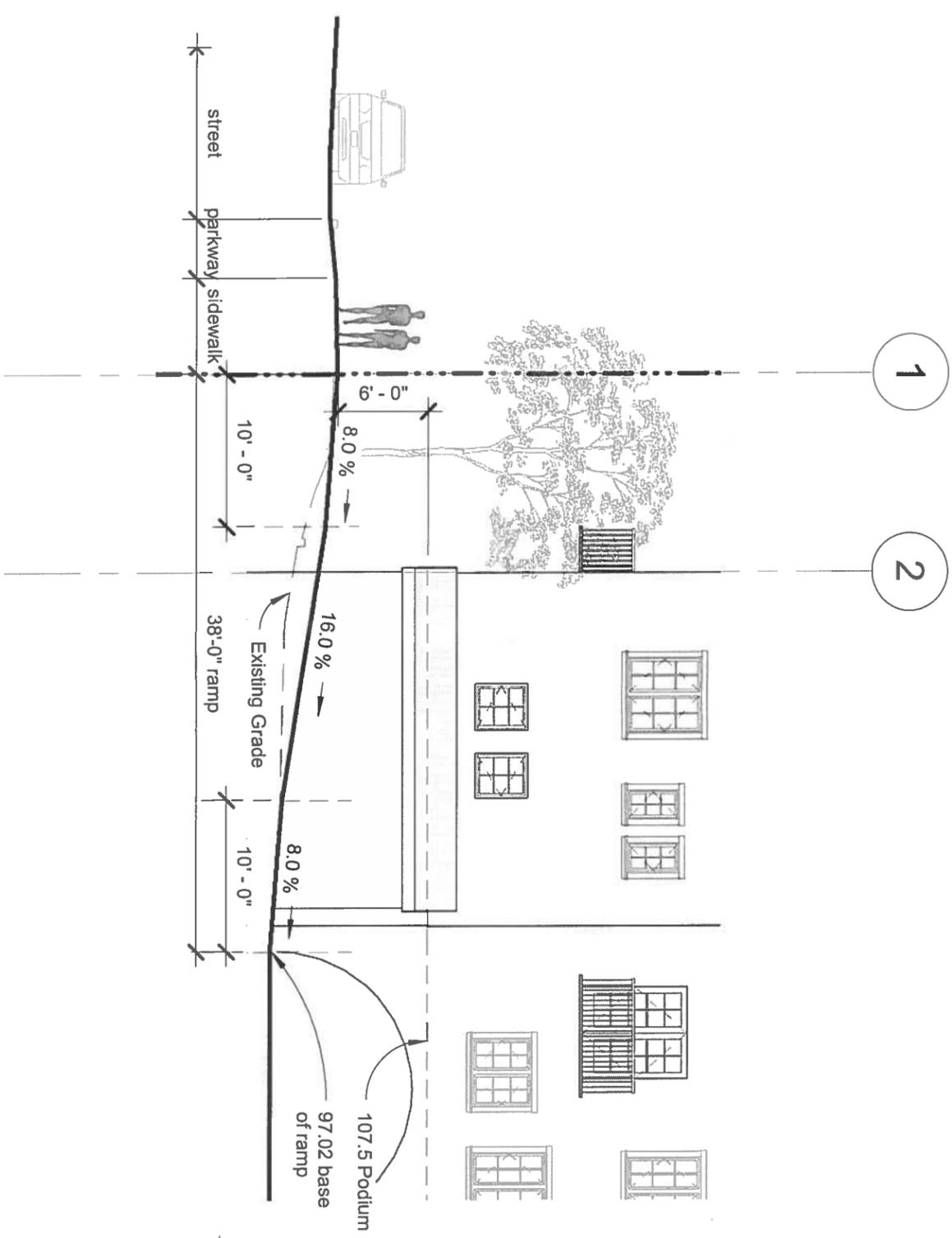
The majority of the site is paved and it currently drains to the south toward Chapala Street where the storm water is picked up by the existing storm drain system. The proposed amount of earthwork would be 3,400 cubic yards of cut and 0 cubic yards of fill. The cut material will be exported to the site.



② Site/Parking Plan
1/16 = 1'-0"



1 Sola Ramp Study
1" = 20'-0"



2 Section at Driveway to Sola St.
1" = 10'-0"



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Since 1978

Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

October 7, 2013

07031L07.wpd

Lisa Plowman
Peikert Group
10 E. Figueroa Street
Santa Barbara, CA 93101

TRUCK ACCESS AND MANAGEMENT PLAN FOR THE ARLINGTON CULTURAL VILLAGE PROJECT, CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following truck access and management plan for the Arlington Cultural Village Project, located adjacent to the Arlington Theater in downtown Santa Barbara. The plan was developed based on input provided by City Transportation staff.

PROJECT DESCRIPTION

The Arlington Cultural Village Project is proposing to develop a mixed-use project with rental apartment units and live-work office space on the north side of the Arlington Theater building along Sola Street. Figure 1 shows the site plan and parking lot layout for the project. Parking for the Arlington Cultural Village would be provided in a parking garage under the building and parking for the Arlington Theater would be provided in the garage (7 spaces for employees) and in a surface parking lot (49 spaces) located west of the building along Chapala Street. Access to the parking lots would be provided via driveways on Chapala Street and Sola Street. The Chapala Street driveway would also provide access to the parking garage serving the adjacent Santa Barbara Public Market and Alma del Pueblo condominium buildings which are currently under construction.

TRUCK ACCESS AND MANAGEMENT PLAN

The Arlington Theater hosts 10-12 performances/concerts per year that require large trucks (55-foot long) and buses (45-foot long) for delivery of equipment and performers. The size and number of trucks required varies between performances, with smaller performances using 1 truck and larger performances requiring 2-4 trucks. Trucks and buses currently use the

Chapala Street driveway to access the loading door located on the west side of the Arlington Theater building. The trucks are able to circulate within the existing parking lot to access the loading area. Some trucks also park in the existing on-site lot after unloading and remain during performances.

Future truck access will need to change as a result of the proposed project and the development of the adjacent Santa Barbara Public Market and Alma del Pueblo buildings. A truck access and management plan was developed to ensure that truck access is maintained for the Arlington Theater.

Truck Management

The following measures are proposed as part of the truck management plan to facilitate loading and unloading operations for the Arlington Theater. The components of the truck management plan were developed based on input provided by the operators of the Arlington Theater and the Granada Theater, as well as City staff.

- Schedule trucks (55-feet long) and buses (45-feet long) to arrive and depart from the site during off-peak hours. Trucks and buses typically arrive at the site in the early morning hours to set up for evening performances. The trucks and buses would leave the site after the stage set up is completed. Trucks and buses would return to the site in the late evening hours after the performances to break down the stage equipment.
- Stagger the arrival and departure times for delivery trucks to facilitate the loading and unloading operations.
- When events with multiple trucks are held, only one truck will unload at a time. The additional trucks will be staged on Sola Street adjacent to the site until they can be moved on-site.
- Coordinate with City staff to obtain "No Parking" permits in order to ensure that vehicle staging areas are available the day of the event. Permits would need to be obtained in advance and no parking signs would need to be placed on Sola Street 72 hours in advance of the day of the event when parking is restricted.
- Reserve 5 parking spaces within the Arlington Theater parking lot to facilitate truck movements and loading. The parking spaces will be blocked off on the days when trucks are needed for events and the spaces will be restricted with no overnight parking allowed. The theater is closed during the loading and unloading periods thus there would be no demand for event parking. Figure 2 shows the location of the parking spaces that will need to be temporarily restricted during the loading/unloading periods.

- Move the trucks and buses to off-site parking areas after unloading. Potential off-site parking areas for trucks are located at the Earl Warren Showgrounds, the County Bowl, Calvary Church, and the National Guard Armory.
- Trucks will park in the first five spaces of the drive aisle located to the west of the Arlington building when loading/unloading. The truck parking area is shown on Figure 3.
- Tour buses will temporarily park on-site in the paseo area adjacent to the trash enclosure to unload passengers (see Figure 3). Buses will exit the site and park along Sola Street once unloaded.
- Establish a designated loading zone with cones in the back of the Arlington building. The loading zone area is shown on Figure 3.
- Employ traffic and parking control personnel to supervise unloading and loading activities, enforce parking restrictions, and manage truck ingress and egress from the site.
- Schedule an orientation meeting with the theater operators and traffic control personnel to review the management plan components prior to the first event season (in September) after the project is occupied.
- Hire a monitor to observe the truck loading and unloading operations during the first event season to determine if the plan is working acceptably. The monitoring firm would prepare a summary report documenting the operations after each event.
- Schedule follow-up meetings with the theater operators and traffic control personnel to review the monitoring reports and fine tune the management plan components as necessary.

Truck Access

Inbound. Trucks and buses would enter the site via the existing southern driveway on Chapala Street. Trucks would proceed east along drive aisle and park in the first parking bay located west of the Arlington Theater. Buses would temporarily park in the paseo area adjacent to the trash enclosure (see Figure 3). Figures 4 and 5 show the inbound truck and inbound bus movements into loading areas.

Outbound. Trucks and buses leaving the site would utilize the proposed driveway on Sola Street to exit the site. Figure 6 and 7 show the outbound truck and bus movements from the loading/unloading areas. It is noted that on-street parking would need to be restricted along the north side of Sola street opposite the driveway in order to accommodate the outbound truck movement.

Garbage Truck Access

Inbound. Garbage trucks would enter the site via the existing southern driveway on Chapala Street (see Figure 8). Garbage trucks would proceed east along the 24-foot drive aisle and pull into the paseo area located at the northwest corner of the Arlington Theater. The garbage bins would be rolled from the storage shed located in this area to the trucks.

Outbound. Garbage trucks would back out of the paseo area towards the south end of the Arlington Theater. The trucks would then turn left and exit the site via the driveway on Chapala Street (see Figure 8).

On-Site Traffic Control

As noted previously, access to the project site would be provided via a driveway on Chapala Street and a 24 foot-wide entry drive aisle. The drive aisle would also provide access to the parking garage serving the adjacent Santa Barbara Public Market and Alma del Pueblo condominium buildings which are currently under construction (see Figure 1).

In order to control traffic movements to and from the project parking lot and the adjacent parking garage, the following signing and striping improvements are proposed. The proposed traffic controls are illustrated on Figure 9.

- Install a stop-sign and stop bar for vehicles exiting the Arlington Theater parking lot onto the main drive aisle.
- Install a stop-sign and stop bar for vehicles exiting the parking garage on the adjacent Santa Barbara Public Market and Alma del Pueblo site.
- Install a stop-sign and stop bar for vehicles exiting the proposed Sola Street driveway.
- Provide a centerline stripe on the entry drive aisle.
- The entrance and exit from the from the Arlington Village parking garage will be controlled by gate.
- Paint "No Parking Fire Lane" signs on the driveway adjacent to the entrance to the Alma del Pueblo development to ensure that vehicles do not park in this area.

This concludes our truck access and management plan for the Arlington Cultural Village Project.

Associated Transportation Engineers

A handwritten signature in black ink, appearing to read 'Scott A. Schell', written over a horizontal line.

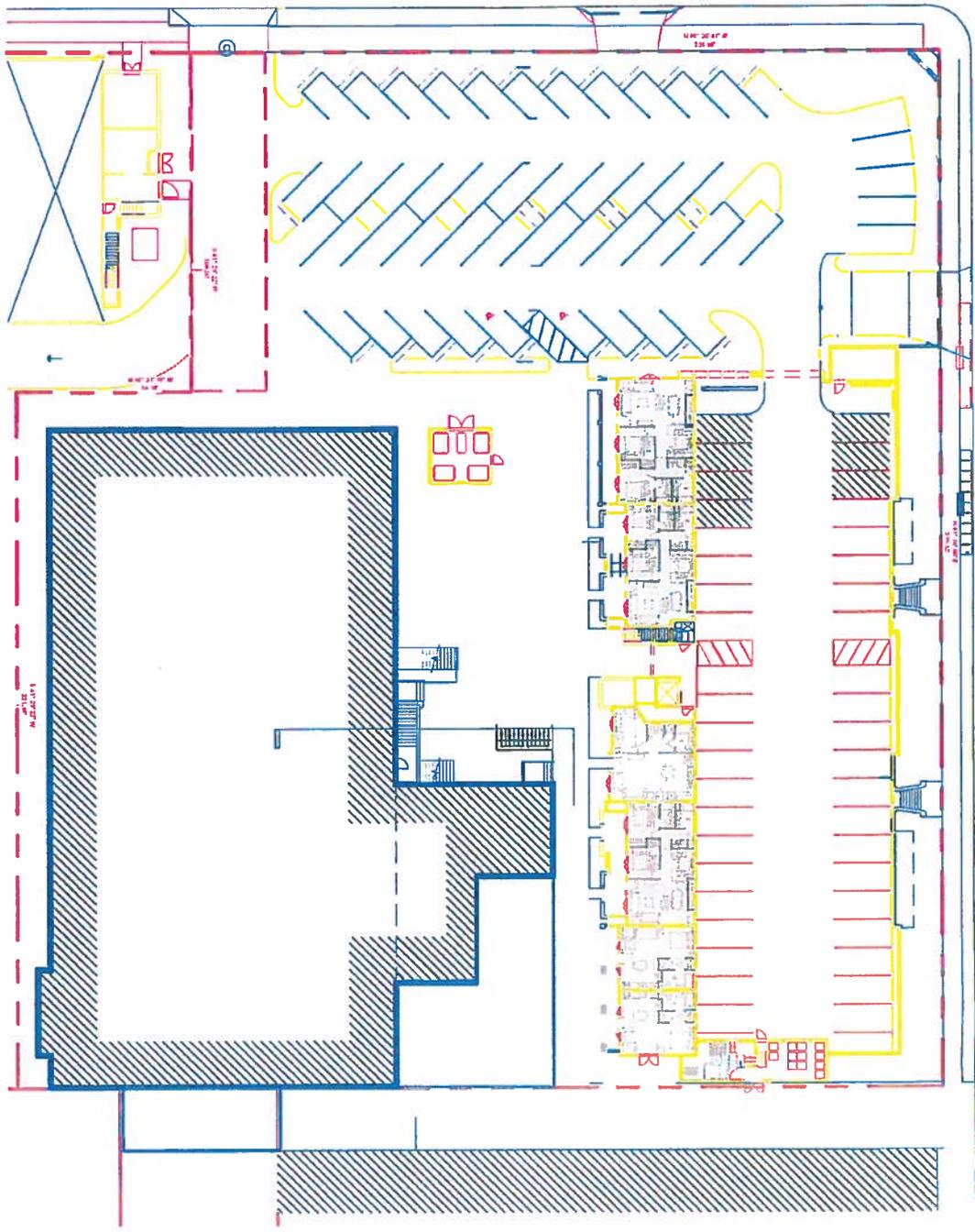
Scott A. Schell, AICP, PTP
Principal Transportation Planner

SAS/MMF

Attachments: Figures 1-9



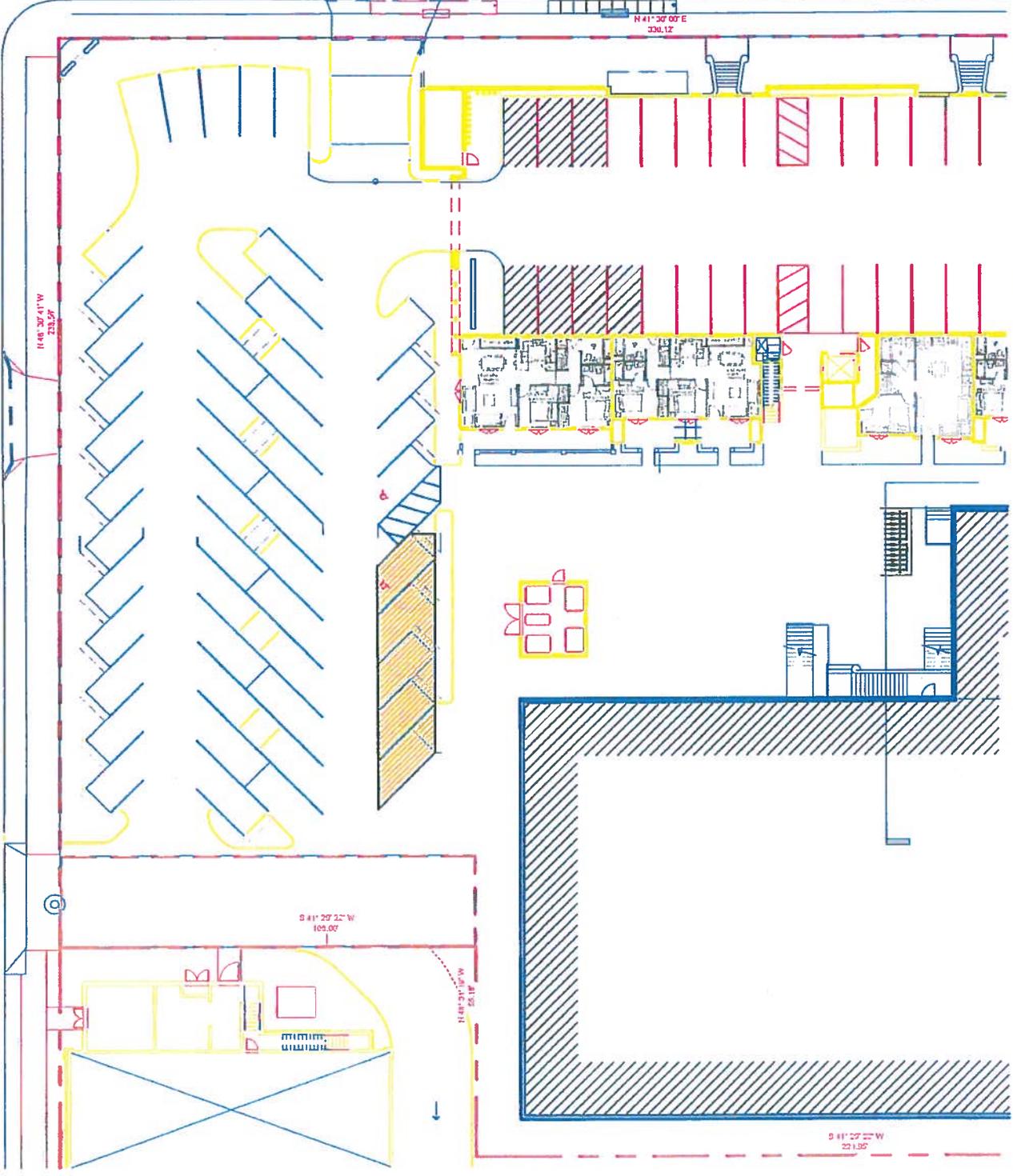
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PROJECT SITE PLAN

FIGURE 1

MAWF - 807031

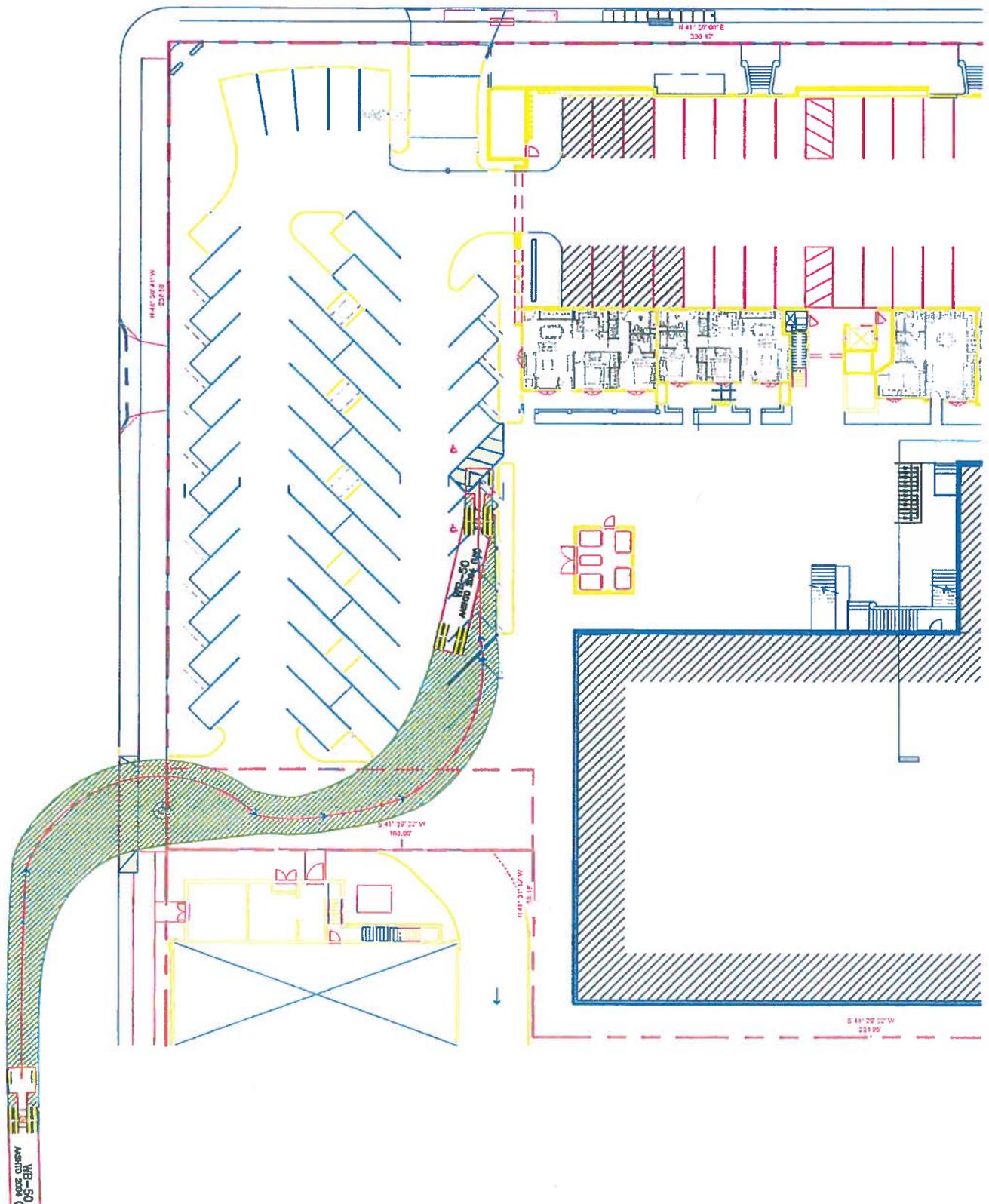


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RESTRICTED PARKING AREAS

FIGURE 2

MMF - #07031

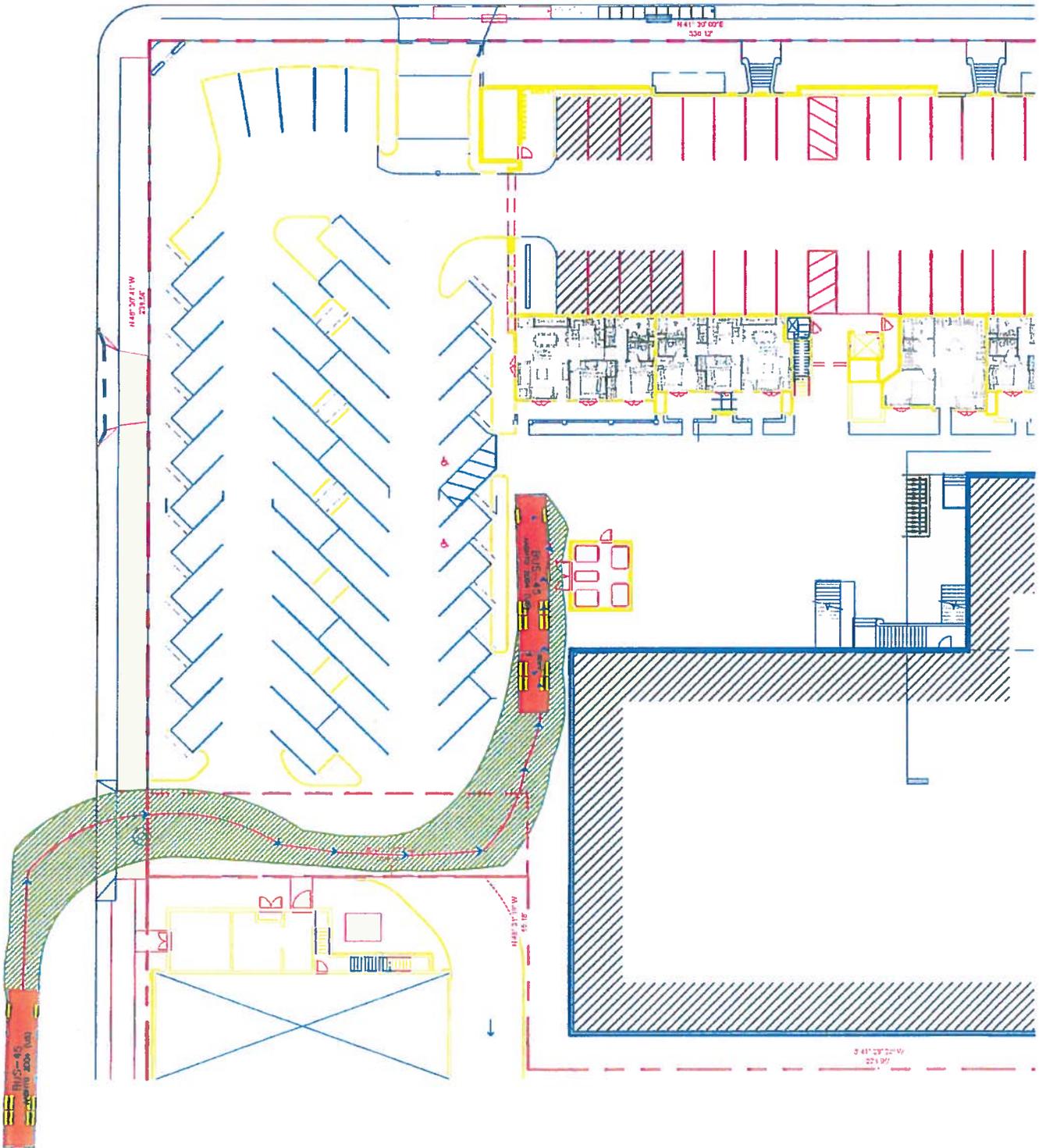


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INBOUND TRUCK MANEUVER

FIGURE 4

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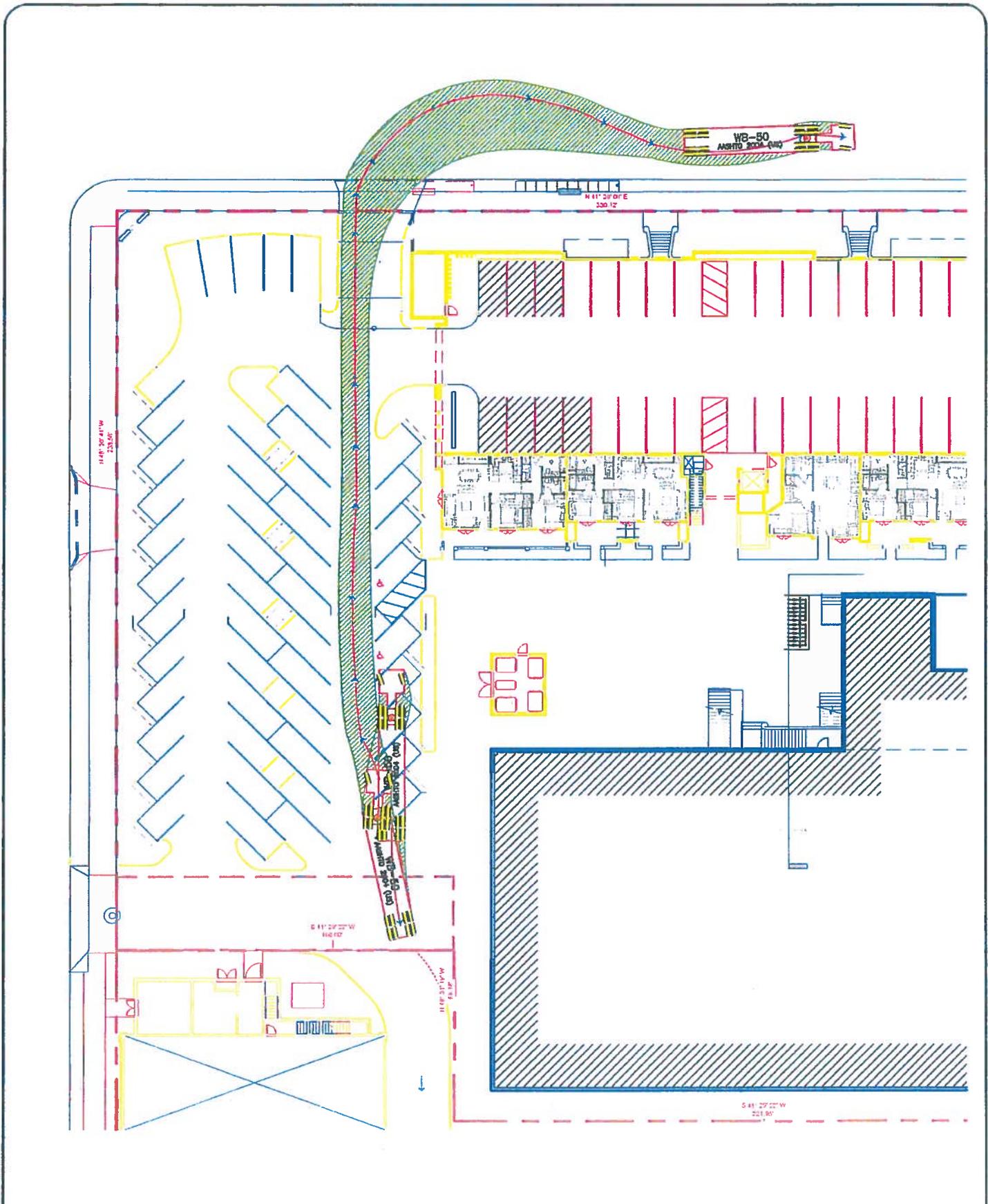


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INBOUND BUS MANEUVER

FIGURE 5

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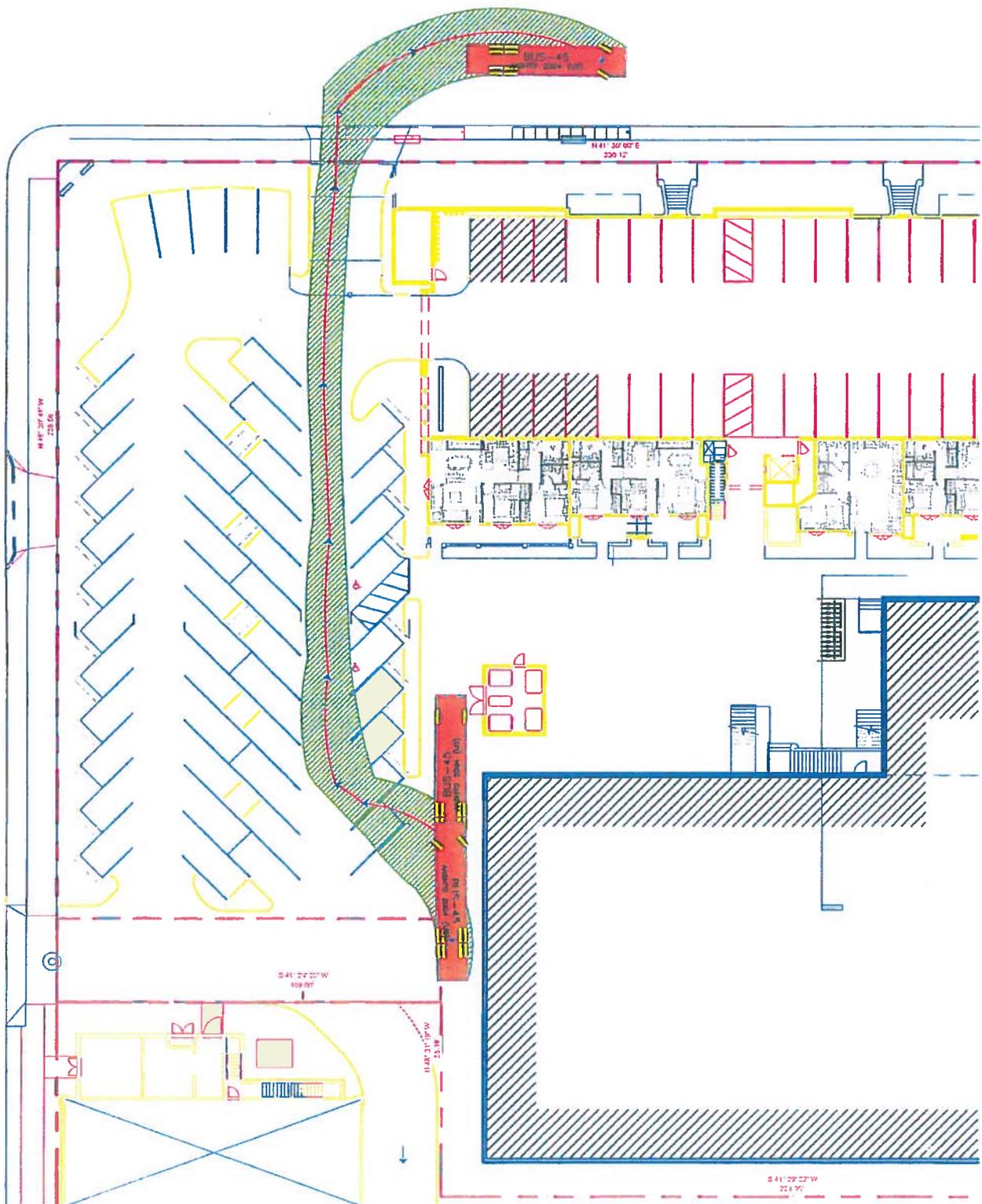


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OUTBOUND TRUCK MANEUVER

FIGURE 6

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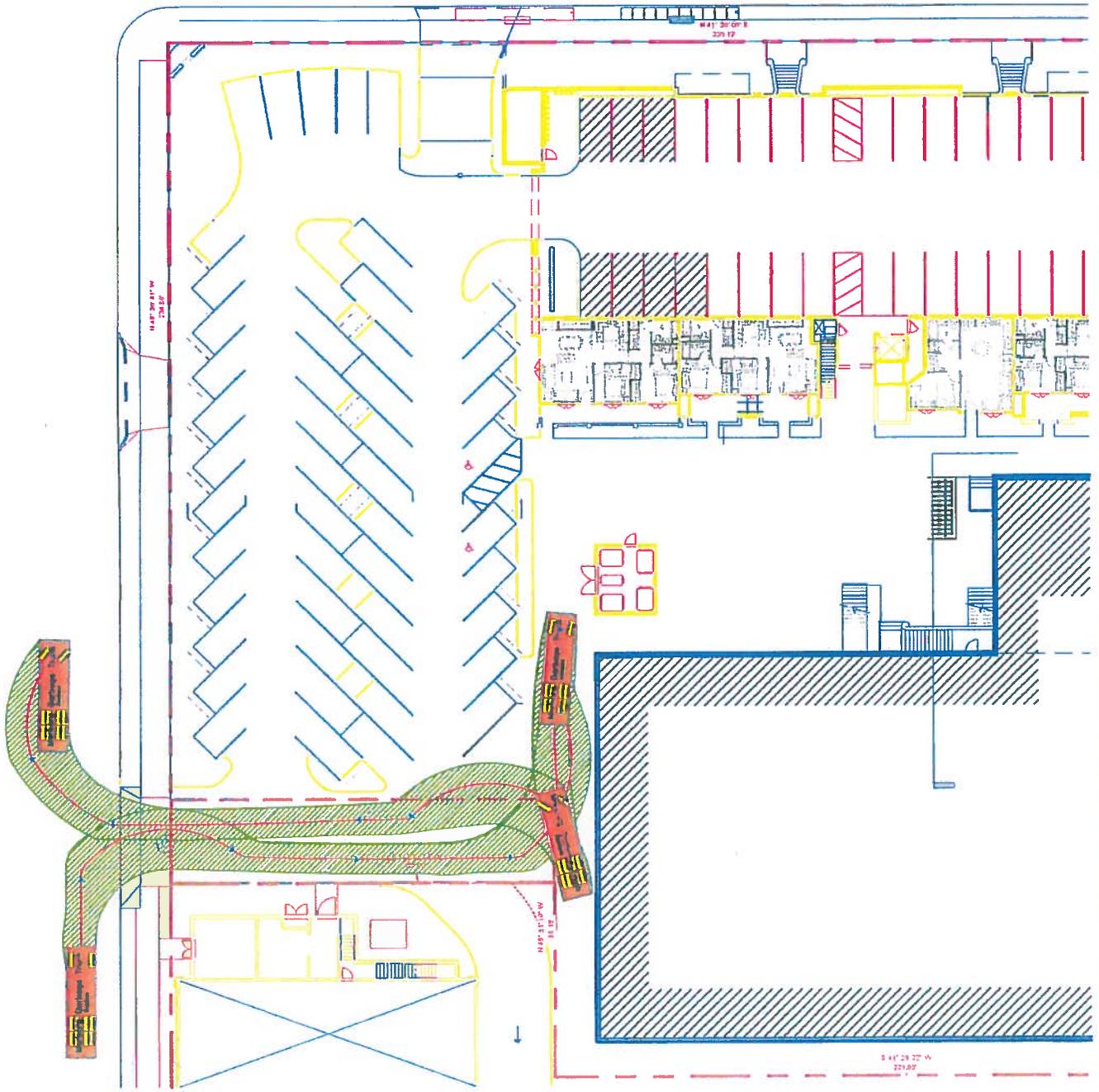


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OUTBOUND BUS MANEUVER

FIGURE 7

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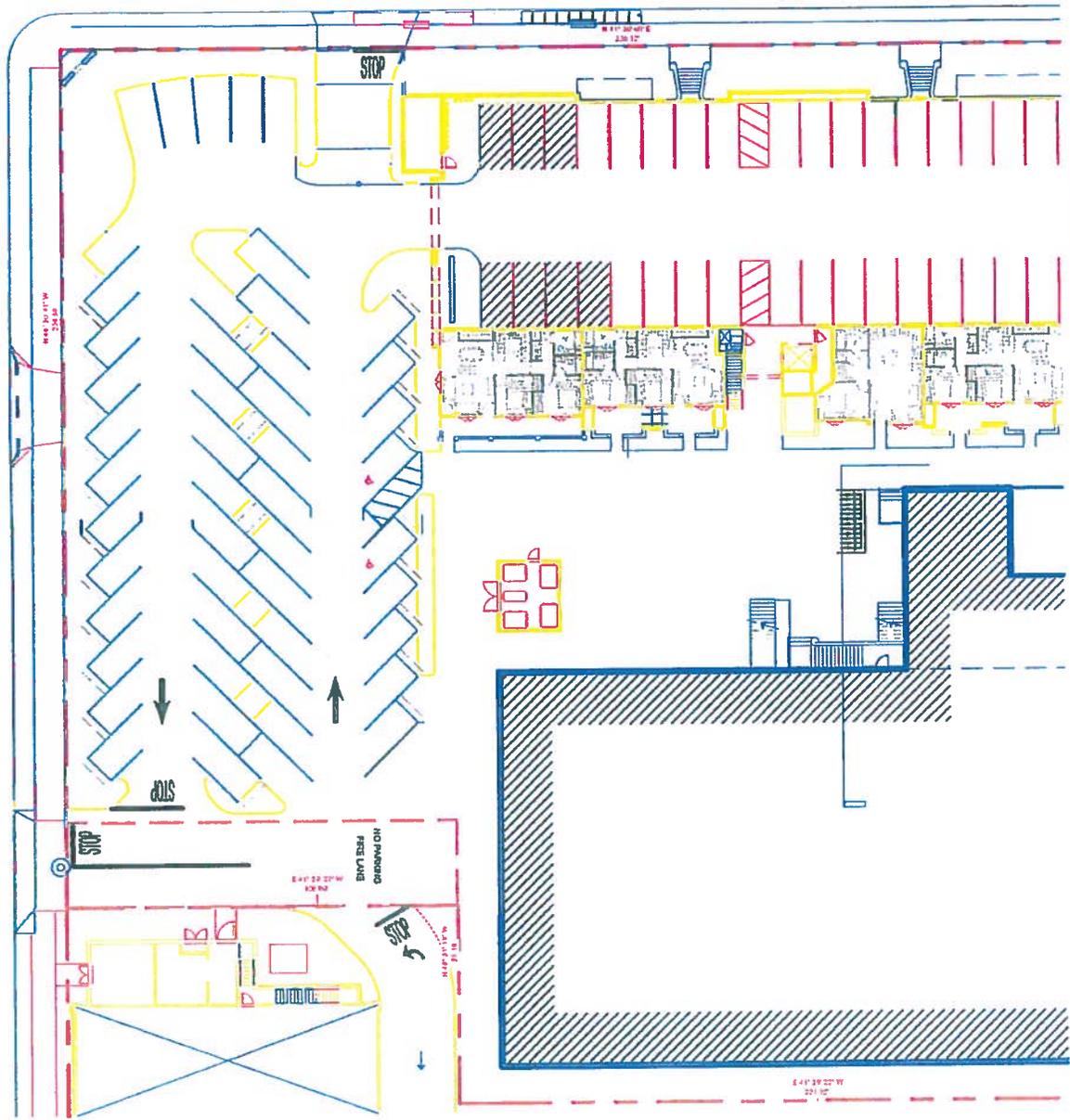


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MARBORG GARBAGE TRUCK MANEUVER

FIGURE 8

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ON SITE TRAFFIC CONTROL

FIGURE 9

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1330 Chapala Street "Arlington Village"

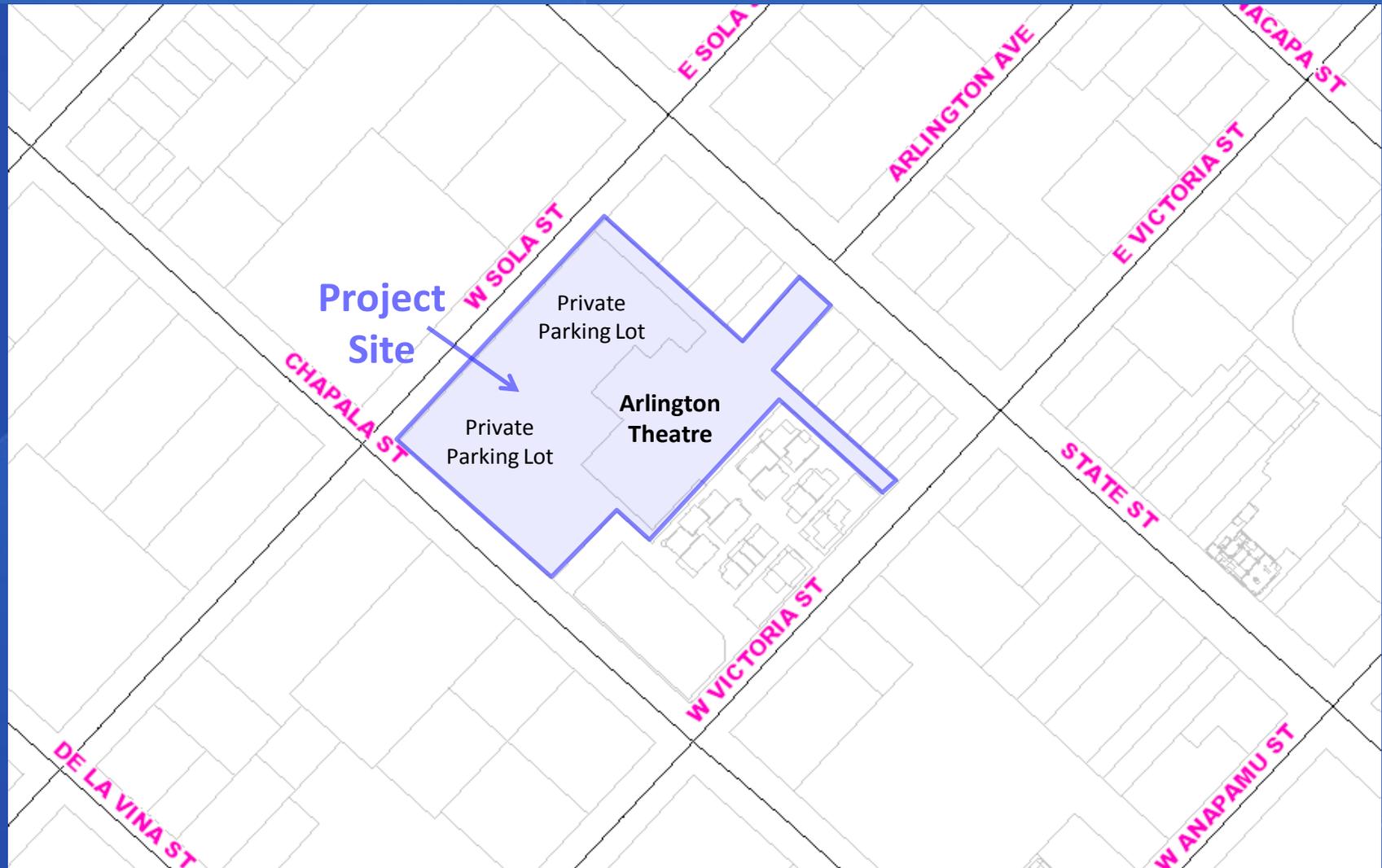


APPEAL OF HISTORIC LANDMARKS COMMISSION
(HLC) APPROVAL

October 29, 2013

Vicinity Map

1330 Chapala Street

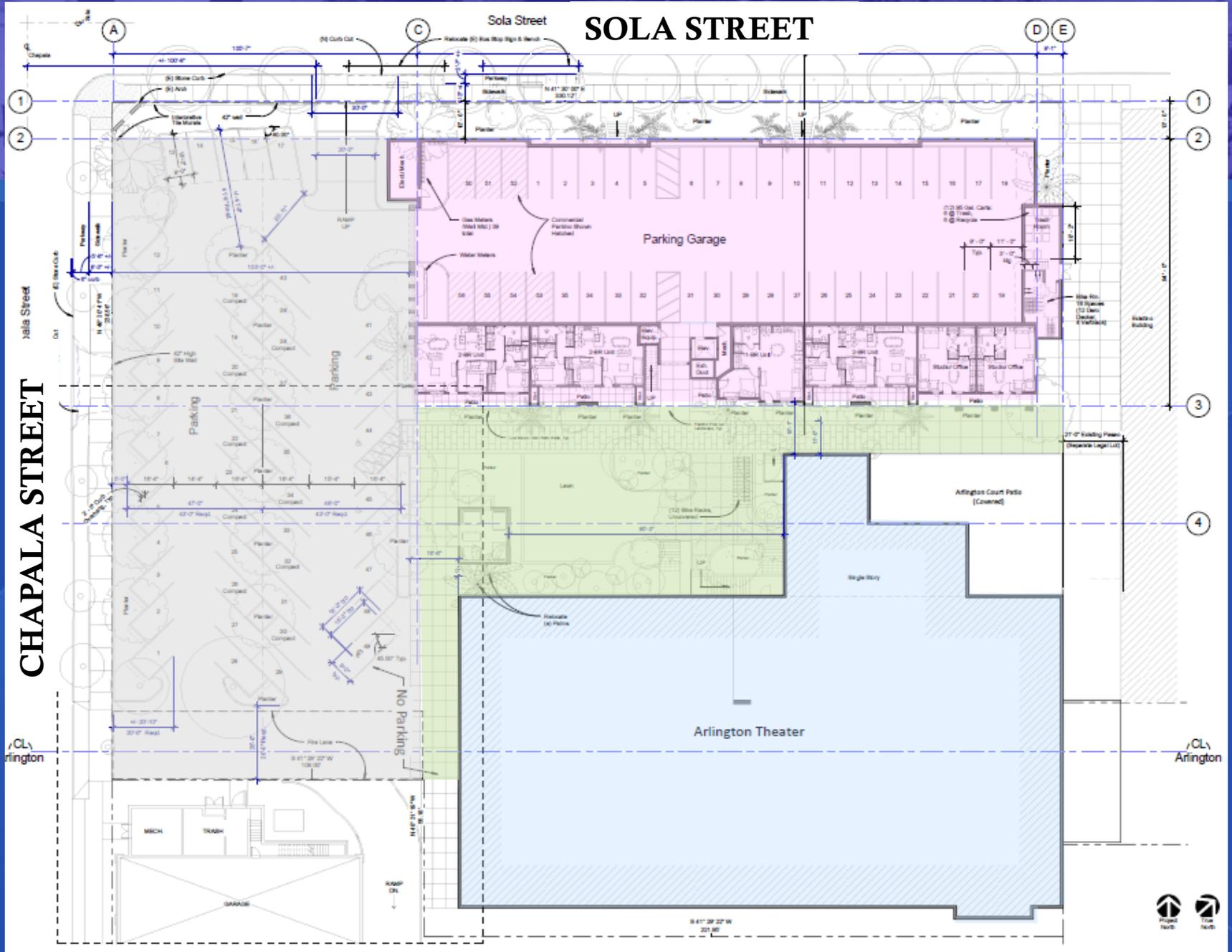


Proposed Development

- ◆ 3-story, 40'-2" tall mixed-use development adjacent to Arlington Theatre
- ◆ 33 residential apartments (28,302 net s.f.)
- ◆ 2 commercial units (931 net s.f.)
- ◆ 91 parking spaces (42 spaces in garage and 49 spaces in surface parking lot)
 - 33 residential spaces
 - 2 commercial spaces
 - 56 spaces for Arlington Theatre

SOLA STREET

CHAPALA STREET





View from W. Sola Street



View from Chapala Street

Project Review History

- ◆ HLC May 22, 2013 - continued
- ◆ HLC June 19, 2013 - continued
- ◆ HLC August 14, 2013 – approved
 - Subject to conditions of approval, including a Truck Access and Management Plan
- ◆ Appeal of HLC decision filed August 26, 2013

Other Issues

- ◆ Parking (Quantity)
 - loss of existing private parking
 - perceived lack of parking for project
- ◆ Process – HLC is sole decision-maker
 - no other discretionary land use permits req'd
 - CEQA and conditions of approval
- ◆ Density – approved under variable density (unit sizes also comply w/AUD)
- ◆ Private easement details

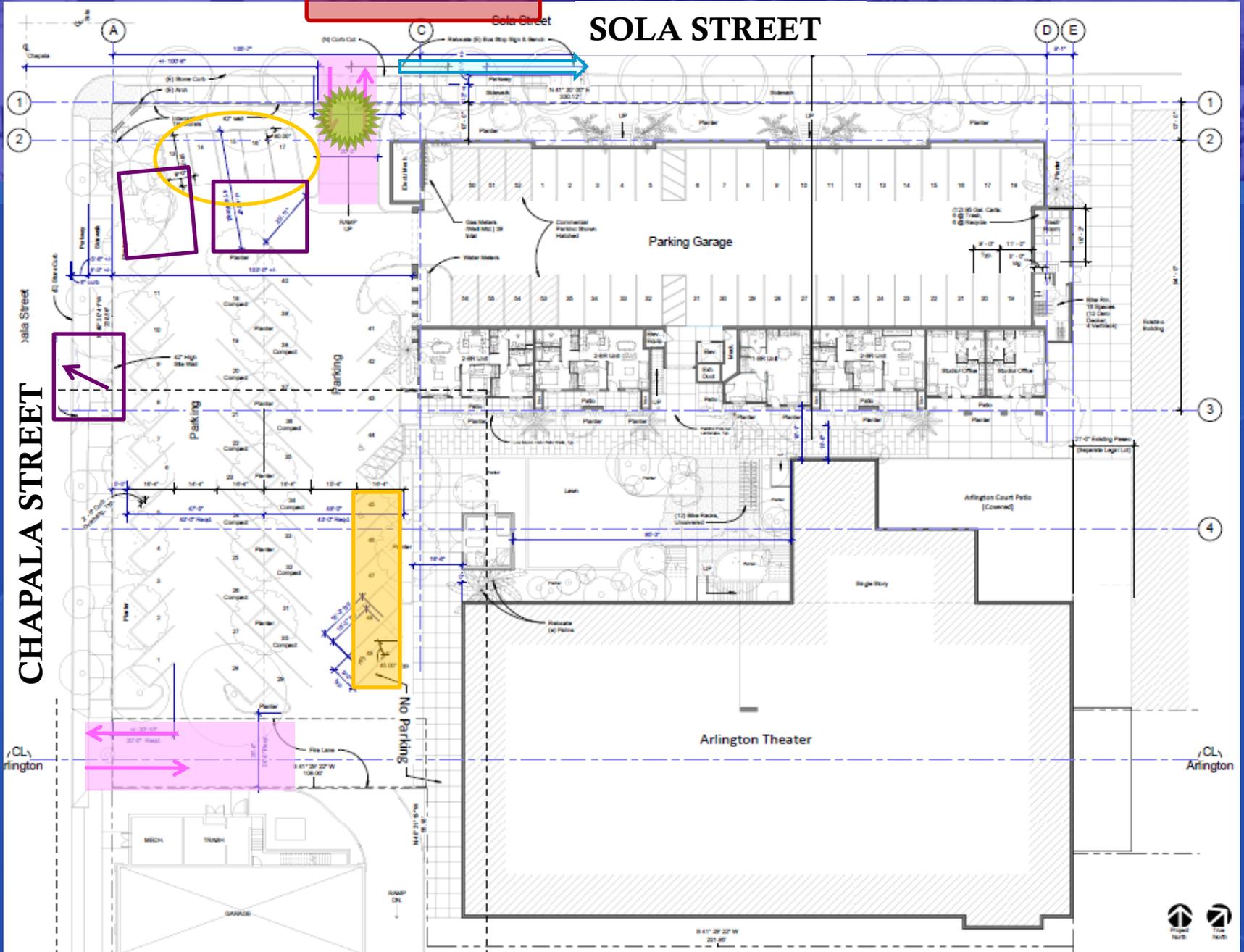


Appeal

- ◆ Appeal filed August 26, 2013 by Margaret Cafarelli
- ◆ Appeal Issues – Project is inconsistent with HLC goals related to:
 - Sound Community Planning
 - Neighborhood Compatibility
 - Traffic

SOLA STREET

CHAPALA STREET





Project Compatibility Analysis

- ◆ Compliance with City Charter and Municipal Code; Consistency with Design Guidelines
- ◆ Compatible with Architectural Character of City and Neighborhood
- ◆ Appropriate size, mass, bulk, height, and scale
- ◆ Sensitivity to Adjacent Landmarks and Historic Resources
- ◆ Public Views of the Ocean and Mountains
- ◆ Use of Open Space and Landscaping



Recommendation

- ◆ Deny the Appeal
- ◆ Approve the project with the revised site plan that incorporates driveway access to/from Sola Street



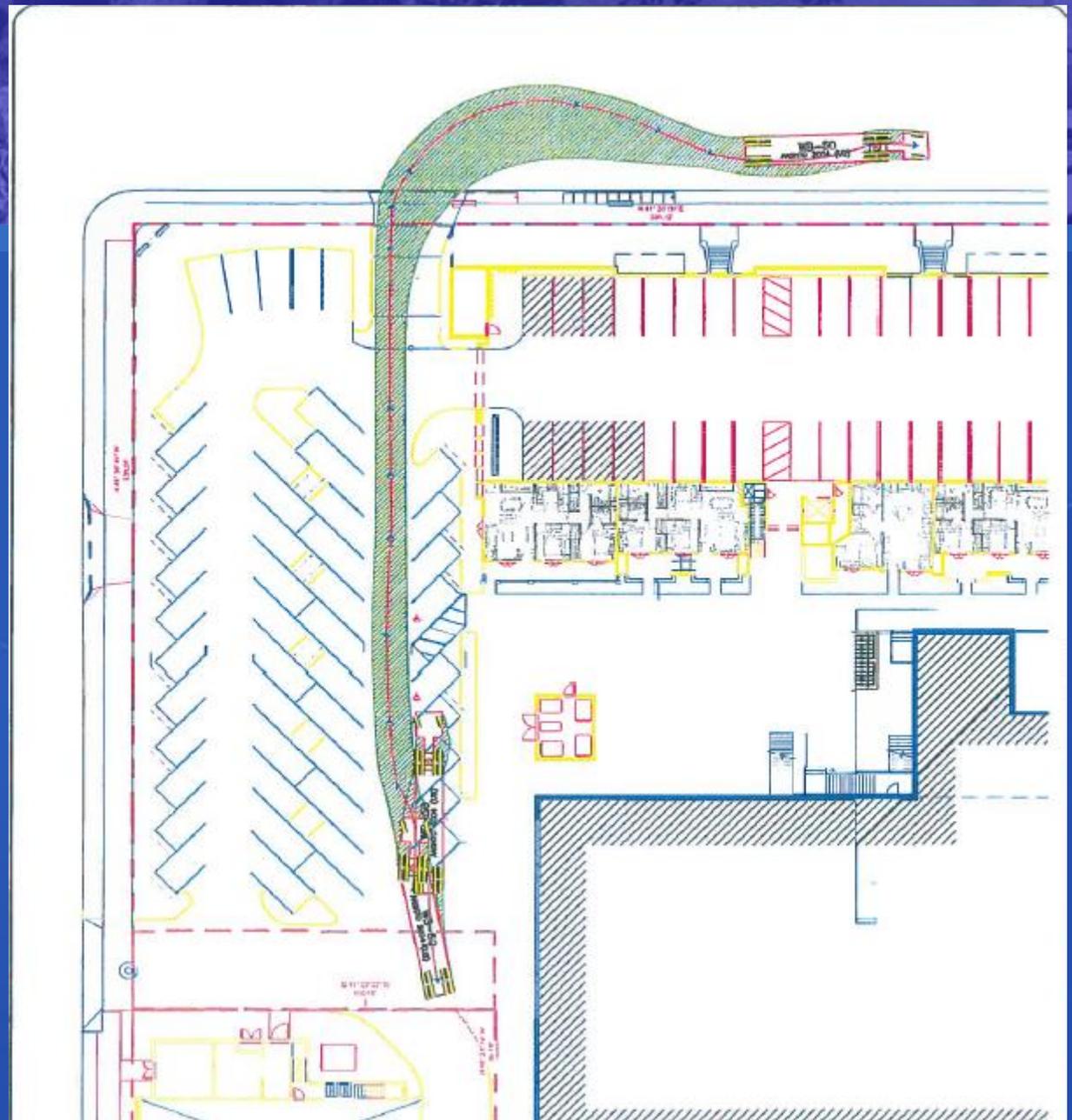
West (Chapala Street) Elevation



North (Sola Street) Elevation



Outbound Truck Maneuver



Truck Management

- ◆ Schedule trucks and buses to arrive during off-peak hours (early morning or late night).
- ◆ Stagger arrival and departure times.
- ◆ Only one truck will unload at a time. Additional trucks will be staged on Sola Street.
- ◆ Obtain temporary “No Parking” signs from City; must be posted at least 72 hours in advance.

Truck Management

- ◆ Reserve 5 parking spaces in parking lot for truck loading.
- ◆ Move trucks and buses to off-site parking area after unloading (not City streets).
- ◆ Buses will temporarily park in paseo behind Arlington.
- ◆ Establish a loading zone behind Arlington.
- ◆ Employ traffic and parking control personnel to supervise and enforce rules.

Truck Management

- ◆ Schedule an orientation meeting to review management plan prior to the first event season.
- ◆ Monitor during first season; prepare a summary report after each event.
- ◆ Schedule follow-up meetings with Theatre operators and traffic control personnel to review monitoring reports and fine tune the management plan as necessary.

