

# CITY OF SANTA BARBARA CITY COUNCIL

**Helene Schneider**  
*Mayor*  
**Bendy White**  
*Mayor Pro Tempore*  
**Randy Rowse**  
*Ordinance Committee Chair*  
**Gregg Hart**  
*Finance Committee Chair*  
**Jason Dominguez**  
**Frank Hotchkiss**  
**Cathy Murillo**



**Paul Casey**  
*City Administrator*

**Ariel Pierre Calonne**  
*City Attorney*

**City Hall**  
735 Anacapa Street  
<http://www.SantaBarbaraCA.gov>

## JULY 26, 2016 AGENDA

**ORDER OF BUSINESS:** Regular meetings of the Finance Committee and the Ordinance Committee begin at 12:30 p.m. The regular City Council meeting begins at 2:00 p.m. in the Council Chamber at City Hall.

**REPORTS:** Copies of the reports relating to agenda items are available for review in the City Clerk's Office, at the Central Library, and <http://www.SantaBarbaraCA.gov>. In accordance with state law requirements, this agenda generally contains only a brief general description of each item of business to be transacted or discussed at the meeting. Should you wish more detailed information regarding any particular agenda item, you are encouraged to obtain a copy of the Council Agenda Report (a "CAR") for that item from either the Clerk's Office, the Reference Desk at the City's Main Library, or online at the City's website (<http://www.SantaBarbaraCA.gov>). Materials related to an item on this agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office located at City Hall, 735 Anacapa Street, Santa Barbara, CA 93101, during normal business hours.

**PUBLIC COMMENT:** At the beginning of the 2:00 p.m. session of each regular City Council meeting, and at the beginning of each special City Council meeting, any member of the public may address the City Council concerning any item not on the Council's agenda. Any person wishing to make such address should first complete and deliver a "Request to Speak" form prior to the time that public comment is taken up by the City Council. Should City Council business continue into the evening session of a regular City Council meeting at 6:00 p.m., the City Council will allow any member of the public who did not address them during the 2:00 p.m. session to do so. The total amount of time for public comments will be 15 minutes, and no individual speaker may speak for more than 1 minute. The City Council, upon majority vote, may decline to hear a speaker on the grounds that the subject matter is beyond their jurisdiction.

**REQUEST TO SPEAK:** A member of the public may address the Finance or Ordinance Committee or City Council regarding any scheduled agenda item. Any person wishing to make such address should first complete and deliver a "Request to Speak" form prior to the time that the item is taken up by the Finance or Ordinance Committee or City Council.

**CONSENT CALENDAR:** The Consent Calendar is comprised of items that will not usually require discussion by the City Council. A Consent Calendar item is open for discussion by the City Council upon request of a Councilmember, City staff, or member of the public. Items on the Consent Calendar may be approved by a single motion. Should you wish to comment on an item listed on the Consent Agenda, after turning in your "Request to Speak" form, you should come forward to speak at the time the Council considers the Consent Calendar.

**AMERICANS WITH DISABILITIES ACT:** If you need auxiliary aids or services or staff assistance to attend or participate in this meeting, please contact the City Administrator's Office at 564-5305. If possible, notification at least 48 hours prior to the meeting will usually enable the City to make reasonable arrangements. Specialized services, such as sign language interpretation or documents in Braille, may require additional lead time to arrange.

**TELEVISION COVERAGE:** Each regular City Council meeting is broadcast live in English and Spanish on City TV Channel 18 and rebroadcast in English on Wednesdays and Thursdays at 7:00 p.m. and Saturdays at 9:00 a.m., and in Spanish on Sundays at 4:00 p.m. Each televised Council meeting is closed captioned for the hearing impaired. Check the City TV program guide at [www.santabarbaraca.gov/citytv](http://www.santabarbaraca.gov/citytv) for rebroadcasts of Finance and Ordinance Committee meetings, and for any changes to the replay schedule.

## **ORDER OF BUSINESS**

- 12:00 p.m. - Special Finance Committee Meeting, David Gebhard Public Meeting Room, 630 Garden Street
- 12:30 p.m. - Ordinance Committee Meeting, Council Chamber
- 2:00 p.m. - City Council Meeting

### **SPECIAL FINANCE COMMITTEE MEETING - 12:00 P.M. IN THE DAVID GEBHARD PUBLIC MEETING ROOM, 630 GARDEN STREET (120.03)**

1. **Subject: June 30, 2016, Investment Report And June 30, 2016, Fiscal Agent Report (120.03)**

Recommendation: That Finance Committee recommend that Council:

- A. Accept the June 30, 2016, Investment Report; and
- B. Accept the June 30, 2016, Fiscal Agent Report.  
(See Council Agenda Item No. 6)

2. **Subject: Citywide Infrastructure Needs (120.03)**

Recommendation: That the Finance Committee hear a presentation on alternatives to increase the amount of funding available to support investment in the Capital infrastructure, and make recommendations to Council.

### **ORDINANCE COMMITTEE MEETING - 12:30 P.M. IN THE COUNCIL CHAMBER (120.03)**

**Subject: Proposed Ordinance Amendments To Establish Historic And Special Design Districts (120.03)**

Recommendation: That the Ordinance Committee receive a report from staff regarding the differences between Historic Districts and Special Design Districts and provide direction to staff regarding proposed criteria to designate Historic Districts and Special Design Districts.

## REGULAR CITY COUNCIL MEETING – 2:00 P.M.

### CALL TO ORDER

### PLEDGE OF ALLEGIANCE

### ROLL CALL

### CEREMONIAL ITEMS

1. **Subject: Proclamation Declaring Recovery Road Medical Center 10th Anniversary July 2016 (120.04)**

### CHANGES TO THE AGENDA

### PUBLIC COMMENT

### CONSENT CALENDAR

2. **Subject: Minutes**

Recommendation: That Council waive further reading and approve the minutes of the special meetings of May 4 and May 9, 2016, and the adjourned regular meeting of May 9.

3. **Subject: Introduction Of Ordinance Granting An Easement On City Property At 125 State Street To Southern California Edison (330.03)**

Recommendation: That Council introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Granting An Easement to Southern California Edison for Public Utilities In and Under the City-Owned Property at 125 State Street, and the Execution and Recording of Said Easement Deed for This Property.

4. **Subject: Adoption Of The 2016 Santa Barbara Bicycle Master Plan (670.04)**

Recommendation: That Council:

- A. Adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Adopting the Chino Bicycle Boulevard as a Project to be Included in the 2016 Bicycle Master Plan; and
- B. Adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Adopting the 2016 Santa Barbara Bicycle Master Plan, With the Exception of the Chino Bicycle Boulevard, and Directing the City Administrator to Seek Grant Funding Opportunities to Implement the Bicycle Master Plan.

## CONSENT CALENDAR (CON'T)

**5. Subject: Fiscal Year 2016 Interim Financial Statements For The Eleven Months Ended May 31, 2016 (120.03)**

Recommendation: That Council accept the Fiscal Year 2016 Interim Financial Statements for the Eleven Months Ended May 31, 2016.

**6. Subject: June 30, 2016, Investment Report And June 30, 2016, Fiscal Agent Report (120.03)**

Recommendation: That Council:

- A. Accept the June 30, 2016, Investment Report; and
- B. Accept the June 30, 2016, Fiscal Agent Report.

**7. Subject: Grant From The Family Services Agency For Adult Literacy (570.04)**

Recommendation: That Council: Authorize the Library Director to accept a \$121,500 grant from the Family Services Agency for Adult Literacy.

**8. Subject: Appropriation of Federal Aviation Administration Airport Improvement Grant for Santa Barbara Airport (560.04)**

Recommendation: That Council increase appropriations and estimated revenue by \$390,335, in the Airport's Grant Fund for design, permitting, and bidding the Runway 7-25 Rehabilitation Project, to be funded by Federal Aviation Administration Airport Improvement (AIP) Grant No. 3-06-0235-50, in the amount of \$353,878 coupled with the City's match of \$36,457, to be funded from the Airport Operating Fund.

**9. Subject: Basin E/F Tidal Restoration Monitoring Year 6 Contract (650.04)**

Recommendation: That Council approve and authorize the Airport Director to execute a Contract with AECOM for post-construction biological monitoring for the Basin E/F Tidal Restoration Project in an amount not to exceed \$36,768, and authorize the Airport Director to approve expenditures up to \$3,677 for extra services that may result from necessary changes in the scope of work.

## **CONSENT CALENDAR (CON'T)**

- 10. Subject: Consent to Sublease Between Teledyne Reson, Inc., and Athena Contractors, Inc. at 94 Frederick Lopez Road (330.04)**

Recommendation: That Council approve and authorize the Airport Director to execute a Consent to Sublease Agreement between Teledyne Reson, Inc. and Athena Contractors, Inc., for 4,800 square feet of Building 223, and 4,020 square feet of adjacent yard at 94 Frederick Lopez Road, at the Santa Barbara Airport.

- 11. Subject: Increase To Professional Services Agreement With DataWorks Plus (520.04)**

Recommendation: That Council:

- A. Authorize the Police Chief to increase Agreement No. 25,354 by \$3,576 to cover the final purchase price of \$79, 576 the LiveScan equipment; and
- B. Increase appropriations in the Police Asset Forfeiture Fund from reserves.

- 12. Subject: Appropriation Of Federal Shared Asset Forfeiture Reserve Funds For The Purchase Of An Electronic Access Control System (520.04)**

Recommendation: That Council appropriate \$32,000 from the Police Asset Forfeiture Fund reserves for the purchase and installation of an electronic access control system for the Police building located at 215 East Figueroa Street.

- 13. Subject: Designation Of Voting Delegate For League Of California Cities Annual Conference (180.01)**

Recommendation: That Council designate Mayor Helene Schneider as a voting delegate and up to 2 alternates to represent the City of Santa Barbara at the League of California Cities Annual Meeting on October 7, 2016.

## NOTICES

- 14.** The City Clerk has on Thursday, July 22, 2016, posted this agenda in the Office of the City Clerk, on the City Hall Public Notice Board on the outside balcony of City Hall, and on the Internet.

**This concludes the Consent Calendar.**

**REPORT FROM THE FINANCE COMMITTEE**

**REPORT FROM THE ORDINANCE COMMITTEE**

## **CITY COUNCIL ADMINISTRATIVE AND ATTORNEY REPORTS**

### **PUBLIC WORKS DEPARTMENT**

#### **15. Subject: Stage Three Drought Update (540.05)**

Recommendation: That Council receive an update on the status of the current drought, drought-response capital projects, and continuing conservation efforts.

## **PUBLIC HEARINGS**

### **QUASI-JUDICIAL HEARING RULES APPLY TO THIS AGENDA ITEM**

#### **16. Subject: Appeal Of Planning Commission Denial Of A Modification For A Parking Area In The Front Setback At 1417 San Miguel Avenue (640.07)**

Recommendation: That Council uphold the Planning Commission denial of the appeal of Michael and Jami Gott for a Front Setback Modification, and approve a revised conceptual design which is consistent with the Applicants' Option 2 or Option 7, to allow a parking space in the front setback.

## **COUNCIL AND STAFF COMMUNICATIONS**

## **COUNCILMEMBER COMMITTEE ASSIGNMENT REPORTS**

## **PUBLIC COMMENT (IF NECESSARY)**

## **CLOSED SESSIONS**

#### **17. Subject: Conference With City Attorney - Anticipated Litigation (160.03)**

Recommendation: That Council hold a closed session to consider anticipated litigation pursuant to subsections 54956.9(d)(2)&(3) of the Government Code. Significant exposure to litigation arising out of claims by Kendra L. Feshbach.

Scheduling: Duration, 15 minutes; anytime

Report: None anticipated

## **ADJOURNMENT**

CITY OF SANTA BARBARA

**FINANCE COMMITTEE**

SPECIAL MEETING AGENDA

DATE: July 26, 2016

Gregg Hart, Chair

TIME: 12:00 P.M.

Bendy White

PLACE: David Gebhard Public Meeting Room  
630 Garden Street

Jason Dominguez

Paul Casey  
City Administrator

Robert Samario  
Finance Director

**ITEMS TO BE CONSIDERED:**

**1. Subject: June 30, 2016, Investment Report And June 30, 2016, Fiscal Agent Report**

Recommendation: That Finance Committee recommend that Council:

- A. Accept the June 30, 2016, Investment Report; and
- B. Accept the June 30, 2016, Fiscal Agent Report.

(See Council Agenda Item No. 6 )

**2. Subject: Citywide Infrastructure Needs**

Recommendation: That the Finance Committee hear a presentation on alternatives to increase the amount of funding available to support investment in the Capital infrastructure, and make recommendations to Council.



# CITY OF SANTA BARBARA

## FINANCE COMMITTEE AGENDA REPORT

**AGENDA DATE:** July 26, 2016

**TO:** Finance Committee

**FROM:** Transportation Division, Public Works Department  
Finance Department

**SUBJECT:** Citywide Infrastructure Needs

### **RECOMMENDATION:**

That the Finance Committee hear a presentation on alternatives to increase the amount of funding available to support investment in the Capital infrastructure, and make recommendations to Council.

### **DISCUSSION:**

#### Background

At the Council meeting on February 2, 2016, Council directed staff to work with the Finance Committee to develop options for increasing the amount of funding available for streets, sidewalks, storm drains, streetlights, traffic signals, and other related infrastructure (Streets Infrastructure).

On March 1, 2016, the Finance Committee heard staff presentations related to the Streets Fund revenue projections and related expenditures. In Fiscal Year 2016, Utility Users Tax and Gas Tax revenues are expected to be below budget by approximately \$308,159. In Fiscal Year 2017, those same revenues are estimated to be approximately \$399,427 less than originally proposed. Measure A revenue has seen modest growth.

On March 15, 2016, the Finance Committee heard a staff presentation related to the LA Consulting report dated August 2015. The report highlighted current Street Section activities and the potential to achieve monetary savings through the implementation of improved field-level maintenance planning activities.

On April 12, 2016, the Finance Committee heard a staff presentation related to the City's Capital Improvement Program Streets Funds related projects. There are currently over 30 Capital projects in various stages of completion. The majority of these projects are funded primarily, and in some cases entirely, through grants. The amount of Capital funds available is far short of the amount of funding necessary to maintain the Streets

Infrastructure, and grants are not available for basic maintenance needs, including pavement and sidewalk maintenance. This presents a difficult choice between leveraging the limited City funds for grants, and allocating these funds for maintenance without leveraging grant funds.

On April 26, 2016, the Finance Committee heard a staff presentation related to the Streets Funds Operating Program. The Public Works Department's Transportation Division is currently reducing operating expenses by increasing the efficiencies associated with ongoing maintenance work. These operating expense savings will directly translate to future Capital fund increases, although these savings will not be sufficient to bridge the gap between current funding levels and maintenance needs.

On May 10, 2016, the Finance Committee heard a presentation from staff regarding the unfunded Capital needs for Streets and General Fund assets. The presentation highlighted the funding gap needed for the maintenance of City parks, buildings, fire stations, roads, sidewalks, and storm drains.

On June 7, 2016, the Finance Committee heard a presentation from staff regarding potential strategies to increase Capital funding to streets and related infrastructure. The presentation highlighted the Streets Section's budgetary cost savings and efficiencies completed or anticipated in the near term. It also showed potential cost shifts of activities and services from the Streets Fund to other funding sources.

On June 28, 2016, the Finance Committee heard a presentation from staff which summarized unfunded infrastructure needs and the increase to various tax rates that would be needed to achieve funding for these needs. The presentation highlighted previous City efforts to identify these capital funding needs, and compared those efforts with current capital needs assessment work. The Finance Committee requested staff to return with a comprehensive list of alternatives for new funding sources and an estimate of need for sidewalk infill.

At this July 26, 2016 meeting, staff will present follow up information to questions from the June 28 meeting on sidewalk infill needs, provide information related to brick sidewalk maintenance activities, and provide a planning-level cost estimate of City storm drain system capital needs.

The City's Pedestrian Master Plan (2006) identified approximately 116 miles of sidewalk infill work that is required to be completed citywide. Due to geographic limitations of hillside areas within the City, a focus has been placed upon central areas of the City, which involve approximately 15 miles of missing sidewalk sections. While several miles of work have been constructed in the past decade, much sidewalk infill work still needs to be addressed. A major challenge to completion of this important work involves a lack of funding, since many of these areas involve right-of-way complexities with adjacent private properties that will be expensive to remedy. Often the frontage of residential properties must be re-constructed due to existing private property encroachments into the public right-of-way. Some infill locations will require new retaining walls and existing

utilities' relocation prior to actual sidewalk construction. In these cases, construction of a sidewalk may require several hundred thousand dollars be spent first to re-establish the City's right-of-way between the street and the adjacent private properties.

Brick sidewalks that are similar to the State Street brick sidewalks, cost several times more to install than conventional concrete sidewalks. Permeable paver sidewalk construction can cost as much as ten times more to build than conventional sidewalks due to the substantial excavation required to create a rock-filled drainage field below the paver course needed for permeated water retention. On-going maintenance costs for brick sidewalks, whether permeable or not, also require more maintenance costs than do the conventional concrete sidewalks' maintenance. Several square feet of brick surfacing must be removed to correct a base material problem below. Once the base material problem has been corrected, the base must be re-compacted and leveled. Finally bricks must be hand placed to meet the existing surrounding bricks. The City has set aside no monies to provide for future maintenance requirements associated with existing brick sidewalk or roadway paver surfaces.

The City's storm drain system includes approximately 48 miles of pipe, of which 6.5 miles is composed of corrugated metal pipe or unknown material at 475 different locations. Rehabilitation of these pipes alone is estimated to be \$4 million. An initial system-wide structural/maintenance assessment of the entire storm drain system could cost more than \$1 million.

To initiate a comprehensive storm drain capital program, it is estimated that \$2 million would be needed in the initial year to perform the system-wide assessment work and to begin rehabilitation activities for corrugated metal pipe replacement or rehabilitation. Additional annual funding of \$1 million for four years would be required to replace all corrugated metal pipe in the system. System-wide hydraulic analyses and resulting capital projects would require significant additional funding that is estimated to be in excess of \$20 million.

At this July 26, 2016 meeting, staff will also present a comprehensive list of funding options that may be considered to address these unfunded capital needs.

#### **BUDGET/FINANCIAL INFORMATION:**

The City's infrastructure relies heavily on funds from special purpose or restricted funds. Funds for this infrastructure are flat or declining, while construction costs continue to rise. Deferral of the construction of these projects will result in continued deterioration of citywide assets and will ultimately accelerate the final construction costs needed for improvement of these assets.

**SUSTAINABILITY IMPACT:**

Well-maintained infrastructure supports a healthy environment by minimizing damage to vehicles. Well-functioning storm drains effectively convey water to creeks and the ocean, while decreasing the amount of transported debris, sediment, and litter.

**PREPARED BY:** Chris Toth, Transportation Division Manager/mj

**SUBMITTED BY:** Rebecca J. Bjork, Public Works Director  
Robert Samario, Finance Director

**APPROVED BY:** City Administrator's Office

CITY OF SANTA BARBARA

**ORDINANCE COMMITTEE**

MEETING AGENDA

DATE: June 26, 2016  
TIME: 12:30 p.m.  
PLACE: Council Chambers

Randy Rowse, Chair  
Frank Hotchkiss  
Cathy Murillo

Office of the City  
Administrator

Office of the City  
Attorney

Nicole Grisanti  
Supervisor, City Administrator's Office

Ariel Pierre Calonne  
City Attorney

**ITEMS FOR CONSIDERATION**

**Subject: Proposed Ordinance Amendments To Establish Historic And Special Design Districts**

Recommendation: That the Ordinance Committee receive a report from staff regarding the differences between Historic Districts and Special Design Districts and provide direction to staff regarding proposed criteria to designate Historic Districts and Special Design Districts.



# CITY OF SANTA BARBARA

## ORDINANCE COMMITTEE AGENDA REPORT

**AGENDA DATE:** July 26, 2016

**TO:** Ordinance Committee

**FROM:** Planning Division, Community Development Department

**SUBJECT:** Proposed Ordinance Amendments To Establish Historic And Special Design Districts

### RECOMMENDATION:

That the Ordinance Committee receive a report from staff regarding the differences between Historic Districts and Special Design Districts and provide direction to staff regarding proposed criteria to designate Historic Districts and Special Design Districts.

### DISCUSSION:

#### Background

In October 2012, the City Council adopted the Historic Resources Element (HRE) of the City's General Plan. In February 2013, the Council directed staff to implement a "Five-Year Historic Resources Work Program" (5-Year HRWP) and return to the Council Ordinance Committee to work on the following ordinance amendments included in the 5-Year HRWP, generally in this order:

1. Develop a Historic and Special Design Districts ordinance;
2. Develop a historic districts implementation program, using existing historic resources survey data;
3. Initiate Municipal Code amendments to support preservation of historic resources; and
4. Simplify and better organize the existing Municipal Code provisions, where possible.

On June 21, 2016, staff updated the Ordinance Committee on the status of the City's 5-Year HPWP and provided an overview of the proposed ordinance amendments for historic resource protection and possible designation of future Historic Districts and Special Design Districts. The Ordinance Committee supported staff's objective to reorganize Santa Barbara Municipal Code (SBMC) Chapter 22.22 (Historic Structures) into three distinct chapters in order to provide more clarity to the City's review processes. The Ordinance Committee also reviewed a proposed timeline for future public hearings to ensure that the scope of

amendments, related design guidelines, and administrative procedures were fully discussed and vetted.

On June 21, the Ordinance Committee also confirmed the need for additional discussions to understand how special design districts are distinct from historic districts, and to receive additional information about post-disaster regulations for historic resources.

### Historic Districts

It is common for communities in the United States to designate historic districts. According to the National Park Service, historic districts are one of the oldest forms of protection for historic properties; there are more than 2,300 local historic districts in the United States. The City of Charleston, South Carolina, for example, is credited with beginning the modern day historic districts movement. In 1931 Charleston enacted an ordinance which designated an "Old and Historic District" administered by a Board of Architectural Review. The regulatory authority of local commissions and historic districts has been consistently upheld as a legitimate use of government police power, most notably in *Penn Central Transportation Co. v. City of New York* (1978). The Supreme Court case validated the protection of historic resources as "an entirely permissible governmental goal."

Other California cities have either adopted historic and landmark districts as a preservation tool or have established design overlay zones to ensure historic neighborhoods are protected from incompatible development. San Francisco, Pasadena, Glendale, Anaheim, Riverside, Sacramento, Los Angeles are cities that all have designated Historic Districts.

The Secretary of Interior has established historic district criteria commonly in use by various cities throughout the United States. Some cities established an alternative form of historic protection with the creation of "Landmark Districts," including Santa Barbara, which was an early form of historic district designation and was intended to create a delineation for areas with a concentration of Landmark-designated buildings.

### *Criteria for Historic Districts*

The National Register of Historic Places defines a historic district per U.S. federal law, last revised in 2004 as the following:

"A geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united by past events or aesthetically by plan or physical development. A district may also comprise individual elements separated geographically but linked by association or history."

In response to Ordinance Committee direction, staff reviewed and evaluated historic district criteria used by selected California cities to ensure that the City's criteria is consistent with common practices. Staff proposes to use a combination of the criteria used by the City of Los Angeles and Sacramento, and other factors used in the City of

Pasadena (Attachment 1 - Proposed Historic District Criteria). Also included in Attachment 1 are references to the National Register criteria and criteria from several other communities.

#### *El Pueblo Viejo Landmark District*

El Pueblo Viejo (EPV) Landmark District was first established in 1960, encompassing 16 square blocks, to protect the oldest core part of the City where the El Presidio de Santa Barbara and other adobe landmark structures are located. In 1977 & 1982, the EPV boundaries were redrawn to include the business core of the City and the principal streets providing access to the City from Highway 101. The expanded areas included the Waterfront along Cabrillo Blvd, and Carrillo and Castillo Streets. The original intent of the EPV Landmark District was to protect these downtown historic resources, but also to establish a review process to maintain Spanish architectural styles and the historic character of Santa Barbara.

As part of the proposed historic preservation ordinance amendments, Staff believes it would be clearer if the City had only historic district and special design district area classifications. The "landmark district" terminology is confusing and will be unnecessary once a "historic district" definition is added to the ordinance.

EPV is currently defined by two areas: Part I (downtown core) and Part II (surrounding the historic Mission). Staff proposes to reclassify EPV Landmark District Part I as a Special Design District since only 112 (7.6%) of the 1,475 parcels contain designated structures (See Attachment 2 - El Pueblo Viejo Landmark District Map). Staff is in the process of assessing EPV Landmark District Part II to determine the appropriate boundary for a proposed historic district since that area has a higher concentration of contributing properties. The requirement that all exterior changes on properties within the existing boundaries of EPV be reviewed by the Historic Landmarks Commission is not proposed to be changed.

#### *Brinkerhoff Avenue Landmark District*

The Brinkerhoff Avenue Landmark District was designated in 1977 to preserve and enhance the historic and architectural character of the Brinkerhoff Avenue area where a concentration of 19<sup>th</sup> century and early 20<sup>th</sup> century Victorian structures had developed. The purpose of this district was also to regulate the compatibility of architectural styles used in construction of new structures and to maintain the significant architectural features by reviewing all proposed exterior alterations of existing structures.

Staff believes this area would qualify as a historic district since all structures are contiguous and contribute to its overall historic character, and all were originally designated Structures of Merit, and not City Landmarks (See Attachment 3 – Brinkerhoff Avenue Landmark District Map). The current designation as a "Landmark" district is, therefore, inconsistent and confusing with the actual historic designations. In addition, architectural design guidelines were not adopted for this "Landmark" district.

### Special Design Districts

All cities use relatively standard planning tools to implement their respective community's general plan and land use zoning. The most common approaches to ensure architectural compatibility, convey community policies, and achieve historic preservation is to adopt architectural design standards or design guidelines, specific plans, special design districts, preservation overlay zones or historic districts. Design guidelines may apply city-wide; however, many are directed to specific areas or neighborhoods.

The City of Santa Barbara has a long history of establishing Special Design Districts and adopting design guidelines for specific areas of the City. El Pueblo Viejo, Hillside Design District, Mission Area, Urban Design, Upper State Street, Waterfront Area and the Haley-Milpas area are all examples of defined districts with adopted guidelines. These design guidelines typically outline preferred design principles and aesthetic standards to achieve specific community character goals, resource protection, and neighborhood preservation, or to better ensure compatible development.

#### *Use of Special Design Districts*

Establishing a clear definition for a special design district is important to understand its main intent and necessity. Equally important is to explain the applicable design guidelines or "rules" that apply to development proposed within these special design districts. Special design districts are typically delineated for non-historic neighborhoods to achieve architectural compatibility for new or altered structures in close proximity to historic districts or resources. Special design districts can also provide protection for other resources, such as the City's Hillside Design District, which provides an additional protection for design review of exterior alterations on properties with steep slopes. The proposed definition below could be applied to defined neighborhoods to provide additional protection, or as buffer area for surrounding historic districts or other sensitive resources.

"SPECIAL DESIGN DISTRICT. A defined area of the City of Santa Barbara selected for the purposes of maintaining design standards for neighborhoods, visual corridors, cultural landscapes, and/or major hillsides in order to promote architectural compatibility of buildings and structures, neighborhood preservation goals, sensitive grading design and/or appropriate levels of landscaping."

A typical threshold for requiring design review within a special design district might be when a building permit is required for an exterior alteration. The City's extensive architectural design review process serves as the primary mechanism to review development projects to achieve these architectural and neighborhood compatibility goals.

The following provides some background on the existing special design districts and proposed historic districts and how they might continue to function together in the future.

### *Lower Riviera Special Design District*

The Lower Riviera Special Design District was established in 2006 as an interim mechanism to protect the potential historic bungalow district from incompatible development. The original size of the special design district was approximately 314 parcels and its proposed boundary was selected by the neighborhood residents to capture all historic bungalows in the neighborhood (See Attachment 4 - Lower Riviera Special Design District Map).

Upon review of the properties within the Special Design District, staff suggests establishing a Historic Bungalow District including only approximately 121 of the 314 parcels, and allow the Lower Riviera Special Design District designation to remain in place for the remaining properties. The Special Design District designation would continue to require all applications for building permits to construct, alter, or add to existing structures to be subject to either Single Family Design Board (SFDB) or Architectural Board of Review (ABR) review based on the number of units on the property.

### *Mission Area Special Design District*

The Mission Area Special Design District was created in 1974 as a mechanism to protect the "Old Mission" and the surrounding residential neighborhoods from incompatible development. The design district was defined by all parcels located within 1,000 feet of the "Old Mission," which created an additional buffer for protection and preservation beyond the boundaries of El Pueblo Viejo Part II. The Mission Area Special Design District was formed with approximately 314 parcels (See Attachment 5 - Mission Area Special Design District Map). Staff intends to further evaluate the extent of the Mission Area Special Design District in light of its original purpose, and recommend whether or not the boundary should be adjusted in the future.

### Post-Disaster Ordinance Provisions

On June 21, 2016, staff introduced the concept of protecting historic resources after a damaging disaster. Development of a post-disaster contingency plan is another regulatory tool to consider when adopting a historic preservation ordinance, in order to provide a careful and reasoned approach should a natural disaster significantly damage historic resources beyond repair. Such provisions could allow demolition of historic structures if they are considered unsafe and would prevent potentially hasty decisions to destroy buildings without proper consideration of preservation alternatives.

To address this issue, staff recommends incorporating post-disaster provisions, consistent with those found in other communities, in the proposed ordinance amendments and administrative procedures. The California Preservation Foundation has a model ordinance to address post-disaster alteration, repair, restoration, reconstruction and demolition of historic and cultural resources, which staff will review and further discuss with the Ordinance Committee at a future meeting.

- ATTACHMENTS:**
1. Proposed Historic District Criteria
  2. El Pueblo Viejo Landmark District Map
  3. Brinkerhoff Avenue Landmark District Map
  4. Lower Riviera Special Design District Map
  5. Mission Area Special Design District Map

**PREPARED BY:** Jaime Limon, Senior Planner II

**SUBMITTED BY:** George Buell, Community Development Director

**APPROVED BY:** City Administrator's Office

**CITY OF SANTA BARBARA****PROPOSED CRITERIA FOR DESIGNATION AS A HISTORIC DISTRICT**

*(Following the National Register Criteria and that of Los Angeles and City of Sacramento)*

The District must exemplify at least one of the following criteria. Indicate which of the criteria best represents the historic and/or cultural character of the district. Each selected criteria must be fully addressed and explained in the Narrative Statement of Significance and substantiated.

1. It is associated with events that have made a significant contribution to the broad patterns of the history of the nation, State, County, or community. *City of Los Angeles*
2. It is associated with the lives of persons who are significant in the history of the nation, State, County, or community.
3. It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is of significance to the nation, State, County, or community, or possesses artistic values of significance to the nation, State, County, or community.
4. It has yielded, or may be likely to yield, information important locally in prehistory or history.
5. It is listed or has been formally determined eligible by the National Park Service for listing on the National Register of Historic Places, or is listed or has been determined eligible by the State Historical Resources Commission for listing on the California Register of Historical Resources.

Additional Factors to be Considered: *(Consistent with Los Angeles and Sacramento)*

1. It exhibits a concentration of historic, scenic or thematic sites, which contribute to each other and are unified aesthetically by plan, physical development or architectural quality;
2. It exhibits significant geographical patterns, associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of parks or community planning.
3. It exhibits integrity of design, setting, materials, workmanship and association.
4. The collective historic value of the buildings and structures in a historic district taken together may be greater than the historic value of each individual building or structure. Within its boundaries, a minimum of 60 percent of the properties qualify as contributing to the district. *(Consistent with City of Pasadena).*

### ***Types of Features***

A district can comprise both features that lack individual distinction and individually distinctive features that serve as focal points. It may even be considered eligible if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. In either case, the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole.

A district can contain buildings, structures, sites, objects, or open spaces that do not contribute to the significance of the district. The number of noncontributing properties a district can contain yet still convey its sense of time and place and historical development depends on how these properties affect the district's integrity. Within its boundaries, a minimum of 60 percent of the properties qualify as contributing.

### ***Geographical Boundaries***

A district must be a definable geographic area that can be distinguished from surrounding properties by changes such as density, scale, type, age, style of sites, buildings, structures, and objects, or by documented differences in patterns of historic development or associations. It is seldom defined, however, by the limits of current parcels of ownership, management, or planning boundaries. The boundaries must be based upon a shared relationship among the properties constituting the district.

***Concentration, Linkage, & Continuity of Features:*** A district derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties.

Definition: A historic district is a formally designated group of buildings, structures, sites, and spaces that relate to one another historically, architecturally, and/or culturally. A district can span part or all of a neighborhood. It can be large or small, can represent any architectural style(s), and can include streetscape and landscape elements. Individual buildings within a district don't need to be highly significant on their own. The area's overall cohesiveness, uniqueness, and architectural integrity are what matters.

## NATIONAL REGISTER CRITERIA FOR EVALUATION

### (For Reference Only)

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of significant persons in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded or may be likely to yield, information important in history or prehistory.

Definition of a Historic District: **A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.**

*Concentration, Linkage, & Continuity of Features:* A district derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties. For example, a district can reflect one principal activity, such as a mill or a ranch, or it can encompass several interrelated activities, such as an area that includes industrial, residential, or commercial buildings, sites, structures, or objects. A district can also be a grouping of archeological sites related primarily by their common components; these types of districts often will not visually represent a specific historic environment.

### *Significance*

A district must be significant, as well as being an identifiable entity. It must be important for historical, architectural, archeological, engineering, or cultural values. Therefore, districts that are significant will usually meet the last portion of Criterion C plus Criterion A, Criterion B, other portions of Criterion C, or Criterion D.

**CRITERIA FROM OTHER CALIFORNIA CITIES FOR  
HISTORIC DISTRICTS  
(For Reference Only)**

**Los Angeles: Historic District Criteria**

Applicable County of Los Angeles Criteria The property must exemplify at least one of the following criteria (Section 22.52.3060.A). Indicate which of the criteria best represents the historic and/or cultural character of the district. Each selected criteria must be fully addressed and explained in the Narrative Statement of Significance and substantiated.

(A.1) It is associated with events that have made a significant contribution to the broad patterns of the history of the nation, State, County, or community.

(A.2) It is associated with the lives of persons who are significant in the history of the nation, State, County, or community.

(A.3) It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is of significance to the nation, State, County, or community, or possesses artistic values of significance to the nation, State, County, or community.

(A.4) It has yielded, or may be likely to yield, information important locally in prehistory or history.

(A.5) It is listed or has been formally determined eligible by the National Park Service for listing on the National Register of Historic Places, or is listed or has been determined eligible by the State Historical Resources Commission for listing on the California Register of Historical Resources.

(A.6) It is one of the largest or oldest trees of the species located in the County.

(A.7) It is a tree, plant, landscape, or other natural land feature having historical significance due to an association with a historic event, person, site, street, or structure, or because it is a defining or significant outstanding feature of a neighborhood.

In addition to at least one of the above criteria, a proposed district must exemplify at least one the following criteria (Section 22.52.3060.D): **(D.1) It exhibits a concentration of historic, scenic or thematic sites, which contribute to each other and are unified aesthetically by plan, physical development or architectural quality, or (D.2) It exhibits significant geographical patterns, associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of parks or community planning.**

***Types of Features***

A district can comprise both features that lack individual distinction and individually

distinctive features that serve as focal points. It may even be considered eligible if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. In either case, the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole.

A district can contain buildings, structures, sites, objects, or open spaces that do not contribute to the significance of the district. The number of noncontributing properties a district can contain yet still convey its sense of time and place and historical development depends on how these properties affect the district's integrity. In archeological districts, the primary factor to be considered is the effect of any disturbances on the information potential of the district as a whole.

### ***Geographical Boundaries***

A district must be a definable geographic area that can be distinguished from surrounding properties by changes such as density, scale, type, age, style of sites, buildings, structures, and objects, or by documented differences in patterns of historic development or associations. It is seldom defined, however, by the limits of current parcels of ownership, management, or planning boundaries. The boundaries must be based upon a shared relationship among the properties constituting the district.

## **Sacramento: Historic District Criteria**

Historic District and Contributing Resources Eligibility Criteria Historic Districts (refer to City Code Section 17.604.210 (B))

A geographic area nominated as a historic district shall be listed in the Sacramento Register as a historic district if the City Council finds, after holding the hearing(s) required, that all of the requirements set forth below are satisfied:

A. The area is a geographically defined area;

B. The area possess either: 1. A significant concentration or continuity of buildings unified by a) past events; or b) aesthetically by plan or physical development 2. The area is associated with an event, person, or period significant or important to city history; or c) The designation of the geographic area as a historic district is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of the City Code and is not inconsistent with other goals and policies of the city.

Additional Factors to be considered: A. A historic district should have integrity of design, setting, materials, workmanship and association, and B. The collective historic value of the buildings and structures in a historic district taken together may be greater than the historic value of each individual building or structure.

## **City of San Luis Obispo: Historic District Criteria**

Review Criteria. When considering a historic preservation district application, the reviewing body shall consider both of the following criteria:

1. Environmental Design Continuity. The inter-relationship of structures and their relationship to a common environment; the continuity, spatial relationship, and visual character of a street, neighborhood, or area. Environmental design continuity is comprised of:

a. Symbolic importance to the community of a key structure in the area and the degree to which it serves as a conspicuous and pivotal landmark (e.g., easily accessible to the public, helps to establish a sense of time and place); or

b. Compatibility of structures with neighboring structures in their setting on the basis of period, style (form, height, roof lines), design elements, landscapes, and natural features; and how these combine together to create an integral cultural, historic, or stylistic setting; or

c. Similarity to and/or compatibility of structures over fifty years of age which, collectively, combine to form a geographically definable area with its own distinctive character.

2. Whether the proposed district contains structures which meet criteria for inclusion on the city's list of historic resources. (Ord. 1557 § 3 (part), 2010)

### **San Francisco: Historic District Criteria**

Criterion A: That are associated with events that have made a significant contribution to the broad patterns of our history; or

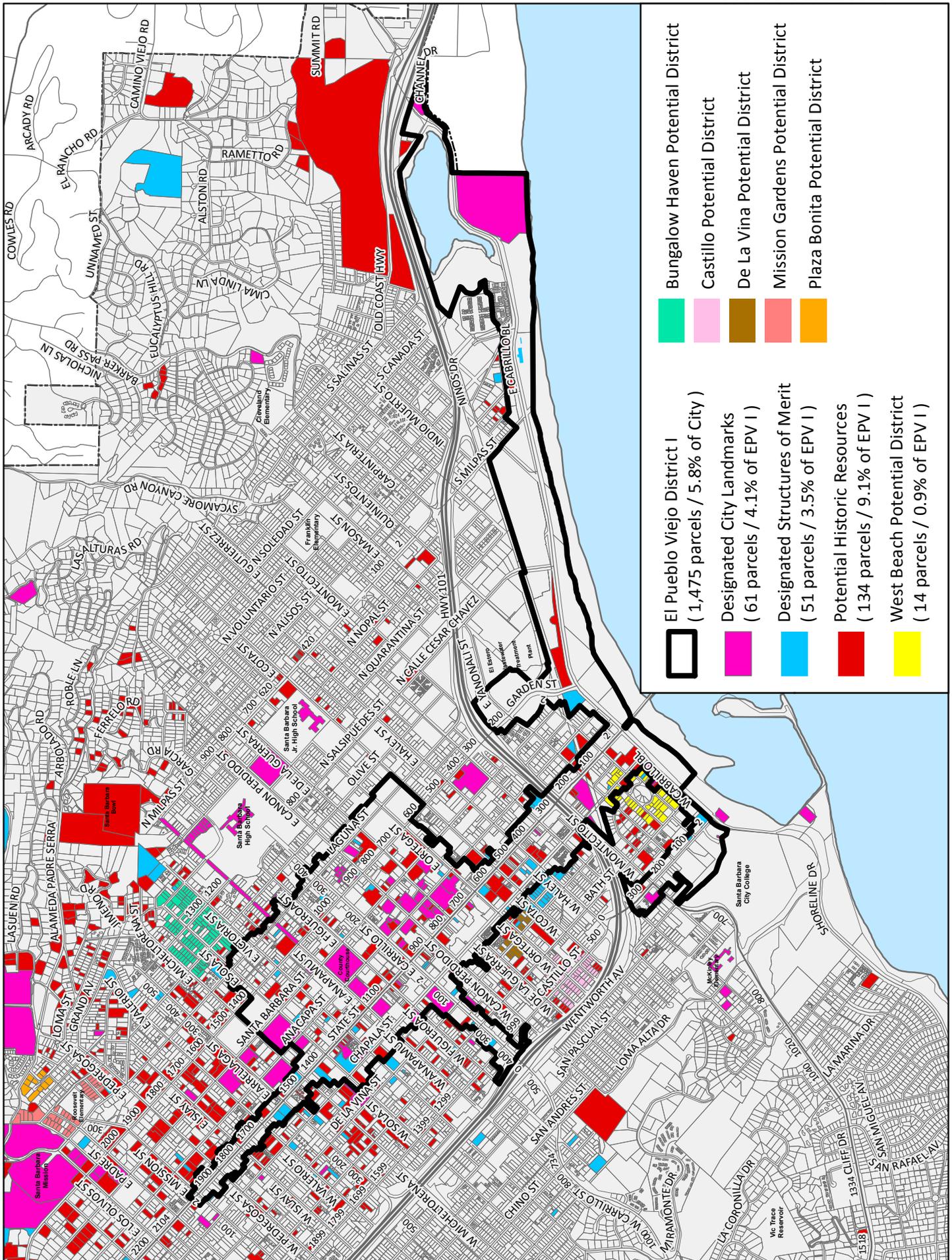
Criterion B: That are associated with the lives of persons significant in our past; or

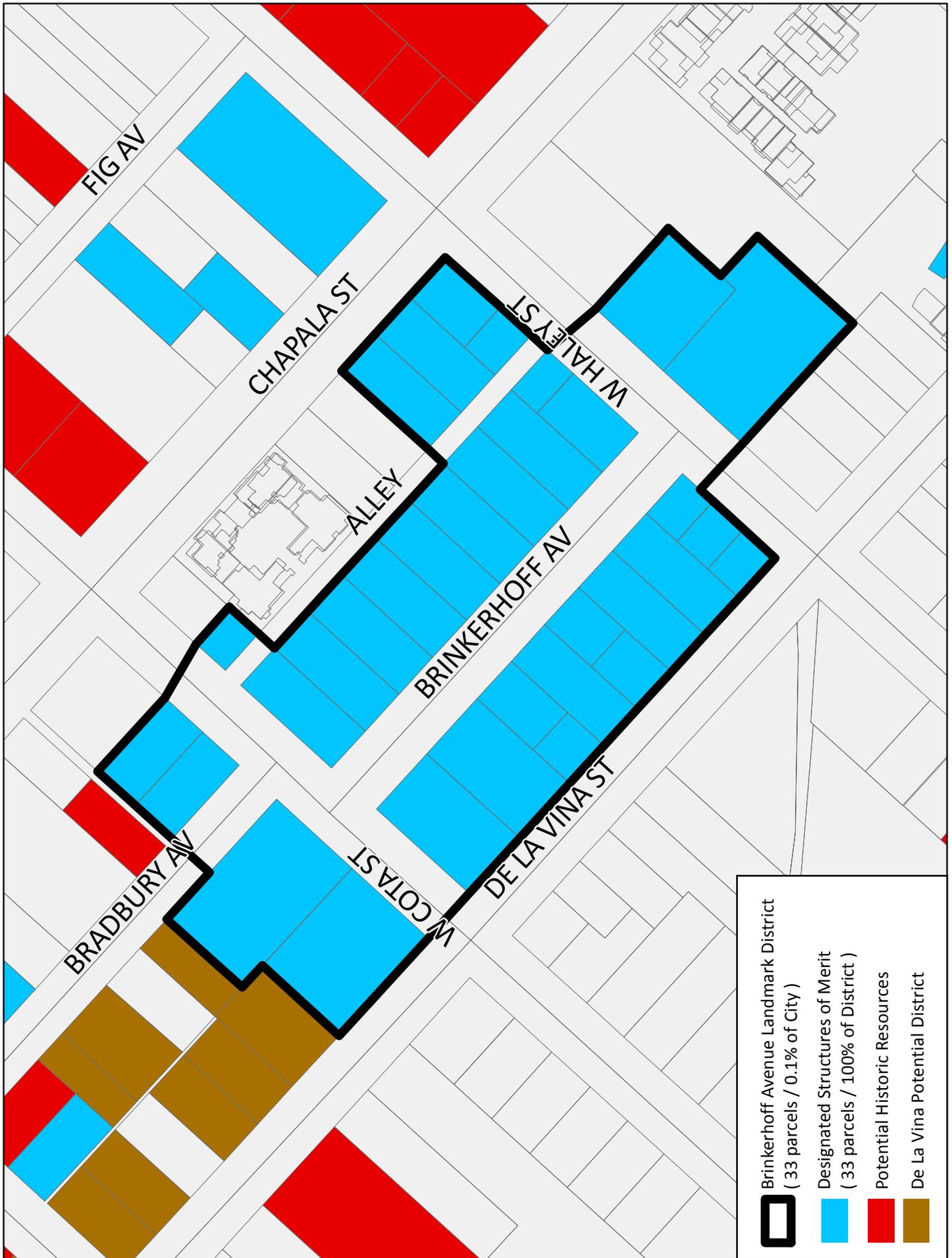
Criterion C: That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

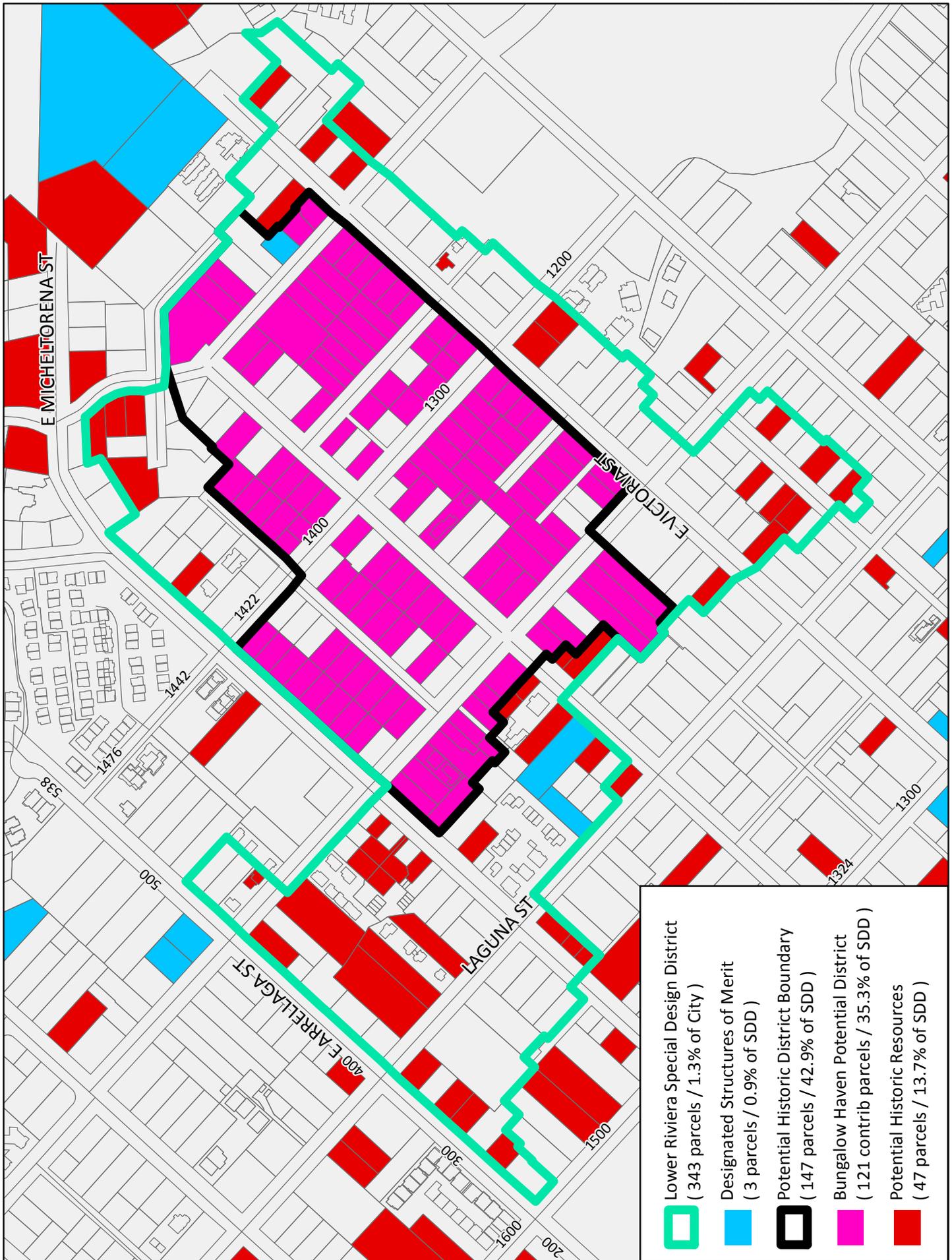
Criterion D: That have yielded or may be likely to yield, information important in prehistory or history. Both the local preservation priorities and the National Register criteria are utilized when reviewing requests for local landmark or historic district designation.

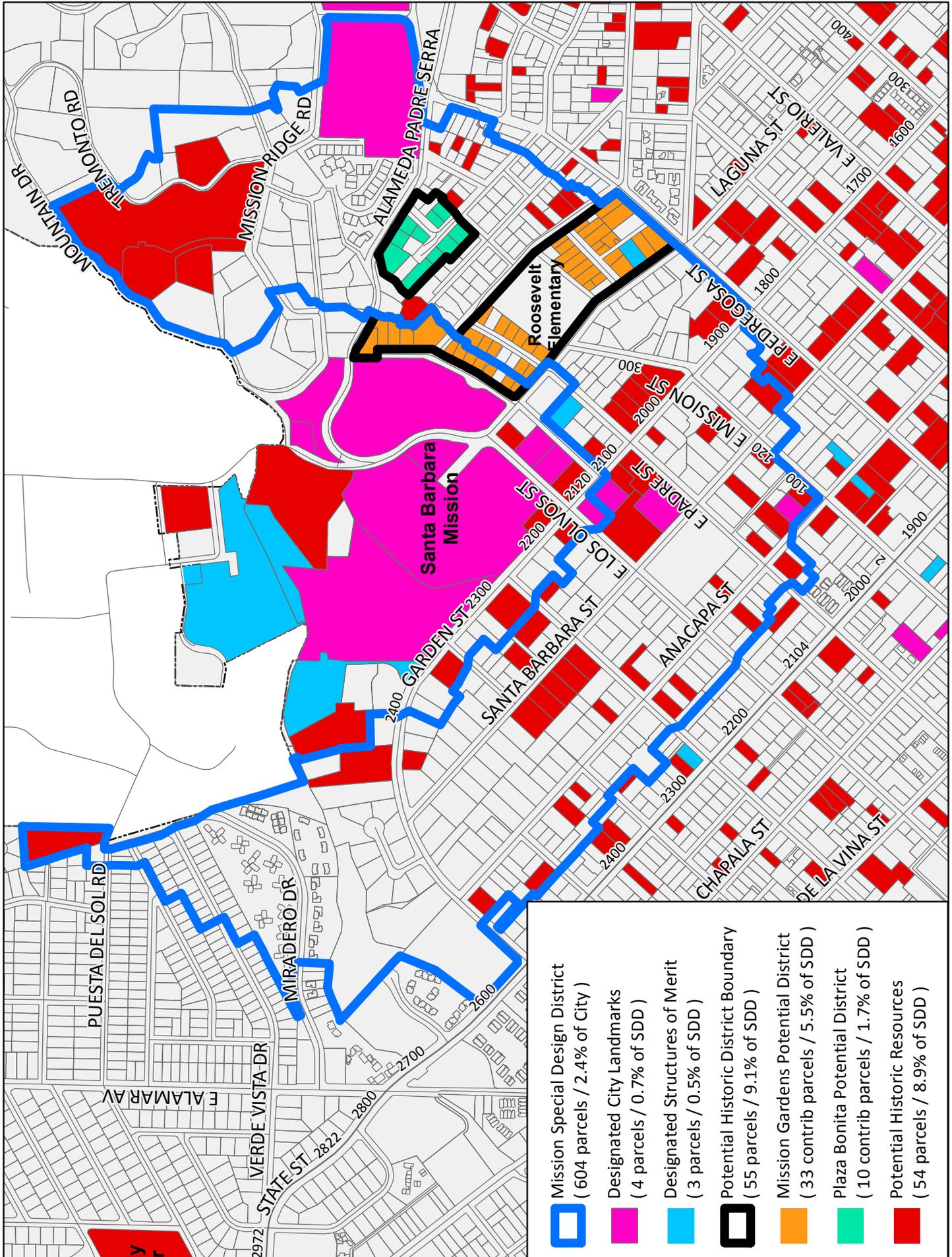
### **City of Pasadena: Historic District Criteria**

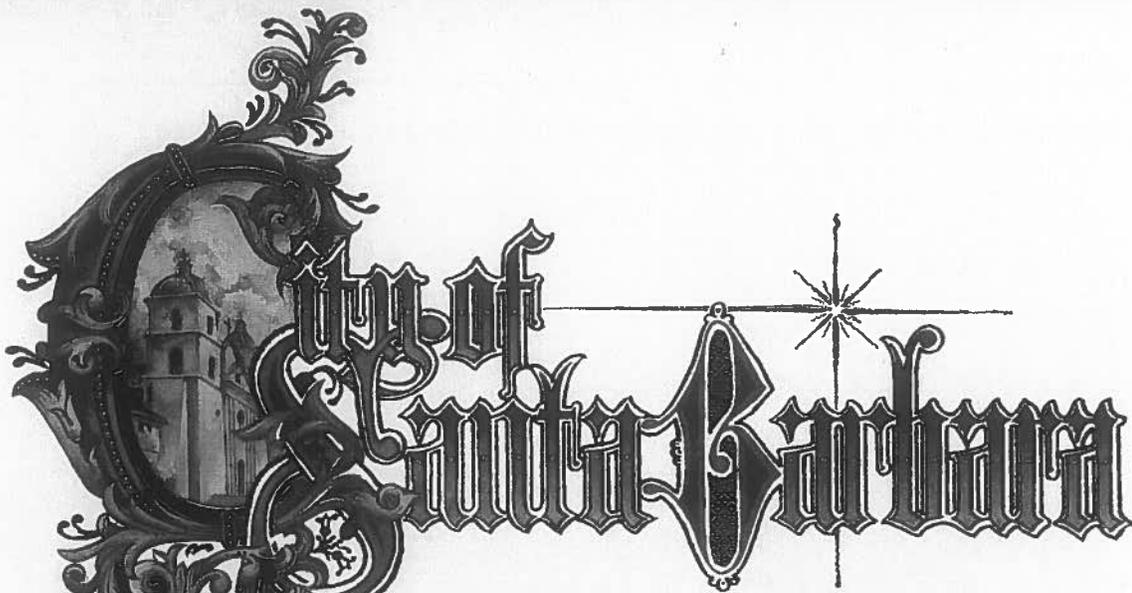
1. A landmark district shall include all landmark districts previously designated before adoption of this Chapter and any grouping of contiguous properties that also meet the following criteria:
  - a. Within its boundaries, a minimum of 60 percent of the properties qualify as contributing; and
  - b. The grouping represents a significant and distinguishable entity of Citywide importance and one or more of a defined historic, cultural, development and/or architectural context(s) (e.g., 1991 Citywide historic context, as amended, historic context prepared in an intensive-level survey or historic context prepared specifically for the nominated landmark district).
2. When determining the boundaries of a landmark district, the Historic Preservation Commission shall use the National Register of Historic Places Bulletin #21: "Defining Boundaries for National Register Properties".











**RECOVERY ROAD MEDICAL CENTER**  
**10<sup>th</sup> Anniversary**

**WHEREAS, Recovery Road Medical Center** was co-founded by **Dr. Joseph Frawley, M.D., and Dr. Sherif El-Asyouty, M.D.** in 2006; and

**WHEREAS, for the past 10 years Recovery Road Medical Center** has successfully treated individuals for alcohol addiction, chemical dependency, chronic pain, and mental health disorders; and

**WHEREAS, Recovery Road Medical Center** has had a positive impact on the lives of many local youth, adults, and families over the past decade; and

**WHEREAS, Recovery Road Medical Center** continues to provide a valuable resource to the Santa Barbara community through its comprehensive recovery and treatment programs;

**NOW, THEREFORE, I, HELENE SCHNEIDER,** by virtue of the authority vested in me as Mayor of the City of Santa Barbara, do hereby congratulate co-founders **Dr. Joseph Frawley and Dr. Sherif El-Asyouty** on the 10-year anniversary of **Recovery Road Medical Center,** and, on behalf of the Santa Barbara City Council, wish the Recovery Road Medical Center continued success for many years to come.

**IN WITNESS WHEREOF,** I have hereunto set my hand and caused the Official Seal of the City of Santa Barbara, California, to be affixed this 26<sup>th</sup> day of July 2016.

**HELENE SCHNEIDER**  
**MAYOR**



# CITY OF SANTA BARBARA CITY COUNCIL MINUTES

## SPECIAL MEETING May 4, 2016 COUNCIL CHAMBER, 735 ANACAPA STREET

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### CALL TO ORDER

Mayor Helene Schneider called the meeting to order at 3:01 p.m.

### ROLL CALL

Councilmembers present: Gregg Hart, Frank Hotchkiss, Cathy Murillo, Randy Rowse, Bendy White, Mayor Schneider.

Councilmembers absent: Jason Dominguez.

Staff present: City Administrator Paul Casey, Assistant City Attorney Sarah Knecht, Deputy City Clerk Deborah L. Applegate.

### PUBLIC COMMENT

No one wished to speak.

### NOTICES

The City Clerk has on Thursday, April 28, 2016, posted this agenda in the Office of the City Clerk, on the City Hall Public Notice Board on the outside balcony of City Hall, and on the Internet.

### WORK SESSIONS

#### **Subject: Fiscal Year 2017 Recommended Operating and Capital Budget (230.05)**

Recommendation: That Council hear presentations from administrative departments regarding their Fiscal Year 2017 Recommended Budgets.

#### Documents:

- May 4, 2016, report from the Finance Director.
- PowerPoint presentation prepared and made by Staff.

(Cont'd)

**Subject: Fiscal Year 2017 Recommended Operating and Capital Budget (230.05)  
(Cont'd)**

Councilmember Jason Dominguez arrived at 3:25 p.m.

**Speakers:**

Staff: Finance Director Robert Samario, Risk Manager Mark Howard, Administrative Services Director Kristy Schmidt, Environmental Services Manager Matt Fore, Information Systems Manager Robert Badger, Assistant to the City Administrator Nina Johnson, City TV Production Supervisor Tony Ruggieri, City Administrator Paul Casey.

**Discussion:**

Finance Director Samario presented information on the principal components of the Finance Department's budget, including status of the General Fund and performance and work objectives. The budgets for General Government, City Administrator's Office, Administrative Services Department, and the Office of the Mayor and City Council were reviewed.

**ADJOURNMENT**

Mayor Schneider adjourned the meeting at 4:18 p.m.

SANTA BARBARA CITY COUNCIL

SANTA BARBARA  
CITY CLERK'S OFFICE

\_\_\_\_\_  
HELENE SCHNEIDER  
MAYOR

ATTEST: \_\_\_\_\_  
DEBORAH L. APPLGATE  
DEPUTY CITY CLERK



# CITY OF SANTA BARBARA CITY COUNCIL MINUTES

## ADJOURNED REGULAR MEETING May 9, 2016 300 BLOCK OF GROVE LANE 118 N. MILPAS STREET

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### CALL TO ORDER

Mayor Helene Schneider called the meeting to order at 1:51 p.m.

### ROLL CALL

Councilmembers present: Jason Dominguez, Frank Hotchkiss, Cathy Murillo, Randy Rowse, Bendy White, Mayor Schneider.

Councilmembers absent: Gregg Hart.

Staff present: City Attorney Ariel P. Calonne, Deputy City Clerk Deborah L. Applegate.

### PUBLIC COMMENT

No one wished to speak.

### NOTICES

The City Clerk has on Thursday, May 5, 2016, posted this agenda in the Office of the City Clerk, on the City Hall Public Notice Board on the outside balcony of City Hall, and on the Internet.

### SITE VISITS

#### 1. **Subject: 300 Block Of Grove Lane**

Recommendation: That Council make a site visit to the property located in the 300 block of Grove Lane, which is the subject of an appeal hearing set for May 10, 2016, at 2:00 p.m.

Documents:

Site plans for the proposed project.

(Cont'd)

**1. (Cont'd)**

Discussion:

Senior Planner II Jaime Limon reviewed the site plans for the proposed wireless facility. Councilmembers' questions were answered.

**2. Subject: 118 N. Milpas Street**

Recommendation: That Council make a site visit to the property located at 118 N. Milpas Street, which is the subject of an appeal hearing set for May 10, 2016, at 4:00 p.m.

Documents:

Reduced site plans for the proposed project.

Discussion:

Assistant Planner Tony Boughman reviewed the project's site plans. The Mayor and Councilmembers were led on a tour of the subject property and their questions were answered.

**ADJOURNMENT**

Mayor Schneider adjourned the meeting at 2:29 p.m.

SANTA BARBARA CITY COUNCIL

SANTA BARBARA  
CITY CLERK'S OFFICE

	ATTEST:	
_____		_____
HELENE SCHNEIDER		DEBORAH L. APPLGATE
MAYOR		DEPUTY CITY CLERK



# CITY OF SANTA BARBARA CITY COUNCIL MINUTES

## SPECIAL MEETING May 9, 2016 COUNCIL CHAMBER, 735 ANACAPA STREET

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### CALL TO ORDER

Mayor Helene Schneider called the meeting to order at 3:00 p.m.

### ROLL CALL

Councilmembers present: Jason Dominguez, Gregg Hart, Frank Hotchkiss, Cathy Murillo, Randy Rowse, Bendy White, Mayor Schneider.

Councilmembers absent: None

Staff present: City Administrator Paul Casey, City Attorney Ariel Pierre Calonne, City Clerk Services Manager Sarah Gorman.

### PUBLIC COMMENT

No one wished to speak.

### NOTICES

The City Clerk has on Thursday, May 5, 2016, posted this agenda in the Office of the City Clerk, on the City Hall Public Notice Board on the outside balcony of City Hall, and on the Internet.

### PUBLIC HEARINGS

#### **Subject: Fiscal Year 2017 Recommended Operating and Capital Budget**

Recommendation: That Council hear presentations from the City Attorney's Office, Community Development Department, and the Library Department regarding their Fiscal Year 2017 Recommended Project.

#### Documents:

- May 9, 2016, report from the Finance Director.
- PowerPoint presentation prepared and made by Staff.

(Cont'd.)

**Subject: Fiscal Year 2017 Recommended Operating and Capital Budget (Cont'd)**

Speakers:

Staff: City Attorney Ariel Calonne.

Discussion:

City Attorney Calonne discussed work initiatives, capacity issues, short term rental issues, and staffing issues, including a request for staffing at a higher level. Councilmembers' questions were answered.

Speakers:

Staff: Community Development Director George Buell, City Planner Renee Brooke, Community Development Business Manager Sue Gray.

Discussion:

Community Development Director Buell discussed key budget changes, including a discussion of workload and complexity of projects, requested increases to staff and budget, and work initiatives. Councilmembers' questions were answered.

Speakers:

Staff: Library Director Jessica Cadiente.

Discussion:

Library Director Cadiente discussed budget changes, including modification of services, grant funding, performance measures and library staffing. Councilmembers' questions were answered.

Mayor Schneider left the meeting at 4:30 p.m. Mayor Pro Tempore White presided over the remainder of the meeting.

**ADJOURNMENT**

Mayor Pro Tempore White adjourned the meeting at 4:44 p.m.

SANTA BARBARA CITY COUNCIL

SANTA BARBARA  
CITY CLERK'S OFFICE

\_\_\_\_\_  
HELENE SCHNEIDER  
MAYOR

ATTEST: \_\_\_\_\_  
SARAH P. GORMAN, CMC  
CITY CLERK SERVICES MANAGER

SANTA BARBARA CITY COUNCIL

\_\_\_\_\_  
BENDY WHITE  
MAYOR PRO TEMPORE



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** July 26, 2016

**TO:** Mayor and Councilmembers

**FROM:** Engineering Division, Public Works Department

**SUBJECT:** Introduction Of Ordinance Granting An Easement On City Property At 125 State Street To Southern California Edison

### **RECOMMENDATION:**

That Council introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Granting An Easement to Southern California Edison for Public Utilities In and Under the City-Owned Property at 125 State Street, and the Execution and Recording of Said Easement Deed for This Property.

### **DISCUSSION:**

The City owns the property at 125 State Street (Assessor's Parcel Numbers 033-075-012 and 033-075-014), with part of the property fronting Kimberly Avenue below Yanonali Street. In 2013, the City issued a license to the Wolf Museum of Exploration and Innovation (MOXI) to build a children's museum on the property. Upon completion of the construction, a 50-year lease between the City and MOXI will become effective. It is anticipated that the museum will open later this year. As part of the development, the building needs electrical service to be provided by Southern California Edison (SCE). MOXI representatives, City staff, and SCE have worked together to determine the best location for the above-ground padmount transformer and the associated underground conduit that is necessary to serve the building. It was decided that the transformer would be located in the most northwesterly portion of the City's property that fronts Kimberly Avenue, and the conduit would run along the most westerly boundary line of the subject property (see Attachment). The service line, located in the conduit, is to serve the MOXI site for now, but it can accommodate future underground distribution lines along Kimberly Avenue should a public undergrounding project be undertaken in the future. Since the easement serves the real property owned by the City, the City is granting the easement to SCE at no cost.

The proposed Ordinance will authorize the execution of the Easement Deed by the City Administrator on behalf of the City.

**ATTACHMENT:** Map of Easement Area

**PREPARED BY:** Adam Hendel, Acting Principal Civil Engineer/MAW/kts

**SUBMITTED BY:** Rebecca J. Bjork, Public Works Director

**APPROVED BY:** City Administrator's Office

ATTACHMENT

ATTACHMENT

YANONALI STREET

Transformer Pad

Conduit Service Line

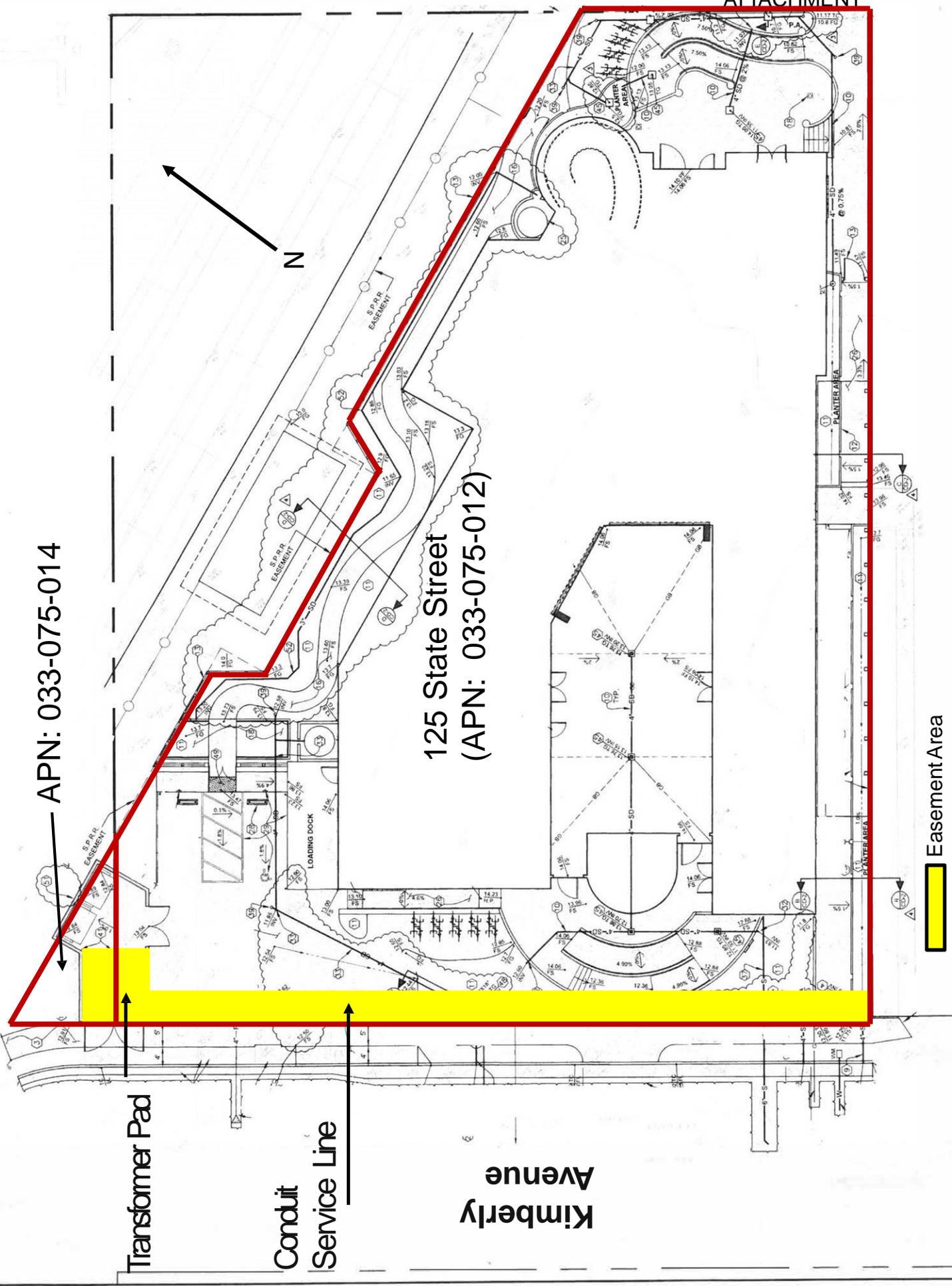
Kimberly Avenue

APN: 033-075-014

125 State Street  
(APN: 033-075-012)

Easement Area

N



ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA BARBARA GRANTING AN EASEMENT TO SOUTHERN CALIFORNIA EDISON FOR PUBLIC UTILITIES IN AND UNDER THE CITY-OWNED PROPERTY AT 125 STATE STREET, AND THE EXECUTION AND RECORDING OF SAID EASEMENT DEED FOR THIS PROPERTY

THE COUNCIL OF THE CITY OF SANTA BARBARA DOES ORDAIN AS FOLLOWS:

SECTION 1. That the Easement Deed, approved as to form by the City Attorney, to Southern California Edison (SCE), at 125 State Street, is approved pursuant to the City Charter, and the City Administrator is authorized to execute the same.

SECTION 2. That the City is granting SCE an easement for an above-ground padmount transformer and conduit to provide electrical service to the Wolf Museum of Exploration and Innovation, built on City-owned property at 125 State Street.

SECTION 3. That this Ordinance shall be subject to a thirty-day referendum from the date of its adoption.

SECTION 4. That upon the effective date of this Ordinance, the City Clerk is authorized to record the Easement Deed in the Official Records, in the Office of the County Recorder, Santa Barbara County.



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** July 26, 2016

**TO:** Mayor and Councilmembers

**FROM:** Transportation Division, Public Works Department

**SUBJECT:** Adoption Of The 2016 Santa Barbara Bicycle Master Plan

**RECOMMENDATION:** That Council:

- A. Adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Adopting the Chino Bicycle Boulevard as a Project to be Included in the 2016 Bicycle Master Plan; and
- B. Adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Adopting the 2016 Santa Barbara Bicycle Master Plan, With the Exception of the Chino Bicycle Boulevard, and Directing the City Administrator to Seek Grant Funding Opportunities to Implement the Bicycle Master Plan.

### **EXECUTIVE SUMMARY:**

On June 14, 2016, Council directed staff to finalize the Draft 2016 Bicycle Master Plan (BMP) and return to Council for adoption. Council also directed the following:

1. Submit three Active Transportation Program (ATP) applications for the Westside Bike Boulevard Gap Closure, the Eastside Green Lane and Bike Boulevard Gap Closure, and the Las Positas/Modoc Roads Class I Path Construction Project. The total amount of ATP funds sought is \$23.2 million, with no cash match from local City funds.
2. Include Sola Street Bike Boulevard (Option 6A), Cota/Haley Street Green Lanes, Cabrillo Boulevard Bike Lanes, Rancheria Street Bike Lanes, and Chino Street Bike Boulevard in the Final Draft BMP.

Subsequently, Public Works Department staff submitted the ATP applications and finalized the Draft BMP as directed and is presenting it for Council approval. Two resolutions for adoption are presented in order to ensure no conflicts of interest exist for Councilmembers residing in the Westside Neighborhood.

## **DISCUSSION:**

The new BMP has been developed with extensive community participation. It focuses on improving safety for all road users, closing the gaps in the existing bike network, and managing the transportation system to minimize congestion for drivers. Improving the multimodal transportation system is one of the few remaining tools to alleviate traffic congestion for automobile travelers. If the BMP is successfully implemented, incremental increases in bicycle trips will likely assist in mitigating peak parking demand and traffic congestion.

Implementing the 2016 BMP is dependent on grant funding. Adoption of the BMP will position Santa Barbara to compete well for regional, state, and federal active transportation grant sources. Several near-term projects can be completed within two years, involving re-striping of roadways and new signage using City Streets operational funds. Most projects, however, will only be implemented if staff can secure competitive grants. The three ATP grants implementing the BMP and pedestrian safety projects were submitted in June, per Council direction, and preliminary awards will be announced by late October.

All new bicycle projects have been prioritized based on safety (through their ability to reduce injury-related collisions), community desires, cost/benefit analyses, and coordination with other transportation-related improvements such as painting and roadway maintenance. Overall, the consultant team has completed a cost/benefit analysis for all projects and, under the direction of the Planning Commission (PC) and Transportation and Circulation Committee (TCC), placed them into three categories: Projects or Programs with a goal for implementation by 2020, 2025, or 2030. The 2020 implementation period is anticipated to be delayed due to the lack of state funding available.

Staff has distributed copies of the final 2016 BMP, along with its Appendices, to all Council members. Electronic copies of the BMP are available online at ([www.santabarbaraca.gov/bmp](http://www.santabarbaraca.gov/bmp)), and a printed copy is available for viewing in the City Clerk's Office. The Attachment is a Summary and User's Guide for the BMP. It contains the most pertinent components of the BMP and is also available online. Printed copies of the BMP Summary are also available for review at 630 Garden Street.

## **BACKGROUND**

There were over 2,000 interactions from a wide variety of stakeholders, neighborhood residents, summit attendees, survey takers, business owners, and, in some cases, Santa Barbara residents who will experience loss of on-street parking on City streets. Between May and December of 2015, staff held ten meetings with interested organizations, five neighborhood summits, three open houses regarding potential on-street parking removals, and ten meetings with the PC and the TCC. In March of 2016,

Council asked staff to return to the public and advisory bodies in order to consider all project alternatives, provide more detailed project information on the BMP, and allow more time and venues for public input. As directed by Council, staff conducted a listening workshop and additional meetings with the PC and TCC in April and May.

The need to improve safety for all road users, close gaps in the existing bicycle network, and create a leading-edge bike plan, was a resounding and repeated message throughout the year-and-a-half long BMP development process.

## **ENVIRONMENTAL REVIEW**

The City of Santa Barbara used the *California Environmental Quality Act (CEQA) Preliminary Review checklist (Pursuant to Guidelines §§15060 and 15061)* to assess potential Bicycle Master Plan impacts. CEQA requires cities to assess traffic and safety impacts that may result from the implementation of a Bicycle Transportation Plan (Section 21080.20). As part of this assessment, cities are to include measures in the project to minimize potential vehicular traffic impacts and bicycle or pedestrian safety impacts, which is included in Appendix C of the BMP. The following discussion summarizes potential traffic and safety impacts as well as mitigations such that the Santa Barbara Bicycle Master Plan qualifies as statutorily exempt from CEQA, a finding of no significant impacts. Each section of the Public Resources Code and CEQA Guidelines Section are cited below:

Public Resources Code section 21080.20. Bicycle Transportation Plans prepared pursuant to Section 891.2 of the Streets and Highways Code for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. The City has conducted noticed public hearings on the plan on December 10, 2015 before the Planning Commission and on December 10, 2015 before the Transportation & Circulation Committee, and on May 5, 2016 before the Planning Commission. The City has also prepared an assessment of any traffic and safety impacts of the project, including measures to mitigate potential vehicular traffic impacts and bicycle and pedestrian safety impacts which demonstrates the existence of no negative vehicular, bicycle or pedestrian impacts.

Public Resources Code section 21080.37. Minor alterations to an existing roadway when the project is carried out 1) by a city or county with a population of less than 100,000 persons to improve public safety, 2) the project does not cross a bay, estuary, lake, pond, river, slough, or a perennial, intermittent, or ephemeral stream, lake, or estuarine-marine shoreline, 3) the project involves negligible or no expansion of an existing use beyond that existing at the time of the lead agency's determination, 4) the roadway is not a state roadway, and 5) the site of the project does not contain wetlands or riparian areas and does not

have significant value as a wildlife habitat, and the project does not harm any species protected by the federal Endangered Species Act of 1973, the Native Plant Protection Act, or the California Endangered Species Act, and the project does not cause the destruction or removal of any species protected by a local ordinance. None of the possible roadway alterations would involve any substantial expansion of existing use. While Micheltorena crosses a previously channelized flood control channel, no alterations to the roadway will occur in any area over or adjacent to a bay, estuary, lake, pond, river, slough, or a perennial, intermittent, or ephemeral stream, lake, or estuarine-marine shoreline. Appendix C of the Bicycle Master Plan fully analyzes the safety improvements and demonstrates the lack of use expansion.

CEQA Guidelines Section 15301(c). Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The types of "existing facilities" itemized below are not intended to be all inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of an existing use. Examples include but are not limited to: (c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety).

CEQA Guidelines section 15304(h). Class 4 consists of minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes. Examples include, but are not limited to: (h) The creation of bicycle lanes on existing rights-of-way.

#### **BUDGET/FINANCIAL INFORMATION:**

The City received a Measure A regional grant totaling \$130,000 to create a new plan and is providing a 42 percent match with Transportation Development Act Funds designated for bicycle improvements, for a total contract amount of \$223,000. By adopting the BMP, Council puts the City in a strong position to compete for regional, state, and federal ATP grants.

#### **SUSTAINABILITY IMPACT:**

Adoption and implementation of the 2016 BMP will have a positive impact on Santa Barbara's sustainability goals. The BMP has the potential to reduce the City's greenhouse gas emissions and implements many of the Circulation Element policies to provide complete streets and options to the single occupant vehicle for short trips.

**ATTACHMENT:** BMP Summary Document (User's Guide)

**PREPARED BY:** Robert J. Dayton, Principal Transportation Planner/PB/mj

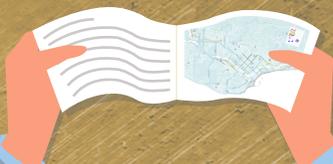
**SUBMITTED BY:** Rebecca J. Bjork, Public Works Director

**APPROVED BY:** City Administrator's Office

A USER GUIDE TO:



**SANTA BARBARA**





# CONTENTS

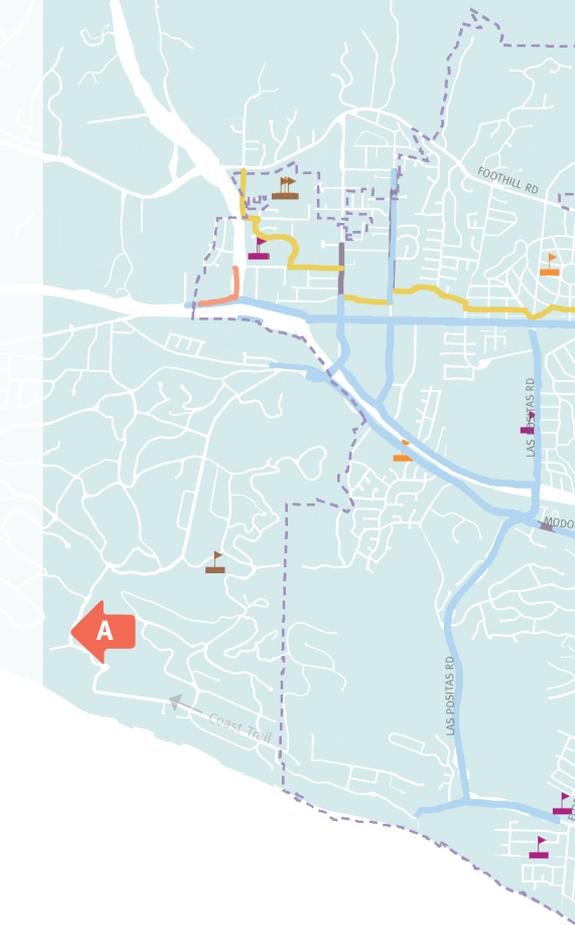
- 4** Introduction
- 6** Safety Analysis
- 8** Vision and Goals
- 10** Policy Recommendations
- 12** Bicycle Facilities

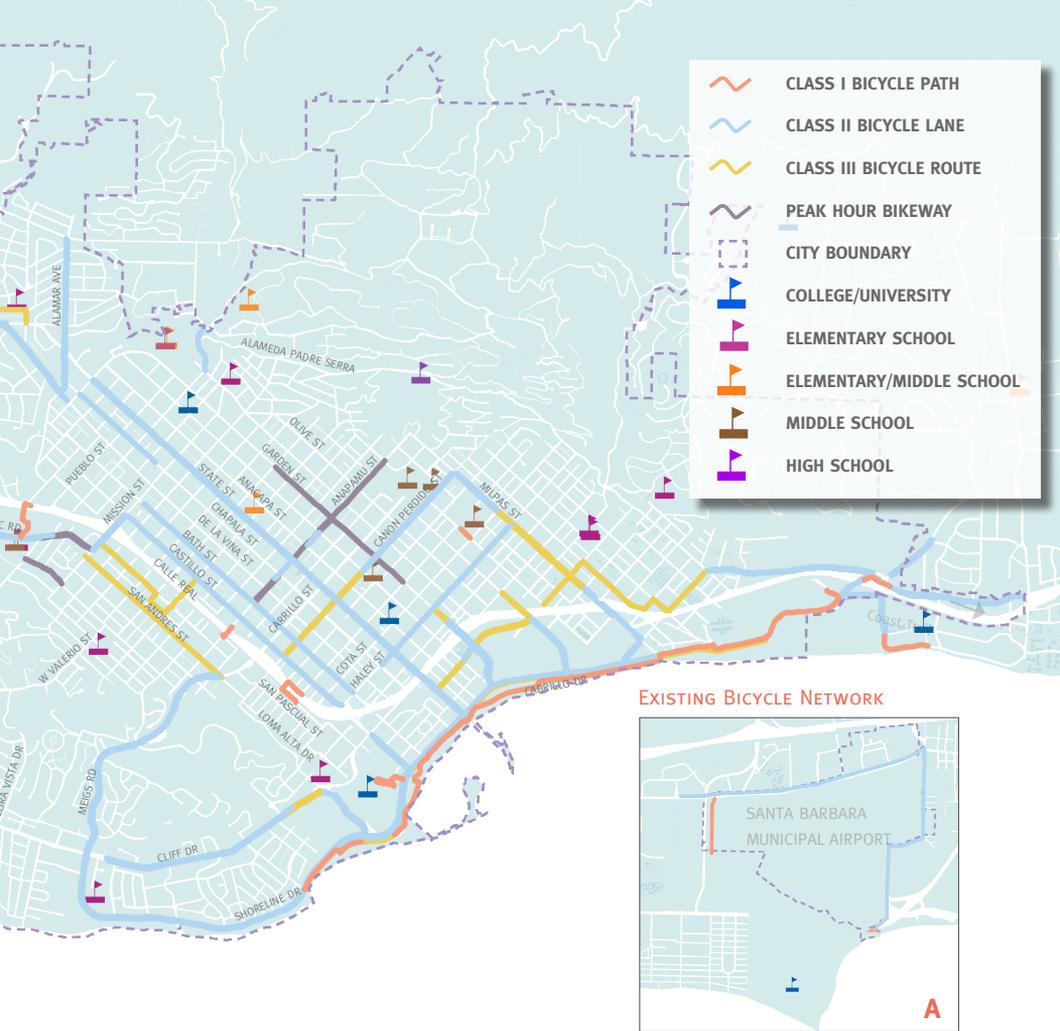
# INTRODUCTION

This User Guide is a companion document to introduce the 2016 Santa Barbara Bicycle Master Plan (also referred to as the SB BMP throughout this guide). It is meant to outline the key elements of the SB BMP, and the action-oriented facilities and programs that were adopted by City Council in 2016. For more information, please see the full Bicycle Master Plan, available at [www.santabarbaraca.gov/bmp](http://www.santabarbaraca.gov/bmp).

The community-driven 2016 SB BMP outlines the goals, policies, and implementation strategies that will improve bicycle safety, convenience, facilities, and infrastructure in the City of Santa Barbara over the next fifteen to twenty years. The Plan will also enhance and preserve Santa Barbara's circulation system for all road users by increasing the number of trips taken by bicycle; reducing future traffic congestion levels and parking demand.

As the City of Santa Barbara continues to invest in sustainable transportation infrastructure, it requires a thoughtful implementation plan that considers the unique and historic context of the City. The SB BMP was founded on strong community involvement, attention to reducing bicycle-related collisions, sound transportation practices, the leadership of boards and commissions, and overall support of other Santa Barbara goals and policies.





## Existing Bicycle Network

The map above shows the existing facilities and their specialized classifications:

- **Class I:** bicycle paths that have a fully separated right-of-way for the exclusive use of bicycles and pedestrians
- **Class II:** bicycle lanes alongside automobile travel lanes, demarcated by striping (and sometimes by painted buffers)
- **Class III:** bicycle routes without a designated bicycle lane, where cyclists and motorists have shared use of the roadway
- **Peak-Hour:** automobile parking lanes that become exclusively used for bicyclists during peak travel times of the day (typically 7-9am and 2-4pm; some parking allowed from 6pm to 7am in residential zones). Enforcement of parked cars is difficult and many riders desire use outside of peak hour.

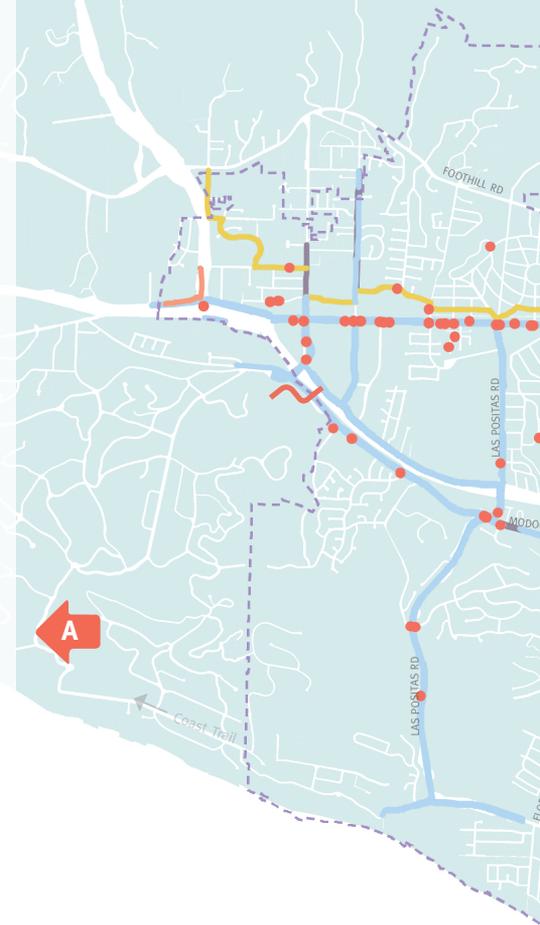
# SAFETY

Throughout the public outreach process, community members emphasized their concern for improving safety. The project team examined the records for bicycle-involved collisions in Santa Barbara from 2004 to 2013. In total, 1,051 bicycle-involved collisions were reported, which included:

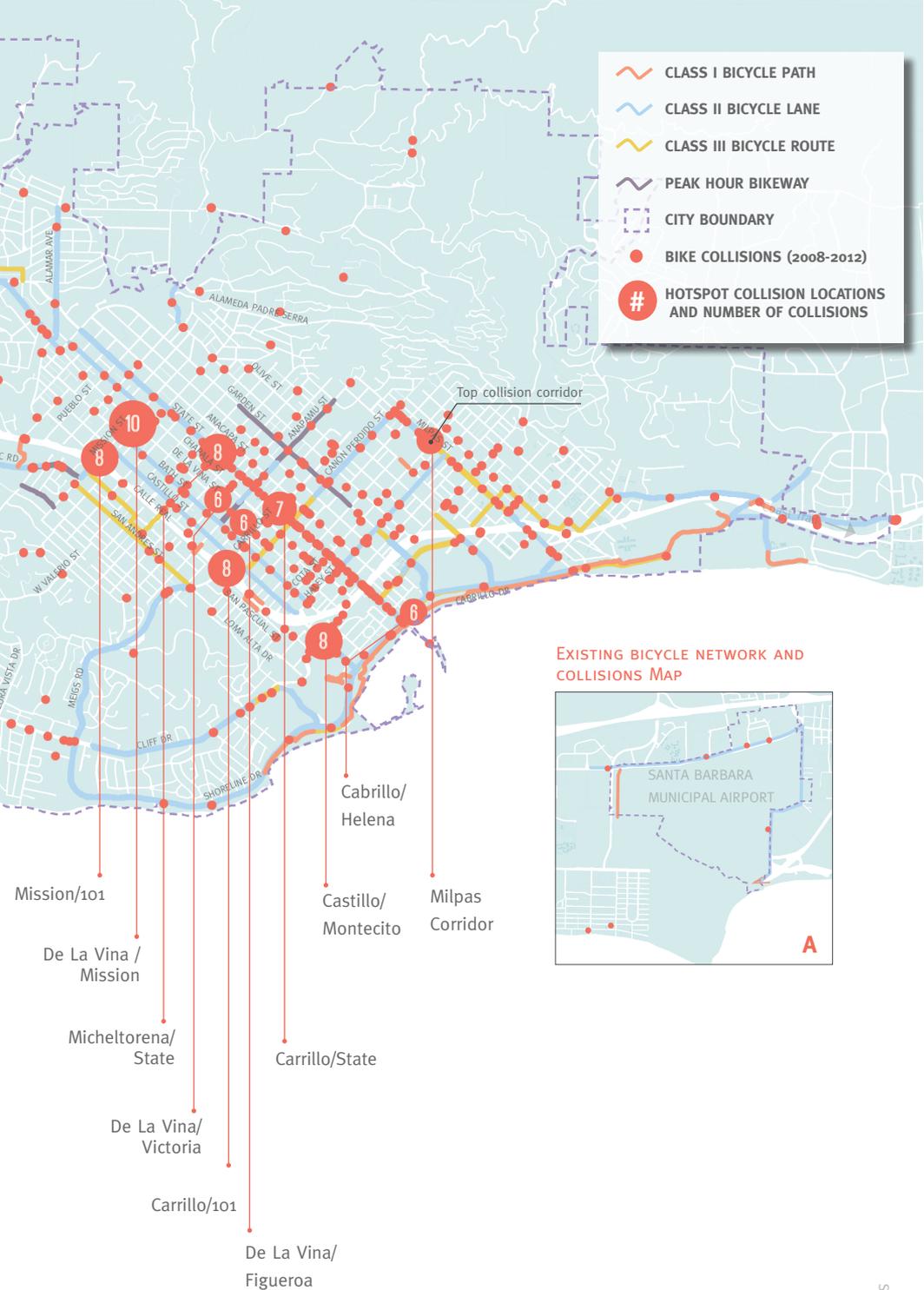
- 434 collisions occurring at intersections
- 420 collisions occurring at midblock locations
- 197 collisions occurring less than 75 feet from an intersection
- Collisions were also categorized into categories, such as: bicycle at fault (45%), driver at fault (55%), left-hook, signalized, and unsignalized collisions.

The map shows the top bicycle collision locations and the number of collisions that have occurred at each intersection highlighted. The larger the red circle is, the more collisions have occurred at that intersection. This map helps identify where specific physical modifications, targeted enforcement, or education may be most beneficial.

Although Santa Barbara is ranked in the top five (for cities between 60,000-100,000) for bicycle related collisions, much of this can be attributed to the fact that Santa Barbara is also one of the top five mid-size cities in the state in bicycle ridership.



Many of the top collision locations are at intersections along principal routes like State Street. The engineering solutions for these collisions are to improve and buffer bike lanes and improve visibility with green paint. In addition to engineering solutions, the traveling public will also benefit from continued education programs and targeted enforcement to ensure that all road users are behaving safely.



## COMMUNITY DEVELOPED BMP GOALS

1

### SAFETY FOR ALL ROAD USERS

Make Santa Barbara a safe place for all road users through coordinated efforts to educate community members, enforce rules of the road and strategically address unsafe conditions.

2

### CLOSING GAPS IN THE BICYCLE NETWORK

Make bicycling an accessible and convenient mode of transportation by developing a continuous network of safe bikeways that connects neighborhoods and destinations.

3

### COMPLETE STREETS & MULTI-MODAL ACCESS

Create a more integrated multi-modal transportation system to connect people, places, goods, and services. Make bicycling in Santa Barbara an attractive and convenient choice, through inter-modal connectivity and support facilities that encourage bicycling.

4

### SANTA BARBARA STYLE INFRASTRUCTURE

Make Santa Barbara a model for innovative roadway and bikeway design that is both leading-edge and responsive to the local community.

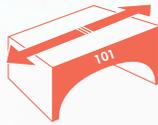
# COMMUNITY TAKE-AWAYS

A wide range of outreach materials were employed to ensure that community members were given ample opportunity to participate. These included a project website with an interactive online mapping component; five neighborhood summits held in the Downtown, Uptown, Eastside, Westside, and Mesa neighborhoods; a series of outreach roadshows describing the BMP process to interested community groups; three open houses regarding parking impacts; three sets of meetings with the Downtown Parking Committee, Planning Commission, Transportation and Circulation Committee, and City Council; a meeting with the Neighborhood Advisory Council; a comprehensive social media campaign; and a short-term installation of a Bicycle Boulevard on Alisos Street.

In addition to identifying routes and intersections that need improvement throughout these engagement opportunities, community members helped guide the development of the goals and standards for the SB BMP. These goals were refined and clarified in conjunction with the goals identified in the community survey, and the city's adopted Circulation Element of Plan Santa Barbara (2012). The goals are depicted in the icons below reflect the following priorities that were important to the Santa Barbara community: enhanced safety for all road users, close gaps in the [bicycle] network, improve existing facilities, improve routes across 101 Freeway, create strong east/west connectors, create better connections to schools, and enhance safety at intersections.



ENHANCE SAFETY FOR ALL ROAD USERS



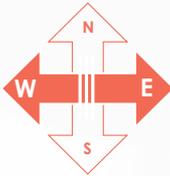
IMPROVE CONNECTIONS ACROSS 101 FREEWAY



BETTER CONNECTIONS TO SCHOOLS



IMPROVE EXISTING FACILITIES



CREATE STRONG EAST/WEST CONNECTORS



ENHANCE SAFETY AT INTERSECTIONS



CLOSE GAPS IN THE NETWORK

# PROGRAMS & POLICIES

The community take-aways listed on the previous page cover a wide range of improvements; both that may be addressed through funded programs and infrastructure. While the rest of the user

guide focuses on capital infrastructure projects, this section details the programmatic policies and key metrics of success that the city will aim to achieve over the next 5, 10, and 15 years.

Program / Policy	Cost
------------------	------

## Begin Implementation by 2020 - Phase 1

1.3.6: Safe Routes to School	\$30,000*
1.4.1: Enhance Police Enforcement	\$500,000*
1.3.5: Sharrows and Share the Road	\$50,000
1.3.5: Public Service Announcements	\$50,000
3.1.4: Public Bike Share	\$3,000,000

## Begin Implementation by 2025 - Phase 2

1.3.6: Safe Routes to School	\$30,000*
1.4.1: Enhance Police Enforcement	\$500,000*
1.3.1: Bicycle Traffic School Programs	\$50,000
2.1.6: School Coordination	\$10,000

## Begin Implementation by 2030 - Phase 3

1.3.6: Safe Routes to School	\$30,000*
1.4.1: Enhance Police Enforcement	\$500,000*

\* Indicates annual cost  
 Note: All cost estimates are in 2015 dollars

# KEY METRICS OF SUCCESS

Implementation of programs, policies, and projects will be measured by these key metrics of success. It should be noted that the “Key Measurements of Success” that are outlined in the larger BMP document (in Chapters 3-6) reflect

quantifiable measures that can be used to evaluate the achievement of a goal or group of policies. The “metrics” shown below represent large-scale metrics that the city will strive to achieve by the years indicated below.

## Key Metrics of Success: By 2020

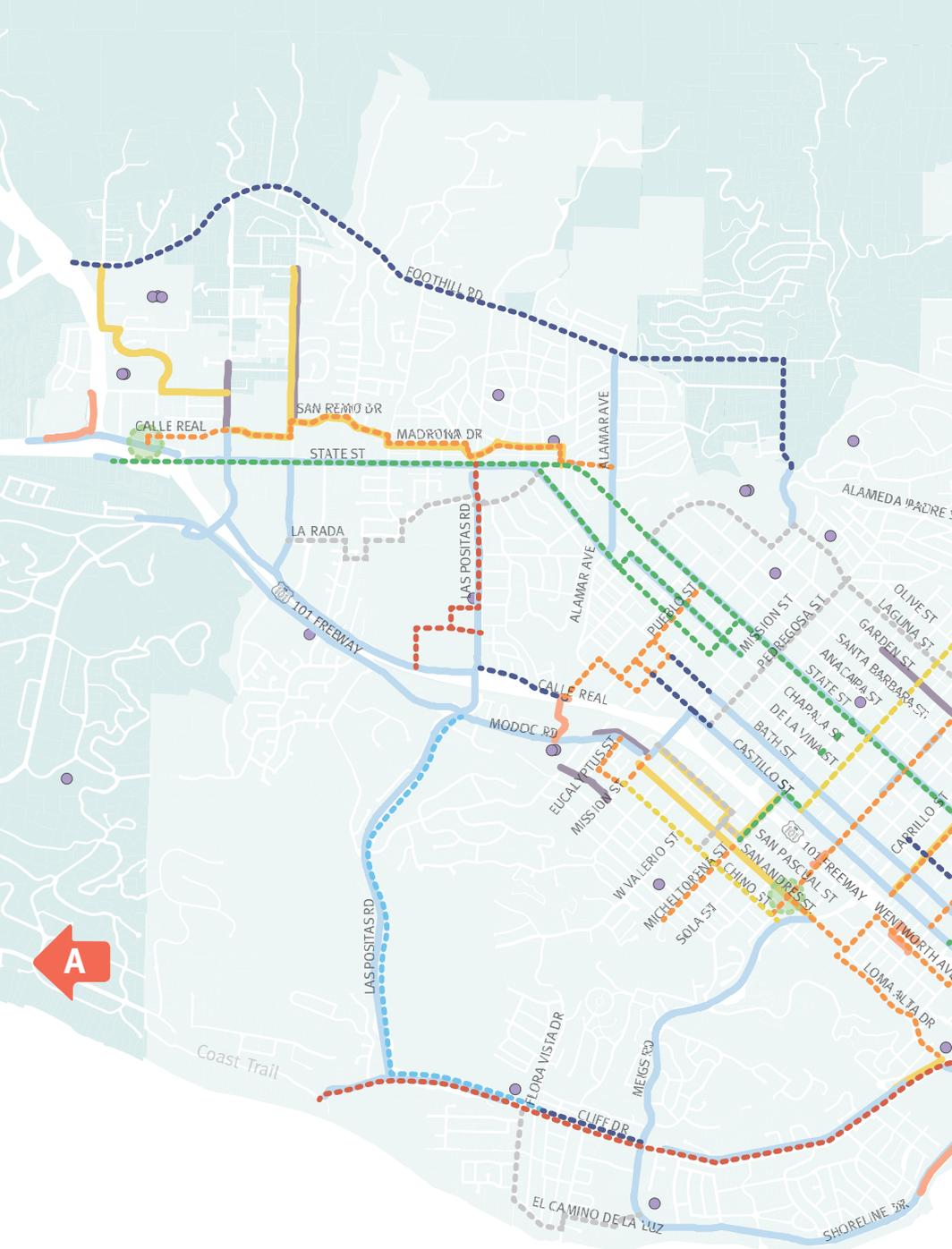
- Increase the number of people bicycling to work to 10% of all commuters from the 2014 figure of 6.1%.
- Reduce bicycle-related collisions by 25% from the 2014 figure of 1,050 collisions over a 10-year period.

## Key Metrics of Success: By 2025

- Increase the number of people bicycling to work to 13% of all commuters from the 2014 figure of 6.1%.
- Reduce bicycle-related collisions by 50% from the 2014 figure of 1,050 collisions over a 10-year period.
- Achieve League of American Bicyclist Gold Status.

## Key Metrics of Success: By 2030

- Increase the number of people bicycling to work to 15% of all commuters from the 2014 figure of 6.1%.
- Eliminate bicycle-related collisions.



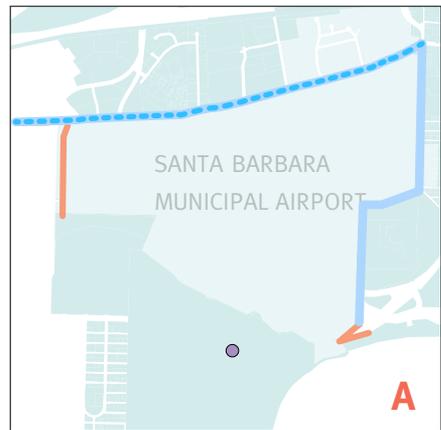


### Facility Types (Proposed)

- Bike Path: Class I
- Bike Lane: Class II
- Buffered Bike Lane: Class II
- Green Spine Network: Class II
- Enhanced Route: Class III
- Bike Boulevard: Class III
- Enhanced Intersection
- Other Locations to be Considered

### Facility Types (Existing)

- ▬ Existing Class I
- ▬ Existing Class II
- ▬ Existing Class III
- ▬ Peak Hour Lanes
- School
- ▭ City Boundary



# PROPOSED FACILITIES

2020 projects are explained in further detail on the pages that follow

2020 Projects

	Enhance Safety	Close Gaps	Improve Existing Facilities	Strong East/West Connectors	Better school Connections	Enhance Intersections	Improve 101 Crossings
State Street Green Lanes, Phase 1	X	X	X			X	
Cota Street / Haley Street Green Lanes	X		X	X	X		
Canon Perdido Street Enhanced Route	X	X		X	X		
Alisos Street Bike Boulevard	X				X	X	
Cabrillo/De La Vina Road Diets	X	X	X	X			
Ortega Street Bike Lanes	X			X	X		
Loma Alta Enhanced Route	X	X			X		
Montecito/Castillo Intersection Improvements	X	X			X	X	
Cabrillo Enhanced Route	X		X	X			
Westside Enhanced Route	X	X			X		
Las Positas Buffered Bike Lane	X		X				
State Street Phase 2*	X	X	X				
Cliff Drive Class II Gap Closure Lanes	X	X		X	X		
Chino Street Bike Boulevard	X	X				X	
Anapamu Street Enhanced Route	X		X	X	X		X
Foothill Enhanced Route	X	X			X	X	
Shoreline Drive Class I Bike Path	X	X	X		X		
Bath/Castillo Couplet Extension	X	X	X				
Traffic Signal Bicycle Detection	X		X			X	
Cabrillo Blvd/Los Patos Intersection Improvements	X		X			X	
Canada Enhanced Route	X	X		X			
Sola Bike Boulevard	X	X	X	X	X	X	X
State Street Phase 3	X	X	X	X			
State Street to Modoc Road Class I Bike Path	X				X		X
Pershing Park Path	X	X					
Castillo/US 101/Haley Crossing	X		X			X	X
Milpas Street Enhanced Route	X		X				
Pueblo/Oak Park Lane/Junipero Enhanced Route	X	X		X			X
State/Calle Real/154 Enhanced Intersection	X					X	
Cliff Drive Bike Path	X	X	X	X	X		
Eucalyptus/Chino/Mission Enhanced Route	X	X			X	X	
Anapamu Intersection Enhancements	X					X	
Highway 192 Class II Lanes (Foothill Road)	X	X	X	X			
Cabrillo Bike Path	X	X				X	X
Hollister Buffered Bike Lanes	X		X	X			

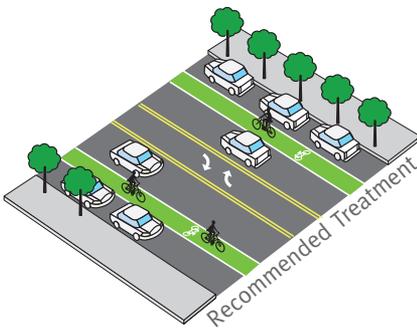


## STATE STREET PHASE 1 (STEARNS WHARF - MISSION)

State Street serves as a north/south spine through Santa Barbara, connecting the Uptown, Downtown, Funk Zone, and West Beach neighborhoods. The State Street project involves adding pavement coloring to the existing bicycle lanes along State between Mission Street and Stearns Wharf.

Phase 2: Following Phase 1, green bike lanes may be added along De La Vina Street and Chapala Street, connecting the State Street green lanes between Padre Street and Calle Palo Colorado (see map).

Phase 3: In the future, new bike lanes may also be added along State Street between Constance Avenue and Calle Palo Colorado, and connect green lanes all the way to the city limits at Highway 154.



### Quick Facts: State Street Green Lanes (Phase 1)

Total Mileage	1.94 miles (Phase 1)
Key Connections	North/South Downtown and Mesa connection (Phase 1)
Cost Estimate	\$303,120 (Phase 1)
Gap Closure	No



## SOLA STREET BIKE BOULEVARD

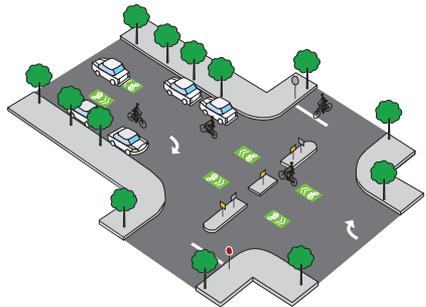
(CASTILLO - ALTA VISTA)

MICHELTORENA (CLEARVIEW - CASTILLO)

This project recommends green-backed shared lane markings, signage, and traffic safety improvements along Sola Street to create a bike boulevard between Castillo Street and Alta Vista Road. New traffic signals and diverters should be installed along Sola Street. The Sola Street Bike Boulevard would also link to the recommended Micheltorena bridge green lanes, via a contra-flow green lane on Castillo Street. The Micheltorena bridge green lanes should connect Castillo Street to San Andres Street, and green-backed sharrows should link San Andres Street to Clearview Road.

The installation of a bike boulevard along Sola Street and a Micheltorena connection would provide a continuous and safe east-west passage for those on bicycle, while also connecting to Santa Barbara High School.

This project came out of direct conversations with the community, who desired an east-west crosstown connection. The community outreach process introduced the Sola Street Bike Boulevard concept as an alternative to the Micheltorena Green Lane project.

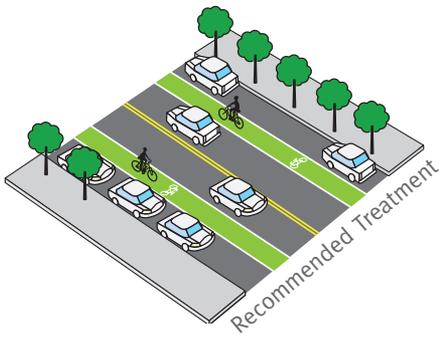


### Quick Facts: Sola Street Bike Boulevard

Total Mileage	2.10 miles
Key Connections	Connects Downtown Neighborhood Spine Network and Santa Barbara High School
Cost Estimate	\$3,000,000
Gap Closure	Yes



Green Lanes



## COTA/HALEY STREET (ALISOS - CASTILLO)

The Cota Street project entails converting one parking lane on Cota Street to a westbound bicycle lane. The parking removal is between Salsipuedes and Santa Barbara Street (4 blocks on one side of the street). Phase 1 of the Cota Street project includes the creation of Class II lanes with sharrows connecting to Alisos and Castillo Streets. Phase 2 is a protected bikeway between Nopal Street and Salsipuedes Street. The segment envisioned would span from Alisos Street to Castillo Street. This project would require continued community outreach and removal of approximately 35 parking spaces.

Quick Facts: Cota/Haley Streets Green Lanes	
Total Mileage	2.59 miles
Key Connections	Connects Downtown and Eastside neighborhoods
Cost Estimate	\$700,000
Gap Closure	Yes

Two improvements are recommended along Haley Street. The existing Haley Street bike lanes will be colored to increase visibility. Coupled with the recommended Cota Street bicycle facility, Cota Street and Haley Street will act as a couplet facility. Also recommended for Haley Street is an extension of the bicycle lane from De La Vina to Chapala, removing approximately 6 parking spaces.

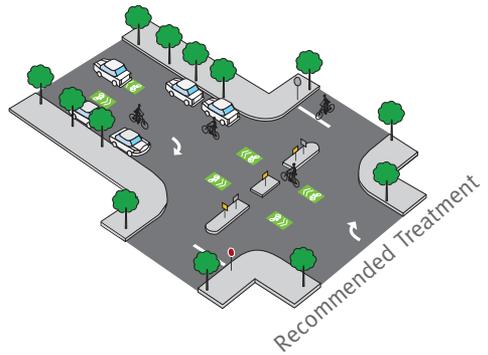


## ALISOS STREET (CANON PERDIDO - CACIQUE)

This project recommends green-backed shared lane markings, signage, and traffic safety improvements along Alisos Street to create a bike boulevard. It is proposed that stop signs be installed at all cross streets along Alisos, providing a continuous, safe passage on Alisos Street for those on bicycle. Bicyclists would share the full travel lane with vehicles. A diverter is also recommended along this route, encouraging motorists to use different through-paths of travel.

Currently, many bicyclists are sharing Milpas Street with motorists. With the provision of a bicycle boulevard one block to the east, bicyclists may choose to take this slower-speed, lower-traffic volume route. The bicycle boulevard along Alisos Street also provides a connection to Franklin Elementary School.

This project stems from the 2013 Eastside Neighborhood Transportation Management Plan, and experienced broad neighborhood support.

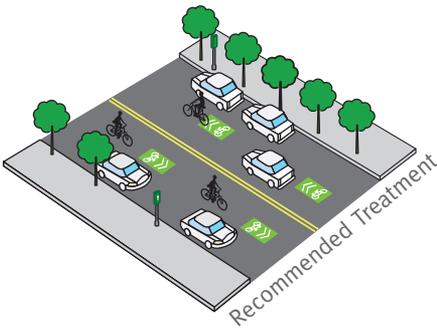


### Quick Facts: Alisos Street Bike Boulevard

Total Mileage	1.17 miles
Key Connections	Connects Eastside Neighborhood
Cost Estimate	\$500,000
Gap Closure	No



— Enhanced Route and Bike Lane



## WESTSIDE ENHANCED ROUTE (INCL. RANCHERIA) (ANAPAMU - CLIFF)

The Westside enhanced route project recommends the addition of green-backed sharrows in the Westside neighborhood, creating a route between Anapamu to Cliff Drive. Specifically, the project recommends green-backed sharrows on the following streets: San Andres between Anapamu and Canon Perdido; Canon Perdido between San Andres and Wentworth; Wentworth between Canon Perdido and Coronel; Coronel between Wentworth and Rancheria. Rancheria Class II between Coronel and Cliff are also recommended to connect and complete the route.

The Westside enhanced route will close gaps in the existing network, better connect users to SBCC, and will enhance safety for all road users.

### Quick Facts: Westside Enhanced Route

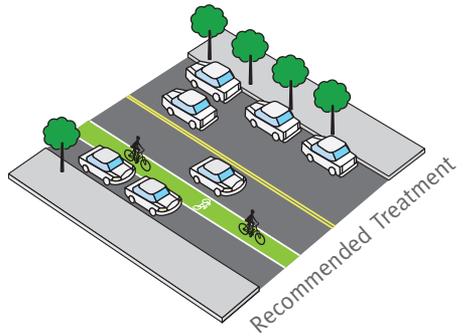
Total Mileage	1.27 miles
Key Connections	Westside & Mesa Neighborhoods
Cost Estimate	\$80,730
Gap Closure	Yes



## ORTEGA STREET BIKE LANES (CHAPALA - CASTILLO)

The Ortega Street project recommends a west to east Class II one-way bike lane between Chapala Street and Salsipuedes Street, and green-backed sharrows between Castillo Street and Chapala Street. The project would serve as a complimentary route to the Cota/Haley Street green lanes, and would better connect Downtown and the Eastside neighborhoods. This segment of Ortega Street is one of the few streets with enough width to add a Class II bike lane without on-street parking removal.

The segment offers an eastbound route for cross-town travelers. The Ortega Street project also connects to Santa Barbara High School and to the US-101 pedestrian bridge to the Westside.

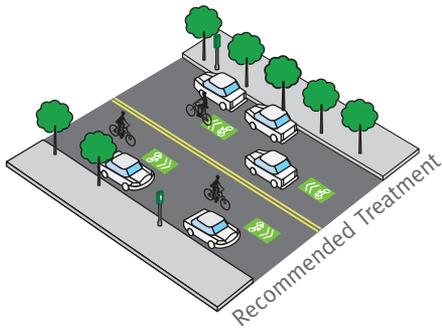


### Quick Facts: Ortega Street Bike Lanes

Total Mileage	1.07 miles
Key Connections	Connects Eastside and Downtown Neighborhoods
Cost Estimate	\$123,360
Gap Closure	No



**Enhanced Route**



## CANON PERDIDO STREET (SANTA BARBARA - CASTILLO)

The Canon Perdido project includes green-backed shared lane markings from Santa Barbara Street and Castillo Street. This enhanced route would increase east/west connections for the Downtown and Eastside neighborhoods.

The Canon Perdido street project will connect the Westside, Downtown, and Eastside neighborhoods. By closing a gap between Santa Barbara Street and Castillo Street, the Canon Perdido project will connect to other facilities such as the State Street green lanes and the existing Bath/Castillo couplet.

During the public outreach process, community members requested increased east-west access through Santa Barbara, along with heightened visibility for cyclists.

Quick Facts: Canon Perdido Street Enhanced Route	
Total Mileage	0.60 miles
Key Connections	Connects Westside, Downtown & Eastside Neighborhoods
Cost Estimate	\$36,000
Gap Closure	Yes

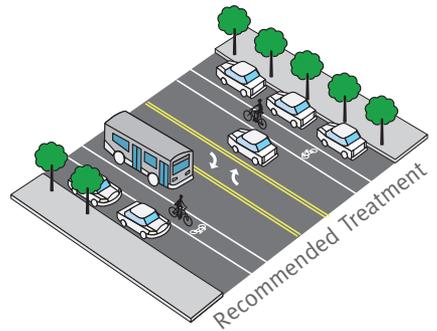


**—** Bike Lanes

## CABRILLO BOULEVARD / DE LA VINA STREET ROAD DIET (EXTENTS VARY - SEE MAP)

The De La Vina Street project recommends a bicycle lane on De La Vina Street (see State Street Phase 2) between Constance Street and Padre Street and between Carrillo Street and Haley Street. The De La Vina Street project would require a road diet. The segment of De La Vina between Mission Street and Carrillo Street is an important automobile arterial and should remain two lanes.

Similarly, the Cabrillo Boulevard project involves a road diet in the westbound direction of Cabrillo (from two to one travel lanes) in order to add a bike lane along Cabrillo Boulevard between Los Patos Way and Milpas Street. A longer term project involves widening along the existing railroad underpass, and a new Union Pacific railroad bridge.



Quick Facts: Cabrillo Street /De La Vina Street Road Diet	
Total Mileage	2.02 miles
Key Connections	Connects Downtown & Eastside Neighborhoods
Cost Estimate	\$262,440
Gap Closure	Yes



## PUTTING IT ALL TOGETHER

The graphic above depicts the top bicycle infrastructure recommendations that have been outlined on pages 15-22. These connections would create significant links and gap closures to the existing bicycle network in the city.

# PROPOSED FACILITY DETAILS

Project Number	PROJECT	PROJECT DESCRIPTION
1	State Street Green Lanes Phase 1	Create uniform bikeway widths and add pavement coloring (green lanes) to existing bike lanes on State Street between Mission St and Stearns Wharf
2	Cota Street / Haley Street Green Lanes*	Add pavement coloring (green lanes) to existing Haley bike lanes and create Cota bike lanes with colored pavement. Add bike path on Cota St between Salsipuedes St and Nopal St
3	Canon Perdido Street Enhanced Route	Add green-backed sharrows to close the gap between Santa Barbara St and Castillo St
4	Alisos Street Bike Boulevard*	Create a bicycle boulevard along Alisos St
5	Cabrillo Boulevard / De La Vina Street Road Diets	Cabrillo: Green-backed sharrows, bike lane, and bike path (see map) De La Vina: Green bike lane between Padre and Calle Palo Colorado and a Class II lane between Carrillo and Haley
6	Ortega Street Bike Lanes*	Addition of a mix of green-backed sharrows and bike lanes. See map.
7	Loma Alta Drive Enhanced Route	Add green-backed sharrows along route
8	Montecito Street / Castillo Street Intersection Improvements	Enhanced intersection treatment at Montecito/Castillo Crossing
9	Cabrillo Enhanced Route	Add green-backed sharrows along route between Castillo and Milpas Streets
10	Westside Enhanced Route (Including Rancheria Street)	Add green-backed sharrows and Class II lanes along route from Anapamu St to Cliff Dr
11	Las Positas Buffered Bike Lane	Add buffer striping along existing bike lane on Las Positas from Modoc to Cliff, and on Cliff from Las Positas to Mesa Lane
12	State Street Phase 2	Add pavement coloring (green lanes) along De La Vina Street and Chapala Street; connecting Pueblo Street to Calle Palo Colorado. *Note: This phase is partially repeated under project #7 as funding for the De La Vina road diet will be pursued in tandem with the Cabrillo road diet.
13	Cliff Drive Class II Gap Closure Lanes	Bike lanes between Flora Vista Dr and Meigs Rd
14	Chino Street Bike Boulevard**	Create a bicycle boulevard along Chino St
15	Anapamu Street Enhanced Route	Add green-backed sharrows along route
16	Foothill Enhanced Route	Add green-backed sharrows along the Foothill route and improve Safe Routes to School at La Colina Rd and Primavera Rd
17	Shoreline Drive Class I Bike Path	Add bike path along Shoreline Dr beginning on the west end of Leadbetter Beach parking lot to Harbor Way

Note: The costs shown below are estimates based on planning-level costing and length of facility

LOCATION	LENGTH	COST
State (Stearns Wharf-Mission)	1.94 mi	\$303,120
Cota (Alisos-Castillo) Haley (Alisos-De La Vina)	2.59 mi	\$700,000
Canon Perdido (Santa Barbara-Castillo)	0.60 mi	\$36,000
Alisos (Cacique-Canon Perdido) Canon Perdido (Milpas-Alisos)	1.17 mi	\$500,000
Cabrillo (Milpas-Los Patos) De La Vina (Constance-Padre) De La Vina (Carrillo-Haley)	2.02 mi	\$262,440
Ortega (Castillo-Quarantina)	1.07 mi	\$123,360
Loma Alta (Canon Perdido-Cliff)	0.67 mi	\$40,200
Enhancements TBD	At Intersection	TBD
Cabrillo (Castillo-Milpas)	.42 mi	\$12,600
San Andres (Anapamu-Canon Perdido); Canon Perdido (San Andres-Wentworth); Wentworth (Canon Perdido-Coronel); Coronel (Wentworth-Rancheria); Rancheria Class II (Coronel-Montecito)	1.27 mi	\$80,730
Las Positas (Modoc-Cliff) Cliff (Las Positas-Mesa Lane)	2.13 mi	\$63,900
De La Vina (Padre-Calle Palo Colorado) Chapala (Mission-Constance) Constance (Chapala-De La Vina) Padre (State-De La Vina)	1.84 mi	\$166,050
Cliff (Flora Vista-Meigs)	0.47 mi	\$319,090
Chino (Mission-Carrillo)	0.77 mi	\$500,000
Anapamu (Milpas-Chino)	1.17 mi	\$70,200
Meandering route (Calle Real-Alamar)	1.99 mi	\$119,400
Shoreline (Leadbetter Beach parking lot -Harbor Way)	.35 mi	\$420,000

2020

2025

# PROPOSED FACILITY DETAILS

Project Number	PROJECT	PROJECT DESCRIPTION
18	Bath Street /Castillo Street Couplet Extension	Extension of existing Bath and Castillo couplet system between Los Olivos St and Mission St. Add green-backed sharrows between Pueblo and Los Olivos. Add contraflow lane on Castillo between Pedregosa St and Mission St
19	Traffic Signal Bicycle Detection	Add bicycle detection on Former SR 225
20	Cabrillo Boulevard / Los Patos Way Intersection Improvements	Enhanced intersection treatment at Cabrillo Boulevard/Los Patos Way
21	Canada Enhanced Route	Enhanced route connecting Cacique to Old Coast Hwy
22	Sola Street Bike Boulevard**	Create a bike boulevard along Sola Street and then on Alta Vista to connect to Santa Barbara High School. Add contra-flow lane on Castillo. Add green lanes on Micheltoarena from Castillo to San Andres and green-backed sharrows from San Andres to Clearview
23	State Street Phase 3	Add pavement coloring (green lanes) along State Street between Mission and Calle Real and add bike lanes between Constance and De La Vina (necessitates intersection modifications)
24	State Street to Modoc Road Class I Bike Path	Add bike path along Las Positas Rd (Municipal Golf Course Property) and behind Adams Elementary School.
25	Pershing Park Path	Bike path through Pershing Park, connecting Montecito to Cliff Drive
26	Castillo Street / US 101 / Haley Street Crossing	Enhanced under-crossing treatment at Castillo/US 101/Haley Crossing
27	Milpas Street Enhanced Route	Add green-backed sharrows along Milpas St. Add a class II facility between Cota and Haley.
28	Pueblo Street / Oak Park Lane / Junipero Street / Calle Real Enhanced Route	Add green-backed sharrows along route, and add class II bike lanes along Calle Real
29	State Street / Calle Real / Route 154 Intersection	Enhanced Crossing Treatment at State St/Calle Real Crossing
30	Cliff Drive Bike Path	Add a Class I bike path along Cliff Dr between Hendry's Beach and Rancheria Street
31	Eucalyptus Avenue / Chino Street / Mission Street Enhanced Route	Add green-backed sharrows along route
32	Anapamu Intersection Enhancements	Enhance intersection at Anapamu and San Andres
33	Highway 192 Class II Lanes (Foothill Road)	Class II bicycle lanes along Foothill Rd (requires Caltrans lead and funding)
34	Cabrillo Bike Path	Bike path along Cabrillo to connect to Old Coast Highway
35	Hollister Buffered Bike Lanes	Add bike lanes along Hollister Ave near the Santa Barbara Airport

\* The following projects have been packaged together by the City to apply for 2016 ATP grant funding: Ortega Bike Lanes, Cota Street Green Lanes, Haley Green Lanes, and Alisos Bike Boulevard

Note: The costs shown below are estimates based on planning-level costing and length of facility

	LOCATION	LENGTH	COST
	Bath & Castillo (Los Olivos-Pueblo) Oak Park Lane (Pueblo-Bath) Castillo Contraflow (Pedregosa-Mission)	0.79 mi	\$53,900
	Former SR 225 (Las Positas and Cliff Drive)	4.50 mi	\$105,000
	Enhancements TBD	TBD	TBD
	Canada (Cacique-Pitos) Pitos (Canada-Park Place) Park Place (Pitos-Old Coast Hwy)	0.53 mi	\$31,800
	Sola (Castillo-Alta Vista) Alta Vista (Sola-Anapamu) Castillo (Micheltorena-Sola) Micheltorena (Clearview-Castillo)	2.10 mi	\$3,000,000
	State (Mission-Calle Real)	3.2 mi	\$8,000,000
	Las Positas (Adams School-State) Additional segment is along unnamed streets. See map.	1.27 mi	\$15,000,000
	Pershing Park Path (Rancheria-top of horseshoe in existing path)	.20mi	\$240,700
	Enhancements TBD (requires roadway widening)	0.25 mi	\$700,000
	Milpas (Cota-Quinientos)	0.50 mi	\$30,000
	Pueblo (State-Oak Park) Oak Park (Pueblo-Junipero) Junipero (Oak Park-Calle RI) Calle Real (Junipero-Las Positas)	1.14 mi	\$100,320
	Enhancements TBD	At intersection	TBD
	Cliff (Hendry's Beach-Castillo)	3.00 mi	\$15,000,000
	Eucalyptus (Chino-Modoc) Chino St (Eucalyptus-Mission) Mission (Chino-Modoc)	0.48 mi	\$28,800
	Enhancements TBD (Anapamu and San Andres)	At intersection	\$50,000
	Foothill (Mission Canyon and Highway 154)	TBD	\$2,000,000
	Cabrillo (Los Patos-Old Coast Hwy)	0.24 mi	\$288,000
	Hollister (Los Carneros-Fairview)	1.70 mi	\$51,000

2025

2030

\*\* The following projects have been packaged together by the City to apply for 2016 ATP grant funding: Chino Bike Boulevard, Micheltorena Green Lanes, and Sola Bike Boulevard



SANTA BARBARA



SANTA BARBARA BICYCLE MASTER PLAN  
USER GUIDE  
JULY 2016

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE COUNCIL OF THE CITY  
OF SANTA BARBARA ADOPTING THE CHINO  
BICYCLE BOULEVARD AS A PROJECT TO BE  
INCLUDED IN THE 2016 BICYCLE MASTER PLAN

WHEREAS, The City of Santa Barbara Public Works Department has completed the 2016 Bicycle Master Plan, which is designed to improve safety for all road uses and close gaps in the bicycle network, and implement portions of the Circulation Element of Plan Santa Barbara;

WHEREAS, by separate Resolution, the City Council has adopted the 2016 Bicycle Master Plan with the exception of the Chino Bicycle Boulevard; and

WHEREAS, the City Council wishes to amend the plan to include the Chino Street Bicycle Boulevard.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SANTA BARBARA AS FOLLOWS:

SECTION 1. The City Council hereby adopts the Chino Street Bicycle Boulevard as a project to be included in the 2016 Bicycle Master Plan.

SECTION 2. The City Council has determined this project to be categorically exempt from the California Environmental Quality Act as described in the Bicycle Master Plan appendices and Preliminary Determination.

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA ADOPTING THE 2016 SANTA BARBARA BICYCLE MASTER PLAN, WITH THE EXCEPTION OF THE CHINO BICYCLE BOULEVARD, AND DIRECTING THE CITY ADMINISTRATOR TO SEEK GRANT FUNDING OPPORTUNITIES TO IMPLEMENT THE BICYCLE MASTER PLAN

WHEREAS, the City of Santa Barbara Public Works Department has analyzed the bicycle collision record within the City, conducted extensive public outreach, and gathered and reported information on a community-based Bicycle Master Plan;

WHEREAS, following the analysis, outreach and reporting described above, the Public Works Department has completed the 2016 Bicycle Master Plan;

WHEREAS, the Bicycle Master Plan is designed to improve safety for all road users and close gaps in the bicycle network, and implement portions of the Circulation Element of the 2011 Santa Barbara General Plan;

WHEREAS, the City Administrator has recommended that the City seek outside grant funds to implement many of the projects in the Bicycle Master Plan to improve public safety; and

WHEREAS, the City Council of the City of Santa Barbara, by this Resolution, hereby adopts the plan.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SANTA BARBARA AS FOLLOWS:

SECTION 1. The City Council of the City of Santa Barbara hereby adopts the 2016 Santa Barbara Bicycle Master Plan, but excluding the Chino Street Bicycle Boulevard and including Option 6A outlined in the Council Agenda Report dated February 16, 2016, and providing direction on the Micheltorena Street Bike lanes.

SECTION 2. The City Council directs and authorizes the City Administrator to apply for and otherwise generally seek grant funding to implement the Bicycle Master Plan.

SECTION 3. The City Council has determined this project to be categorically exempt from the California Environmental Quality Act as described in the Bicycle Master Plan appendices and Preliminary Determination.



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** July 26, 2016

**TO:** Mayor and Councilmembers

**FROM:** Accounting Division, Finance Department

**SUBJECT:** Fiscal Year 2016 Interim Financial Statements For The Eleven Months Ended May 31, 2016

**RECOMMENDATION:**

That Council accept the Fiscal Year 2016 Interim Financial Statements for the Eleven Months Ended May 31, 2016.

**DISCUSSION:**

The interim financial statements for the eleven months ended May 31, 2016 (91.7% of the fiscal year) are attached. The interim financial statements include budgetary activity in comparison to actual activity for the General Fund, Enterprise Funds, Internal Service Funds, and select Special Revenue Funds.

**ATTACHMENT:** Interim Financial Statements for the Eleven Months Ended May 31, 2016

**PREPARED BY:** Jennifer Tomaszewski, Accounting Manager

**SUBMITTED BY:** Robert Samario, Finance Director

**APPROVED BY:** City Administrator's Office

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**Summary by Fund**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>
<b>GENERAL FUND</b>					
Revenue	126,061,681	109,059,607	-	17,002,074	86.5%
Expenditures	<u>126,815,323</u>	<u>108,422,744</u>	<u>2,033,630</u>	16,358,948	87.1%
<i>Addition to / (use of) reserves</i>	<u>(753,642)</u>	<u>636,863</u>	<u>(2,033,630)</u>		
<b>SOLID WASTE FUND</b>					
Revenue	20,952,792	18,916,898	-	2,035,894	90.3%
Expenditures	<u>20,999,104</u>	<u>18,500,891</u>	<u>136,549</u>	2,361,665	88.8%
<i>Addition to / (use of) reserves</i>	<u>(46,312)</u>	<u>416,007</u>	<u>(136,549)</u>		
<b>WATER OPERATING FUND</b>					
Revenue	48,401,895	42,423,954	-	5,977,941	87.6%
Expenditures	<u>52,606,438</u>	<u>42,789,066</u>	<u>1,497,800</u>	8,319,572	84.2%
<i>Addition to / (use of) reserves</i>	<u>(4,204,543)</u>	<u>(365,112)</u>	<u>(1,497,800)</u>		
<b>WASTEWATER OPERATING FUND</b>					
Revenue	19,077,948	17,567,149	-	1,510,799	92.1%
Expenditures	<u>21,182,457</u>	<u>17,101,967</u>	<u>1,263,953</u>	2,816,537	86.7%
<i>Addition to / (use of) reserves</i>	<u>(2,104,509)</u>	<u>465,181</u>	<u>(1,263,953)</u>		
<b>DOWNTOWN PARKING</b>					
Revenue	8,714,958	8,254,137	-	460,821	94.7%
Expenditures	<u>8,894,872</u>	<u>7,820,661</u>	<u>162,004</u>	912,207	89.7%
<i>Addition to / (use of) reserves</i>	<u>(179,914)</u>	<u>433,476</u>	<u>(162,004)</u>		
<b>AIRPORT OPERATING FUND</b>					
Revenue	16,446,398	14,692,629	-	1,753,769	89.3%
Expenditures	<u>17,726,517</u>	<u>14,824,088</u>	<u>597,508</u>	2,304,921	87.0%
<i>Addition to / (use of) reserves</i>	<u>(1,280,119)</u>	<u>(131,459)</u>	<u>(597,508)</u>		
<b>GOLF COURSE FUND</b>					
Revenue	2,266,957	1,776,865	-	490,092	78.4%
Expenditures	<u>2,329,493</u>	<u>1,950,733</u>	<u>5,039</u>	373,721	84.0%
<i>Addition to / (use of) reserves</i>	<u>(62,536)</u>	<u>(173,867)</u>	<u>(5,039)</u>		
<b>INTRA-CITY SERVICE FUND</b>					
Revenue	7,416,651	6,772,479	-	644,171	91.3%
Expenditures	<u>7,297,972</u>	<u>6,523,039</u>	<u>119,829</u>	655,104	91.0%
<i>Addition to / (use of) reserves</i>	<u>118,679</u>	<u>249,441</u>	<u>(119,829)</u>		

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**Summary by Fund**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>
<b>FLEET REPLACEMENT FUND</b>					
Revenue	3,245,667	3,204,690	-	40,977	98.7%
Expenditures	<u>6,999,160</u>	<u>2,991,690</u>	<u>1,081,979</u>	2,925,491	58.2%
<i>Addition to / (use of) reserves</i>	<u>(3,753,493)</u>	<u>213,000</u>	<u>(1,081,979)</u>		
<b>FLEET MAINTENANCE FUND</b>					
Revenue	2,722,761	2,514,540	-	208,221	92.4%
Expenditures	<u>2,849,686</u>	<u>2,460,073</u>	<u>142,393</u>	247,220	91.3%
<i>Addition to / (use of) reserves</i>	<u>(126,925)</u>	<u>54,467</u>	<u>(142,393)</u>		
<b>SELF INSURANCE TRUST FUND</b>					
Revenue	7,068,083	6,573,229	-	494,854	93.0%
Expenditures	<u>7,620,675</u>	<u>6,683,968</u>	<u>19,035</u>	917,671	88.0%
<i>Addition to / (use of) reserves</i>	<u>(552,592)</u>	<u>(110,739)</u>	<u>(19,035)</u>		
<b>INFORMATION SYSTEMS ICS FUND</b>					
Revenue	3,204,557	2,937,934	-	266,623	91.7%
Expenditures	<u>3,682,136</u>	<u>3,141,182</u>	<u>44,087</u>	496,868	86.5%
<i>Addition to / (use of) reserves</i>	<u>(477,579)</u>	<u>(203,248)</u>	<u>(44,087)</u>		
<b>WATERFRONT FUND</b>					
Revenue	13,458,598	13,476,634	-	(18,036)	100.1%
Expenditures	<u>15,133,084</u>	<u>12,411,175</u>	<u>431,372</u>	2,290,537	84.9%
<i>Addition to / (use of) reserves</i>	<u>(1,674,486)</u>	<u>1,065,459</u>	<u>(431,372)</u>		
<b>TOTAL FOR ALL FUNDS</b>					
Revenue	279,038,946	248,170,745	-	30,868,201	88.9%
Expenditures	<u>294,136,918</u>	<u>245,621,276</u>	<u>7,535,179</u>	40,980,462	86.1%
<i>Addition to / (use of) reserves</i>	<u>(15,097,972)</u>	<u>2,549,468</u>	<u>(7,535,179)</u>		

*\*\* It is City policy to adopt a balanced budget. In most cases, encumbrance balances exist at year-end. These encumbrance balances are obligations of each fund and must be reported at the beginning of each fiscal year. In addition, a corresponding appropriations entry must be made in order to accommodate the 'carried-over' encumbrance amount. Most differences between budgeted annual revenues and expenses are due to these encumbrance carryovers.*

**CITY OF SANTA BARBARA**  
**General Fund**  
**Interim Statement of Budgeted and Actual Revenues**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Remaining Balance</u>	<u>Percent Received</u>	<u>Previous YTD</u>
<b>TAXES</b>					
Sales and Use	23,367,961	17,714,021	5,653,940	75.8%	20,300,484
Property Taxes	28,742,300	27,088,687	1,653,613	94.2%	25,343,288
Utility Users Tax	7,219,700	6,589,669	630,031	91.3%	6,405,474
Transient Occupancy Tax	19,707,100	17,093,443	2,613,657	86.7%	17,043,605
Business License	2,624,400	2,454,705	169,695	93.5%	2,435,770
Real Property Transfer Tax	659,100	663,144	(4,044)	100.6%	610,585
<i>Total</i>	<u>82,320,561</u>	<u>71,603,669</u>	<u>10,716,892</u>	87.0%	<u>72,139,206</u>
<b>LICENSES &amp; PERMITS</b>					
Licenses & Permits	219,700	138,751	80,949	63.2%	177,798
<i>Total</i>	<u>219,700</u>	<u>138,751</u>	<u>80,949</u>	63.2%	<u>177,798</u>
<b>FINES &amp; FORFEITURES</b>					
Parking Violations	2,701,987	2,228,679	473,308	82.5%	2,385,935
Library Fines	89,500	55,956	33,544	62.5%	89,472
Municipal Court Fines	100,000	51,763	48,237	51.8%	59,225
Other Fines & Forfeitures	310,000	306,455	3,545	98.9%	313,577
<i>Total</i>	<u>3,201,487</u>	<u>2,642,853</u>	<u>558,634</u>	82.6%	<u>2,848,209</u>
<b>USE OF MONEY &amp; PROPERTY</b>					
Investment Income	633,743	484,346	149,397	76.4%	495,204
Rents & Concessions	419,316	349,659	69,657	83.4%	348,437
<i>Total</i>	<u>1,053,059</u>	<u>834,005</u>	<u>219,054</u>	79.2%	<u>843,641</u>
<b>INTERGOVERNMENTAL</b>					
Grants	260,568	214,374	46,194	82.3%	212,331
Vehicle License Fees	35,000	36,752	(1,752)	105.0%	38,585
Reimbursements	465,903	1,363,092	(897,189)	292.6%	584,560
<i>Total</i>	<u>761,471</u>	<u>1,614,219</u>	<u>(852,748)</u>	212.0%	<u>835,476</u>
<b>FEES &amp; SERVICE CHARGES</b>					
Finance	961,454	885,835	75,619	92.1%	883,410
Community Development	4,887,843	5,101,202	(213,359)	104.4%	4,101,649
Recreation	3,249,480	2,832,156	417,324	87.2%	2,807,970
Public Safety	611,342	448,017	163,325	73.3%	478,883
Public Works	6,382,295	5,408,277	974,018	84.7%	5,402,680
Library	873,320	817,128	56,192	93.6%	705,823
Reimbursements	4,760,907	4,143,524	617,383	87.0%	4,225,893
<i>Total</i>	<u>21,726,641</u>	<u>19,636,139</u>	<u>2,090,502</u>	90.4%	<u>18,606,308</u>
<b>OTHER REVENUES</b>					
Miscellaneous	2,853,237	1,633,786	1,219,451	57.3%	1,569,205
Franchise Fees	3,219,400	3,117,147	102,253	96.8%	3,686,675
Indirect Allocations	7,180,832	6,591,648	589,184	91.8%	5,876,892
Operating Transfers-In	1,525,293	1,247,390	277,903	81.8%	1,003,876
Anticipated Year-End Variance	2,000,000	-	2,000,000	0.0%	-
<i>Total</i>	<u>16,778,762</u>	<u>12,589,971</u>	<u>4,188,791</u>	75.0%	<u>12,136,648</u>
<b>TOTAL REVENUES</b>	<u>126,061,681</u>	<u>109,059,607</u>	<u>17,002,074</u>	86.5%	<u>107,587,286</u>

**CITY OF SANTA BARBARA**  
**General Fund**  
**Interim Statement of Appropriations, Expenditures and Encumbrances**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

	Annual Budget	YTD Actual	Encum- brances	Remaining Balance	YTD Expended and Encumbered	Previous YTD
<b>GENERAL GOVERNMENT</b>						
<u>Mayor &amp; City Council</u>						
MAYOR & CITY COUNCIL	803,842	742,757	7,273	53,812	93.3%	
ARTS AND COMMUNITY PROMOTIONS	2,638,967	2,557,539	75,760	5,669	99.8%	
<i>Total</i>	<u>3,442,809</u>	<u>3,300,296</u>	<u>83,032</u>	<u>59,481</u>	98.3%	<u>3,274,215</u>
<u>City Attorney</u>						
CITY ATTORNEY-ADMINISTRATION	650,091	566,810.04	39,330	43,951	93.2%	
CITY ATTORNEY-ADVISORY	932,302	802,313	-	129,989	86.1%	
CITY ATTORNEY-CIVIL LITIGATION	738,668	672,269	-	66,399	91.0%	
CITY ATTORNEY-CODE ENFORCEMENT	228,540	132,646	-	95,894	58.0%	
<i>Total</i>	<u>2,549,601</u>	<u>2,174,038</u>	<u>39,330</u>	<u>336,233</u>	86.8%	<u>3,025,371</u>
<u>Administration</u>						
CITY ADMINISTRATOR	1,606,155	1,332,598	24,142	249,415	84.5%	
CITY TV	642,794	561,795	34,130	46,869	92.7%	
<i>Total</i>	<u>2,248,949</u>	<u>1,894,392</u>	<u>58,272</u>	<u>296,284</u>	86.8%	<u>1,816,530</u>
<u>Administrative Services</u>						
ADMINISTRATION	384,471	306,079	21,917	56,476	85.3%	
CITY CLERK	545,235	442,711	8,516	94,008	82.8%	
ELECTIONS	301,479	156,962	89,480	55,036	81.7%	
HUMAN RESOURCES	1,537,040	1,262,075	12,844	262,121	82.9%	
EMPLOYEE DEVELOPMENT	49,447	31,599	7,075	10,773	78.2%	
<i>Total</i>	<u>2,817,672</u>	<u>2,199,426</u>	<u>139,832</u>	<u>478,415</u>	83.0%	<u>1,624,414</u>
<u>Finance</u>						
ADMINISTRATION	253,839	226,951	6,381	20,507	91.9%	
REVENUE & CASH MANAGEMENT	508,976	427,956	23,382	57,638	88.7%	
CASHIERING & COLLECTION	513,575	450,092	-	63,483	87.6%	
LICENSES & PERMITS	528,331	451,290	5,865	71,176	86.5%	
BUDGET MANAGEMENT	480,869	420,883	-	59,986	87.5%	
ACCOUNTING	866,677	694,390	21,552	150,736	82.6%	
PAYROLL	374,443	326,810	-	47,633	87.3%	
ACCOUNTS PAYABLE	280,816	245,376	-	35,440	87.4%	
CITY BILLING & CUSTOMER SERVICE	696,488	571,910	45,056	79,522	88.6%	
PURCHASING	727,260	652,044	1,149	74,066	89.8%	
CENTRAL WAREHOUSE	203,235	190,210	300	12,724	93.7%	
MAIL SERVICES	120,721	105,094	3,344	12,283	89.8%	
<i>Total</i>	<u>5,555,231</u>	<u>4,763,007</u>	<u>107,029</u>	<u>685,195</u>	87.7%	<u>4,347,703</u>
<b>TOTAL GENERAL GOVERNMENT</b>	<u>16,614,261</u>	<u>14,331,158</u>	<u>427,496</u>	<u>1,855,608</u>	88.8%	<u>14,088,233</u>

**CITY OF SANTA BARBARA**  
**General Fund**  
**Interim Statement of Appropriations, Expenditures and Encumbrances**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

	Annual Budget	YTD Actual	Encum- brances	Remaining Balance	YTD Expended and Encumbered	Previous YTD
<b>PUBLIC SAFETY</b>						
<u>Police</u>						
CHIEF'S STAFF	1,186,521	1,074,392	20,509	91,620	92.3%	
SUPPORT SERVICES	726,742	591,829	393	134,521	81.5%	
RECORDS BUREAU	1,497,490	1,333,940	18,678	144,872	90.3%	
ADMIN SERVICES	1,152,140	1,248,659	6,926	(103,446)	109.0%	
PROPERTY ROOM	229,172	161,827	845	66,500	71.0%	
TRAINING/RECRUITMENT	656,745	508,816	25,960	121,969	81.4%	
RANGE	1,537,638	1,281,972	49,721	205,945	86.6%	
COMMUNITY & MEDIA RELATIONS	854,936	648,561	-	206,375	75.9%	
INFORMATION TECHNOLOGY	1,337,136	1,218,771	43,760	74,604	94.4%	
INVESTIGATIVE DIVISION	5,024,163	3,978,001	12,461	1,033,701	79.4%	
CRIME LAB	169,633	93,735	5,895	70,003	58.7%	
PATROL DIVISION	16,015,045	14,389,032	33,295	1,592,718	90.1%	
TRAFFIC	1,399,012	993,293	550	405,169	71.0%	
SPECIAL EVENTS	884,414	890,670	1,038	(7,294)	100.8%	
TACTICAL PATROL FORCE	1,683,590	1,685,234	-	(1,644)	100.1%	
STREET SWEEPING ENFORCEMENT	360,574	326,442	-	34,132	90.5%	
NIGHT LIFE ENFORCEMENT	315,189	291,502	-	23,687	92.5%	
PARKING ENFORCEMENT	1,016,030	776,455	-	239,575	76.4%	
COMBINED COMMAND CENTER	2,741,873	2,193,483	950	547,440	80.0%	
ANIMAL CONTROL	754,588	578,423	9,296	166,870	77.9%	
<i>Total</i>	<u>39,542,631</u>	<u>34,265,038</u>	<u>230,276</u>	<u>5,047,317</u>	87.2%	<u>34,019,011</u>
<u>Fire</u>						
ADMINISTRATION	939,345	881,815	529	57,001	93.9%	
EMERGENCY SERVICES AND PUBLIC ED	316,333	286,137	-	30,196	90.5%	
PREVENTION	1,269,240	1,156,772	-	112,468	91.1%	
WILDLAND FIRE MITIGATION PROGRAM	209,358	178,561	11,719	19,078	90.9%	
OPERATIONS	19,452,780	18,385,201	54,269	1,013,310	94.8%	
TRAINING AND RECRUITMENT	719,653	602,911	-	116,742	83.8%	
ARFF	2,013,700	1,954,636	-	59,064	97.1%	
<i>Total</i>	<u>24,920,409</u>	<u>23,446,033</u>	<u>66,518</u>	<u>1,407,858</u>	94.4%	<u>21,561,499</u>
<b>TOTAL PUBLIC SAFETY</b>	<u>64,463,040</u>	<u>57,711,072</u>	<u>296,794</u>	<u>6,455,175</u>	90.0%	<u>55,580,510</u>
<b>PUBLIC WORKS</b>						
<u>Public Works</u>						
ADMINISTRATION	1,136,473	911,618	2,636	222,219	80.4%	
ENGINEERING SVCS	5,636,770	4,801,957	56,559	778,254	86.2%	
PUBLIC RT OF WAY MGMT	1,221,091	1,021,530	39,925	159,635	86.9%	
ENVIRONMENTAL PROGRAMS	571,383	354,573	160,083	56,726	90.1%	
<i>Total</i>	<u>8,565,717</u>	<u>7,089,680</u>	<u>259,203</u>	<u>1,216,835</u>	85.8%	<u>6,734,555</u>
<b>TOTAL PUBLIC WORKS</b>	<u>8,565,717</u>	<u>7,089,680</u>	<u>259,203</u>	<u>1,216,835</u>	85.8%	<u>6,734,555</u>

**CITY OF SANTA BARBARA**  
**General Fund**  
**Interim Statement of Appropriations, Expenditures and Encumbrances**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

	Annual Budget	YTD Actual	Encum- brances	Remaining Balance	YTD Expended and Encumbered	Previous YTD
<b>COMMUNITY SERVICES</b>						
<u>Parks &amp; Recreation</u>						
REC PROGRAM MGMT	777,607	645,043	10,119	122,445	84.3%	
FACILITIES & SPECIAL EVENTS	797,487	722,779	240	74,468	90.7%	
YOUTH ACTIVITIES	1,143,433	980,870	2,801	159,762	86.0%	
ACTIVE ADULTS	813,073	648,611	5,971	158,491	80.5%	
AQUATICS	1,428,471	1,232,057	37,388	159,027	88.9%	
SPORTS	593,967	515,273	1,424	77,271	87.0%	
TENNIS	304,884	244,784	-	60,100	80.3%	
NEIGHBORHOOD & OUTREACH SERV	1,349,115	1,200,152	2,901	146,062	89.2%	
ADMINISTRATION	840,741	615,358	11,313	214,070	74.5%	
PROJECT MANAGEMENT TEAM	556,412	430,406	-	126,006	77.4%	
PARK OPERATIONS MANAGEMENT	789,628	582,078	81,623	125,927	84.1%	
GROUNDS & FACILITIES MAINTENANCE	4,802,896	4,048,234	141,770	612,892	87.2%	
FORESTRY	1,327,068	1,172,717	4,930	149,422	88.7%	
BEACH MAINTENANCE	142,124	124,693	2,965	14,466	89.8%	
MEDIANS PARKWAYS & CONTRACTS	1,190,101	953,472	105,033	131,597	88.9%	
<i>Total</i>	<u>16,857,006</u>	<u>14,116,526</u>	<u>408,475</u>	<u>2,332,005</u>	86.2%	<u>13,092,813</u>
<u>Library</u>						
ADMINISTRATION	557,882	411,392	-	146,490	73.7%	
PUBLIC SERVICES	3,143,303	2,443,622	131,000	568,680	81.9%	
SUPPORT SERVICES	1,770,940	1,551,739	15,334	203,867	88.5%	
<i>Total</i>	<u>5,472,124</u>	<u>4,406,753</u>	<u>146,334</u>	<u>919,037</u>	83.2%	<u>4,351,899</u>
<b>TOTAL COMMUNITY SERVICES</b>	<u>22,329,131</u>	<u>18,523,279</u>	<u>554,810</u>	<u>3,251,042</u>	85.4%	<u>17,444,712</u>
<b>COMMUNITY DEVELOPMENT</b>						
<u>Community Development</u>						
ADMINISTRATION	1,450,284	1,305,510	132	144,642	90.0%	
RENTAL HOUSING MEDIATION	220,324	206,534	-	13,790	93.7%	
HUMAN SERVICES	1,098,760	763,861	296,939	37,960	96.5%	
HOUSING PRESERVATION AND DEV	25,152	4,955	17,256	2,941	88.3%	
LONG RANGE PLAN & SPEC STUDY	890,739	758,418	4,254	128,066	85.6%	
DEVEL & ENVIRONMENTAL REVIEW	1,479,691	1,228,328	33,350	218,013	85.3%	
ZONING INFO & ENFORCEMENT	1,521,429	1,261,863	1,369	258,197	83.0%	
DESIGN REV & HIST PRESERVATION	1,176,685	1,011,253	20,442	144,990	87.7%	
BLDG INSP & CODE ENFORCEMENT	1,208,282	1,105,114	111	103,057	91.5%	
RECORDS ARCHIVES & CLER SVCS	578,810	493,864	1,625	83,321	85.6%	
BLDG COUNTER & PLAN REV SVCS	1,767,579	1,437,511	119,850	210,218	88.1%	
<i>Total</i>	<u>11,417,735</u>	<u>9,577,209</u>	<u>495,329</u>	<u>1,345,197</u>	88.2%	<u>8,516,963</u>
<b>TOTAL COMMUNITY DEVELOPMENT</b>	<u>11,417,735</u>	<u>9,577,209</u>	<u>495,329</u>	<u>1,345,197</u>	88.2%	<u>8,516,963</u>

**CITY OF SANTA BARBARA**  
**General Fund**  
**Interim Statement of Appropriations, Expenditures and Encumbrances**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

	Annual Budget	YTD Actual	Encum- brances	Remaining Balance	YTD Expended and Encumbered	Previous YTD
<b>NON-DEPARTMENTAL</b>						
<u>Non-Departmental</u>						
OTHER	-	1,749	-	(1,749)	100.0%	
TRANSFERS OUT	276,991	93,366	-	183,625	33.7%	
DEBT SERVICE TRANSFERS	344,402	311,481	-	32,921	90.4%	
CAPITAL OUTLAY TRANSFER	855,000	783,750	-	71,250	91.7%	
APPROP.RESERVE	1,949,046	-	-	1,949,046	0.0%	
<i>Total</i>	<u>3,425,439</u>	<u>1,190,346</u>	<u>-</u>	<u>2,235,093</u>	34.8%	<u>1,968,359</u>
<b>TOTAL NON-DEPARTMENTAL</b>	<u>3,425,439</u>	<u>1,190,346</u>	<u>-</u>	<u>2,235,093</u>	34.8%	<u>1,968,359</u>
 <b>TOTAL EXPENDITURES</b>	 <u>126,815,323</u>	 <u>108,422,744</u>	 <u>2,033,630</u>	 <u>16,358,948</u>	 87.1%	 <u>104,333,332</u>

*\*\* The legal level of budgetary control is at the department level for the General Fund. Therefore, as long as the department as a whole is within budget, budgetary compliance has been achieved. The City actively monitors the budget status of each department and takes measures to address potential over budget situations before they occur.*

*For Enterprise and Internal Service Funds, the level of budgetary control is at the fund level. The City also monitors and addresses these fund types for potential over budget situations.*

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**Special Revenue Funds**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>
<b>TRAFFIC SAFETY FUND</b>					
Revenue	525,000	305,749	-	219,251	58.2%
Expenditures	<u>525,000</u>	<u>305,749</u>	<u>-</u>	<u>219,251</u>	58.2%
<i>Revenue Less Expenditures</i>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	
<b>CREEK RESTORATION/WATER QUALITY IMPRVMT</b>					
Revenue	4,070,672	3,547,911	-	522,762	87.2%
Expenditures	<u>6,974,912</u>	<u>6,113,976</u>	<u>391,926</u>	<u>469,010</u>	93.3%
<i>Revenue Less Expenditures</i>	<u>(2,904,240)</u>	<u>(2,566,066)</u>	<u>(391,926)</u>	<u>53,752</u>	
<b>COMMUNITY DEVELOPMENT BLOCK GRANT</b>					
Revenue	1,833,936	492,695	-	1,341,241	26.9%
Expenditures	<u>2,109,112</u>	<u>657,582</u>	<u>309,578</u>	<u>1,141,952</u>	45.9%
<i>Revenue Less Expenditures</i>	<u>(275,176)</u>	<u>(164,887)</u>	<u>(309,578)</u>	<u>199,289</u>	
<b>COUNTY LIBRARY</b>					
Revenue	2,123,550	1,578,642	-	544,908	74.3%
Expenditures	<u>2,317,824</u>	<u>1,998,141</u>	<u>16,207</u>	<u>303,475</u>	86.9%
<i>Revenue Less Expenditures</i>	<u>(194,273)</u>	<u>(419,499)</u>	<u>(16,207)</u>	<u>241,433</u>	
<b>STREETS FUND</b>					
Revenue	9,989,620	9,200,244	-	789,376	92.1%
Expenditures	<u>10,675,916</u>	<u>9,394,670</u>	<u>260,583</u>	<u>1,020,664</u>	90.4%
<i>Revenue Less Expenditures</i>	<u>(686,296)</u>	<u>(194,426)</u>	<u>(260,583)</u>	<u>(231,287)</u>	
<b>MEASURE A</b>					
Revenue	3,669,665	3,008,442	-	661,223	82.0%
Expenditures	<u>4,061,904</u>	<u>3,653,031</u>	<u>84,633</u>	<u>324,241</u>	92.0%
<i>Revenue Less Expenditures</i>	<u>(392,239)</u>	<u>(644,589)</u>	<u>(84,633)</u>	<u>336,983</u>	

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

**SOLID WASTE FUND**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>	<u>Previous YTD</u>
<b>REVENUES</b>						
Service charges	20,341,706	18,676,004	-	1,665,702	91.8%	18,512,928
Other Fees & Charges	361,642	191,642	-	170,000	53.0%	183,325
Investment Income	12,200	20,904	-	(8,704)	171.3%	13,563
Grants	-	23,979	-	(23,979)	100.0%	-
Miscellaneous	237,244	4,369	-	232,875	1.8%	234,312
<b>TOTAL REVENUES</b>	<u>20,952,792</u>	<u>18,916,898</u>	<u>-</u>	<u>2,035,894</u>	<u>90.3%</u>	<u>18,944,128</u>
<b>EXPENSES</b>						
Salaries & Benefits	998,573	792,408	-	206,165	79.4%	827,600
Materials, Supplies & Services	19,131,521	17,266,284	123,869	1,741,369	90.9%	17,096,167
Special Projects	597,261	285,957	9,142	302,162	49.4%	273,318
Transfers-Out	50,000	45,833	-	4,167	91.7%	45,833
Equipment	156,749	110,409	3,538	42,802	72.7%	27,895
Other	40,000	-	-	40,000	0.0%	-
Appropriated Reserve	25,000	-	-	25,000	0.0%	-
<b>TOTAL EXPENSES</b>	<u>20,999,104</u>	<u>18,500,891</u>	<u>136,549</u>	<u>2,361,665</u>	<u>88.8%</u>	<u>18,270,813</u>

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

**WATER OPERATING FUND**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>	<u>Previous YTD</u>
<b>REVENUES</b>						
Water Sales- Metered	41,800,000	36,191,804	-	5,608,196	86.6%	29,206,546
Service Charges	651,100	1,035,923	-	(384,823)	159.1%	746,774
Cater JPA Treatment Charges	1,680,000	1,311,114	-	368,886	78.0%	1,111,619
Investment Income	437,950	158,809	-	279,141	36.3%	385,563
Rents & Concessions	22,872	13,342	-	9,530	58.3%	20,966
Reimbursements	745,740	634,343	-	111,397	85.1%	578,432
Miscellaneous	111,000	125,386	-	(14,386)	113.0%	96,692
Operating Transfers-In	2,953,233	2,953,233	-	-	100.0%	2,346,209
<b>TOTAL REVENUES</b>	<b>48,401,895</b>	<b>42,423,954</b>	<b>-</b>	<b>5,977,941</b>	<b>87.6%</b>	<b>34,492,801</b>
<b>EXPENSES</b>						
Salaries & Benefits	9,311,184	7,930,466	-	1,380,718	85.2%	7,566,757
Materials, Supplies & Services	11,568,990	8,052,996	1,246,181	2,269,813	80.4%	7,290,437
Special Projects	1,080,948	388,984	105,271	586,693	45.7%	250,260
Water Purchases	8,644,749	6,974,433	30,046	1,640,270	81.0%	7,279,738
Debt Service	4,692,620	3,849,097	-	843,523	82.0%	3,084,868
Transfer-Out	9,586,101	8,787,259	-	798,842	91.7%	1,012,502
Capital Outlay Transfers	7,220,795	6,643,712	-	577,083	92.0%	11,440,717
Equipment	167,576	46,595	76,141	44,840	73.2%	102,692
Capitalized Fixed Assets	154,475	88,768	39,161	26,546	82.8%	38,089
Other	29,000	26,756	1,000	1,244	95.7%	24,306
Appropriated Reserve	150,000	-	-	150,000	0.0%	-
<b>TOTAL EXPENSES</b>	<b>52,606,438</b>	<b>42,789,066</b>	<b>1,497,800</b>	<b>8,319,572</b>	<b>84.2%</b>	<b>38,090,366</b>

NOTE-These figures reflect the operating fund only. Though the capital fund is excluded, the current year contribution from the operating fund is shown in the Capital Transfers.

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

**WASTEWATER OPERATING FUND**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>	<u>Previous YTD</u>
<b>REVENUES</b>						
Service Charges	17,844,201	16,040,588	-	1,803,613	89.9%	15,443,373
Fees	533,668	802,291	-	(268,623)	150.3%	799,953
Investment Income	162,700	150,289	-	12,411	92.4%	152,683
Rents & Concessions	34,358	32,086	-	2,272	93.4%	31,495
Miscellaneous	6,000	44,874	-	(38,874)	747.9%	1,850
Operating Transfers-In	497,021	497,021	-	-	100.0%	-
<b>TOTAL REVENUES</b>	<b>19,077,948</b>	<b>17,567,149</b>	<b>-</b>	<b>1,510,799</b>	<b>92.1%</b>	<b>16,429,354</b>
<b>EXPENSES</b>						
Salaries & Benefits	5,917,398	5,094,242	-	823,156	86.1%	4,950,639
Materials, Supplies & Services	7,492,288	5,483,521	958,030	1,050,737	86.0%	5,774,570
Special Projects	635,271	126,314	294,850	214,107	66.3%	157,431
Transfer-Out	900,000	900,000	-	-	100.0%	-
Debt Service	1,794,917	1,627,307	-	167,610	90.7%	1,624,406
Capital Outlay Transfers	4,150,000	3,804,167	-	345,833	91.7%	4,346,672
Equipment	71,610	30,249	5,079	36,283	49.3%	79,852
Capitalized Fixed Assets	67,973	33,449	5,995	28,529	58.0%	1,386
Other	3,000	2,720	-	280	90.7%	2,750
Appropriated Reserve	150,000	-	-	150,000	0.0%	-
<b>TOTAL EXPENSES</b>	<b>21,182,457</b>	<b>17,101,967</b>	<b>1,263,953</b>	<b>2,816,537</b>	<b>86.7%</b>	<b>16,937,706</b>

NOTE-These figures reflect the operating fund only. Though the capital fund is excluded, the current year contribution from the operating fund is shown in the Capital Transfers.

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

***DOWNTOWN PARKING FUND***

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>	<u>Previous YTD</u>
<b>REVENUES</b>						
Improvement Tax	1,080,000	1,031,177	-	48,823	95.5%	1,077,881
Parking Fees	7,034,826	6,604,226	-	430,600	93.9%	6,391,435
Other Fees & Charges	6,918	9,869	-	(2,951)	142.7%	5,759
Investment Income	104,200	107,017	-	(2,817)	102.7%	98,321
Rents & Concessions	107,000	98,083	-	8,917	91.7%	100,677
Miscellaneous	7,500	32,875	-	(25,375)	438.3%	52,955
Operating Transfers-In	374,514	370,889	-	3,625	99.0%	39,875
<b>TOTAL REVENUES</b>	<b><u>8,714,958</u></b>	<b><u>8,254,137</u></b>	<b><u>-</u></b>	<b><u>460,821</u></b>	<b><u>94.7%</u></b>	<b><u>7,766,903</u></b>
<b>EXPENSES</b>						
Salaries & Benefits	4,352,940	3,930,255	-	422,685	90.3%	3,814,321
Materials, Supplies & Services	2,371,221	1,997,190	88,278	285,752	87.9%	1,778,310
Special Projects	469,656	397,259	65,249	7,148	98.5%	426,276
Transfer-Out	318,399	291,866	-	26,533	91.7%	283,365
Capital Outlay Transfers	1,305,000	1,196,250	-	108,750	91.7%	889,167
Equipment	24,854	6,819	7,353	10,682	57.0%	18,044
Capitalized Fixed Assets	26,716	1,022	1,124	24,570	8.0%	-
Appropriated Reserve	26,087	-	-	26,087	0.0%	-
<b>TOTAL EXPENSES</b>	<b><u>8,894,872</u></b>	<b><u>7,820,661</u></b>	<b><u>162,004</u></b>	<b><u>912,207</u></b>	<b><u>89.7%</u></b>	<b><u>7,209,483</u></b>

NOTE-These figures reflect the operating fund only. Though the capital fund is excluded, the current year contribution from the operating fund is shown in the Capital Transfers.

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

**AIRPORT OPERATING FUND**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>	<u>Previous YTD</u>
<b>REVENUES</b>						
Leases-Commercial/Industrial	4,488,390	3,979,269	-	509,122	88.7%	3,848,700
Leases-Terminal	4,884,637	4,433,138	-	451,499	90.8%	4,400,645
Leases-Non-Commercial Aviation	2,093,650	1,900,335	-	193,315	90.8%	1,751,099
Leases-Commercial Aviation	4,544,034	4,066,480	-	477,554	89.5%	4,084,217
Investment Income	106,600	99,597	-	7,003	93.4%	100,651
Miscellaneous	216,300	101,023	-	115,277	46.7%	173,808
Operating Transfers-In	112,787	112,787	-	-	100.0%	-
<b>TOTAL REVENUES</b>	<u>16,446,398</u>	<u>14,692,629</u>	<u>-</u>	<u>1,753,769</u>	<u>89.3%</u>	<u>14,359,120</u>
<b>EXPENSES</b>						
Salaries & Benefits	6,006,251	4,995,166	-	1,011,085	83.2%	4,830,781
Materials, Supplies & Services	8,303,618	6,798,710	596,860	908,047	89.1%	6,563,258
Special Projects	48,415	2,060	-	46,355	4.3%	39,006
Transfer-Out	12,662	11,607	-	1,055	91.7%	18,658
Debt Service	1,816,586	1,665,204	-	151,382	91.7%	1,664,408
Capital Outlay Transfers	1,313,733	1,230,238	-	83,495	93.6%	-
Equipment	140,627	121,103	648	18,876	86.6%	55,316
Appropriated Reserve	84,626	-	-	84,626	0.0%	-
<b>TOTAL EXPENSES</b>	<u>17,726,517</u>	<u>14,824,088</u>	<u>597,508</u>	<u>2,304,921</u>	<u>87.0%</u>	<u>13,171,427</u>

NOTE-These figures reflect the operating fund only. Though the capital fund is excluded, the current year contribution from the operating fund is shown in the Capital Transfers.

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

**GOLF COURSE FUND**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>	<u>Previous YTD</u>
<b>REVENUES</b>						
Fees & Card Sales	1,753,034	1,484,033	-	269,001	84.7%	1,497,528
Investment Income	7,900	7,101	-	799	89.9%	7,533
Rents & Concessions	325,523	282,751	-	42,773	86.9%	278,901
Miscellaneous	500	2,980	-	(2,480)	596.0%	2,037
Operating Transfers-In	180,000	-	-	180,000	0.0%	-
<b>TOTAL REVENUES</b>	<u>2,266,957</u>	<u>1,776,865</u>	<u>-</u>	<u>490,092</u>	<u>78.4%</u>	<u>1,785,999</u>
<b>EXPENSES</b>						
Salaries & Benefits	1,081,239	964,587	-	116,652	89.2%	1,013,360
Materials, Supplies & Services	720,175	581,940	5,039	133,196	81.5%	495,587
Special Projects	9	9	-	-	100.0%	354
Debt Service	262,122	177,419	-	84,703	67.7%	180,961
Capital Outlay Transfers	265,048	225,877	-	39,171	85.2%	74,000
Other	900	901	-	(1)	100.1%	901
<b>TOTAL EXPENSES</b>	<u>2,329,493</u>	<u>1,950,733</u>	<u>5,039</u>	<u>373,721</u>	<u>84.0%</u>	<u>1,765,163</u>

NOTE-These figures reflect the operating fund only. Though the capital fund is excluded, the current year contribution from the operating fund is shown in the Capital Transfers.

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

**INTRA-CITY SERVICE FUND**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>	<u>Previous YTD</u>
<b>REVENUES</b>						
Service Charges	3,787,803	3,472,152	-	315,651	91.7%	2,418,505
Work Orders - Bldg Maint.	3,401,421	3,094,453	-	306,968	91.0%	2,330,622
Miscellaneous	94,946	73,393	-	21,552	77.3%	92,414
Operating Transfers-In	132,481	132,481	-	-	100.0%	132,047
<b>TOTAL REVENUES</b>	<u>7,416,651</u>	<u>6,772,479</u>	<u>-</u>	<u>644,171</u>	91.3%	<u>4,973,588</u>
<b>EXPENSES</b>						
Salaries & Benefits	3,801,207	3,452,316	-	348,891	90.8%	3,251,233
Materials, Supplies & Services	2,460,732	2,149,042	85,117	226,573	90.8%	1,395,692
Special Projects	599,220	534,310	33,574	31,336	94.8%	513,393
Capital Outlay Transfers	410,612	376,394	-	34,218	91.7%	1,267,070
Equipment	12,854	4,301	-	8,553	33.5%	5,698
Capitalized Fixed Assets	13,347	6,675	1,138	5,534	58.5%	4,147
<b>TOTAL EXPENSES</b>	<u>7,297,972</u>	<u>6,523,039</u>	<u>119,829</u>	<u>655,104</u>	91.0%	<u>6,437,233</u>

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

**FLEET REPLACEMENT FUND**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>	<u>Previous YTD</u>
<b>REVENUES</b>						
Vehicle Rental Charges	2,809,765	2,711,076	-	98,689	96.5%	2,057,126
Investment Income	116,700	115,170	-	1,530	98.7%	109,087
Rents & Concessions	146,084	133,910	-	12,174	91.7%	214,469
Miscellaneous	173,118	244,533	-	(71,415)	141.3%	182,756
Operating Transfers-In	-	-	-	-	0.0%	26,156
<b>TOTAL REVENUES</b>	<u>3,245,667</u>	<u>3,204,690</u>	<u>-</u>	<u>40,977</u>	<u>98.7%</u>	<u>2,589,594</u>
<b>EXPENSES</b>						
Salaries & Benefits	207,466	177,133	-	30,333	85.4%	171,118
Materials, Supplies & Services	1,243	1,904	-	(661)	153.2%	2,285
Special Projects	698,567	54,522	20,993	623,051	10.8%	1,683
Capital Outlay Transfers	400,511	400,511	-	-	100.0%	-
Capitalized Fixed Assets	5,691,373	2,357,619	1,060,986	2,272,768	60.1%	1,938,019
<b>TOTAL EXPENSES</b>	<u>6,999,160</u>	<u>2,991,690</u>	<u>1,081,979</u>	<u>2,925,491</u>	<u>58.2%</u>	<u>2,113,105</u>

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

**FLEET MAINTENANCE FUND**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>	<u>Previous YTD</u>
<b>REVENUES</b>						
Vehicle Maintenance Charges	2,609,691	2,400,566	-	209,125	92.0%	2,316,991
Reimbursements	10,000	9,167	-	833	91.7%	9,167
Miscellaneous	103,070	104,808	-	(1,738)	101.7%	121,101
<b>TOTAL REVENUES</b>	<u>2,722,761</u>	<u>2,514,540</u>	<u>-</u>	<u>208,221</u>	92.4%	<u>2,447,259</u>
<b>EXPENSES</b>						
Salaries & Benefits	1,274,930	1,157,452	-	117,478	90.8%	1,120,384
Materials, Supplies & Services	1,325,732	1,147,514	125,437	52,781	96.0%	1,032,487
Special Projects	81,308	35,525	16,956	28,827	64.5%	25,996
Debt Service	43,070	39,481	-	3,589	91.7%	39,481
Equipment	89,307	50,644	-	38,663	56.7%	7,951
Capitalized Fixed Assets	35,338	29,457	-	5,881	83.4%	504,027
<b>TOTAL EXPENSES</b>	<u>2,849,686</u>	<u>2,460,073</u>	<u>142,393</u>	<u>247,220</u>	91.3%	<u>2,730,326</u>

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

**SELF INSURANCE TRUST FUND**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>	<u>Previous YTD</u>
<b>REVENUES</b>						
Insurance Premiums	3,156,625	2,893,573	-	263,052	91.7%	2,552,938
Workers' Compensation Premiums	3,342,571	3,065,436	-	277,135	91.7%	3,105,818
OSH Charges	231,057	211,802	-	19,255	91.7%	186,507
Unemployment Insurance Premium	221,805	203,321	-	18,484	91.7%	-
Investment Income	40,200	41,817	-	(1,617)	104.0%	39,301
Miscellaneous	-	87,773	-	(87,773)	100.0%	30,805
Operating Transfers-In	75,825	69,506	-	6,319	91.7%	69,506
<b>TOTAL REVENUES</b>	<u>7,068,083</u>	<u>6,573,229</u>	<u>-</u>	<u>494,854</u>	<u>93.0%</u>	<u>5,984,875</u>
<b>EXPENSES</b>						
Salaries & Benefits	597,085	516,919	-	80,167	86.6%	445,683
Materials, Supplies & Services	7,023,587	6,167,047	19,035	837,505	88.1%	6,098,299
Special Projects	3	3	-	-	100.0%	118
Equipment	-	-	-	-	0.0%	3,354
<b>TOTAL EXPENSES</b>	<u>7,620,675</u>	<u>6,683,968</u>	<u>19,035</u>	<u>917,671</u>	<u>88.0%</u>	<u>6,547,454</u>

The Self Insurance Trust Fund is an internal service fund of the City, which accounts for the cost of providing workers' compensation, property and liability insurance as well as unemployment insurance and certain self-insured employee benefits on a city-wide basis. Internal Service Funds charge other funds for the cost of providing their specific services.

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

**INFORMATION SYSTEMS ICS FUND**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>	<u>Previous YTD</u>
<b>REVENUES</b>						
Service charges	3,204,557	2,937,934	-	266,623	91.7%	2,860,539
<b>TOTAL REVENUES</b>	<u>3,204,557</u>	<u>2,937,934</u>	<u>-</u>	<u>266,623</u>	<u>91.7%</u>	<u>2,860,539</u>
<b>EXPENSES</b>						
Salaries & Benefits	1,953,525	1,698,557	-	254,968	86.9%	1,520,375
Materials, Supplies & Services	1,087,157	878,488	44,087	164,582	84.9%	734,316
Special Projects	18,481	4,570	-	13,911	24.7%	880
Capital Outlay Transfers	604,000	553,667	-	50,333	91.7%	315,333
Equipment	2,750	5,900	-	(3,150)	214.5%	11,873
Capital Fixed Assets	-	-	-	-	0.0%	14
Appropriated Reserve	16,223	-	-	16,223	0.0%	-
<b>TOTAL EXPENSES</b>	<u>3,682,136</u>	<u>3,141,182</u>	<u>44,087</u>	<u>496,868</u>	<u>86.5%</u>	<u>2,582,791</u>

NOTE-These figures reflect the operating fund only. Though the capital fund is excluded, the current year contribution from the operating fund is shown in the Capital Transfers.

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**For the Eleven Months Ended May 31, 2016 (91.7% of Fiscal Year)**

**WATERFRONT FUND**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>	<u>Previous YTD</u>
<b>REVENUES</b>						
Leases - Commercial	1,428,787	1,473,994	-	(45,207)	103.2%	1,477,488
Leases - Food Service	2,844,333	2,914,349	-	(70,016)	102.5%	3,064,891
Slip Rental Fees	4,288,834	3,958,642	-	330,192	92.3%	3,848,438
Visitors Fees	500,000	428,660	-	71,340	85.7%	437,153
Slip Transfer Fees	575,000	744,375	-	(169,375)	129.5%	1,127,050
Parking Revenue	2,385,820	2,436,628	-	(50,808)	102.1%	2,366,125
Wharf Parking	262,258	148,637	-	113,622	56.7%	255,103
Grants	10,000	-	-	10,000	0.0%	25,131
Other Fees & Charges	242,304	250,630	-	(8,326)	103.4%	235,795
Investment Income	95,700	107,091	-	(11,391)	111.9%	119,377
Rents & Concessions	310,770	320,320	-	(9,550)	103.1%	300,923
Reimbursements	-	1,777	-	(1,777)	100.0%	-
Miscellaneous	514,792	691,532	-	(176,740)	134.3%	626,135
<b>TOTAL REVENUES</b>	<b>13,458,598</b>	<b>13,476,634</b>	<b>-</b>	<b>(18,036)</b>	<b>100.1%</b>	<b>13,883,609</b>
<b>EXPENSES</b>						
Salaries & Benefits	6,272,587	5,485,880	-	786,707	87.5%	5,340,608
Materials, Supplies & Services	4,180,419	3,683,887	313,783	182,750	95.6%	3,429,851
Special Projects	265,629	205,999	38,877	20,754	92.2%	180,360
Debt Service	2,741,939	1,668,175	-	1,073,764	60.8%	1,672,633
Transfers-Out	-	-	-	-	0.0%	2,117,678
Capital Outlay Transfers	1,453,144	1,332,049	72,244	48,852	96.6%	1,269,583
Equipment	112,262	32,811	6,469	72,982	35.0%	31,798
Capital Fixed Assets	37,104	-	-	37,104	0.0%	-
Other	-	2,375	-	(2,375)	100.0%	1,375
Appropriated Reserve	70,000	-	-	70,000	0.0%	-
<b>TOTAL EXPENSES</b>	<b>15,133,084</b>	<b>12,411,175</b>	<b>431,372</b>	<b>2,290,537</b>	<b>84.9%</b>	<b>14,043,886</b>

NOTE - These figures reflect the operating fund only. Though the capital fund is excluded, the current year contribution from the operating fund is shown in the Capital Transfers.



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** July 26, 2016

**TO:** Mayor and Councilmembers

**FROM:** Treasury Division, Finance Department

**SUBJECT:** June 30, 2016, Investment Report And June 30, 2016, Fiscal Agent Report

**RECOMMENDATION:** That Council:

- A. Accept the June 30, 2016, Investment Report; and
- B. Accept the June 30, 2016, Fiscal Agent Report.

**DISCUSSION:**

On a quarterly basis, staff submits a comprehensive report on the City's portfolio and related activity pursuant to the City's Annual Statement of Investment Policy. The current report covers the investment activity for the three-month period of April through June 2016.

Most Treasury yields were lower by the end of the quarter. As shown in the table to the right, the change in Treasury yields ranged from an increase of 5 basis points on the 3-month Treasury note to a decrease of 31 basis points on the 30-year Treasury note. Longer

U.S. Treasury Market					
	3/31/2016	4/30/2016	5/31/2016	6/30/2016	Cumulative Change
3 Month	0.21%	0.22%	0.34%	0.26%	0.05%
6 Month	0.39%	0.40%	0.49%	0.36%	-0.03%
1 Year	0.59%	0.56%	0.68%	0.45%	-0.14%
2 Year	0.73%	0.77%	0.87%	0.58%	-0.15%
3 Year	0.87%	0.92%	1.03%	0.71%	-0.16%
4 Year	1.04%	1.10%	1.20%	0.86%	-0.18%
5 Year	1.21%	1.28%	1.37%	1.01%	-0.20%
10 Year	1.78%	1.83%	1.84%	1.49%	-0.29%
30 Year	2.61%	2.66%	2.64%	2.30%	-0.31%
LAIF	0.46%	0.55%	0.55%	0.55%	0.09%

year maturities between 2 and 30 years saw the most significant decreases in Treasury yield, including the 5-Year note which showed a decrease of 20 basis points.

The City generally invests in securities of one to five years in duration. Within this duration, interest rates range from 0.45% to 1.01% for Treasury securities. In December 2015, the Federal Reserve increased the Federal Funds rate for the first time in seven years. However, since the rate increase, impacts from the global economy and slower than anticipated U.S. growth may be affecting both U.S. interest rates and the timing of

any additional Federal Funds rate increases. Even if interest rates increase and the Federal Reserve raises rates again in 2016, it will take several years before we realize a material increase in interest earnings as existing securities mature and are replaced with higher-yielding securities.

### Investment Activity

As shown in the Investment Activity table below, the City invested \$6 million during the quarter. The purchases consisted of \$6 million in “AAA” rated Federal Agency callable securities. The purchases replaced a portion of \$12 million in Federal Agency securities that were called, and \$2 million in United States Treasury notes that matured over the quarter. In addition, the portfolio also received \$144,093 in a semi-annual principal payment on the Airport promissory note at the end of June. The outstanding balance on the Airport promissory note is \$4.775 million.

Issuer	Face Amount	Purchase Date	Final Maturity	Call Date	Yield To Call	Yield To Maturity
<i>Purchases:</i>						
Federal National Mortgage Association (FNMA)	\$ 2,000,000	05/26/16	11/26/19	05/26/17	1.300%	1.300%
Federal National Mortgage Association (FNMA)	2,000,000	05/26/16	05/26/20	05/26/17	1.375%	1.375%
Federal Home Loan Mortgage Corp (FHLMC)	2,000,000	06/30/16	06/30/21	09/30/16	1.875%	1.875%
	\$ 6,000,000					
<i>Calls:</i>						
Federal Home Loan Mortgage Corp (FHLMC)	\$ 2,000,000	01/29/16	01/29/21	04/29/16	1.500%	2.459%
Federal Home Loan Mortgage Corp (FHLMC)	2,000,000	11/25/15	05/25/18	05/25/16	1.050%	1.050%
Federal Home Loan Mortgage Corp (FHLMC)	2,000,000	12/28/15	12/28/20	06/28/16	1.500%	2.365%
Federal Home Loan Mortgage Corp (FHLMC)	2,000,000	12/29/15	06/29/18	06/29/16	1.200%	1.200%
Federal Home Loan Bank (FHLB)	2,000,000	06/29/15	06/29/18	06/29/16	1.170%	1.170%
Federal National Mortgage Association (FNMA)	2,000,000	06/30/15	06/30/20	06/30/16	2.000%	2.000%
	\$ 12,000,000					
<i>Sales/Maturities:</i>						
United States Treasury Note (USTN)	\$ 2,000,000	02/22/13	05/15/16	-	-	0.442%
Airport Promissory Note - Partial Redemption	144,093	07/14/09	06/30/29	-	-	4.195%
	\$ 2,144,093					

### Summary of Cash and Investments

The book rate of return, or portfolio yield, measures the rate of return of actual earnings generated from the portfolio. As shown in the table to the right, during the quarter the City’s book rate of return decreased by 9 basis points from 1.185 percent at March 30, 2016 to 1.095 percent at June 30, 2016.

Mo. Ended	Yield	Days to Maturity
3/31/2016	1.185%	700
4/30/2016	1.133%	628
5/31/2016	1.108%	588
6/30/2016	1.095%	556

The portfolio’s average days to maturity, including the long-term Airport promissory note, decreased by 144 days from 700 to 556 days. Excluding the Airport note, the portfolio’s average days to maturity is 423 days, reflecting reinvestment of maturities and calls during the quarter in the one-to-five year range in accordance with the City’s Annual Statement of Investment Policy. The Annual Statement of Investment Policy requires that the average days to maturity on the portfolio not exceed 2.5 years, excluding any investments with a final maturity longer than 5 years that were separately authorized by Council, such as the Airport promissory note.

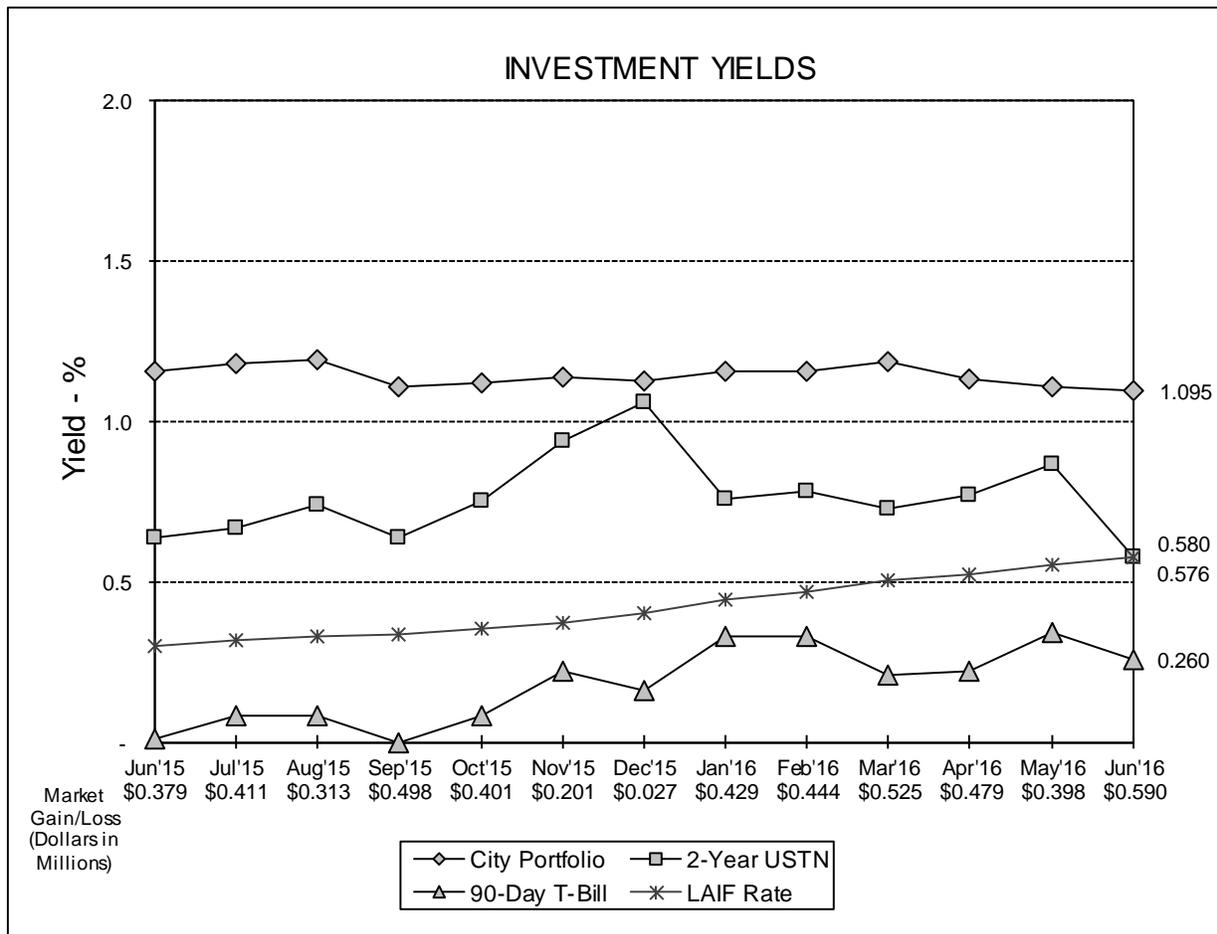
The average LAIF rate at which the City earned interest for funds invested was at 0.55 percent for the quarter ended June 30, 2016, which was up from last quarter by 9 basis points. The City's LAIF holdings at the end of the quarter were \$50 million. Staff expects to reinvest a portion of the LAIF balances in fixed-term or callable securities during the next quarter.

### Credit Quality on Corporate Notes

There were no credit quality changes to the three corporate issuers of the medium-term notes held in the portfolio (i.e., Berkshire Hathaway, Inc., General Electric Capital Corp, and Toyota Motor Credit), and the ratings of all corporate notes remain within the City's Investment Policy guidelines of "A" or better.

### Portfolio Market Gains/Losses

As shown in the Investment Yields chart below, the City's portfolio continues to be in line and above the three benchmark measures (the 90-day T-Bill, 2-year T-Note and LAIF). The benchmarks serve as indicators of the City's performance; and trends over



time that substantially deviate from these benchmarks would warrant further analysis and review. At June 30, 2016, the portfolio had an overall unrealized market gain of approximately \$590,000.

On a quarterly basis, staff reports the five securities with the largest percentage of unrealized losses. However, because securities in the City's portfolio are held to maturity, no market losses would be realized. There were no securities trading below purchase price at the end of the quarter.

On a quarterly basis, staff also reports all securities with monthly market declines of greater than 1 percent compared to the prior month. There were no securities in the portfolio with a market decline of greater than 1 percent compared to the prior month.

### **Additional Reporting Requirements**

The following confirmations are made pursuant to California Code Sections 53600 et seq.: (1) the City's portfolio as of June 30, 2016, is in compliance with the City's Statement of Investment Policy; and (2) there are sufficient funds available to meet the City's expenditure requirements for the next six months.

### **Fiscal Agent Investments**

In addition to reporting requirements for public agency portfolios, a description of any of the agency's investments under the management of contracted parties is also required on a quarterly basis. Attachment 2 includes bond funds and the police and fire service retirement fund as of June 30, 2016.

**ATTACHMENTS:** 1. June 30, 2016, Investment Report  
2. June 30, 2016, Fiscal Agent Report

**PREPARED BY:** Julie Nemes, Treasury Manager

**SUBMITTED BY:** Robert Samario, Finance Director

**APPROVED BY:** City Administrator's Office

**CITY OF SANTA BARBARA**  
**Activity and Interest Report**  
June 30, 2016

**INVESTMENT ACTIVITY**

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**PURCHASES OR DEPOSITS**

6/30 Federal Home Loan Mortgage Corp (FHLMC)	\$ 2,000,000
<b>Total</b>	<b>\$ 2,000,000</b>

**SALES, MATURITIES, CALLS OR WITHDRAWALS**

6/28 Federal Home Loan Mortgage Corp (FHLMC) - Call	\$ (2,000,000)
6/29 Federal Home Loan Mortgage Corp (FHLMC) - Call	(2,000,000)
6/29 Federal Home Loan Bank (FHLB) - Call	(2,000,000)
6/30 Federal National Mortgage Association (FNMA) - Call	(2,000,000)
6/30 Airport Promissory Note - Partial Redemption	(144,093)
<b>Total</b>	<b>\$ (8,144,093)</b>

**ACTIVITY TOTAL**

**\$ (6,144,093)**

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**INVESTMENT INCOME**

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**POOLED INVESTMENTS**

Interest Earned on Investments	\$ 142,152
Amortization	(1,963)
<b>Total</b>	<b>\$ 140,189</b>

**INCOME TOTAL**

**\$ 140,189**

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**CITY OF SANTA BARBARA**

**Investment Portfolio**

**June 30, 2016**

DESCRIPTION	PURCHASE DATE	MATURITY DATE	QUALITY RATING MOODY'S	S & P	STATED RATE	YIELD AT 365	FACE VALUE	BOOK VALUE	MARKET VALUE	BOOK GAIN/(LOSS)	COMMENTS
<b>LOCAL AGENCY INVESTMENT FUNDS</b>											
LOCAL AGENCY INVESTMENT FUND	-	-	-	-	0.576	0.576	50,000,000.00	50,000,000.00	50,000,000.00	0.00	
<b>Subtotal, LAIF</b>							50,000,000.00	50,000,000.00	50,000,000.00	0.00	
<b>CERTIFICATES OF DEPOSIT</b>											
ALLY BANK	09/24/15	09/25/17	-	-	1.250	1.250	250,000.00	250,000.00	251,147.50	1,147.50	FDIC Certificate 57803
AMERICAN EXPRESS BANK FSB	10/23/14	10/23/19	-	-	2.200	2.200	250,000.00	250,000.00	257,055.00	7,055.00	FDIC Certificate 35328
AMERICAN EXPRESS CENTURION BK	09/30/15	09/30/20	-	-	2.250	2.250	250,000.00	250,000.00	258,702.50	8,702.50	FDIC Certificate 27471
BMO HARRIS BANK NA	09/30/15	09/29/17	-	-	1.100	1.100	250,000.00	250,000.00	251,120.00	1,120.00	FDIC Certificate 16571
BMW BK NORTH AMERICA	09/30/15	09/30/20	-	-	2.200	2.200	250,000.00	250,000.00	258,712.50	8,712.50	FDIC Certificate 35141
CAPITAL ONE BANK USA NA	10/29/14	10/29/19	-	-	1.900	1.900	250,000.00	250,000.00	257,102.50	7,102.50	FDIC Certificate 33954
CAPITAL ONE NA	09/30/15	09/30/20	-	-	2.250	2.250	250,000.00	250,000.00	258,702.50	8,702.50	FDIC Certificate 4297
DISCOVER BANK	09/30/15	09/30/20	-	-	2.300	2.300	250,000.00	250,000.00	259,740.00	9,740.00	FDIC Certificate 5649
EVERBANK	09/30/15	09/29/17	-	-	1.100	1.100	250,000.00	250,000.00	251,120.00	1,120.00	FDIC Certificate 34775
GE CAPITAL BANK	10/17/14	10/17/19	-	-	2.000	2.000	250,000.00	250,000.00	256,992.50	6,992.50	FDIC Certificate 33778
GOLDMAN SACHS BANK USA	10/29/14	10/29/19	-	-	2.150	2.150	250,000.00	250,000.00	257,070.00	7,070.00	FDIC Certificate 33124
KEY BANK NA	09/30/15	10/02/17	-	-	1.150	1.150	250,000.00	250,000.00	251,150.00	1,150.00	FDIC Certificate 17534
UNION BANK	08/31/12	08/31/17	-	-	1.490	1.511	4,000,000.00	4,000,000.00	4,000,000.00	0.00	
<b>Subtotal, Certificates of deposit</b>							7,000,000.00	7,000,000.00	7,068,615.00	68,615.00	
<b>TREASURY SECURITIES - COUPON</b>											
U S TREASURY NOTE	02/22/13	08/31/16	Aaa	AA+	1.000	0.502	2,000,000.00	2,001,645.36	2,002,320.00	674.64	
U S TREASURY NOTE	02/22/13	02/28/17	Aaa	AA+	0.875	0.607	2,000,000.00	2,003,505.45	2,005,160.00	1,654.55	
<b>Subtotal, Treasury Securities</b>							4,000,000.00	4,005,150.81	4,007,480.00	2,329.19	
<b>FEDERAL AGENCY ISSUES - COUPON</b>											
FED AGRICULTURAL MTG CORP	10/03/13	10/03/18	-	-	1.720	1.720	2,000,000.00	2,000,000.00	2,039,940.00	39,940.00	
FED AGRICULTURAL MTG CORP	12/12/13	12/12/18	-	-	1.705	1.705	2,000,000.00	2,000,000.00	2,044,140.00	44,140.00	
FEDERAL FARM CREDIT BANK	09/18/13	09/18/17	Aaa	AA+	1.550	1.550	2,000,000.00	2,000,000.00	2,022,340.00	22,340.00	
FEDERAL FARM CREDIT BANK	07/17/13	07/17/17	Aaa	AA+	1.300	1.300	2,000,000.00	2,000,000.00	2,013,760.00	13,760.00	
FEDERAL FARM CREDIT BANK	06/24/15	06/24/19	Aaa	AA+	1.520	1.520	2,000,000.00	2,000,000.00	2,039,760.00	39,760.00	
FEDERAL HOME LOAN BANK	09/13/13	09/14/18	Aaa	AA+	2.000	1.910	2,000,000.00	2,003,760.26	2,056,700.00	52,939.74	
FEDERAL HOME LOAN BANK	01/17/14	04/17/18	Aaa	AA+	1.480	1.480	2,000,000.00	2,000,000.00	2,027,660.00	27,660.00	
FEDERAL HOME LOAN BANK	01/26/16	04/26/19	Aaa	AA+	1.500	1.500	2,000,000.00	2,000,000.00	2,007,200.00	7,200.00	Callable 01/26/17, once
FEDERAL HOME LOAN BANK	12/16/13	12/14/18	Aaa	AA+	1.750	1.650	2,000,000.00	2,004,685.11	2,047,740.00	43,054.89	
FEDERAL HOME LOAN BANK	06/18/14	06/09/17	Aaa	AA+	1.000	1.003	2,000,000.00	1,999,936.88	2,007,820.00	7,883.12	
FEDERAL HOME LOAN BANK	10/22/14	11/18/16	Aaa	AA+	0.750	0.500	2,000,000.00	2,001,887.88	2,002,300.00	412.12	
FEDERAL HOME LOAN MTG CORP	01/29/16	01/29/21	Aaa	AA+	1.500	2.172	2,000,000.00	2,000,000.00	2,000,600.00	600.00	SU 1.5%-5.5% Call 07/29/16, then qtrly
FEDERAL HOME LOAN MTG CORP	08/24/15	08/24/20	Aaa	AA+	2.000	2.000	2,000,000.00	2,000,000.00	2,003,100.00	3,100.00	Callable 08/24/16, then qtrly
FEDERAL HOME LOAN MTG CORP	06/30/16	06/30/21	Aaa	AA+	1.875	1.875	2,000,000.00	2,000,000.00	2,001,660.00	1,660.00	Callable 09/30/16, then qtrly
FEDERAL HOME LOAN MTG CORP	11/20/13	09/29/17	Aaa	AA+	1.000	1.030	1,000,000.00	999,632.31	1,004,780.00	5,147.69	
FEDERAL HOME LOAN MTG CORP	01/29/16	07/29/19	Aaa	AA+	1.500	1.500	2,000,000.00	2,000,000.00	2,000,740.00	740.00	Callable 07/29/16, then qtrly

**CITY OF SANTA BARBARA**

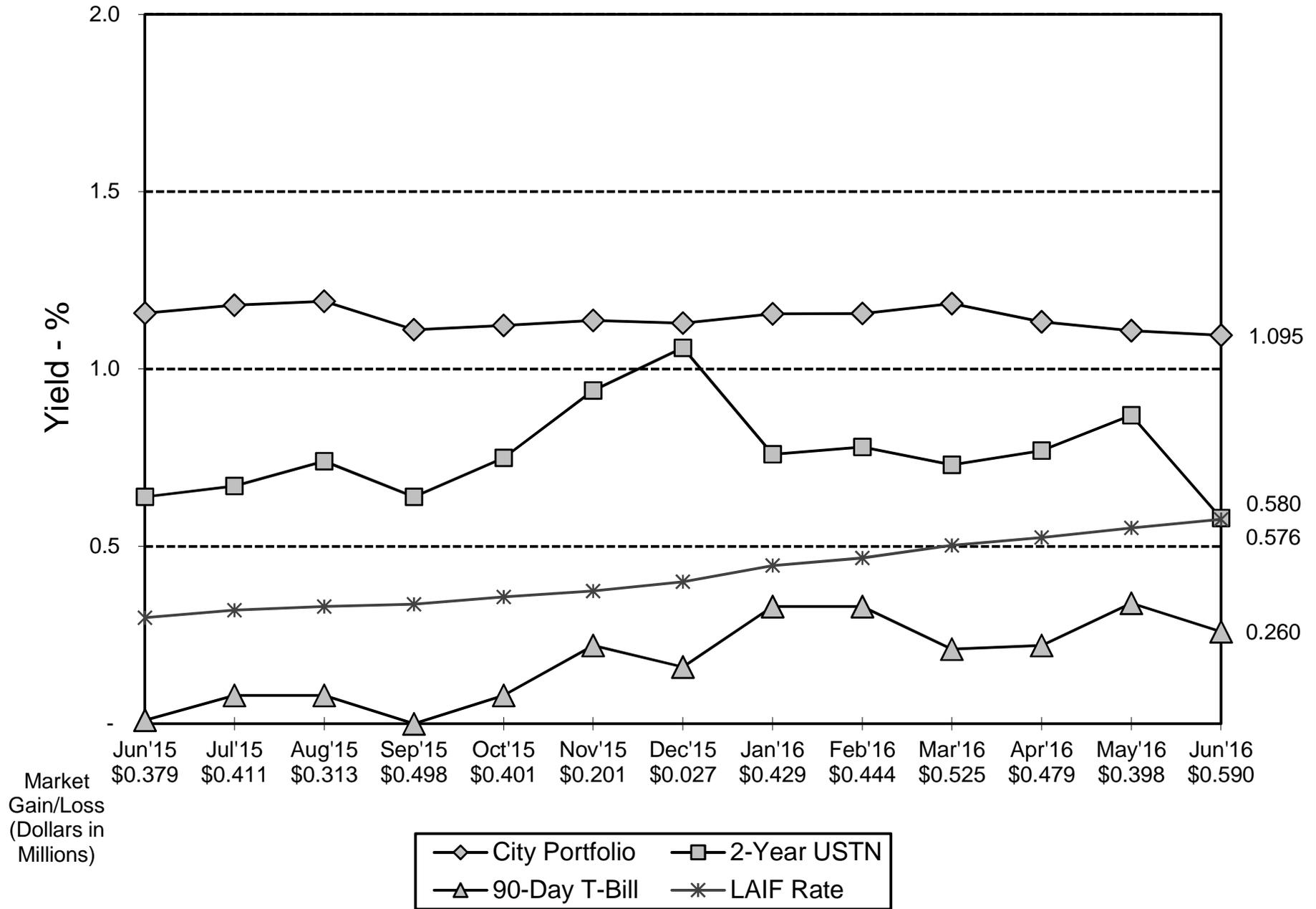
**Investment Portfolio**

**June 30, 2016**

DESCRIPTION	PURCHASE DATE	MATURITY DATE	QUALITY RATING MOODY'S	QUALITY RATING S & P	STATED RATE	YIELD AT 365	FACE VALUE	BOOK VALUE	MARKET VALUE	BOOK GAIN/(LOSS)	COMMENTS
FEDERAL NATL MORTGAGE ASSN	01/30/13	01/30/18	Aaa	AA+	1.030	1.030	3,000,000.00	3,000,000.00	3,000,210.00	210.00	Callable 07/30/16, then qtrly
FEDERAL NATL MORTGAGE ASSN	12/12/12	12/12/17	Aaa	AA+	1.000	1.000	2,000,000.00	2,000,000.00	2,002,000.00	2,000.00	Callable 09/12/16, then qtrly
FEDERAL NATL MORTGAGE ASSN	11/15/13	10/26/17	Aaa	AA+	0.875	1.062	2,000,000.00	1,995,179.80	2,006,960.00	11,780.20	
FEDERAL NATL MORTGAGE ASSN	12/11/13	11/27/18	Aaa	AA+	1.625	1.606	2,000,000.00	2,000,872.79	2,042,580.00	41,707.21	
FEDERAL NATL MORTGAGE ASSN	05/26/16	05/26/20	Aaa	AA+	1.375	1.375	2,000,000.00	2,000,000.00	2,005,300.00	5,300.00	Callable 05/26/17, once
FEDERAL NATL MORTGAGE ASSN	11/30/15	11/25/20	Aaa	AA+	1.000	2.015	2,000,000.00	2,000,000.00	2,000,520.00	520.00	SU 1%-2.2% Call 08/25/16, once
FEDERAL NATL MORTGAGE ASSN	12/26/12	12/26/17	Aaa	AA+	1.000	1.000	4,000,000.00	4,000,000.00	4,001,480.00	1,480.00	Callable 09/26/16, then qtrly
FEDERAL NATL MORTGAGE ASSN	10/29/15	10/29/20	Aaa	AA+	1.500	1.766	2,000,000.00	2,000,000.00	2,000,740.00	740.00	SU 1.5%-3% Call 07/29/16, then qtrly
FEDERAL NATL MORTGAGE ASSN	11/27/15	11/27/19	Aaa	AA+	1.125	1.678	2,000,000.00	2,000,000.00	2,016,460.00	16,460.00	SU 1.125%-2.250%, Call 11/27/17, once
FEDERAL NATL MORTGAGE ASSN	02/05/13	02/05/18	Aaa	AA+	1.000	1.000	2,000,000.00	2,000,000.00	2,000,300.00	300.00	Callable 08/05/16, then qtrly
FEDERAL NATL MORTGAGE ASSN	11/20/13	10/26/17	Aaa	AA+	0.875	1.070	2,000,000.00	1,994,968.22	2,006,960.00	11,991.78	
FEDERAL NATL MORTGAGE ASSN	11/27/15	11/28/18	Aaa	AA+	1.200	1.200	2,000,000.00	2,000,000.00	2,003,940.00	3,940.00	Callable 11/28/16, once
FEDERAL NATL MORTGAGE ASSN	05/26/16	11/26/19	Aaa	AA+	1.300	1.300	2,000,000.00	2,000,000.00	2,005,520.00	5,520.00	Callable 05/26/17, once
<b>Subtotal, Federal Agencies</b>							<u>60,000,000.00</u>	<u>60,000,923.25</u>	<u>60,413,210.00</u>	<u>412,286.75</u>	
<b>CORPORATE/MEDIUM TERM NOTES</b>											
BERKSHIRE HATHAWAY INC	11/29/13	02/09/18	Aa2	AA	1.550	1.550	2,000,000.00	2,000,000.00	2,023,220.00	23,220.00	
GENERAL ELECTRIC CAPITAL CORP	01/14/14	01/14/19	A1	AA+	2.300	2.250	2,000,000.00	2,002,383.94	2,067,900.00	65,516.06	
TOYOTA MOTOR CREDIT	09/26/11	09/15/16	Aa3	AA-	2.000	1.800	2,000,000.00	2,000,782.60	2,004,860.00	4,077.40	
TOYOTA MOTOR CREDIT	11/20/15	07/13/18	Aa3	AA-	1.550	1.408	2,000,000.00	2,005,637.86	2,019,220.00	13,582.14	
<b>Subtotal, Corporate Securities</b>							<u>8,000,000.00</u>	<u>8,008,804.40</u>	<u>8,115,200.00</u>	<u>106,395.60</u>	
<b>SB AIRPORT PROMISSORY NOTE (LT)</b>											
SANTA BARBARA AIRPORT	07/14/09	06/30/29	-	-	3.500	4.195	4,775,295.56	4,775,295.56	4,775,295.56	0.00	
<b>Subtotal, SBA Note</b>							<u>4,775,295.56</u>	<u>4,775,295.56</u>	<u>4,775,295.56</u>	<u>0.00</u>	
<b>CHECKING ACCOUNT</b>											
MUFG UNION BANK NA CHKNG ACCNT	-	-	-	-	0.400	0.400	21,715,061.95	21,715,061.95	21,715,061.95	0.00	
<b>Subtotal, Checking Account</b>							<u>21,715,061.95</u>	<u>21,715,061.95</u>	<u>21,715,061.95</u>	<u>0.00</u>	
<b>TOTALS</b>							155,490,357.51	155,505,235.97	156,094,862.51	589,626.54	

Market values have been obtained from the City's safekeeping agent, MUFG Union Bank NA - The Private Bank (UBTPB). UBTPB uses Interactive Data Pricing Service, Bloomberg and DTC.

# INVESTMENT YIELDS



**CITY OF SANTA BARBARA  
Fiscal Agent Investments  
June 30, 2016**

	CASH & CASH EQUIVALENTS Book & Market	Guaranteed Investment Contracts (GIC) Book & Market	STOCKS		BONDS		US GOVT & AGENCIES		TOTALS	
			Book	Market	Book	Market	Book	Market	Book	Market
<b>BOND FUNDS</b>										
<i>RESERVE FUNDS</i>										
2004 RDA - Housing Bonds	607,983.84	-	-	-	-	-	-	-	607,983.84	607,983.84
2002 Municipal Improvement - Refunding COPS	28,120.22	547,530.00	-	-	-	-	-	-	575,650.22	575,650.22
2011 Water - Safe Drinking Water State Loan	826,514.97	-	-	-	-	-	-	-	826,514.97	826,514.97
2013 Water - Refunding COPS	16,428.60	428,069.44	-	-	-	-	636,099.18	647,462.40	1,080,597.22	1,091,960.44
2004 Sewer - Revenue Bonds	46,932.81	1,357,140.00	-	-	-	-	-	-	1,404,072.81	1,404,072.81
2009 Airport - Revenue Bonds	2,115,763.51	-	-	-	-	-	3,139,457.55	3,198,271.20	5,255,221.06	5,314,034.71
2014 Waterfront - Refunding Bonds	10,072.16	581,455.74	-	-	-	-	-	-	591,527.90	591,527.90
Subtotal, Reserve Funds	<u>3,651,816.11</u>	<u>2,914,195.18</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3,775,556.73</u>	<u>3,845,733.60</u>	<u>10,341,568.02</u>	<u>10,411,744.89</u>
<i>PROJECT FUNDS</i>										
2001 RDA Bonds	2,368,300.74	-	-	-	-	-	-	-	2,368,300.74	2,368,300.74
2003 RDA Bonds	8,513,877.39	-	-	-	-	-	-	-	8,513,877.39	8,513,877.39
Subtotal, Project Funds	<u>10,882,178.13</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>10,882,178.13</u>	<u>10,882,178.13</u>
<b>SUBTOTAL BOND FUNDS</b>	<b><u>14,533,994.24</u></b>	<b><u>2,914,195.18</u></b>	<b><u>-</u></b>	<b><u>-</u></b>	<b><u>-</u></b>	<b><u>-</u></b>	<b><u>3,775,556.73</u></b>	<b><u>3,845,733.60</u></b>	<b><u>21,223,746.15</u></b>	<b><u>21,293,923.02</u></b>
<b>POLICE/FIRE - SVC RETIREMENT FUND</b>										
Police/Fire Funds	14,715.86	-	102,695.93	185,613.01	235,158.69	253,123.10	-	-	352,570.48	453,451.97
	<u>14,715.86</u>	<u>-</u>	<u>102,695.93</u>	<u>185,613.01</u>	<u>235,158.69</u>	<u>253,123.10</u>	<u>-</u>	<u>-</u>	<u>352,570.48</u>	<u>453,451.97</u>
<b>TOTAL FISCAL AGENT INVESTMENTS</b>	<b><u>14,548,710.10</u></b>	<b><u>2,914,195.18</u></b>	<b><u>102,695.93</u></b>	<b><u>185,613.01</u></b>	<b><u>235,158.69</u></b>	<b><u>253,123.10</u></b>	<b><u>3,775,556.73</u></b>	<b><u>3,845,733.60</u></b>	<b><u>21,576,316.63</u></b>	<b><u>21,747,374.99</u></b>

Notes:

(1) Cash & cash equivalents include money market funds.

(2) Market values have been obtained from the following trustees: US Bank and MUFG Union Bank, N.A. - The Private Bank



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** July 26, 2016  
**TO:** Mayor and Councilmembers  
**FROM:** Administration, Library Department  
**SUBJECT:** Grant From The Family Services Agency For Adult Literacy

### RECOMMENDATION:

That Council authorize the Library Director to accept a \$121,550 grant from the Family Services Agency for Adult Literacy.

### DISCUSSION:

The City of Santa Barbara Library Department has been awarded a grant by the Family Services Agency for Adult Literacy. This federal grant comes from the Administration for Children and Families, Department of Health and Human Services for project titled Healthy Marriage and Relationship and Stability Program (HMRESP).

The grant being provided to the Library Department is \$121,550, which is being spread out over a five year period of \$24,310 per year.

The Library Department has partnered with the Family Services Agency to offer tutoring and English as a Second Language (ESL) classes for HMRESP participants. Acceptance of this grant funding will provide the necessary funding levels to be able to increase hourly staffing for the Library's Adult Literacy program.

### BUDGETARY INFORMATION:

The revenues and appropriations tied to the \$121,550 grant were included in the adopted Fiscal Year 2017 Parks and Recreation Department budget in anticipation of receiving this grant.

**SUBMITTED BY:** Jessica Cadiente, Library Director

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** July 26, 2016

**TO:** Mayor and Councilmembers

**FROM:** Administration Division, Airport Department

**SUBJECT:** Appropriation Of Federal Aviation Administration Airport Improvement Grant For Santa Barbara Airport

### **RECOMMENDATION:**

That City Council increase appropriations and estimated revenue by \$390,335, in the Airport's Grant Fund for design, permitting, and bidding the Runway 7-25 Rehabilitation Project, to be funded by Federal Aviation Administration Airport Improvement (AIP) Grant No. 3-06-0235-50, in the amount of \$353,878 coupled with the City's match of \$36,457, to be funded from the Airport Operating Fund.

### **DISCUSSION:**

On June 12, 2015, Council accepted and authorized the Airport Director to execute the Federal Aviation Administration (FAA) Airport Improvement Program grant offer in an amount not to exceed \$360,000. Staff has been notified that the grant amount will be \$353,878.

Runway 7-25, the main commercial runway, has not had any major maintenance in the last 10 years and is in need of rehabilitation ("Project"). The AIP grant will fund design, permitting, and bidding stages of the Project. Construction of the Project will include crack sealing, minor repairs, grind and overlay, grooving, and pavement markings. The total project cost is estimated at \$5.5 million. Construction of the project will be funded from the remaining balance of the 2016 entitlement grant, which will be carried over and combined with the 2017 entitlement grant.

Now that the FAA has notified the City of the exact AIP grant amount, Airport Staff recommends increasing appropriations and estimated revenue by \$390,335, which would include the City's matching funds of \$36,457 from the Airport Operating Fund.

**BUDGET/FINANCIAL INFORMATION:**

Federal legislation sets the local match for non-hub primary airports at 9.34% for the 2016 entitlement grant. Funds for the match were budgeted in the Airport's Fiscal Year 2017 Operating Fund.

**SUBMITTED BY:** Hazel Johns, Airport Director

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** July 26, 2016

**TO:** Mayor and Councilmembers

**FROM:** Facility Planning and Development Division, Airport Department

**SUBJECT:** Basin E/F Tidal Restoration Monitoring Year 6 Contract

### **RECOMMENDATION:**

That Council approve and authorize the Airport Director to execute a Contract with AECOM for post-construction biological monitoring for the Basin E/F Tidal Restoration Project in an amount not to exceed \$36,768, and authorize the Airport Director to approve expenditures up to \$3,677 for extra services that may result from necessary changes in the scope of work.

### **DISCUSSION:**

The Tidal Restoration Demonstration Project began in February 2006 to determine the ecological and safety effects of restoring tidal circulation in the Goleta Slough. That project demonstrated an increase in biodiversity with a decrease in bird-aircraft strike hazard risk. In September 2010 the Airport Department began construction of the Basin E/F Tidal Restoration Project as final biological mitigation for the Airfield Safety Projects. The work under this contract will be monitoring and maintenance of the Basin E/F Restoration Site for year six of the Airport's seven year mitigation monitoring permit obligation.

### **CONSULTANT SELECTION:**

In September 2006, the Airport solicited for biological monitoring and reporting services associated with this project. Consistent with federal requirements, the consultant selection process followed federal guidelines, which require selection based on the qualifications of the consultant, not a fee-based bid. The fee is negotiated after the best-qualified consultant is identified.

Requests for Proposals were sent to qualified firms, and four responses were received. All four responding firms were interviewed and URS Corporation (now AECOM) was ranked as having the best qualifications for the work involved.

**BUDGET/FINANCIAL INFORMATION:**

Funds for this contract are available in the Airport Department Fiscal Year 2017 Operating Budget.

**SUSTAINABILITY IMPACT:**

This contract will further the City's Sustainable Santa Barbara Program by enhancing the Goleta Slough Reserve ecosystem and protecting it from threats such as invasive plant species.

**PREPARED BY:** Andrew Bermond, AICP, Project Planner

**SUBMITTED BY:** Hazel Johns, Airport Director

**APPROVED BY:** City Administrator's Office



## CITY OF SANTA BARBARA

### COUNCIL AGENDA REPORT

**AGENDA DATE:** July 26, 2016

**TO:** Mayor and Councilmembers

**FROM:** Business & Property Division, Airport Department

**SUBJECT:** Consent to Sublease Between Teledyne Reson, Inc., and Athena Contractors, Inc. at 94 Frederick Lopez Road

#### **RECOMMENDATION:**

That Council approve and authorize the Airport Director to execute a Consent to Sublease Agreement between Teledyne Reson, Inc., and Athena Contractors, Inc., for 4,800 square feet of Building 223, and 4,020 square feet of adjacent yard at 94 Frederick Lopez Road, at the Santa Barbara Airport.

#### **DISCUSSION:**

The subject Premises are located north of Hollister Avenue in an Airport Industrial (AI-1) zone. The use conforms to existing zoning.

Reson, Inc. (formerly Acoustic Transducers) has been an Airport tenant in good standing, since March 1987, leasing space for an acoustical research and development business. Reson, Inc. was acquired by Teledyne, Inc. in 2013 and a new entity, Teledyne Reson, Inc. was formed. Teledyne Reson, Inc. is scaling back their operations in Goleta, and has given notice that they will not exercise their option to extend their lease beyond November 28, 2017.

Athena Contractors, Inc. has been a tenant in good standing at the Airport since November 1, 2011, leasing a yard at 6105-E Francis Botello Road. The yard is part of the purchase and sale agreement with Direct Relief, and Athena's lease was terminated July 1, 2016.

At this time, Teledyne wishes to enter into a sublease agreement with Athena Contractors, Inc. for 4,800 square feet of Building 223 and 4,020 square feet of adjacent yard at 94 Frederick Lopez Road, effective May 26, 2016. The sublease will allow Athena to consolidate its offices and yard in one location. Teledyne will seek another subtenant for the 10,880 square feet of Building 114 at 100 Frederick Lopez Road.

Airport Commission recommended approval of the Consent to Sublease on May 26, 2016.

Council Agenda Report

Consent to Sublease Between Teledyne Reson, Inc., and Athena Contractors, Inc. at 94  
Frederick Lopez Road

July 26, 2016

Page 2

**REPAIRED BY:** Rebecca Fribley, Sr. Property Management Specialist

**SUBMITTED BY:** Hazel Johns, Airport Director

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** July 26, 2016

**TO:** Mayor and Councilmembers

**FROM:** Chief's Staff, Police Department

**SUBJECT:** Increase To Professional Services Agreement With DataWorks Plus

**RECOMMENDATION:** That Council:

- A. Authorize the Police Chief to increase Agreement No. 25,354 by \$3,576 to cover the final purchase price of \$79,576 for the LiveScan equipment; and
- B. Increase appropriations in the Police Asset Forfeiture Fund from reserves.

**DISCUSSION:**

In October 2015, Council approved an agreement with DataWorks Plus for the purchase of new specialized equipment to gather, process and maintain digital finger prints and mug shots that also includes four years of equipment maintenance service. The agreement identified \$76,000 for the purchase of the LiveScan equipment and \$44,000 for the annual maintenance for a total value of \$120,000. However, the final purchase of the equipment is \$79,576 due to taxes. Staff is requesting an increase of \$3,576 to cover the taxes that were not included in the original estimate.

**BUDGET/FINANCIAL INFORMATION:**

There are funds available in the Asset Forfeiture Fund reserves to cover this expense.

**PREPARED BY:** Lori Pedersen, Business Manager

**SUBMITTED BY:** Lori Luhnaw, Chief of Police

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** July 26, 2016

**TO:** Mayor and Councilmembers

**FROM:** Administrative Services, Police Department

**SUBJECT:** Appropriation Of Federal Shared Asset Forfeiture Reserve Funds For The Purchase Of An Electronic Access Control System

### RECOMMENDATION:

That Council appropriate \$32,000 from the Police Asset Forfeiture Fund reserves for the purchase and installation of an electronic access control system for the Police building located at 215 East Figueroa Street.

### DISCUSSION:

The Police Department participates in the Department of Justice's Asset Forfeiture Program which shares federally forfeited property and funds with participating and eligible local law enforcement agencies. Through this program, the Police Department receives federal funds when participating in joint investigations with federal agencies. The funds received from this program have specific restrictions and expenditures must meet the qualifications of the program. Staff submitted the information regarding the installation of an access control system and the Department of Justice has verified that this project is within the scope of restricted expenditure requirements.

The Police Department proposes to use the federal asset forfeiture funds to purchase an electronic access control system for the main Police Department building at 215 East Figueroa Street. The installation of an electronic access control system will provide increased security.

### BUDGET/FINANCIAL INFORMATION:

Funding for this project will come from the Police Asset Forfeiture Fund reserves.

**PREPARED BY:** Todd Stoney, Captain/LSP

**SUBMITTED BY:** Lori Luhnnow, Chief of Police

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** July 26, 2016

**TO:** Mayor and Councilmembers

**FROM:** Water Resources Division, Public Works Department

**SUBJECT:** Stage Three Drought Update

### RECOMMENDATION:

That Council receive an update on the status of the current drought, drought-response capital projects, and continuing conservation efforts.

### DISCUSSION:

Council declared a Stage One, and subsequently a Stage Two Drought Condition on February 11, 2014 and May 20, 2014, respectively, as a result of unprecedented drought conditions. On May 5, 2015, in response to the driest consecutive four-year period on record, Council declared a Stage Three Drought Emergency, increasing the community's water conservation target to 25 percent and adopting additional water use regulations by Resolution on May 12, 2015. This was followed by a fifth consecutive year of minimal rainfall with virtually no runoff to local reservoirs, which caused Council to increase the community's water conservation target to 35 percent on April 26, 2016.

This drought update will cover the following items:

- Water Supply Outlook/Weather Forecast
- Lake Cachuma Emergency Pump Station Relocation
- Drought Response Capital Projects
- Conservation Efforts

### Water Supply Outlook

Rainfall for the last five years has averaged less than half of the long-term average. In accordance with the City's Long Term Water Supply Plan, depleted surface water supplies have been replaced with increased groundwater production, supplemental water purchases, and water from the soon-to-be-operational Desalination Plant. This strategy has been successful in securing supplies sufficient to meet demand through

2016, assuming the community continues to conserve water at a rate of 35 percent or more.

In September 2015, Cachuma Reservoir's water level dropped below the intake tower that conveys water to the South Coast, requiring the Cachuma Operations and Maintenance Board to install and operate the Emergency Pump Project (EPP), which is a barge-mounted pump station that pumps water from Lake Cachuma up into the intake tower, through Tecolote Tunnel, and on to the South Coast Water Agencies.

On June 29, 2016, in response to dropping lake levels, the EPP was successfully relocated from Site 1 to deeper water at Site 2. The original Site 1 consisted of 3,700 feet of 24-inch pipeline between the barge and the intake tower. Moving the barge to Site 2 required an additional 6,500 feet of 24-inch pipeline. The EPP allows the City to continue to receive its remaining Cachuma carryover and state water. The relocation work was completed just ahead of the downstream water release which started on July 12, 2016, and is anticipated to release over 7,000 acre-feet, dropping the lake by several feet.

Final allocations of State Water "Table A" deliveries for the year are 60 percent of the City's entitlement, or approximately 1,980 acre-feet. The increase was seen as a significant improvement over past years and reflected the improved water supply situation in Northern California. In addition to State Water, the City was successful in purchasing 4,000 acre-feet of supplemental water to help meet demands next year. Despite the ability to secure imported water there still remains limitations on how much water can physically be delivered. During prior drought updates staff raised concerns that there may be a need to temporarily reduce demands further during peak water usage in August and September. Fortunately, there have been several improvements in our water supply situation including a 10 percent increase in imported water deliveries and the City has been able to take advantage of excess capacity in the state water delivery system as a result of other water agencies taking less than their full capacity in the pipeline. Based on projected deliveries to the lake as of July 19, 2016, and continued conservation of 35 percent, staff anticipates that there will be adequate water supplies to get through peak demand times without the need for additional water use restrictions. If conditions change for the worse, staff will bring forth a plan for additional temporary restrictions for consideration.

The National Oceanic and Atmospheric Administration forecasts an increasing chance of a La Niña developing during the second half of the year. Drier, colder weather for Southern California is associated with La Niña events. Given the unpredictable nature of El Niño and La Niña events, and the unprecedented nature of the current drought situation, the City is planning for continued drought conditions.

#### Drought Response Capital Projects

The Desalination Plant start-up has been delayed by approximately a month and is now tentatively scheduled for October 2016. Following plant testing and approval by the State, water is not anticipated to be put into the distribution system until December

2016. A detailed staff update on the changes is tentatively scheduled for August 2, 2016. Recent highlights include delivery to the site of the three main treatment units and major electrical equipment. The preparation and installation of the offshore intake pumps will begin in late July. As a recap, the current Desalination Plant reactivation will produce 3,125 AFY for City water customers, and testing is anticipated for October 2016 with production of water expected as late as the end of December.

Water modeling work is underway to understand how water quality will change with the addition of desalinated water as the City's water demands and supplies vary. We understand that some City customers have unique water quality needs, i.e. dialysis centers and breweries, and we want to make the community aware of the changes so they can plan accordingly. Once the modeling is completed, staff will be working with a public relations firm to assist with communicating what changes water customers should anticipate after the Desalination Plant goes online.

Staff has been working closely with an environmental engineering firm to make changes to the recycled water treatment plant to boost production. The cooler weather this year has helped to keep demands down and ongoing changes and testing are occurring to determine the maximum sustainable production.

All of the City's wells, with the exception of the Vera Cruz Well, are operational and are providing the community with much needed groundwater supplies. The Vera Cruz Well is scheduled to be back online in late July, after significant improvements to increase the reliability of this 40-year old well.

### Conservation Efforts

The City's water conservation numbers for June 2016 show a reduction of 36 percent, compared to 2013 water demands. The cumulative citywide average reduction since the Stage Three Drought declaration in May of 2015 is 35 percent.

The City's water customers continue to meet and exceed both the City's and the State's conservation targets with extraordinary conservation measures. The amended Stage Three Drought Emergency requires a citywide 35 percent water reduction to ensure the City has adequate supplies for the 2016 water year. The community's ability to meet this conservation target will be critical for the City's ability to meet customer demands throughout this summer.

The state-mandated water use reduction for the City is 12 percent below 2013 water usage. The City is one of the few water providers statewide that has consistently exceeded the state's water use reduction targets and mandated conservation standard. The State recently adopted new regulations that allow agencies to reduce their conservation requirements by demonstrating their water supply reliability through 2019. An agency that does not submit a new conservation standard under the new regulations, must comply with the original conservation standards which are based on per-capita water use. Since the City remains in a severe drought condition, the City is

electing to keep the original conservation requirement of a 12 percent reduction, based on the per-capita water use.

Sustainability Impacts

The recommended conservation target of 35 percent is appropriate at this time, given the community's success in reducing demand and the need to further stretch remaining water supplies, especially during the months of August and September. Staff will continue to monitor the community's cumulative water savings and will use the information as a basis for determining whether or not to recommend additional water use restrictions for Council's consideration.

**PREPARED BY:** Joshua Haggmark, Water Resources Manager/CT/mh

**SUBMITTED BY:** Rebecca J. Bjork, Public Works Director

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** July 12, 2016

**TO:** Mayor and Councilmembers

**FROM:** Planning Division, Community Development Department

**SUBJECT:** Appeal Of Planning Commission Denial Of A Modification For A Parking Area In The Front Setback At 1417 San Miguel Avenue

### **RECOMMENDATION:**

That Council uphold the Planning Commission denial of the appeal of Michael and Jami Gott for a Front Setback Modification, and approve a revised conceptual design which is consistent with the Applicants' Option 2 or Option 7, to allow a parking space in the front setback.

### **BACKGROUND:**

On January 6, 2016, the Staff Hearing Officer (SHO) denied a proposal of Michael and Jami Gott (Applicants) to allow a circular driveway for loading/unloading and uncovered parking in the front setback of an existing residence located at 1417 San Miguel Avenue. The SHO found that the proposal is not consistent with the purposes and intent of the Zoning Ordinance and is not necessary to secure an appropriate improvement on the lot, as the uncovered parking space is inconsistent with the pattern of development within the neighborhood, and three conforming parking spaces currently exist onsite (Attachment 1 – SHO Resolution).

On January 16, 2016, the Applicants appealed the SHO denial to the Planning Commission. The Planning Commission heard the Applicants' appeal on March 10, 2016 and denied the appeal, finding that the uncovered parking space within the front setback is not consistent with the purposes and intent of the Zoning Ordinance and is not necessary to secure an appropriate improvement on the lot, as the circular driveway and uncovered parking space are inconsistent with the pattern of development within the neighborhood, and three conforming parking spaces currently exist on site. (See Attachment 2 – PC Staff Report, Attachment 3 - PC Resolution, and Attachment 4 – PC Minutes.)

On March 18, 2016, the Applicants appealed the Planning Commission's decision. The appeal letter (Attachment 5) states that the Planning Commission denied the application inappropriately, as the Modification is necessary to accommodate a person with disabilities

## Council Agenda Report

Appeal of Planning Commission Denial of a Modification for a Parking Area in the Front Setback at 1417 San Miguel Avenue

July 12, 2016

Page 2

since there are no other locations for parking onsite that provide such accommodation, and a circular driveway is consistent with the pattern of development in the neighborhood.

### **DISCUSSION:**

The proposed project is a circular driveway at the front of the house at 1417 San Miguel Avenue. The property is on the downhill (south) side of San Miguel Avenue, and the existing detached garage is behind and at a lower elevation than the house and is accessed from a driveway that is shared with neighbors to the south. On-street parking is prohibited on the south side of San Miguel Avenue. The circular driveway would provide an area to load/unload and park cars at the front of the house. A Modification is required because the circular driveway is proposed within the front setback, and circular driveways are conducive to parking of vehicles, which is not allowed in front setbacks.

The property currently has three conforming parking spaces (two within the detached garage and one uncovered space located west of the house, at an elevation halfway between that of the front of the house and that of the garage); however, due to the topography of the site and disabilities of the property owners, loading and unloading vehicles in the approved parking spaces is difficult. The requested circular driveway and associated parking area would accommodate the disabilities by allowing groceries and other items to be unloaded at the main floor level, rather than requiring them to be carried from one of the existing parking spaces.

The appeal letter describes the difficulties for the property owners, the unusual nature of the property and neighborhood, and the alternatives that they investigated. It also contains doctors' notes stating that the owners have disabilities (Attachment 5, pages 3 and 4) and states that it is not their intent to park permanently on the circular driveway, but rather to use it for drop-off and pick-up of one of the residents.

### Standard for Review

The project site is zoned E-3 (One-Family Residence) and has a required front setback of 20 feet. Pursuant to Santa Barbara Municipal Code (SBMC) §28.90.001.I, parking is prohibited in the front setback in any zone. Parking may be allowed in the remaining front yard (the area between the front setback and the main building) if screened by a decorative wall or fencing and planting.

Modifications may be requested for relief of certain zoning standards. In this case, the Applicants requested a Modification to allow a parking space to be located within the front setback. Due to an oversight by staff, the Front Setback Modification was processed pursuant to SBMC §28.92.110.A.2, wherein the decision-maker must find that the modification is consistent with the purposes and intent of the Zoning Ordinance, and is necessary to: 1) secure an appropriate improvement on a lot, or 2) prevent unreasonable hardship, or 3) promote uniformity of improvement, or 4) construct a housing development containing affordable dwelling units. Neither the Staff Hearing Officer nor the Planning Commission were able to make these findings, which resulted in denials of the request.

Because the proposed circular driveway and parking space are being requested to accommodate a person with disabilities, the more appropriate Modification finding is SBMC §28.92.110.A.7, Accommodation of Disabilities. This finding allows for a modification of any zoning standard where the “Modification is necessary to allow improvements to an existing building in order to provide reasonable accommodations to individuals with disabilities. . . .” This oversight was discovered by staff after the Applicants filed their appeal of the Planning Commission’s denial.

Reviewing the proposed circular driveway and parking space with the correct finding in mind, staff acknowledges that a loading/parking space in the front setback, at the same elevation as the main floor level, is necessary to provide a reasonable accommodation to people with disabilities. However, staff does not believe that a circular driveway is necessary to provide that accommodation because it would allow more cars to park in the front setback than is necessary to accommodate the owners’ disabilities. If the requested circular driveway were to be approved, the improvement would likely remain in place beyond the current owner’s need, and allowing multiple cars to park in the front setback in perpetuity would be inconsistent and detrimental to the overall aesthetics of the neighborhood. Therefore, staff could support a Modification of the front setback standards to allow a maximum of one parking space in the front setback, and not the circular driveway.

Staff believes that a single parking space wherein the car enters from the existing driveway, turns 90 degrees to the left, and parks at the same elevation as the front door of the residence would provide a reasonable accommodation to the property owners with disabilities. This type of parking space is shown as Option 2 and Option 7 on page 10 of the appeal letter (Attachment 5). The only difference between the two options is that the parking space in Option 2 is closer to the front door and has more paving in the setback. At the Planning Commission hearing, the Applicants stated that neither of these two options are viable because it is difficult to back out onto the sloped driveway; however, photos on pages 5 and 10 of the appeal letter show that the Applicants are currently parking as shown in Option 2.

## **CONCLUSION**

Because the applicants have requested a circular driveway in the front setback, staff recommends that the City Council deny the appeal. However, because a parking space in the front setback is necessary to provide reasonable accommodations to the owners, staff recommends that the City Council approve a revised conceptual design, consistent with the Applicants’ Option 2 or Option 7 that allows a parking space in the front setback. In order to accomplish these things, the following two findings must be made:

### **Circular Driveway**

The City Council finds that a Modification to allow a circular driveway within the required 20-foot front setback is not necessary to allow improvements to an existing building in order to provide reasonable accommodations to individuals with disabilities, because it is not necessary to serve the needs of the disabled resident, would provide excessive area for parking in the front setback beyond the needs of the current resident, and would be inconsistent and detrimental to the overall aesthetics of the neighborhood.

### **Parking Space**

The City Council finds that a Modification to allow a parking space within the required 20-foot front setback as shown in either Option 2 or 7 on page 10 of the appeal letter dated March 18, 2016 is necessary to allow improvements to an existing building in order to provide reasonable accommodations to individuals with disabilities, because it allows the residents to load and unload a vehicle in close proximity and at the same elevation as the main floor of the residence.

### **ATTACHMENT(S):**

1. Staff Hearing Officer Resolution 001-16
2. Planning Commission Staff Report, dated March 3, 2016, without attachments
3. Planning Commission Resolution 008-16
4. Planning Commission Minutes of March 10, 2016
5. Appeal Letter and Attachment from Michael and Jami Gott, dated March 18, 2016
6. Reduced copies of site plan

**PREPARED BY:** Danny Kato, Senior Planner

**SUBMITTED BY:** George Buell, Community Development Director

**APPROVED BY:** City Administrator's Office



# City of Santa Barbara California

## CITY OF SANTA BARBARA STAFF HEARING OFFICER

RESOLUTION NO. 001-16  
1417 SAN MIGUEL AVENUE  
FRONT SETBACK MODIFICATION  
JANUARY 6, 2016

**APPLICATION OF DON SWANN DESIGNER FOR MICHAEL AND JAMI GOTT, 1417 SAN MIGUEL AVENUE, APN: 045-132-006, E-3/SD-3 (ONE FAMILY RESIDENCE/COASTAL) ZONES, GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL (MAX. 5 DU/ACRE) (MST2015-00426)**

The 10,589 square-foot site is currently developed with a 1,513 sq. ft., two-story, single family residence, a detached two-car garage and uncovered parking space. The proposed project involves a circular driveway and parking space at the front of the house, with a new curb cut and driveway. The discretionary application required for this project is a Front Setback Modification to allow uncovered parking in the required 20-foot front setback (SBMC §28.15.060 and SBMC §28.92.110).

The Environmental Analyst has determined that the project is exempt from further environmental review pursuant to the California Environmental Quality Act Guidelines Section 15301 and 15305 (Existing Facilities and Minor Alterations to Land Use Limitations).

**WHEREAS**, the Staff Hearing Officer has held the required public hearing on the above application, and the Applicant was present.

**WHEREAS**, no one appeared to speak in favor of the application, and no one appeared to speak in opposition thereto, and the following exhibits were presented for the record:

1. Staff Report with Attachments, Decembe,21 2015
2. Site Plans

**NOW, THEREFORE BE IT RESOLVED** that the City Staff Hearing Officer denied the subject application making the finding and determination that the Modification to allow an uncovered parking space within the Front Setback is not consistent with the purposes and intent of the Zoning Ordinance and is not necessary to secure an appropriate improvement on the lot, as the uncovered parking space is inconsistent with the pattern of development within the neighborhood and three conforming parking spaces currently exist onsite.

STAFF HEARING OFFICER RESOLUTION NO. 001-16  
1417 SAN MIGUEL AVENUE  
JANUARY 6, 2016  
PAGE 2

This motion was passed and adopted on the 6th day of January 6, 2016 by the Staff Hearing Officer of the City of Santa Barbara.

I hereby certify that this Resolution correctly reflects the action taken by the city of Santa Barbara Staff Hearing Officer at its meeting of the above date.

  
\_\_\_\_\_  
Julie Rodriguez, Planning Commission Secretary                      Date      1/6/16

**PLEASE BE ADVISED:**

1. This action of the Staff Hearing Officer can be appealed to the Planning Commission or the City Council within ten (10) days after the date the action was taken by the Staff Hearing Officer.
  - i.



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** March 3, 2016  
**AGENDA DATE:** March 10, 2016  
**PROJECT ADDRESS:** 1417 San Miguel Avenue (MST2015-00426)  
**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470, extension 2567  
Beatriz Gularte, Senior Planner *BEG*  
Danny Kato, Senior Planner *DK*

### I. PURPOSE OF HEARING

The applicant is appealing the decision of the Staff Hearing Officer for three requested modifications. Please refer to the appellant's letter dated January 19, 2015 (Exhibit A).

### II. BACKGROUND

On January 6, 2016, the Staff Hearing Officer (SHO) considered a proposal to allow a circular driveway for loading/unloading and uncovered parking in the front setback of an existing residence located at 1417 San Miguel Avenue. Please refer to the SHO Staff Report dated December 21, 2015 (Exhibit B).

The SHO denied the requested Modification to allow an uncovered parking space within the front setback making the finding that the proposal is not consistent with the purposes and intent of the Zoning Ordinance and is not necessary to secure an appropriate improvement on the lot, as the uncovered parking space is inconsistent with the pattern of development within the neighborhood and three conforming parking spaces currently exist onsite (See Exhibit C: SHO Resolution 001-16).

On January 19, 2016, the property owner appealed the SHO's decision. The appeal letter (Exhibit A) states that the site is unusual in this neighborhood in that the required parking is not at the same level as the house, the garage is detached, and located below the house, and the difference in topography results in hardships for the owners. It further states that various options have been investigated and found to be infeasible for their needs.

### III. PROJECT DESCRIPTION

The 10,589 square-foot site is currently developed with a 1,513 sq. ft., two-story, single family residence, a detached two-car garage and an uncovered parking space. The proposed project involves a circular driveway and parking/loading space at the front of the house, with a new curb cut and driveway.

### IV. REQUIRED APPLICATIONS

The discretionary application required for this project is a Front Setback Modification to allow uncovered parking in the required 20-foot front setback (SBMC §28.15.060 and SBMC §28.92.110).

Planning Commission Staff Report  
 1417 San Miguel Avenue (MST2015-00426)  
 March 3, 2016  
 Page 2

## V. RECOMMENDATION

Staff recommends that the Planning Commission deny the appeal and uphold the SHO's decision to deny the subject application, making the finding in Section VIII of this report.

## VI. SITE INFORMATION

<b>Applicant:</b>	Don Swann		
<b>Property Owner:</b>	Michael and Jami Gott		
<b>Site Information</b>			
<b>Parcel Number:</b>	045-132-006	<b>Lot Area:</b>	10,589 sq. ft.
<b>General Plan:</b>	Low Density Residential (Max 5 du/acre)	<b>Zoning:</b>	E-3/SD-3
<b>Local Coastal Plan:</b> Non-Appeal Jurisdiction			
<b>Existing Use:</b>	Residential	<b>Topography:</b>	13% Slope
<b>Adjacent Land Uses</b>			
<b>North</b> – Single Family Residential		<b>East</b> - Single Family Residential	
<b>South</b> - Single Family Residential		<b>West</b> - Single Family Residential	

## VII. DISCUSSION

The property owners have permanent health issues, which makes loading and unloading vehicles in their approved parking spaces difficult for them. The appeal letter describes the difficulties for the property owners, the unusual nature of the property and neighborhood, and describes the alternatives that they investigated. The property is on the downhill (south) side of San Miguel Avenue, and the existing detached garage is behind and at a lower elevation than the house and is accessed from a driveway that is shared with neighbors to the south.

The applicants have requested the circular driveway and parking space at the front of the house, at the same elevation as the front door and main living level of the house. Their reason for the request is to allow better accessibility to the house, as one of the current residents has permanent injuries from a collision. Currently, the residents must park in either the garage or the uncovered parking space, and climb stairs or sloped surfaces to enter the house, and it is a hardship for them. Their letter states that it is not their intent to permanently park on the circular driveway, but rather to use it for drop-off and pick-up of one of the residents. On-street parking is prohibited on the south side of San Miguel.

The SHO expressed sympathy for the property owners, but stated that because a Modification runs with the land, the uncovered parking/loading space would be in existence far beyond the current necessity. The SHO found that the proposed uncovered parking/loading space in the front setback was neither consistent with the pattern of development within the neighborhood nor with the purpose nor intent of the Zoning Ordinance, and was not an appropriate improvement on the lot. Additionally, the property currently exceeds the parking requirement as it has three parking spaces on the lot.

Planning Commission Staff Report  
1417 San Miguel Avenue (MST2015-00426)  
March 3, 2016  
Page 3

The concern with circular driveways is that they typically involve the removal of on-street parking and result in parking in the front setback. In this case, parking is not allowed on the south side of the street, so there would be no reduction in on-street parking. In regards to parking within the front setback, the concern relates to aesthetic and neighborhood compatibility, especially when conforming options exist as they do in this case. Although the Single Family Design Board found the modification to be aesthetically appropriate (Exhibit C of the SHO Staff Report), it is not consistent with the pattern of development within this neighborhood and the approval of the Modification would allow the circular driveway and parking spaces for the foreseeable future, and the use of the front setback for parking would far exceed the current parking need.

#### **VIII. RECOMMENDATION AND FINDINGS**

Staff recommends that the Planning Commission deny the appeal and uphold the SHO's decision to deny the subject application, making the finding below:

The Planning Commission finds that the Modification to allow an uncovered parking space within the Front Setback is not consistent with the purposes and intent of the Zoning Ordinance and is not necessary to secure an appropriate improvement on the lot, as the uncovered parking space is inconsistent with the pattern of development within the neighborhood and three conforming parking spaces currently exist onsite.

#### Exhibits:

- A. Applicant's letter, dated January 19, 2016
- B. SHO Staff Report, Dated December 21, 2015
- C. SHO Resolution 001-16, dated January 6, 2016
- D. SHO Minutes, dated January 6, 2016
- E. Site Plan



# City of Santa Barbara California

## CITY OF SANTA BARBARA PLANNING COMMISSION

RESOLUTION NO. 008-16

1417 SAN MIGUEL AVENUE

STAFF HEARING OFFICER APPEAL OF FRONT SETBACK MODIFICATION

MARCH 10, 2016

**APPLICATION OF DON SWANN, DESIGNER FOR MICHAEL AND JAMI GOTT, 1417 SAN MIGUEL AVENUE, APN 045-132-006, E-3/SD-3 (ONE FAMILY RESIDENCE/COASTAL) ZONES, GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL (MAX.5 DU/ACRE) (MST2015-00426)**

The 10,589 square-foot site is currently developed with a 1,513 sq. ft., two-story, single family residence, a detached two-car garage and an uncovered parking space. The proposed project involves a circular driveway and parking/loading space at the front of the house, with a new curb cut and driveway. The discretionary application required for this project is a Front Setback Modification to allow uncovered parking in the required 20-foot front setback (SBMC §28.15.060 and SBMC §28.92.110).

The Environmental Analyst has determined that the project is exempt from further environmental review pursuant to the California Environmental Quality Act Guidelines Section 15301 and 15305 (Existing Facilities and Minor Alterations to Land Use Limitations).

**WHEREAS**, the Planning Commission has held the required public hearing on the above application, and the Applicant was present.

**WHEREAS**, no one appeared to speak in favor of the application, or appeared to speak in opposition thereto, and the following exhibits were presented for the record:

1. Staff Report with Attachments, March 3, 2016
2. Site Plans

**NOW, THEREFORE BE IT RESOLVED** that the City Planning Commission:

Denied the appeal and upheld the Staff Hearing Officer's decision to deny the subject application.

The Planning Commission finds that the Modification to allow an uncovered parking space within the Front Setback is not consistent with the purposes and intent of the Zoning Ordinance and is not necessary to secure an appropriate improvement on the lot, as the uncovered parking space is inconsistent with the pattern of development within the neighborhood and three conforming parking spaces currently exist onsite.

This motion was passed and adopted on the 10th day of March, 2016 by the Planning Commission of the City of Santa Barbara, by the following vote:

AYES: 6 NOES: 1 (Thompson) ABSTAIN: 0 ABSENT: 0

PLANNING COMMISSION RESOLUTION No.008 -16  
1417 SAN MIGUEL AVENUE  
MARCH 10, 2016  
PAGE 2

I hereby certify that this Resolution correctly reflects the action taken by the city of Santa Barbara Planning Commission at its meeting of the above date.

  
\_\_\_\_\_  
Julie Rodriguez, Planning Commission Secretary

4/7/16  
\_\_\_\_\_  
Date

**PLEASE BE ADVISED:**

**THIS ACTION OF THE PLANNING COMMISSION CAN BE APPEALED TO THE CITY COUNCIL WITHIN TEN (10) CALENDAR DAYS AFTER THE DATE THE ACTION WAS TAKEN BY THE PLANNING COMMISSION.**



# City of Santa Barbara Planning Division

## PLANNING COMMISSION MINUTES

March 10, 2016

### CALL TO ORDER:

Chair Campanella called the meeting to order at 1:00 P.M.

### I. ROLL CALL

Chair John P. Campanella, Vice-Chair June Pujo, Commissioners Jay D. Higgins, Mike Jordan, Sheila Lodge, Deborah L. Schwartz, and Addison Thompson.

### STAFF PRESENT:

Beatriz Gularte, Senior Planner  
Danny Kato, Senior Planner  
Susan Reardon, Senior Planner  
Ashleigh Shue, Supervising Engineer\  
Cameron Benson, Creeks Restoration/Clean Water Manager  
N. Scott Vincent, Assistant City Attorney  
Dan Gullett, Supervising Transportation Planner  
Steven Greer, Project Planner  
Allison De Busk, Project Planner  
Jessica Grant, Project Planner  
Julie Rodriguez, Planning Commission Secretary

### II. PRELIMINARY MATTERS:

- A. Requests for continuances, withdrawals, postponements, or addition of ex-agenda items.  
None.
- B. Announcements and appeals.  
None.
- C. Review, consideration and action on the following draft Planning Commission Minutes and Resolutions:
  - 1. February 18, 2016
  - 2. PC Resolution No. 005-16  
251 S. Hope Avenue

**MOTION: Thompson/Schwartz**

Approve the minutes and resolutions as corrected.

This motion carried by the following vote:

Ayes: 5 Noes: 0 Abstain: 2 (Campanella, Lodge). Absent: 0

D. Comments from members of the public pertaining to items not on this agenda.

Chair Campanella opened the public hearing at 1:03 P.M. and, with no one wishing to speak, closed the hearing.

**III. STAFF HEARING OFFICER APPEAL:**

**ACTUAL TIME: 1:03 P.M.**

**APPLICATION OF DON SWANN, DESIGNER FOR MICHAEL AND JAMI GOTT, 1417 SAN MIGUEL AVENUE, APN 045-132-006, E-3/SD-3 (ONE FAMILY RESIDENCE/COASTAL) ZONES, GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL (MAX.5 DU/ACRE) (MST2015-00426)**

The 10,589 square-foot site is currently developed with a 1,513 sq. ft., two-story, single family residence, a detached two-car garage and an uncovered parking space. The proposed project involves a circular driveway and parking/loading space at the front of the house, with a new curb cut and driveway. The discretionary application required for this project is a Front Setback Modification to allow uncovered parking in the required 20-foot front setback (SBMC §28.15.060 and SBMC §28.92.110).

The Environmental Analyst has determined that the project is exempt from further environmental review pursuant to the California Environmental Quality Act Guidelines Section 15301 and 15305 (Existing Facilities and Minor Alterations to Land Use Limitations).

Contact: Danny Kato, Senior Planner

Email: [DKato@SantaBarbaraCA.gov](mailto:DKato@SantaBarbaraCA.gov)

Phone: (805) 564-5470, ext. 2567

Danny Kato, Senior Planner, gave the Staff presentation.

Don Swann, Designer, gave the appellant presentation, joined by Michael Gott, Owner.

Chair Campanella opened the public hearing at 1:23 P.M., and with no one wishing to speak, the public hearing was closed.

**MOTION: Jordan/Schwartz**

**Assigned Resolution No. 008-16**

Denied the appeal and uphold the decision of the Staff Hearing Officer to deny the Front Setback Modification, making the findings in the Staff Report dated March 3, 2016.

This motion carried by the following vote:

Ayes: 6 Noes: 1 (Thompson) Abstain: 0 Absent: 0

Chair Campanella announced the ten calendar day appeal period.

Chair Campanella called for a recess at 2:16 P.M and reconvened the meeting at 2:30 P.M.

IV. **CONTINUED ITEM:**

**ACTUAL TIME: 2:30 P.M.**

**APPLICATION OF THE PARKER FAMILY FOR 433 EAST CABRILLO BOULEVARD (WATERFRONT HOTEL), APN 017-680-009, ZONING DESIGNATION: HOTEL AND RELATED COMMERCE/ PARK PLAZA SPECIFIC PLAN/ COASTAL ZONE OVERLAY (HRC-2/SP-1/SD-3), GENERAL PLAN DESIGNATION: OCEAN-RELATED COMMERCIAL/ MEDIUM HIGH RESIDENTIAL, LOCAL COASTAL PLAN DESIGNATION: HOTEL AND RELATED COMMERCE; AND 103 SOUTH CALLE CESAR CHAVEZ (HOTEL PARKING LOT), APN 017-113-020, ZONING DESIGNATION: OCEAN-ORIENTED LIGHT MANUFACTURING/ COASTAL ZONE OVERLAY (OM-1/SD-3), GENERAL PLAN DESIGNATION: OCEAN-RELATED INDUSTRIAL, LOCAL COASTAL PLAN DESIGNATION: OCEAN ORIENTED INDUSTRIAL (MST2013-00371)**

Continued review of a request for a Development Agreement and an associated Ordinance Amendment related to Transfer of Existing Development Rights. The Planning Commission reviewed this item on January 7, 2016 and continued it with direction to the applicant to incorporate changes and address Planning Commission comments.

On August 15, 1995, City Council adopted Ordinance 4920, which included a Development Agreement (DA) and associated conditions of approval for development of the Chase Palm Park expansion, the Waterfront Hotel (433 East Cabrillo Boulevard), and a youth hostel. The DA allowed the Chase Palm Park expansion project to commence immediately and provided the property owner, American Tradition, 12 years to construct the hotel and hostel. In 2007, the City issued building permits for both the 150-room Waterfront Hotel and associated parking lot, and the youth hostel. While the hostel (12 E. Montecito St.) has since been completed, the hotel project has stalled. In order to maintain the existing development rights for the approved hotel and establish the potential and associated process for a revised project, a new DA is being considered. As such, the proposed DA includes the following major components:

- Establishment of a new ten-year term for the DA.
- Acknowledgment of the approved status of the 150-room hotel project, including parking lot, which could continue to be constructed without further discretionary review.

- A provision that all current Building and Public Works permits for the approved hotel project would expire upon the effective date of the DA, and new ministerial permits (consistent with current codes) for the approved project must be issued within five years of the effective date of the DA.
- A provision that if the approved 150-room hotel project is abandoned and a revised hotel project is pursued at any time during the term of the DA, the project would be subject to policies, ordinances, resolutions, codes, rules, regulations and official policies governing development of the site(s) in effect as of the effective date of the DA.
- If a revised hotel project is approved during the term of the DA and it results in less than the currently approved 150 hotel rooms, the Applicant has the ability to propose the transfer of excess rooms or square footage to another parcel, consistent with applicable City ordinance provisions and processes for doing so.

Note: A Development Agreement and Ordinance Amendment require City Council approval at a subsequent public hearing to be scheduled. The purpose of this March 10<sup>th</sup> hearing is for the Planning Commission to consider the request and environmental document prepared for the project and provide a recommendation to City Council on the following:

1. A Development Agreement to allow an additional ten (10) years to construct the approved 150-room hotel and parking lot, or a revised project (Council Resolution 89-120); and
2. A Zoning Ordinance Amendment (SBMC Chapter 28.95 - Transfer of Existing Development Rights) to defer to the Waterfront Hotel Development Agreement for provisions allowing the applicant to propose the transfer of excess (approved but undeveloped) hotel rooms from the Waterfront Hotel site.

An Addendum to the 1993 Final Environmental Impact Report (EIR) has been prepared in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15164 to address minor changes to the project and EIR analysis. The Planning Commission will consider the Addendum together with the previously certified Final EIR, and consider a recommendation to City Council regarding the adequacy of the environmental review pursuant to CEQA Guidelines Section 15090.

Contact: Allison DeBusk, Project Planner

Email: [ADebusk@SantaBarbaraCA.gov](mailto:ADebusk@SantaBarbaraCA.gov)

Phone: (805) 564-5470, ext. 4552

Allison DeBusk, Project Planner, gave the Staff presentation.

Suzanne Elledge, Suzanne Elledge Planning and Permitting, gave the Applicant presentation. Also present were Eli Parker and Ashleigh Parker-Snyder, and Graham Lyons, Mullen & Henzell, LLP.

Chair Campanella opened the public hearing at 2:48 P.M., and with no one wishing to speak, the public hearing was closed.

Commissioner Thompson left the dais at 5:05 P.M. and did not return.

**MOTION: Pujo/Jordan**

Continue to a special meeting on March 24, 2016.

Commissioner Jordan left the dais at 5:40 P.M. and did not return.

Motion was withdrawn for absence of the seconder to the Motion.

Straw poll:

Who agrees with the recommendations as stated?

Ayes 2 (Campanella, Higgins)

Straw Poll:

Who agrees with the recommendations with the removal of section 11.1 from the Development Agreement?

Ayes: 2 (Lodge, Schwartz)

Commissioner Pujo would agree to support the project if some of the language such as the “low/lower income” modifiers on the youth hostel and “luxury” for the hotel were removed. With regard to Section 11.1, if that section was eliminated altogether, she would not be dissatisfied with the Development Agreement. However, she would also be satisfied if additional language was added, such as that proposed by staff earlier that nothing contained therein would obligate the City to approving a proposed transfer and to clarify that any proposal would be reviewed based on the entire record, including the original conditions for the Fess Parker Hotel. She also suggests including a finding of fact in regards to the cap on the number of units at the Fess Parker Hotel.

Graham Lyons, Attorney for the Applicant, asked for, and was granted, two minutes to confer with the applicant team regarding a potential amendment that might help the Commission reach consensus. Following the conference, Mr. Lyons stated that the applicant proposes to remove Section 11.1 from the Development Agreement.

**Motion: Lodge/Schwartz**

Recommends that City Council make the required planning and CEQA findings and approve the Development Agreement, with the exclusion of Section 11.1., and approve an Amendment to the Zoning Ordinance, Chapter 28.95, related to the Transfer of Existing Development Right, as found in the Staff Report dated March 3, 2016, with the following revisions to the Development Plan:

1. Revise Recital B to read, “Whereas, beginning in the late 1970’s, The City and Fess Parker began working to revitalize the waterfront area and the properties controlled by the Parkers along Cabrillo Boulevard. The City’s and the Parker’s plans for the waterfront came to include a conference center hotel, a waterfront public park, significant public open space, a hostel, and a waterfront hotel; and”
2. Revise Recital V to read, “Whereas, the City and the Parker Family wish to complete the development of the waterfront area in accordance with the Amended Specific Plan, and”
3. Revise Recital X.a. to read, “Dedicated land to enlarge Chase Palm Park,”
4. Revise Recital Z to read, “Whereas, a redesigned hotel may be in the best interest of both the City and the Parker Family as it may have fewer impacts on traffic and public views, and may create more open space on Parcel B, while continuing to provide a first-class hotel on the City’s waterfront; and”

Commissioner Pujo could agree with the historical references in the Development Agreement, but felt that the modifiers do not fit today, such as the youth hostel is not low-cost, and the hotel may not be luxury. She would like to remove the “low” or “lower cost” and “luxury” or “first class” modifiers out of the Development Agreement, as found on pages 2, 4, 5, 9, and 23. The motion maker and seconder agreed to include the requested changes in the motion.

This motion carried by the following vote:

Ayes: 4 Noes: 1 (Higgins) Abstain: 0 Absent: 2 (Jordan, Thompson)

Commissioner Higgins voted in the minority based on principle and because he believes that the modifiers being removed are factual and should remain in the Development Agreement.

Chair Campanella announced the ten calendar day appeal period.

V. CONCEPT REVIEW:

ACTUAL TIME: 6:01 P.M.

APPLICATION OF ASHLEIGH SHUE, SUPERVISING CIVIL ENGINEER FOR CITY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT, CITY RIGHT OF WAY ALONG MODOC ROAD AND LAS POSITAS ROAD, ZONES ADJACENT CITY RIGHT OF WAY INCLUDING: PARK AND RECREATION ZONE WITH COASTAL ZONE OVERLAY (P-R/SD-3), PARK AND RECREATION ZONE (P-R), ONE FAMILY RESIDENCE ZONES (A-1, E-1, E-3), ONE FAMILY RESIDENCE ZONE WITH PLANNED UNIT DEVELOPMENT (E-1/PUD), PLANNED UNIT DEVELOPMENT (PUD 2.5), TWO-FAMILY RESIDENTIAL (R-2), UNINCORPORATED COUNTY PROPERTIES, GENERAL PLAN DESIGNATIONS ADJACENT TO CITY RIGHT OF WAY INCLUDE: PARKS AND OPEN SPACE, LOW DENSITY RESIDENTIAL (5 DU/ACRE), LOW DENSITY RESIDENTIAL (3 DU/ACRE), UNINCORPORATED COUNTY LAND (MST2014-00055)

The proposed project involves design of a 2.6 mile-long separated multiuse pathway for bicyclists and pedestrians in City right of way along Modoc Road from Calle de Los Amigos to Las Positas Road and along Las Positas Road from Modoc Road to Cliff Drive. The project would provide key connections among Santa Barbara's regional Cross-town and Coastal Bike Routes, the neighborhoods adjacent to the path, Elings Park, Arroyo Burro Beach County Park, and the Douglas Family Preserve.

The purpose of the concept review is to allow the Planning Commission and the public an opportunity to review the proposed project design at a conceptual level and provide the applicant and staff with feedback and direction regarding the proposed land use and design. The opinions of the Planning Commission may change or there may be ordinance or policy changes that could affect the project that would result in requests for project design changes. **No formal action on the development proposal will be taken at the concept review, nor will any determination be made regarding environmental review of the proposed project.**

The discretionary application required for this project a Coastal Development Permit (SBMC § 28.44.060) since a portion of the project is located within the Non-Appealable and Appealable Jurisdiction of the Coastal Zone.

Contact: Ashleigh Shue, Supervising Engineer  
Email: [AShue@SantaBarbaraCA.gov](mailto:AShue@SantaBarbaraCA.gov)

Phone: (805) 564-5470, ext. 2507

Contact: Jessica Grant, Project Planner  
Email: [JGrant@SantaBarbaraCA.gov](mailto:JGrant@SantaBarbaraCA.gov)

Phone: (805) 564-5470, ext. 5338

**MOTION: Schwartz/Pujo**

Continue to April 14, 2016.

This motion carried by the following vote:

Ayes: 5 Noes: 0 Abstain: 0 Absent: 0

**VI. ADMINISTRATIVE AGENDA**

**ACTUAL TIME: 6:05 P.M.**

A. Committee and Liaison Reports

1. Staff Hearing Officer Liaison Report

None was given.

B. Other Committee and Liaison Reports

None were given.

**VII. ADJOURNMENT**

Chair Campanella adjourned the meeting at 6:05 P.M.

Submitted by,

  
\_\_\_\_\_  
Julie Rodriguez, Planning Commission Secretary

To: City of Santa Barbara City Council

RECEIVED 18 March, 2016

Subj: Appeal of Planning Commission Finding on 1417 San Miguel Ave (MST2015-00426)

2016 MAR 18 PM 1:25

Date of meeting Planning Commission finding was made; 10 March 2016

CITY OF SANTA BARBARA  
CITY CLERK'S OFFICE

Attachment 1; Copy of Planning Commission presentation by Applicant on 10 March, 2016

Description of decision being appealed: "The Planning Commission finds that the Modification to allow an uncovered parking space within the Front Setback is not consistent with the purposes and intent of the Zoning Ordinance and is not necessary to secure an appropriate improvement on the lot, as the uncovered parking space is inconsistent with the pattern of development within the neighborhood and three conforming parking spaces currently exist onsite."

Grounds claimed for appeal: Our grounds for appeal are that we feel that the stated findings are not in accord with provisions of the Zoning Ordinance (Title 28) and that the Staff Hearing Officer/Planning Commission findings are based on a restrictive interpretation of the zoning ordinance. We will address three key areas; I) Accommodations for Persons with Disabilities and preventing unreasonable hardship, II) Modification for uncovered parking space with in the Front Setback is not necessary, as other options are available, and III) inconsistent with the pattern of development with the east Mesa neighborhood.

**I) Accommodations for Persons with Disabilities and preventing unreasonable hardship;**

During the hearing the Commissioners asked questions to the Staff Hearing Officer/Senior Planner (SHO) about American Disabilities Act (ADA) applicability in this case, and the correct response was that it did not apply. Without referencing the ADA requirements, the discussion left us with the impression that if a person does not have a "disability sticker" or is not wheelchair bound or is able to walk the neighborhood on a daily basis, the City does not need to consider an accommodation, since ADA does not apply in residential areas. I have listed an excerpt from the ADA website below;

The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are **open to the general public**.

We understand that accommodations are not required on our property, based on the ADA requirements since it is not open to the general public. However, we are asking for a Modification to allow an uncovered parking space within the Front Setback on our own property to improve our quality of life and is an issue of accommodating persons with disabilities and preventing unreasonable hardship.

After the hearing, I reviewed the entire Title 28 and found that the City Council intent for the accommodation of persons with disabilities is much clearer than the discussion of ADA applicability during the hearing. Based on the definition of a person with disabilities, as referenced in Title 28 (shown below), combined with statements from our doctors (shown below), we consider ourselves as "persons with disabilities", as such we feel the denial of the Modification to allow an uncovered parking space within the Front Setback request was restrictive by not addressing the accommodations afforded in Title 28 (excerpts below).

**Chapter 28.15**  
**A-1, A-2, E-1, E-2, E-3 and R-1**  
**ONE-FAMILY RESIDENCE ZONES**

**28.15.005 Legislative Intent.**

The City Council intends that buildings within these residential districts may be used for housing a person or persons with disabilities, as defined in the Federal Fair Housing Act of 1989 and State Housing Law.

Person(s) with disabilities is defined by the Act as;

**“The Fair Housing Act protects a broad range of disabilities, both physical and psychological. To qualify under the Fair Housing Act, the disability must substantially limit at least one major life activity. This can include everyday activities such as eating, sleeping, seeing, hearing, walking, talking, breathing, climbing, reaching, standing, sitting, bathing, or caring for oneself. Further, the disability need not be obvious or require an apparatus to qualify for protection. For example, if an individual has severe arthritis, which makes the use of his hands difficult, this qualifies. If an individual has trouble hearing, but does not use a hearing aid, they would qualify as well.”**

-Our research has found that the determination of who is considered a “person with disabilities” is largely based on the person who has the disability. We are not wheelchair bound, can walk if we push thru the pain that is permanently present, etc... We understand that most of the issues cannot be helped with any Modification to any ordinance and are just a natural part of the life cycle. However, the issues such as loading and unloading issues that are creating unreasonable hardships; have lead us to accommodate these hardships in a manner that is both unsafe and illegal per Title 28. Modification to allow an uncovered parking space within the Front Setback will prevent these unreasonable hardships.

**Chapter 28.87**  
**GENERAL PROVISIONS**

**28.87.062 Setback, Open Yard, Common Outdoor Living Space, and Distance Between Main Buildings Encroachments.**

**B. 5. Accessible uncovered parking spaces, access aisles, and accessibility ramps necessary to make an existing building accessible to persons with disabilities may encroach into required setbacks to the extent reasonably necessary to accommodate the existing building.** This encroachment is not available for new buildings or additions to existing buildings where the addition precludes the development of a conforming accessible improvement.

-The existing building is on a steep sloped hill and our front setback is at our front door. The circular driveway along with the approved landscaping (SFBD approved) is the safest and most accommodating to persons of disabilities, of all the options reviewed and presented during the hearing.

**Chapter 28.92**  
**VARIANCES, MODIFICATIONS AND ZONE CHANGES**

**28.92.110.7. Accommodation of Disabilities.** A modification of any zoning regulation where the modification is necessary to allow improvements to an existing building in order to provide reasonable accommodations to individuals with disabilities. This modification is not available in the case of new buildings, demolitions and rebuilds, or additions where the proposed construction precludes a reasonable accommodation that would not require a modification.

-We never asked for improvements to an existing building, just the legitimization of our heritage method of loading/unloading and were told by the SFDB that we needed a Modification to allow an uncovered parking space within the Front Setback. The Modification approval would then allow us finalize and obtain the permit to install the second driveway approach, hardscape our existing dirt parking spot, completely re-landscape the front yard and connect to the existing shared driveway; all of which has been deemed acceptable by the SFBD and Transportation department.

Copies of letters from our doctors are submitted below.

## **The Permanente Medical Group, Inc.**

**MEDICINE UNIT 'B'  
555 Castro Street  
Mountain View CA 94041-2009  
Dept: 650-903-3020  
Main: 650-903-3000**

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November 3, 2015

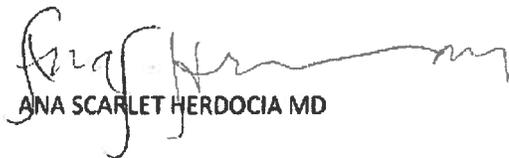
Jami Gott  
2625 Middlefield Rd 705  
Palo Alto CA 94306

To Whom It May Concern,

Ms. Jami Gott was in a motor vehicle accident in 2000 which resulted in multiple injuries. She broke her back and shattered her right shoulder/arm in multiple places which required shoulder reconstructive surgery with placement of a rod. She also has nerve damage in the involved area, of her right shoulder, that will never be fully resolved. As a result, she has chronic back and right should/arm pain that is exacerbated by walking and carrying items such as grocery bags especially up/down stairs. In addition the combination of injuries has caused her to have a limited range of motion of her neck/shoulder/back making it difficult to perform "backing maneuvers" with her vehicle.

As such, any accommodation that can be made so Ms. Gott's carrying of items over distance/up/down stairs and the backing-up of vehicles is minimized would be prescribed.

Sincerely,

  
ANA SCARLET HERDOCIA MD

# The Permanente Medical Group, Inc.

MEDICINE UNIT 'A'  
555 Castro Street  
Mountain View CA 94041-2009  
Dept: 650-903-3020  
Main: 650-903-3000

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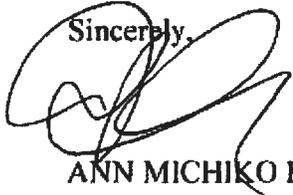
November 5, 2015

Michael H Gott  
2625 Middlefield Rd # 705  
Palo Alto CA 94306-2516

To: Whom It May Concern,

I am writing on behalf of my patient, Michael Gott. He is 58 years old, 6'4" tall and weighs 245 lbs. He has diabetes, arthritis, and a foot neuroma, which make it painful for him to walk. Any accommodations that would reduce his lateral and vertical movement (walking up and down stairs) would reduce the aggravation caused by his condition and enhance his quality of life.

Sincerely,



ANN MICHIKO KODANI DO

**Below are photos of our current methods of unloading/loading and parking.**

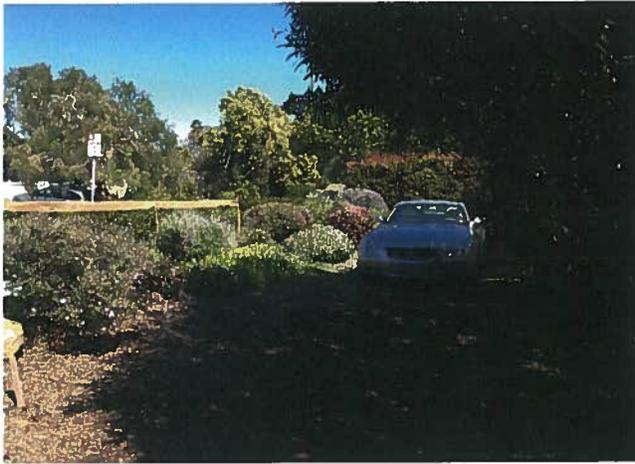
The original owner and the Gott's (2<sup>nd</sup> owners) use the street and front yard for all major loading/unloading tasks as these are the closest to the front door for the loading of items from the main house and the accommodation of loading of aging family members;



(Example of unloading in the front yard setback)



(Example of unloading in the no-parking zone in the street)



(Example of parking in the front yard setback)

***Please Note; now that it is a matter on public record we want the City Council to be aware of the following:***

***A Planning Commissioner, during the hearing, challenged the fact that if we walked about one mile/day (which our doctors encourage) we were not experiencing that much of a hardship loading /unloading our vehicles without this modification approval. This was disheartening to hear and we realized our modification was not going to be looked upon favorably.***

***In hindsight, this same Commissioner made a comment during the site visit that demonstrated the same prejudice. The following statement was heard by myself and witnesses; "I have a steeper driveway and stop and get out of my car to get my mail". I did not know what getting the mail had to do with loading/unloading items multiple times and carrying them across the property had to do with our Front Setback Modification.***

*With the exception of one Commission who approved our Modification request; each Commissioner indicated, on the record, that they concurred with what the other Commissioners reasons for their specific denial of the Modification request. The implication being, that if my wife can make daily walks in the neighborhood, and has not been declared handicapped by some recognized authority, she must not be a person with disability. These comments are considered derogatory and demeaning to my wife and I, which appeared to be based on an unclear definition of a disabled person. As such we can only surmise that this publicly displayed attitude was influential to other commissioners and subsequently prevented any consideration for persons with disabilities and the denial of our Modification request. We feel this was unbecoming of a City representative.*

## **II) Modification for uncovered parking space with in the Front Setback is not necessary, as other options are available;**

The Staff Hearing Officer identified three conforming parking spaces on the property; two of which are in the garage and one parking location on the side of the recreation room. All three locations require an extended walk up/down the hill to reach the front or rear door, which is why we perform these task in the front setback or the street (both illegal and one unsafe).

Due to the slope of the property and the original placement of the home, all three parking spaces are behind the front line of the house and significantly below the level of the home, which negatively impacts our enjoyment of the property and that of the neighborhood, as we are forced to load/unload items in the street or in the front yard illegally/unsafely.

Discussion focused on the slope of our ramp to our parking areas and everyone acknowledged it was steep and based on Title 28, does not comply with 28.90.045.C.4. We would have thought this would make our parking non-conforming, but this point was not finalized as nobody had the ordinance in front of them for review, however, we would have thought this would have been a part of the research prior to deeming our parking spaces conforming. Yet the definition of conforming is vague. I have provided excerpts of the ordinance, our topo map and several pictures below for your consideration.

### **28.90.045 Parking Design Standards.**

#### **A. REQUIREMENTS. All parking facilities must be designed and constructed pursuant to the following:**

1. Backing out onto a public street or sidewalk from a parking space shall be permitted only for a one-family or two-family dwelling, where not more than four (4) spaces are provided.
2. All turnaround movements shall be accomplished in one (1) maneuver. One (1) maneuver is considered to be one (1) back up and one (1) forward movement.

#### **C. VEHICLE RAMPS.**

1. A vehicle ramp is defined to be a sloping connection between a street level and a parking level or two (2) parking levels.
2. For multiple-family dwellings or nonresidential uses, all parking plans involving ramps shall be accompanied by a profile showing the ramp, ramp transitions and overhead and adjacent wall clearances.
3. The length of a ramp is defined as that portion of the ramp from the beginning of the transition at one end of the ramp to the end of the transition at the opposite end thereof.
4. For ramps longer than sixty-five feet (65'), the ramp grade shall not exceed twelve percent (12%) with the first and last eight feet (8') of the ramp not exceeding six percent (6%).



We have shown that we have significant driveway slope (>20% in some areas, average of 14%), in excess of 28.90.045.C.4 (shown above), a shared driveway with two neighbors (3 homes for 6 parking spaces), block retaining walls and power poles that make it difficult for us to make it out of our “conforming spaces” to the street without using more than the required “two movements” to exit our driveway as required by ordinance 28.90.045.A.2 (which is directly applicable to Mrs. Gott’s medical letter).



(damage from backing into power pole)



(damage from hitting the block wall)



(ramp slope to enter and exit conforming parking spaces)



(we actually use this spot, but if the shared drive is crowded we must back out of the driveway)

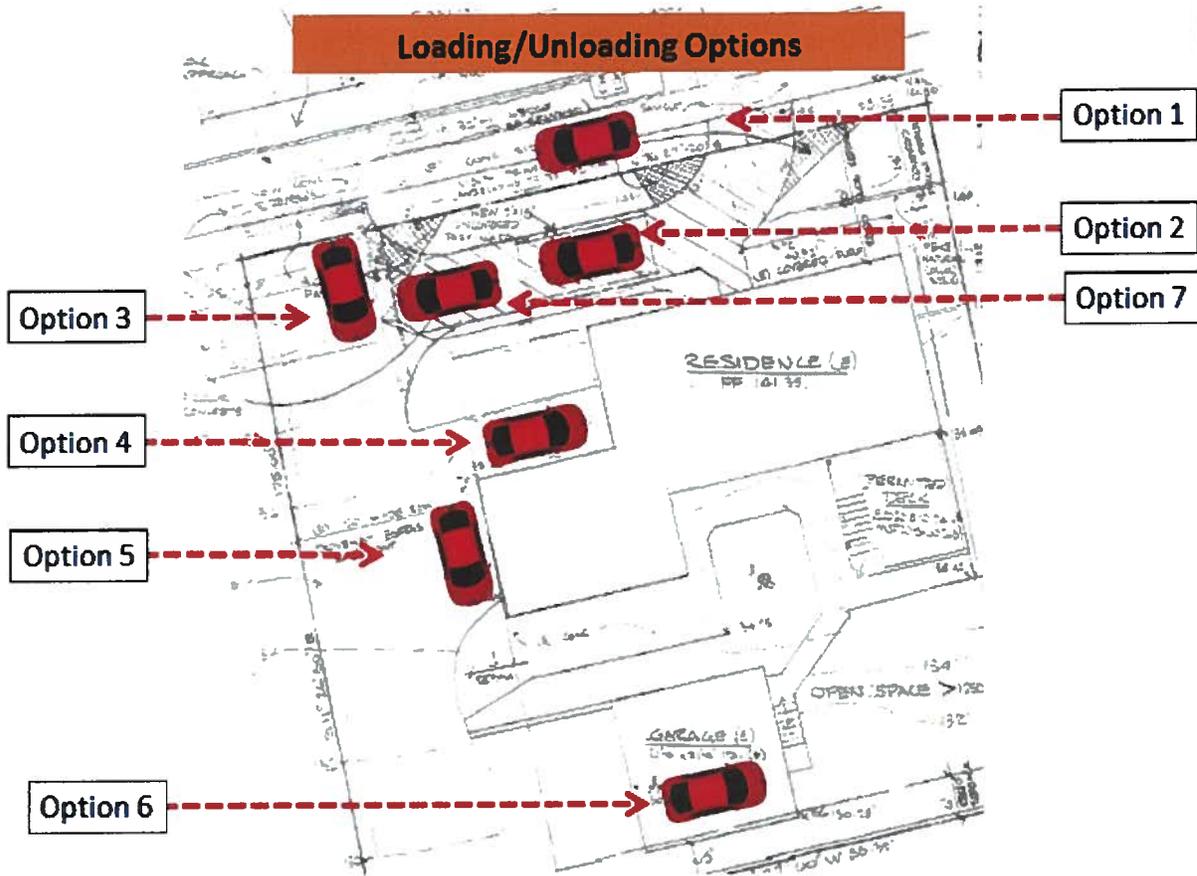


(steep ramp slope entering garage) and (steep ramp slope to enter declared conforming spot by recreation room-located a hard left in this picture)

As such we have had damage sustained to vehicles, the garage and block wall; due to the power/phone/cable pole and block wall located around the entry/exit to the garage (two of the Gott's conforming parking spaces). The third conforming parking space is at the base of the step part of the driveway. We do not park our vehicles there, as the turn into the spot is dangerously steep and if the pavement is wet you can slide into the side of the recreation room. As such we park one car next to the recreation room and either turnaround, if room is available, or back up the driveway.

We strongly disagree that we have three existing conforming parking spaces, in that the ramp access to these spaces must meet zoning requirements for the maneuvering area into and out of these spaces; otherwise it becomes hazardous to the public (backing out of a shared driveway on to public street, and neighbors walking up/down drive as there is no sidewalk) and property (damage to vehicles, block walls and stucco on house).

With respect to other options possible in lieu of the Modification requested (circular driveway). We did a comparison of all options that the applicant, SHO and PC (during their site visit) put forth. We showed the safest option was the one already approved by the SFB. The other options were shown to be either unsafe or did not provide the relief of physical pain or enjoyment of our property that the applicants desire (details in attached PC presentation of 10Mar16). I have provided a couple summary charts from our hearing presentation for your review and consideration.



8

Options	Total distance (4 round trips per load/unload)	Elevation change (ft)	Comments
1 -street	160	1	Unsafe, illegal, steps-trip hazard
2 -setback	120	0	Safe, no rushing, Heritage parking in front setback
3- slope	464	0	Unsafe slope (brake failure) blocks shared drive
4-trailer	368	6	Unsafe turn off slope for vehicles, steps-trip hazard
5-rec rm	616	6	Unsafe over steps- trip hazard, Furthest distance
6-garage	368	11	Unsafe over more steps- trip hazard
7-partial parking	272	0	Safe in most cases, worry, no about the slope, no 2 <sup>nd</sup> approach, needs landscaping

**Please Note, as a matter of record we want the City Council to be aware of the following:**

**A Commissioner after reviewing the comparison of all options, during the recorded public hearing, actually recommended the continuance of performing illegal and unsafe acts, by continuing to load/unload in the no-parking zone in the street, or illegally in the front setback. Since this was the first Commissioner to deny the Modification request and recommended to me to continue the illegal and unsafe options in front of a City attorney, it gave me great concern as to whom would be liable, if anyone is injured while loading/unloading, it is unconceivable to us that a City representative would condone the continued use of unsafe and illegal acts, which was exactly what we are attempting to avoid.**

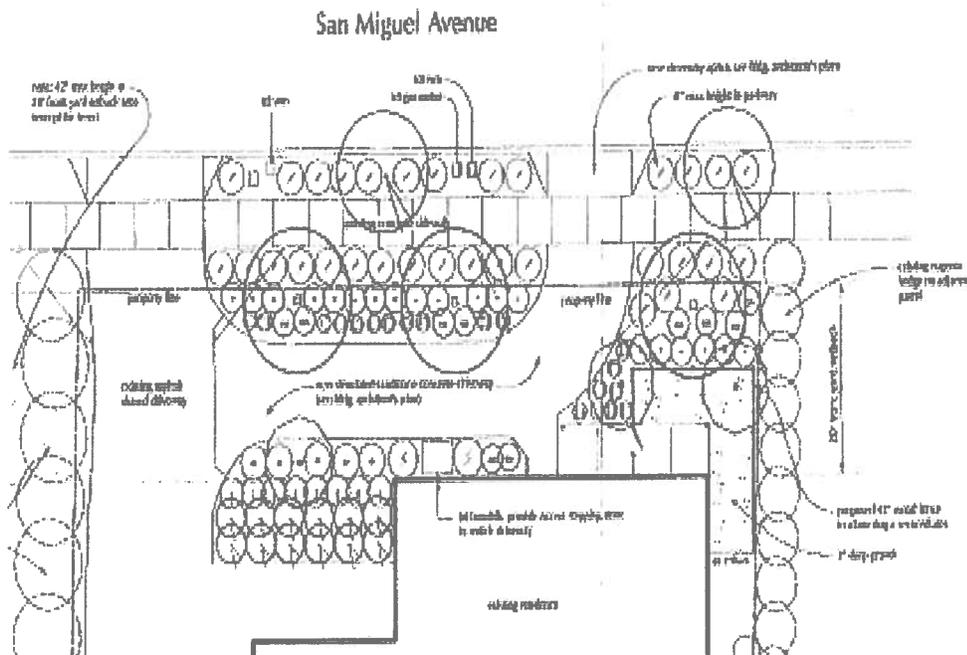
**III) Inconsistent with the pattern of development with the east Mesa neighborhood.**

The SFBD finding was that; “The Board finds the requested zoning modification aesthetically appropriate and does not pose consistency issues with the design guidelines.”

Below – Photos depict-Current front yard, with illegal driveway in front setback and existing landscaping (ugly). We do not landscape since the dirt driveway provides the best and safest access for loading/unloading. Another picture shows the illegal parking in the street (which is posted as no parking), and the sidewalk access thru the hedge that was installed many years ago to accommodate the fact that it is very hard to enter/exit the illegal spot in the front yard.



Below – Copy of the approved plans (sheet L-1) from our permit application. Shows all new circular driveway per City standards and new drip landscaping deemed aesthetically appropriate for vehicle blockage.



**Planting Notes**

1. Call city when prior to a landscaping area. Work with a landscape designer to create a planting plan. The goal is to create a landscape that is aesthetically pleasing and functional. There are a number of plants that are suitable for this area, so please refer to the city website for more information.
2. Planting and drainage is by the City of San Miguel. See the plan for more information.
3. Soil improvements for landscaping areas. Apply 3 cubic yards of high quality compost over 200 sq. ft. of 1/4-1/2 inch gravel for each 1000 square feet of planting area. Apply 1 cubic yard of mulch over 200 sq. ft. of 1/4-1/2 inch gravel. The mulch should be 2-3 inches deep. Annual watering, maintenance on slope areas. Supplemental watering during dry periods. Create a watering schedule based on each plant.
4. All plants shall be planted with Grove Power Hydrogel tabs. 1 gal = 10000 tabs. 3 gal = 30000 tabs. 15 gal = 150000 tabs. 30 gal = 300000 tabs.
5. Continue to work with the City of San Miguel on the landscaping plan. The City will provide a list of plants that are suitable for this area. The City will also provide a list of plants that are suitable for this area.

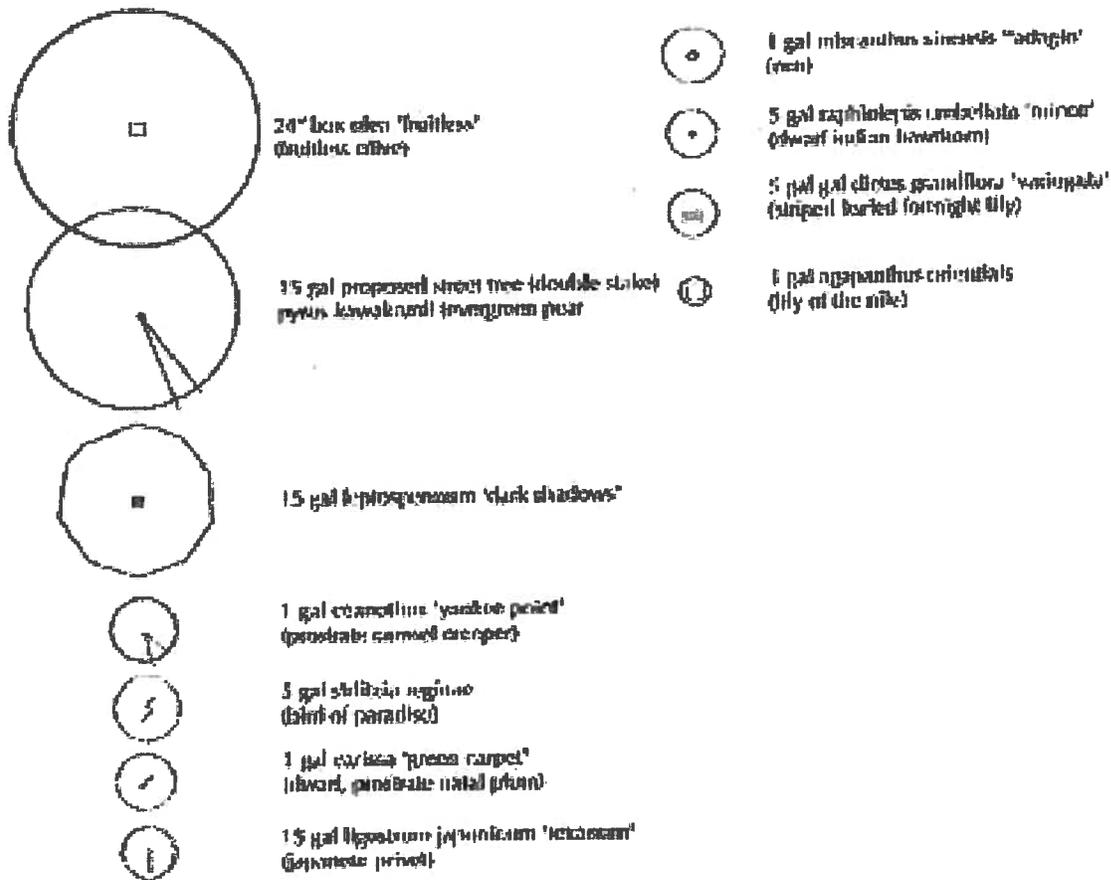
**Water Compliance Statement**

Water compliance statement will be provided on final landscape plan.

**Irrigation Notes**

1. All plants will be irrigated with a new irrigation system.
1. All irrigation shall be drip.

# Plant Legend



We always felt, as do our immediate neighbors that we were not only conforming to the neighborhood, since we already had ¾ of the driveway in the front yard for many years and were just completing the driveway with new landscaping, ultimately improving the appearance of the neighborhood and legitimizing our unsafe and illegal methods of loading/unloading.

During the hearing the SHO acknowledged to the PC's, that she did not know the neighborhood that well, and described a couple other circular driveways nearby, leaving the impression that, our modification does not have conformity with the neighborhood.

The SHO confirmed, with our review of public records, that there was no real record of permits for circular driveways because to install a circular driveway if it was just "flat-work "and that no building permits were required. The Title 28 requirement says there shall be no parking in the front setback, and because it is evident that so many people were parking in the front setback, the City is using the Modification for uncovered parking in the front setback as a tool for parking enforcement. It was also stated by the SHO that this is why she does not approve any modifications for uncovered parking within the front setback.

Another issue discussed during the hearing seemed to be that the SHO had to take into account the "Land Use" issues and that by approving this or any Modification to allow parking in a Front Setback ,

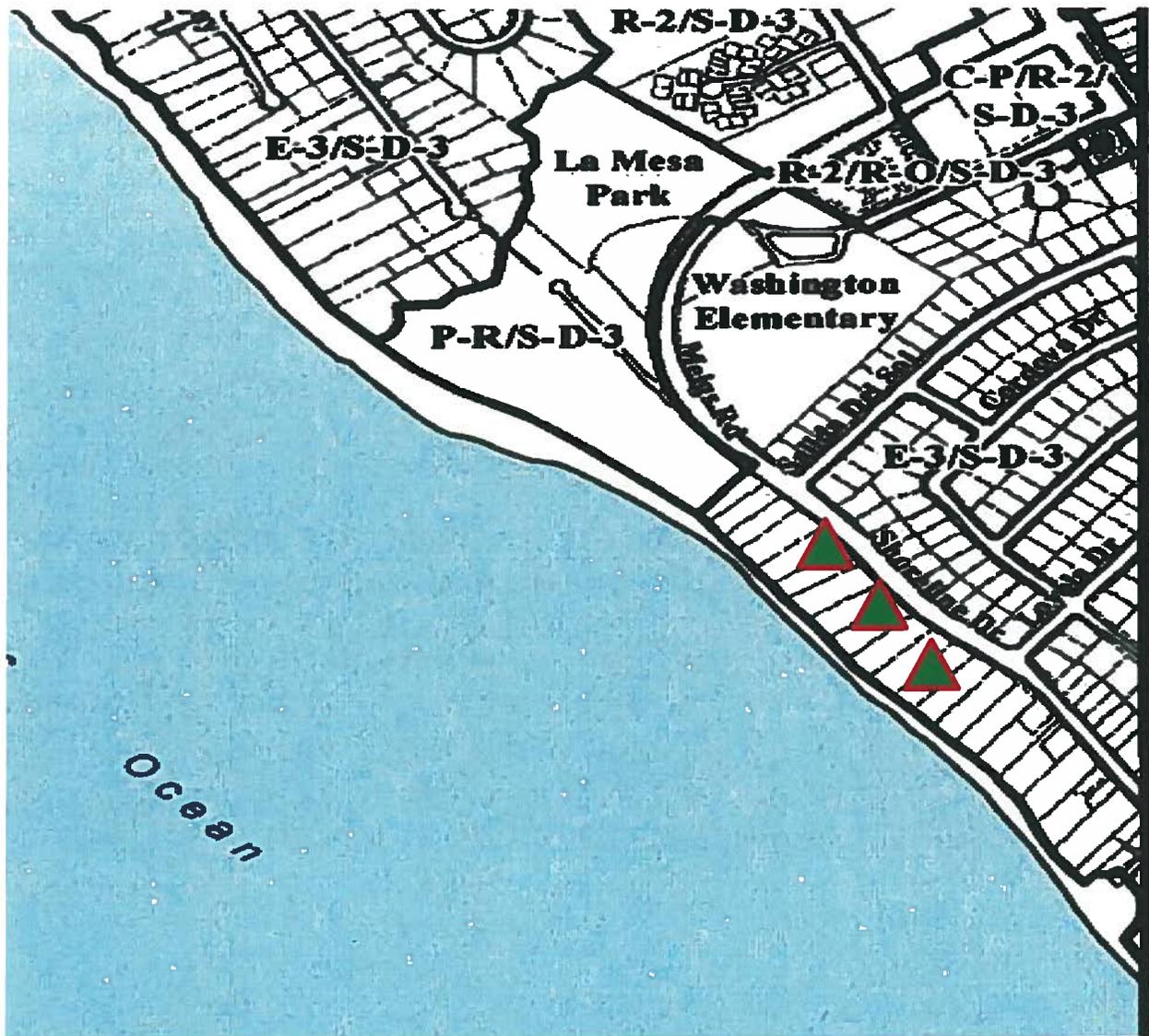
would be allowing us to park in a front setback legally; but it would also increase the amount of vehicles currently parking in their front setbacks, and that to many homes are doing this illegally now. Thus, we can only surmise that this is a parking enforcement position which over showed our modification request. This type of circular argument only frustrates the public and does not resolve issues; if we want people to not park in the front setbacks we must enforce/change our existing ordinances.

We originally stated in previous letters that we did not need additional parking just a loading/unloading area, but were told by the City that we need a front setback modification to load/unload, since we were told that it did not matter if it was for 3 minutes or 3 days so a Modification would be needed. Now we are told that the Modification is denied because it would increase overall neighborhood parking in the front setback.

For clarification, since no one was familiar with our neighborhood specifically and were compared to the overall city in general. We reside in the East Mesa neighborhood and feel that we are enhancing the neighborhood conformity, as do our neighbors, specifically those who share the driveway with us and those directly across the street who have to look at our property permanently.

After the hearing the applicants went out and drove every street in the neighborhood. The neighborhood has exactly eight (8) circular driveways (see map for locations), all of which are appealing, as would ours be based on the SFBD finding. Note that they are all in the middle to west side of the neighborhood. The location of each lot was such that it could handle the appropriate driveway turn radius required by the Transportation Department, such as ours does. It became evident after reviewing the neighborhood that the east side lots are too small and the west side lots on the hill have stair-stepped front yards, so circular driveways would not be able to meet the turn radius requirement due to their lot size or excessively sloped front yard, otherwise I suspect we would see more circular driveways being requested.

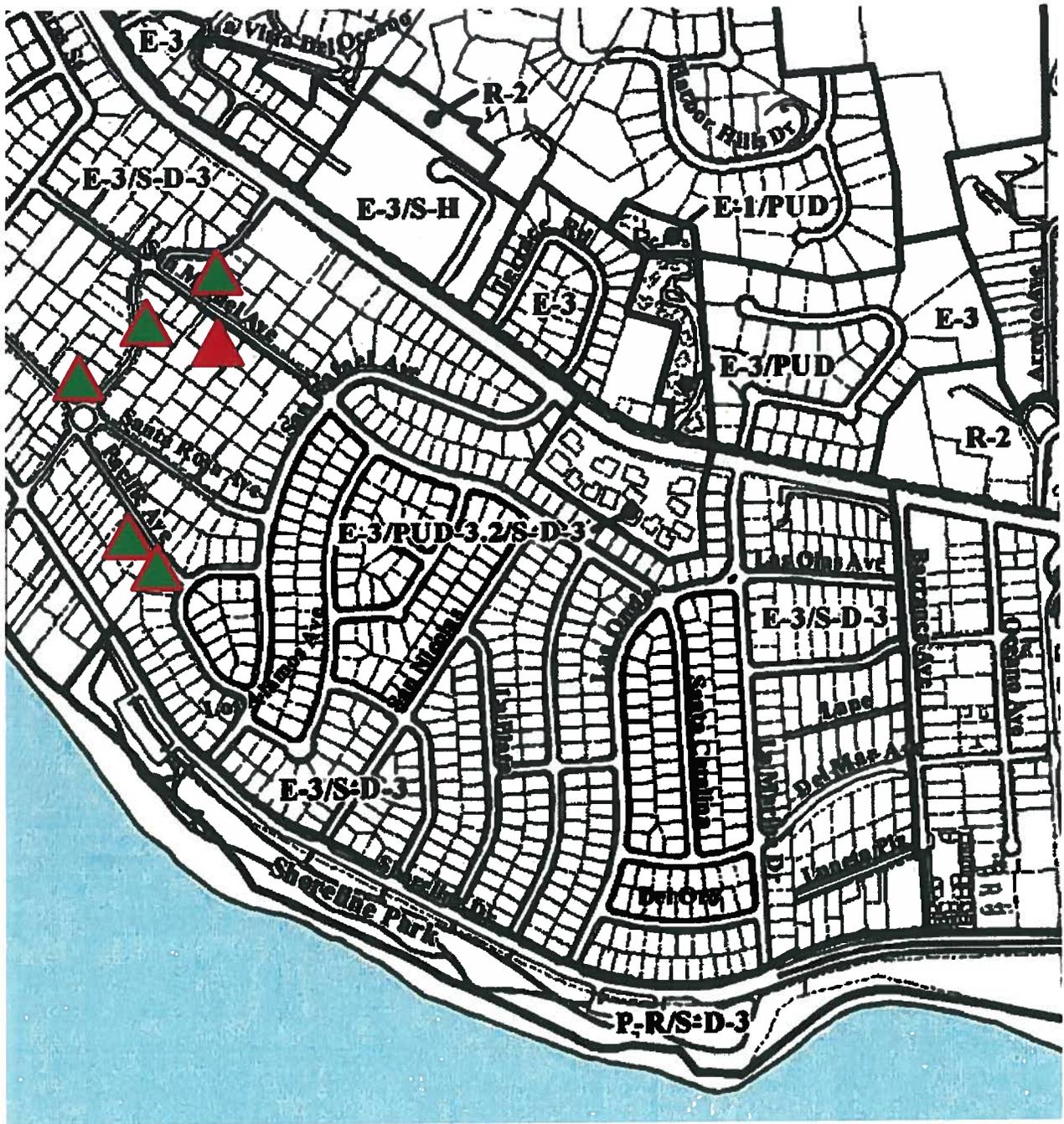
By approving our Modification the increase in the number of circular driveways in our community is relatively insignificant compared to the number of homes. With respect to the amount of vehicles in our neighborhood that use the front setback for illegal parking, it is significant and not enforced as is evidenced by driving through the neighborhood in the evening when the work day is over. Yet this is our neighborhood community and we love it. Thus, by accommodating one more front setback parking space, with a legal modification the net impact to the community is insignificant.



(Meigs Rd/Shoreline defines the east side of neighborhood above)



(Google map of the three circular driveways along Shoreline)



(remained of East Mesa neighborhood – note smaller lots to the east)



As the hearing discussion wrapped up, it was evident to us that the majority of the Planning Commission was going to concur with the SHO to deny the modification request.

Based on some of the discussion during the Planning Commission hearing, we could only conclude that this is the method used by the City to ban additional parking within the front setbacks throughout the City. This was put into place in order to limit the massive violations throughout Santa Barbara and had nothing to do with circular driveways, but more of an enforcement action to curb parking in front setbacks. The conclusion is that the Planning Commission/SHO will never approve a modification for a Front Setback Modification as they would be authorizing someone to park legally in their front setback, which was the reason to apply for the modification.

Examples of illegal parking in the setback;





Example of why;

We were lead to believe by City staff that by following the process to legitimize the parking within a front setback was the correct path to follow and now feel that we were deceived , wasted our time, embarrassed, publicly humiliated and wasted considerable funds to purse this project (over \$10k with site plans, landscape plans, City fees and other costs).

To address the fact that the City is concerning about approving this Modification as it will “Run with the Land”, we would like to propose, if determined necessary by the City Council, we will do the following;

- File with the Clerk of the City a written agreement that binds the property owner (present and future) to remove the circular driveway within the front setback in the event of any public acquisition by condemnation or other recognized process approved by the City Council.

- or other means as recommended by the City Council, if deemed necessary

We feel that those extraordinary circumstances discussed and that the stated conditions are applicable to the property involved and that these circumstances and conditions do not apply generally to other properties. Furthermore the approval of the Modification request alleviates unreasonable and unnecessary hardships, and is necessary for the preservation and enjoyment of a substantial property right of the applicant in consonance and harmony with the enjoyment of their property by our neighbors.

For all the reasons above we are requesting that the City Council reconsider the negative finding and approve our appeal.

Please feel free to contact me if any additional questions are necessary.

Appellant information:

Michael and Jami Gott; 1417 San Miguel Ave, Santa Barbara, CA 93109; 805-770-7717 (home)/408-242-2614(cell); [Mhgott01@comcast.net](mailto:Mhgott01@comcast.net)

Thank You,

Michael H. Gott

# **Attachment 1 to Appeal letter to City Council**

**Presentation to Planning Commission 10Mar16**

**Concerning Front Setback Modification for 1417 San Miguel Ave**

# 1417 San Miguel Ave

**A few facts about the Gott Residence at 1417 San Miguel Ave. and the relationship to the street to justify the circular driveway.**

- **Narrow, two-way 20 foot wide street with allowed parking on the opposite side only. This is applicable for only the 1400 and 1500 blocks on San Miguel Ave.**
- **The driveway to the Gott's garage is along the west side of the property, is 13% average slope and serves two additional properties down to the south.**
- **Unfortunately the steepest slope is from the sidewalk to the recreation room, which is a 6' drop over 25' (covers the entire front set back for the width of the shared driveway (25% slope).**
- **Their home is the only residence on the south side of the street with the entry facing the street that doesn't have a driveway near the front door to park and unload passengers or packages before putting away the car in the garage.**

# San Miguel Ave



- Street is 20' wide (curb-to-curb)
  - Assume 7' wide car/truck
  - 13' remaining for traffic and turning in/out of driveway
- No sidewalk on north side
- No parking allowed on south side
  - Posted no parking
- Only between Santa Cruz and Santa Rosa
  - One block

# 1417 San Miguel Ave

**Alternate Options that were suggested or discussed at SHO hearing.**

- **Provide parking space beside west end of house, beyond the front setback.....**
  - **Not Physically feasible with terrain restraints to locate the parking space beyond the front setback.**
- **Install a chair rail system from the garage to the kitchen door**
  - **Would impact the entire back yard**
  - **Would not be practical to make multiple trips (grocery bags)**
  - **Suspect future owners would remove the system due to the impact on the back yard**

# 1417 San Miguel Ave

## **Inquiries to Public Works:**

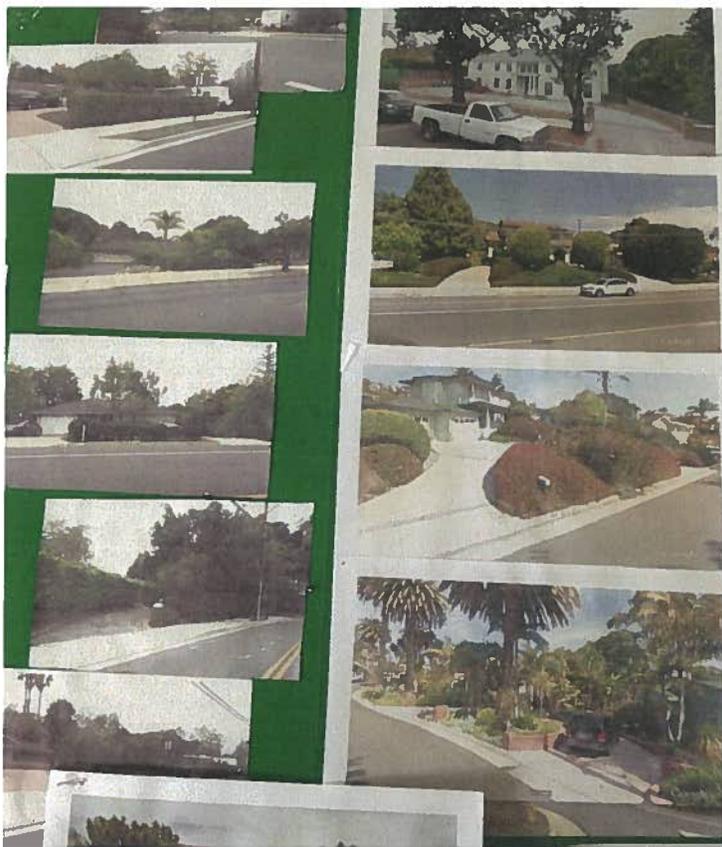
- **What is the possibility to allow an ADA space on street?.....**
  - **Answer – Not allowed**
- **At some time in the future, would it possible that the street could be made One – Way with parking on both sides?**
  - **Answer: No! Street is too narrow.**
- **About circular drive....Transportation Dept . do not approve circular driveways when parking spaces on the street are reduced.**
  - **This requirement has no effect on 1417 SM, as confirmed by the SHO as no parking exists on this side of the street.**

# 1417 San Miguel Ave

## **The Proposed Circular Drive**

- **The Transportation Dept. has reviewed the design (Chelsea Swanson) and approved the traffic pattern proposed. Additional support was given by the field inspector, Randy Wade.**
- **The Single Family Design Board also approved the layout and positive comments were made about the landscaping proposed. Close attention was also made to comply with visibility issues for the new and existing driveway.**
  - **The new landscaping is also designed to screen as much as possible any vehicle that would be parked in the circular drive.**
- **As to other circular drives that exist on the Mesa and in other areas of the city.**
  - **Of the City's Street Files we observed, there is little to no indication that any Permits/ Applications, where circular drives exist today, were ever approved and additional parking spaces never received a modification to be in the front yard.**

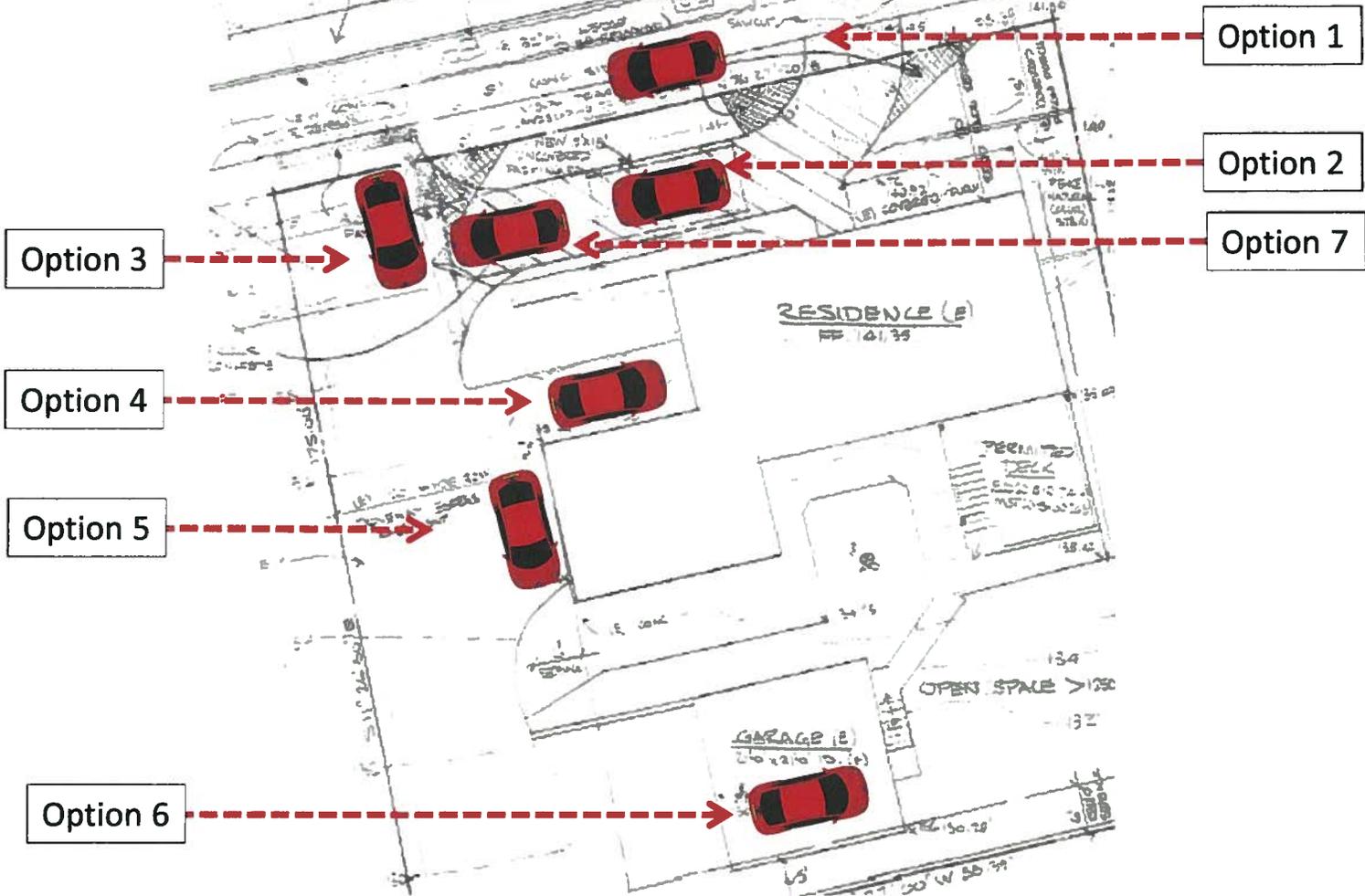
# Various Circular Driveways



# Loading/Unloading Issue

- **1417 San Miguel Ave is unique**
  - **For over 50 years**
    - **loading/unloading has occurred in the No Parking zone on the street**
      - **Do not feel safe doing this**
      - **Cars go around if possible**
        - » **but it is embarrassing and demeaning for us!!!**
      - **Causes us to rush the loading/unloading**
    - **Loading/unloading in the front yard**
      - **No traffic impacted**
      - **No rushing**

# Loading/Unloading Options





Option 1; Heritage unloading; **Use No Parking zone**

Distance   Elevation change

20'      1'

Average load of 4 bags requires 160 ' travel



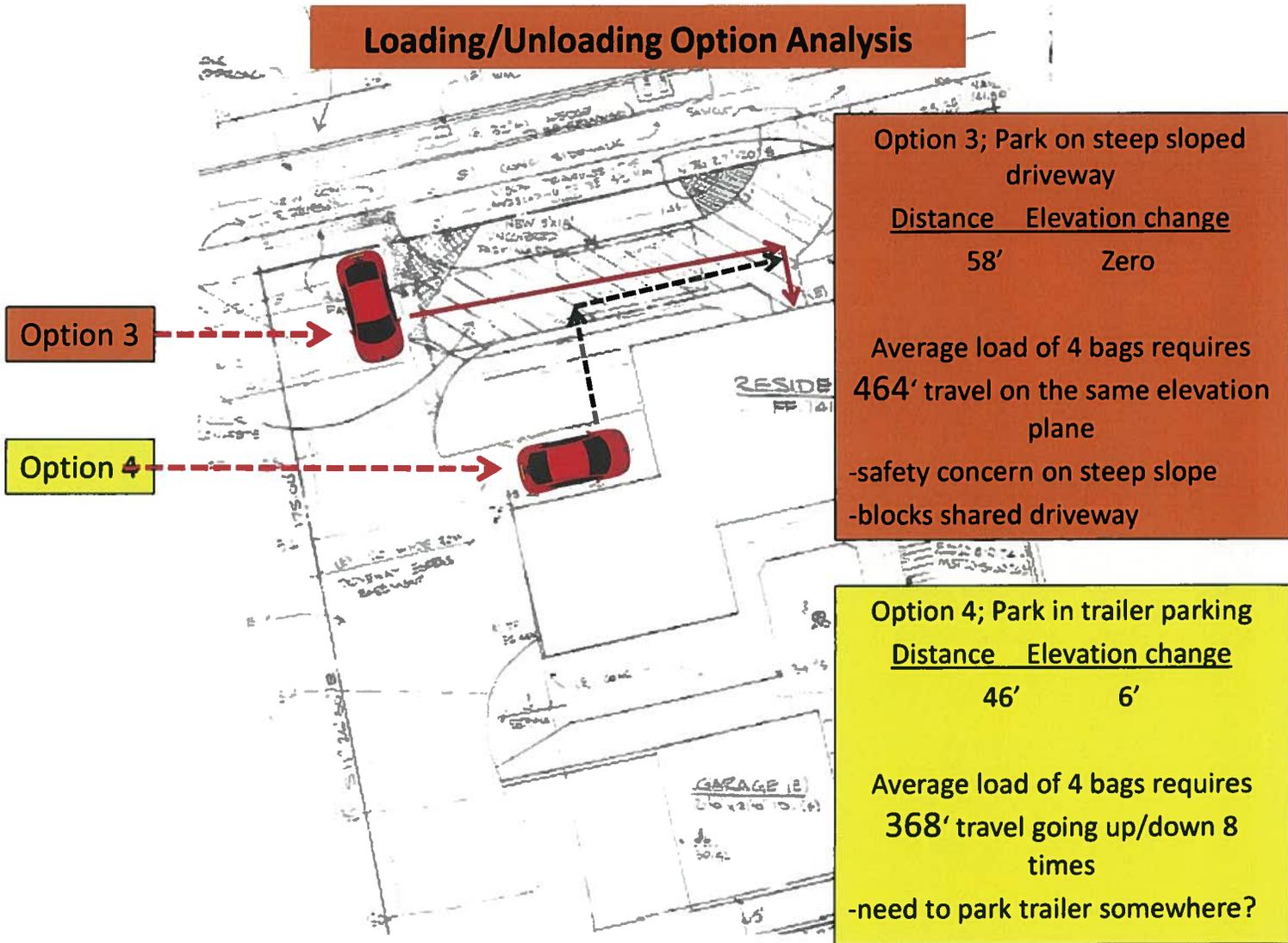
Option 2; Heritage unloading; **Use front setback**

Distance   Elevation change

15'   Zero

Average load of 4 bags requires 120' travel on the same elevation plane

## Loading/Unloading Option Analysis



Option 3

Option 4

Option 3; Park on steep sloped driveway

Distance	Elevation change
58'	Zero

Average load of 4 bags requires 464' travel on the same elevation plane

- safety concern on steep slope
- blocks shared driveway

Option 4; Park in trailer parking

Distance	Elevation change
46'	6'

Average load of 4 bags requires 368' travel going up/down 8 times

- need to park trailer somewhere?

## Loading/Unloading Option Analysis

**Option 5; Park next to Rec Rm**

Distance    Elevation change

77'            6'

Average load of 4 bags requires  
616' travel going up/down 8  
times

-furthest distance

**Option 6; Park in garage**

Distance    Elevation change

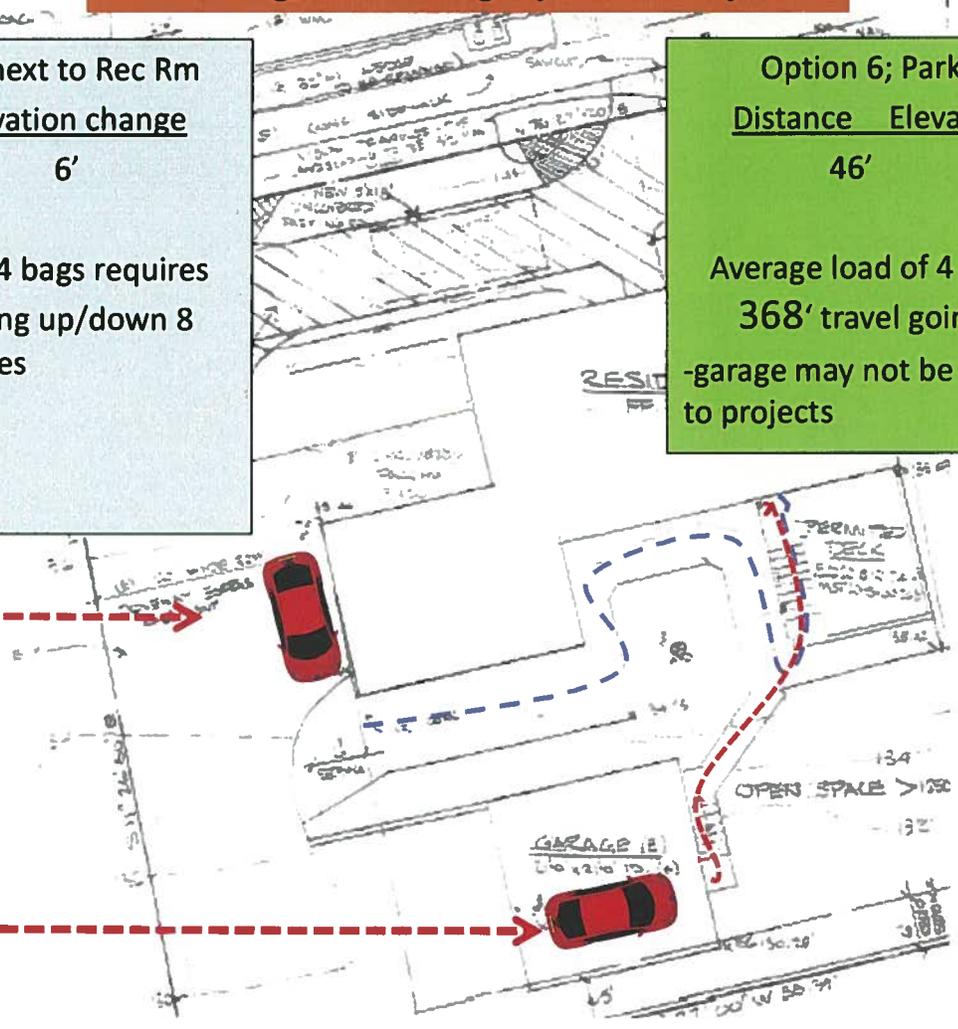
46'            11'

Average load of 4 bags requires  
368' travel going up/down

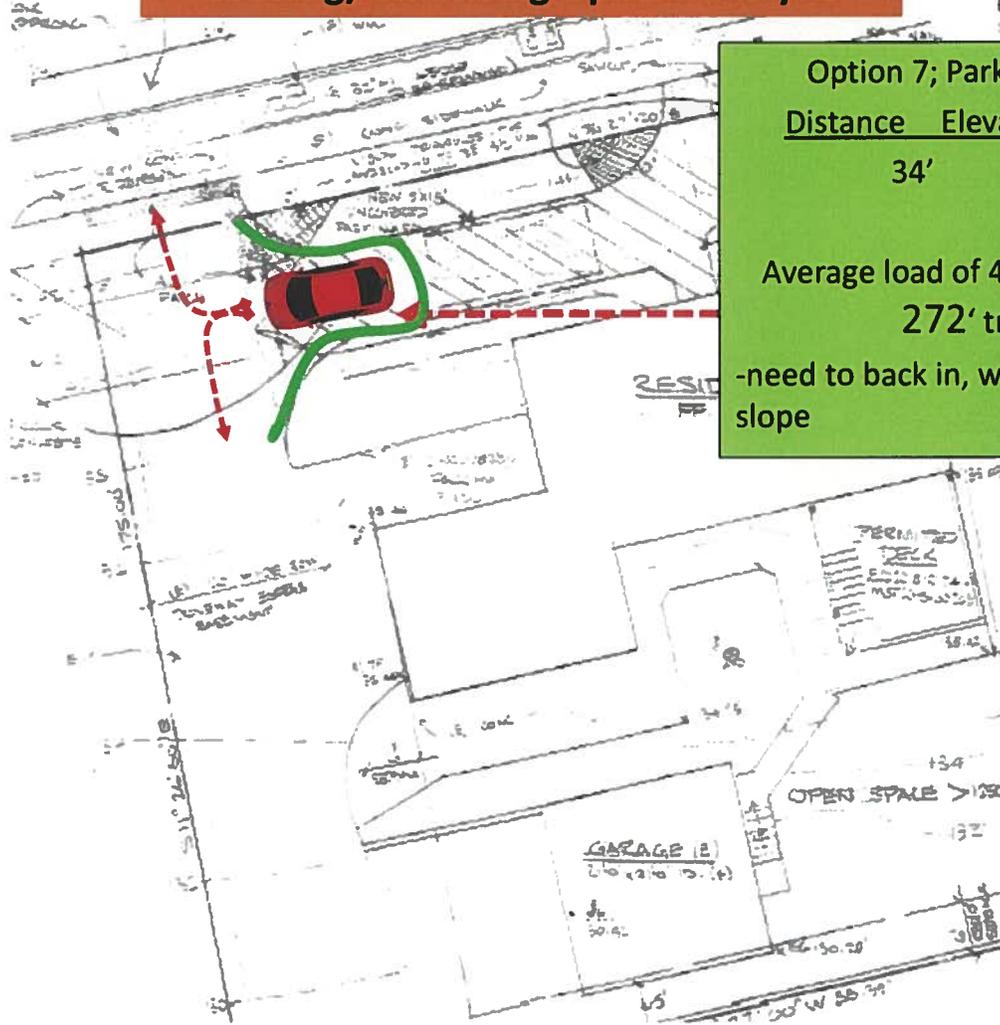
-garage may not be available due  
to projects

**Option 5**

**Option 6**



## Loading/Unloading Option Analysis



Option 7; Park in setback  
Distance   Elevation change

34'   0'

Average load of 4 bags requires  
272' travel

-need to back in, while on step  
slope

## Option Comparison

Options	Total distance (4 round trips per load/unload)	Elevation change (ft)	Comments
1 -street	160	1	Unsafe, illegal, steps-trip hazard
2 -setback	120	0	Safe, no rushing, Heritage parking in front setback
3- slope	464	0	Unsafe slope (brake failure) blocks shared drive
4-trailer	368	6	Unsafe turn off slope for vehicles, steps-trip hazard
5-rec rm	616	6	Unsafe over steps- trip hazard, Furthest distance
6-garage	368	11	Unsafe over more steps- trip hazard
7-partial parking	272	0	Safe in most cases, worry, no about the slope, no 2 <sup>nd</sup> approach, needs landscaping

**Option 2 is Safest and Shortest**

# Summary

- **1417 San Miguel Ave is unique**
  - **Comparison indicates the safest and shortest access to main level of house**
    - **Illegally parking in street or front setback**
  - **For safety reasons the front setback is primary option**
    - **Owners wants to legitimize the safe primary option**
      - **Negates ever having to illegally park on the street**
      - **No negative impact to on street parking**
      - **Landscaping plan reduces water consumption**
      - **Improve safety for pedestrians and vehicles**
  - **SRBD finds the project “...aesthetically appropriate and does not pose consistency issue with design guidelines**
  - **Enhances the community, neighborhood and property for the future**
    - **Believe families with small children, families with disabilities would appreciate the improvement**

**Want to team with City to create a Win-Win situation**





# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** July 26, 2016

**TO:** Mayor and Councilmembers

**FROM:** City Attorney's Office

**SUBJECT:** Conference With City Attorney – Anticipated Litigation

**RECOMMENDATION:**

That Council hold a closed session to consider anticipated litigation pursuant to subsections 54956.9(d)(2)&(3) of the Government Code. Significant exposure to litigation arising out of claims by Kendra L. Feshbach.

**SCHEDULING:** Duration, 30 minutes; anytime

**REPORT:** None anticipated

**SUBMITTED BY:** Ariel Calonne, City Attorney

**APPROVED BY:** City Administrator's Office