

October 7, 2013

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

RECEIVED  
OCT 07 2013  
CITY OF SANTA BARBARA  
PLANNING DIVISION

**RE: Arlington Village Apartments (MST2013-00169)**

Dear Allison,

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

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

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

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

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

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



Please let me know if you have any questions.

Sincerely,

**RRM DESIGN GROUP**

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

Lisa Plowman  
Planning Manager

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

## ***Arlington Village Apartments***

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

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

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

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

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

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

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

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

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

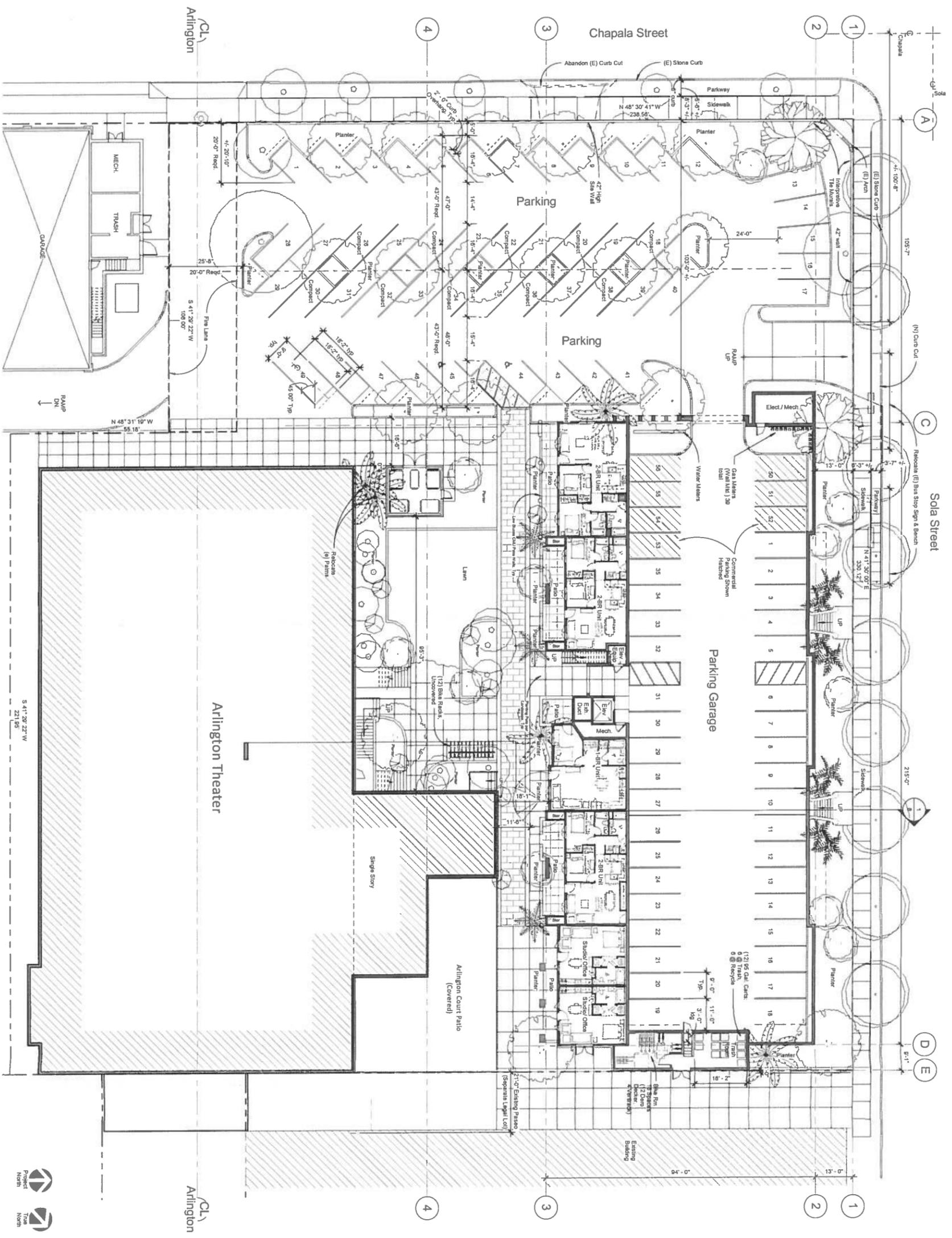
The Arlington Theatre primarily operates as a movie house, but also accommodates live entertainment shows including guest lecturers and concerts. The live season occurs between September and April. Approximately 10-12 shows per season require large trucks and buses to support the performers. The existing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

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

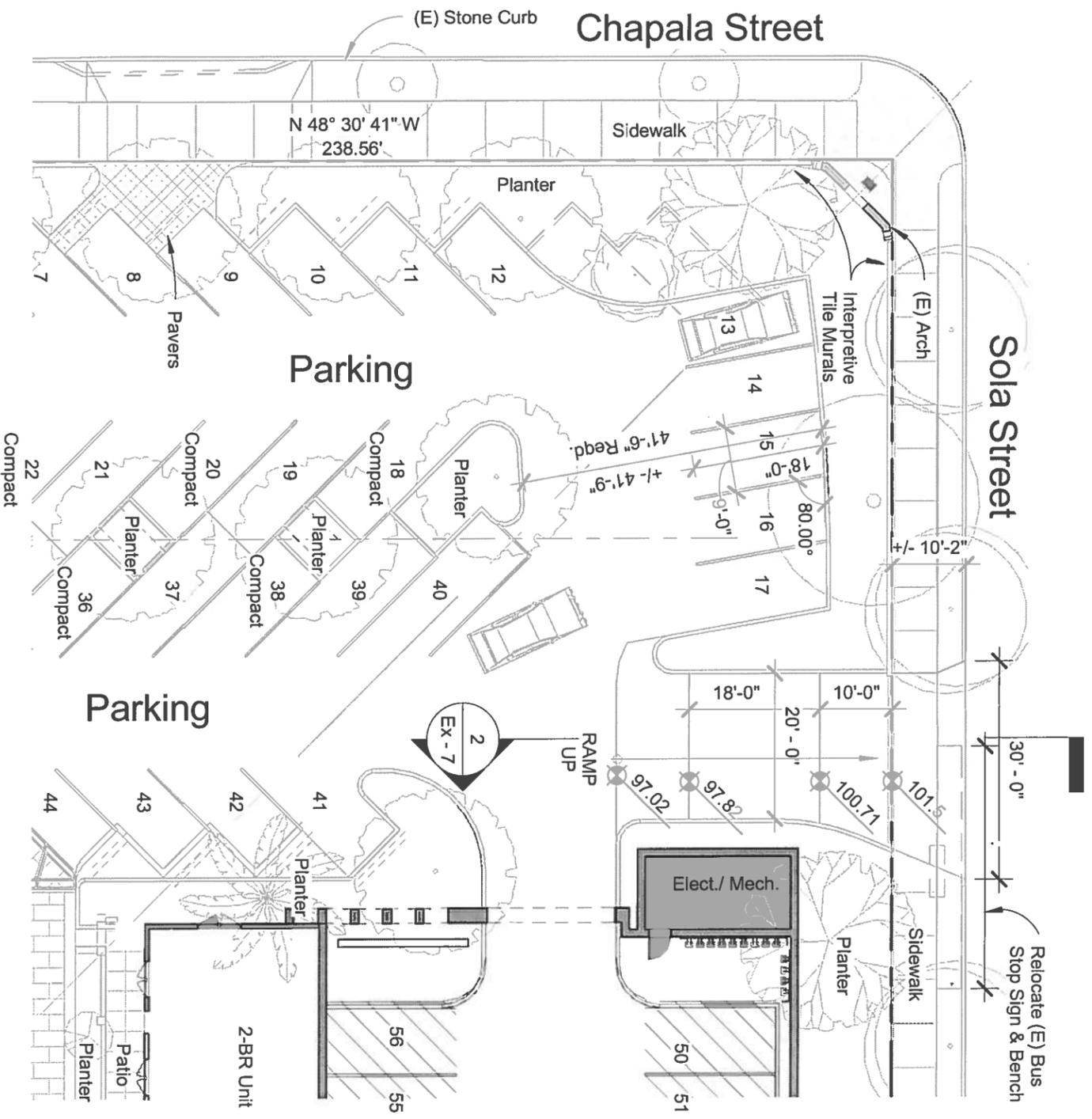
of photovoltaic panels that would be integrated into the flat roof areas to power residential uses to the greatest degree possible.

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

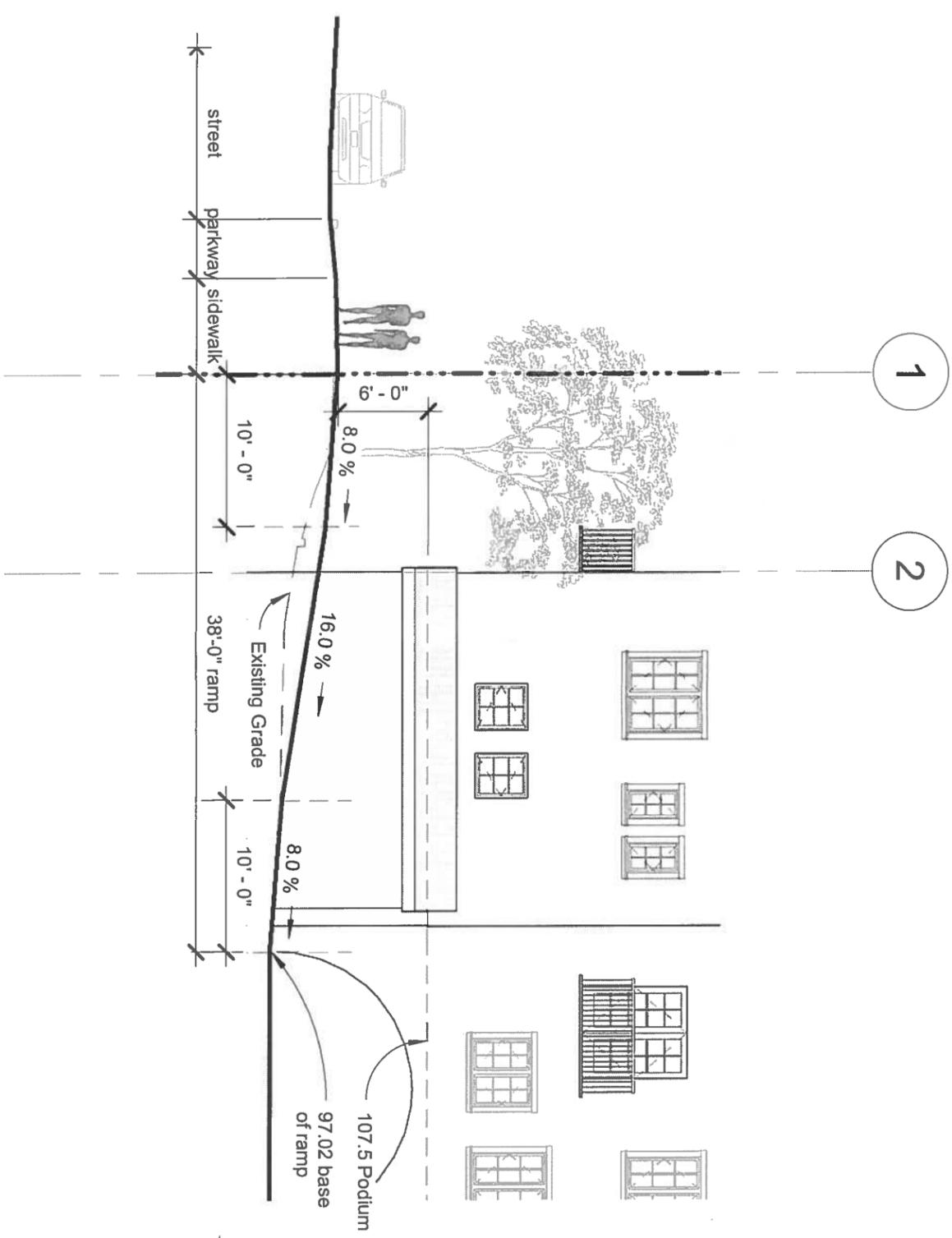
The majority of the site is paved and it currently drains to the south toward Chapala Street where the storm water is picked up by the existing storm drain system. The proposed amount of earthwork would be 3,400 cubic yards of cut and 0 cubic yards of fill. The cut material will be exported to the site.



② Site/Parking Plan  
1/16 = 1'-0"



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



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



## ASSOCIATED TRANSPORTATION ENGINEERS

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Since 1978

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

October 7, 2013

07031L07.wpd

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Peikert Group  
10 E. Figueroa Street  
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### ***TRUCK ACCESS AND MANAGEMENT PLAN FOR THE ARLINGTON CULTURAL VILLAGE PROJECT, CITY OF SANTA BARBARA***

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

#### **PROJECT DESCRIPTION**

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

#### **TRUCK ACCESS AND MANAGEMENT PLAN**

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

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

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

### **Truck Management**

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

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

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

### **Truck Access**

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

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

### **Garbage Truck Access**

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

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

### **On-Site Traffic Control**

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

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

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

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

Associated Transportation Engineers

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

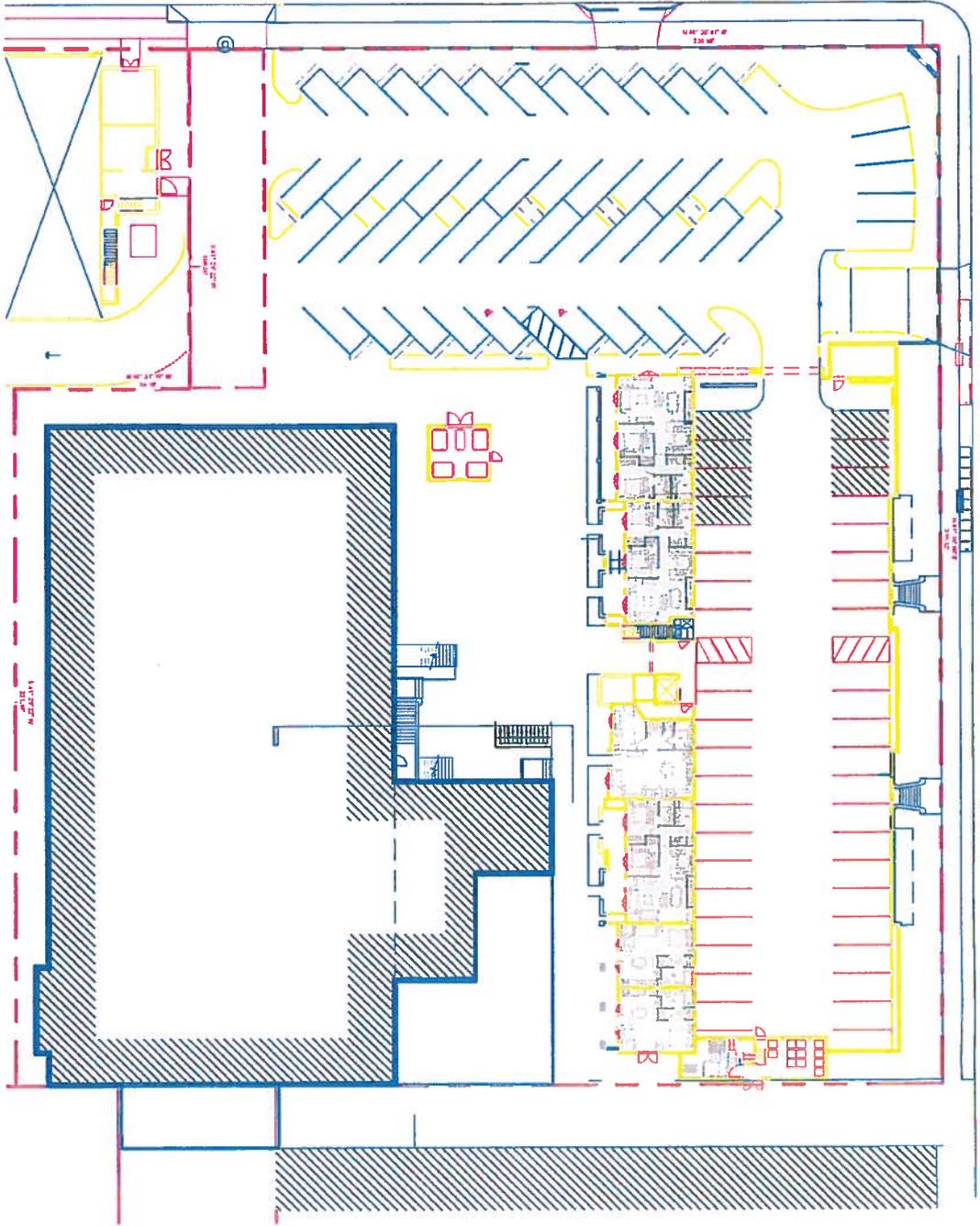
Scott A. Schell, AICP, PTP  
Principal Transportation Planner

SAS/MMF

Attachments: Figures 1-9



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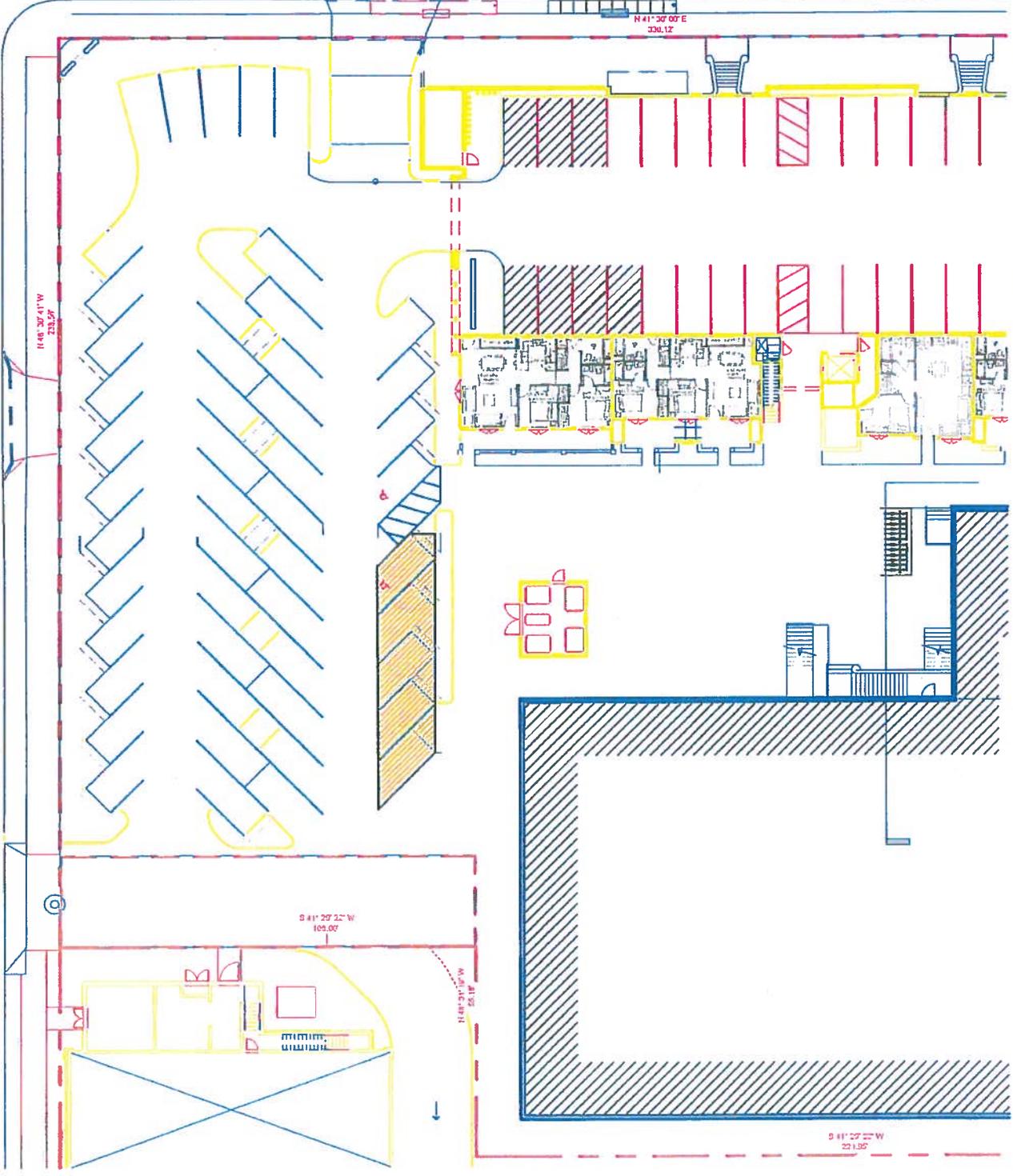


PROJECT SITE PLAN

FIGURE

1

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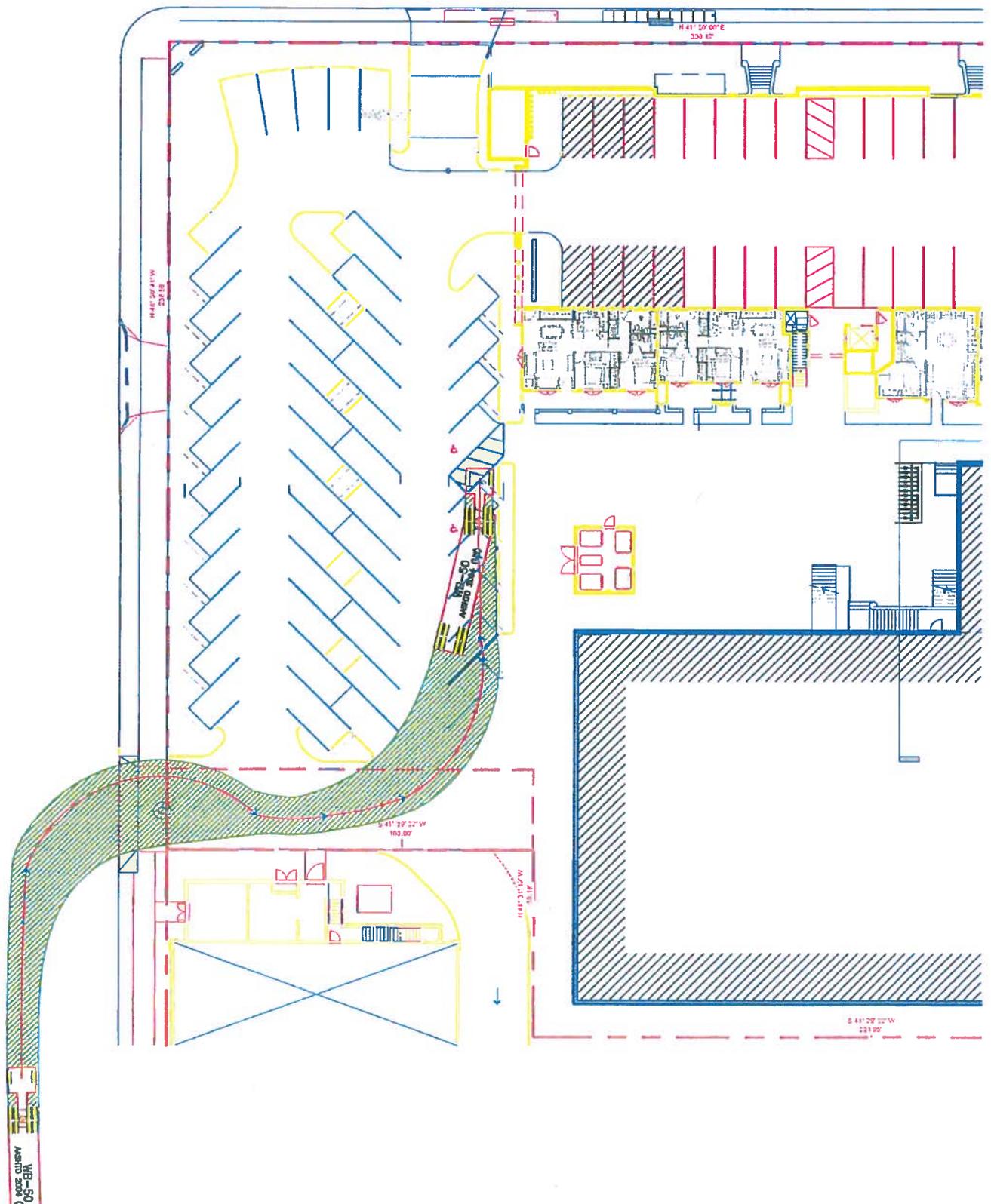
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RESTRICTED PARKING AREAS

FIGURE 2

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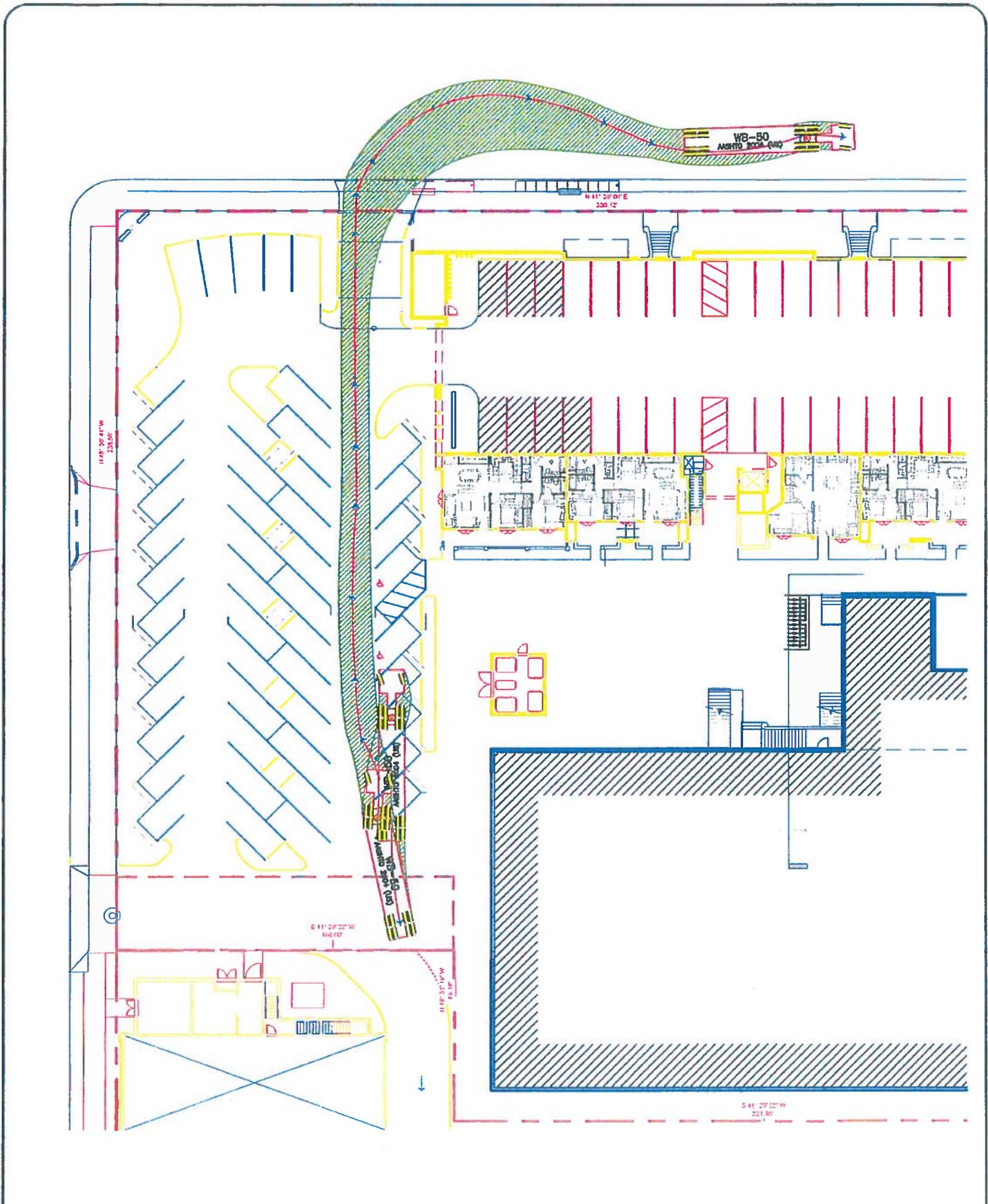
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INBOUND TRUCK MANEUVER

FIGURE 4

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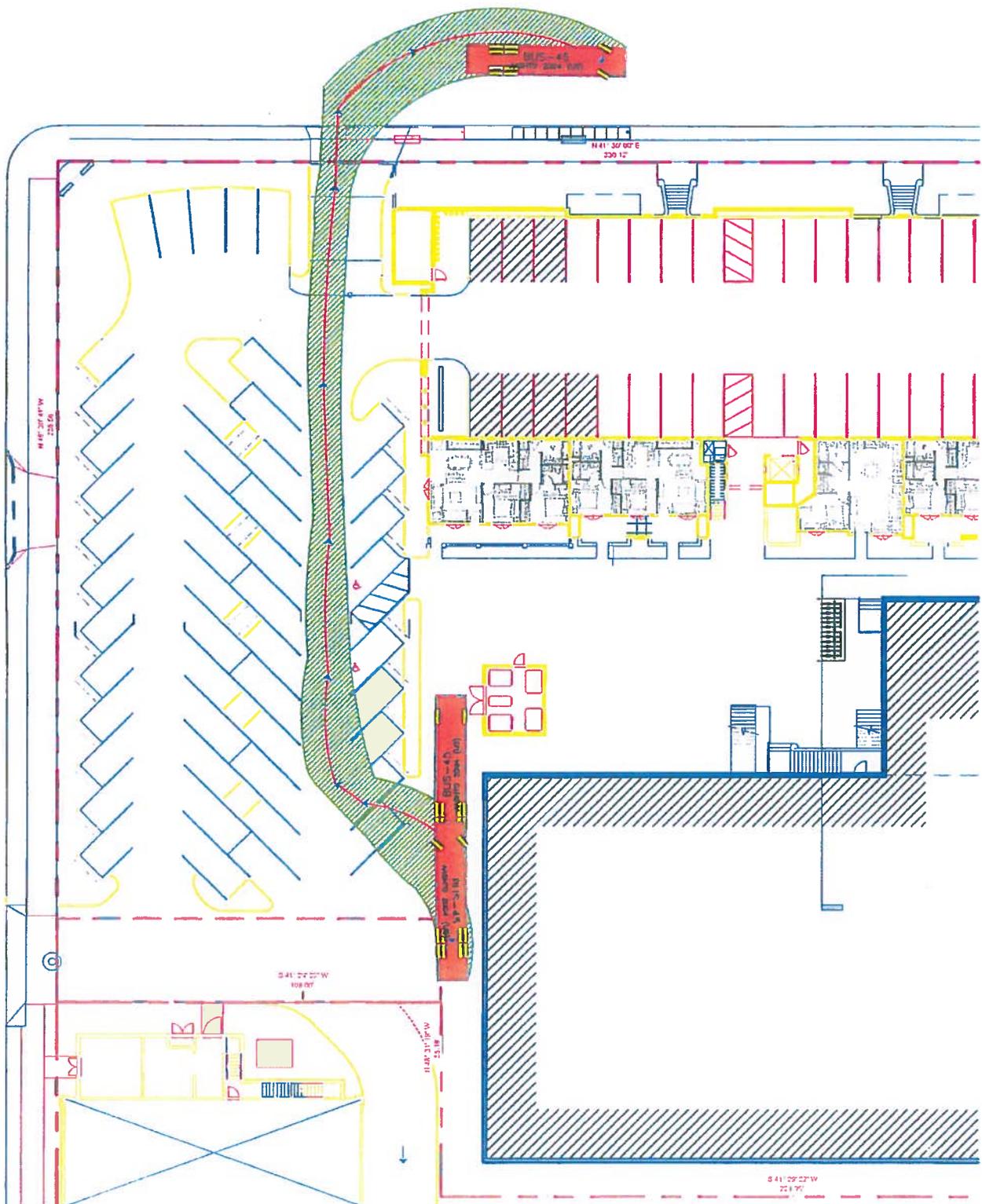


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OUTBOUND TRUCK MANEUVER

FIGURE 6

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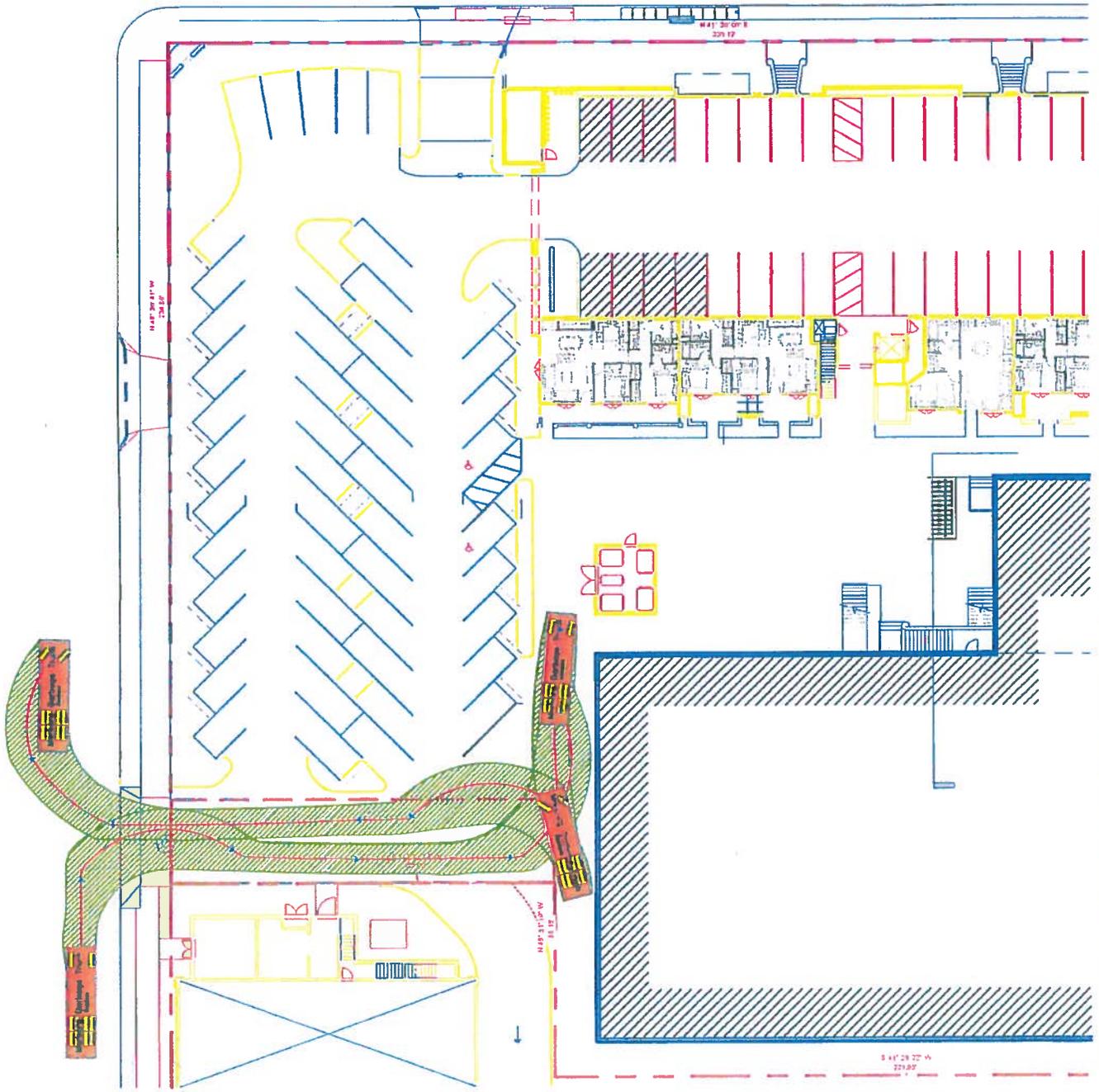


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OUTBOUND BUS MANEUVER

FIGURE 7

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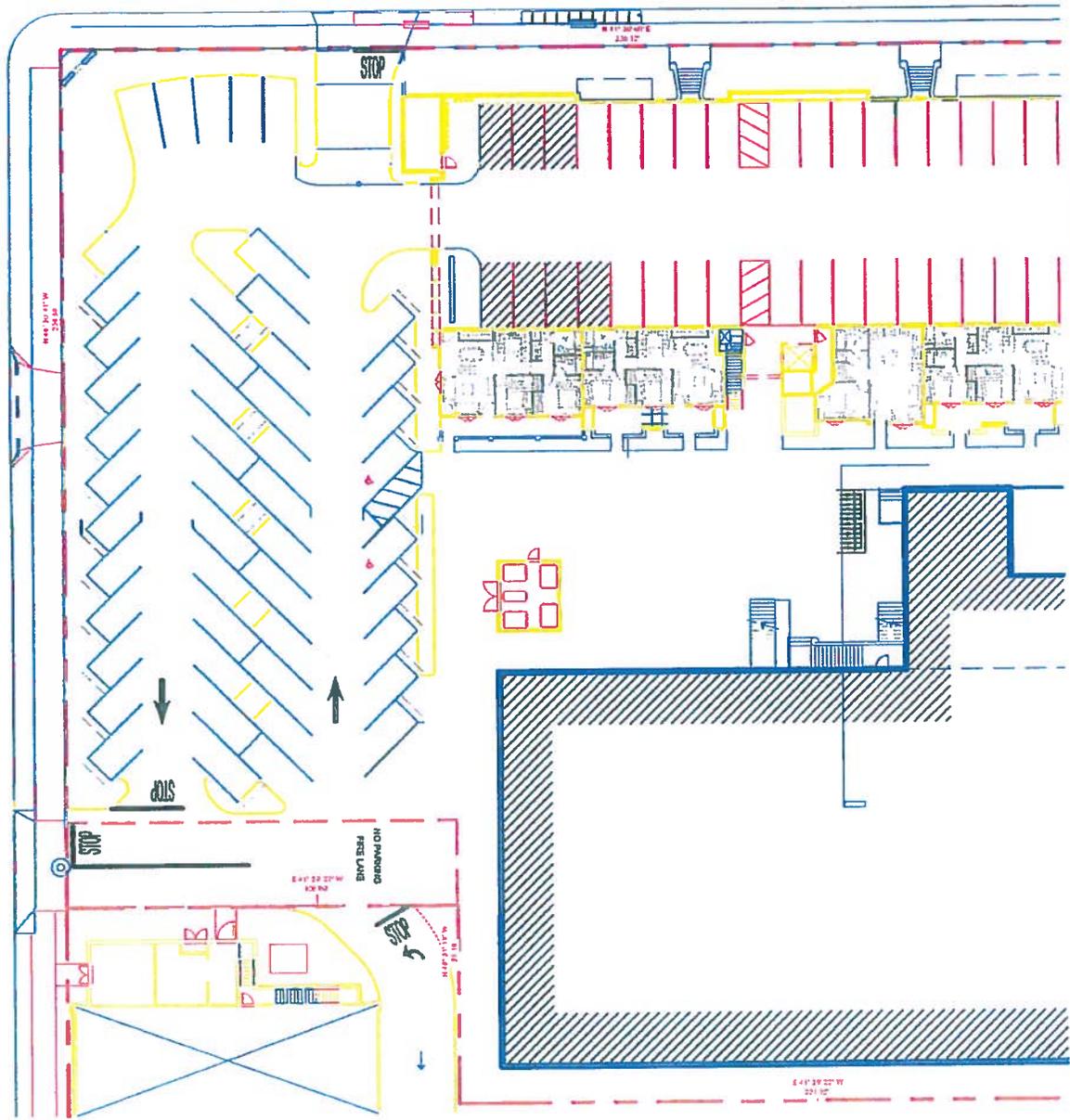


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MARBORG GARBAGE TRUCK MANEUVER

FIGURE 8

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ON SITE TRAFFIC CONTROL

FIGURE 9

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