

Appendix I
Description of Units



April 3, 2014

Jennifer Carmen
Planning & Environmental Services
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

RECEIVED
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City of Goleta
Planning & Environmental Svcs.

**RE: Old Town Village Development Plan and Vesting Tentative Map Application; 12-049-GPA, RZ
(APN 071-130-23)**

Dear Ms. Carmen:

On behalf of our client, City Ventures Homebuilding Inc., Peikert+RRM Design Group submits this application, including a Development Plan and Vesting Tentative Map for a mixed-use project. The application for the General Plan amendment and rezone was submitted in April 2012. The project includes the development of 175 attached units.

This letter and the attached package of materials represent the Development Application for the Old Town Village project. In addition to this letter, the application contains a fee payment of \$5,176 for the City, a fee payment of \$5,297 for the County of Santa Barbara Fire Department (calculated by staff), and the following information:

- Architectural Plans: Data Sheet, Site Plan, Building Floor Plans and Elevations
- Civil Engineering Plans: Preliminary Grading and Drainage Plan, Vesting Tentative Map, and Utility Plan
- Preliminary Landscape Plans: Conceptual Landscape Plan, Conceptual Wall and Fence Plan, Conceptual Planting Plan, Conceptual Lighting Plan
- Pedestrian Link to Old Town
- Stormwater Management Report
- Acoustical Analysis
- Phase 1 Archaeological Survey (survey is underway and will be submitted to the City)
- Traffic and Parking Analysis
- Color Board
- Preliminary Title Report
- Permit Application & Environmental Questionnaire
- Color Elevation
- Noticing Labels (e-mailed to Wendy Winkler)

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City Ventures Homebuilding Inc. is seeking the following discretionary approvals:

- General Plan Land Use Designation Amendment
- Rezone
- Development Plan
- Vesting Tentative Map

1.0 SETTING AND BACKGROUND

1.1 Existing Setting

The site is located south of Hollister Avenue and is accessed off of South Kellogg Avenue. The surrounding land uses include: the Goleta Community Center, a storage yard zoned for residential uses, and Willow Creek residential development to the north; commercial and light industrial uses to the west and south; and a single-family home, South Kellogg Avenue, and Highway 217 to the east. The site is vacant and has been used for agricultural purposes since the 1920s.

When the Ekwil Street extension is constructed, it will bisect the site and require approximately 2.47 acres of the property. This will leave 9.84 acres for residential development south of Ekwil Road.

1.2 Site Background

The site is identified as Key Site #6 in the Goleta Old Town Revitalization Plan. The Revitalization Plan calls for the development of a major hotel, of 250 rooms, and a conference center on the property. The goal of the development concept is to help diversify Old Town's economy and provide a visiting population that would utilize services on the Hollister corridor and add critical revenue to the community. Development of this site is also anticipated to facilitate the extension of Ekwil Street, which according to City Public Works staff, is planned for construction in the next two years.

Since the adoption of the Revitalization Plan, circumstances have changed. The City of Goleta incorporated, a hotel on Hollister was approved, and three additional hotels (the Marriot Residence Inn, Rincon Palms, and the Camino Real Hotel) are planned or are under construction within the City limits. With the increase in hotel development in the area, and the lack of interest in hotel development on Key Site #6, the City decided to contract with REVPAR, a hospitality advisor, to assist them in studying the viability of hotel development on property. The study found that the market support and the need existed for such a facility, but it questioned the financial viability of developing a hotel on this site. As a follow-up to this study, the City asked REVPAR to assess the "highest and best use of Key Site #6." REVPAR was directed to study four alternative uses: office, industrial, multi-family residential, and an auto dealership. The study concluded that given the site's "physical characteristics and location, as well as the state of the local real estate market...that the highest and best use of the site, if vacant, would be multi-family residential..." REVPAR made this conclusion, in part, because a residential project would generate the highest property tax revenue for the City.

1.3 Application History

1.3.1 General Plan Amendment/Rezone Initiation

City Ventures Homebuilding Inc. began early discussions about the site's development potential with City staff in January 2012. These discussions led to the submittal of an application to initiate a General Plan Amendment (GPA) and Rezone of the project site on April 5, 2013. The City Council initiated a General Plan Amendment and Rezone on July 2, 2013 to change the existing land use designations and zoning to Old Town Commercial (C-OT) and Old Town Residential/General Commercial, respectively. The purpose of the initiation was to study the requested changes and the possible development of the site with a mixed-use project.

1.3.2 Design Review Board Concept Review

Subsequent to the initiation of the General Plan Amendment and Rezone, the applicant sought input from the Design Review Board (DRB) through the Conceptual Review process. An application and conceptual site plan were submitted for review on December 19, 2013. The DRB reviewed the project on January 28, 2014. The DRB provided general comments about the proposed concept, provided advisories, and requested the further study of some issues. A summary of their comments is provided below. In addition, we have indicated how the project was revised to address the DRB's questions and comments.

General Conceptual Comments

- The project is well-suited to the neighborhood.
- The mixed-use concept is supported.
- The green measures that are incorporated into the project are positive.
- The project looks a little dense.
- The modern design style is supported.

Advisories

- *Consider providing flexibility in size for shopkeeper units.*

The space is planned to be used for offices and not retail. City Ventures Homebuilding Inc.'s current market data shows a high demand for smaller offices, similar to those shown in the plan.

- *Consider using greywater and cisterns for landscaping.*

The landscape architect will be incorporating opportunities to use stormwater to irrigate proposed landscaping.

- *Consider methods for using/reclaiming the prime topsoil and using for a community garden.*

The project will include a community garden and if possible, the on-site topsoil will be used in the beds.

- *Ensure project can meet new stormwater requirements.*

The project will meet the new stormwater requirements. A drainage study has been prepared for the project by Penfield & Smith, which demonstrates compliance with the requirements.

Issues Requiring Further Study

- *Increase internal connections with walkways and green space.*

Pedestrian connections were provided through mews/pedestrian walk to connect the northern and southern portion of the site.

- *Provide adequate storage within units and ensure that CC&R's required garages to be used for parking.*

Overhead storage cabinets and bike racks are provided within each garage. In addition, each unit includes storage areas for use by the residents. Bike storage sheds are also proposed on-site for use by the commercial tenants and residents.

- *Study the main entrance along South Kellogg Avenue – it may conflict with existing “Y”.*

The main entrance was shifted to the south to address potential conflicts with the Kellogg Way and South Kellogg Avenue intersection.

- *Mitigate “bluntness” of entrances at P-1 and P-5 units.*

Landscape planters and permeable pavers have been used to distinguish and separate the entrance to the units from the drive aisle.

- *Study turning radii at motor courts.*

The turning radii were reviewed and they meet City and Fire Department standards.

- *Provide proper separation between roof decks to ensure security (unit-to-unit).*

The roof deck elements are massed with the stair penthouses between them as barriers. Also, units are modulated so that some have decks on the front half of the units and some have the decks on the rear.

- *Screen views of neighboring industrial uses from P-1 units with landscaping.*

As shown on the landscape plan, trees will be used to screen the residential uses from the commercial uses to the west and south.

- *Provide a greater variety of design. Consider dividing project in distinct districts with stylistic theme variations.*

There are 15 building types composed of five different unit types. Each unit is massed with a palette of three different material faces that can be varied from unit-to-unit in order to provide a wide variety of expression.

- *Clarify where patrons of commercial spaces will park.*

The project includes parking along Ekwill Road. The parking lane is located on the project site and will be constructed by the applicant. These parking spaces will be available to those visiting or renting the commercial spaces. In addition, there are spaces along the main, internal road that will serve the commercial uses.

- *Demonstrate walkability to Old Town Goleta.*

The project will provide a clear connection to the sidewalk on Kellogg Way, and ultimately, to the trail to Hollister Avenue that was provided by the Willow Creek/Hampton Inn project (see Attachment B).

- *Ensure that lighting on roof decks does not create impacts.*

A dark sky lighting plan will be developed for the project once the discretionary entitlements are gained and the project moves into Design Development and Construction Documents. The plan will be presented to the DRB for their review and approval. A conceptual lighting plan is provided in the Preliminary Landscape Plan set.

- *Ensure there is sufficient parking.*

The project provides the required parking for both the commercial and residential uses.

- *Ensure landscaping along Ekwil matches the City's plans.*

City Ventures Homebuilding Inc. will coordinate with the City regarding the design of Ekwil Road.

The Conceptual Review process was instructive and useful as the applicant and design team designed the project. The DRB's comments were carefully considered and incorporated into the project to the maximum extent feasible.

5.0 PROJECT OBJECTIVES AND BENEFITS

City Ventures Homebuilding Inc. is seeking to develop a mixed-use project that is focused on providing housing for the local workforce and commercial space for the high-tech, entrepreneurial start-ups, many of which are spinning off from research being conducted at UCSB. The project is designed to create a neighborhood where residential and commercial uses blend nicely, creating a lively and integrated neighborhood.

This mixed-use concept can provide a significant number of important benefits to the Old Town community including:

- Revitalizing and improving the existing neighborhood
- Bringing patrons within an easy walking distance to Old Town
- Providing office space for tech start-ups and energizing the GEM collaboration
- Increasing property taxes to the greatest degree possible (REVPAR study)
- Facilitating the construction of the Ekwil Road extension
- Providing housing for workers in Old Town and nearby businesses (i.e., Raytheon, Sansum Clinics, UCSB, Cottage Hospital)

In addition to these benefits, the project will also help to fulfill the goals and objectives of the Goleta Old Town Revitalization Plan, the City's Land Use Element and Housing Element, as discussed later in this letter.

6.0 PROJECT DESCRIPTION

6.1 Proposed Site Plan

The project site is 12.31 acres and with the construction of Ekwill Road, it will be divided, leaving 9.84 acres to the south and 2.47 acres (including the road and an undeveloped portion of the site to the north). The City Public Works Department has indicated that they are seeking to acquire the remnant parcel for stormwater detention purposes.

The site layout was developed after careful consideration of the site's opportunities and constraints. A key objective was to design a project that blends with and enhances the surrounding built environment.

The proposed project will create a unique mixed-use neighborhood on the remaining 9.84 acres. There is a mixture of 175 townhomes that includes shopkeeper units, flexible live-work units, and multi-family units. The shopkeeper units provide a separate, commercial office on the ground floor. The flexible live-work units will have a space on the ground floor that can be used either as an office or as a den, and will be connected to the residence above. The remaining units are solely residential.

The site has been designed to create a lively, mixed-use development with a hierarchy of central walkways and open spaces. The shopkeeper units front the public streets, Ekwill Road and South Kellogg Avenue, in order to create a pedestrian-friendly interface and to facilitate access to the commercial spaces. The live-work units are oriented along a central pedestrian mews or traditional walk-street and are organized around a central open space at the main entrance to the project. The purely residential townhomes line the western and southern property boundary and are spread throughout the interior of the site. The units that line the property boundary front on the private road. The majority of the units are organized around a smaller series of central pathways and common open space at the center of the site.

The project involves a single-lot subdivision so the mixed-use and multi-family attached units can be sold as airspace condominiums. Therefore, there are no interior lot lines or traditional setbacks, as would be expected in a standard subdivision. The project is designed like a planned unit development, which provides for greater design flexibility and integration of land uses. While the majority of the project does not include standard setbacks, the buildings along Ekwill Road and South Kellogg Avenue are setback 10 feet from the right-of-way, as required by code. In addition, the units along the western and southern boundary are setback 10 feet from the property lines. City Ventures Homebuilding Inc. is seeking a modification of the required setbacks to allow for this unique design. This request is further discussed in this letter under section 6.11: Requested Modifications.

Because the project borders commercial uses on the west and south, a solid six-foot wall and landscaping will be incorporated to buffer the residential uses.

6.2 Architectural Style, Height, and Building Types

The architectural style of proposed buildings is contemporary and is intended to blend the commercial uses in the area. The buildings will have flat roofs and will include a variety of materials, such as stucco, wood siding, and corrugated metal.

In order to create variety of massing and articulation, Peikert+RRM Design Group has designed a diversity of building types. There are 15 different building types and within each building type, the number of units (and in some cases the type of units) vary. The maximum height of the buildings is 35 feet. There are architectural projections which house the stairs to the roof decks. These elements are 40 feet in height, which is permitted under Section 35-276.1 of the zoning ordinance.

6.3 Proposed Unit Types

The project includes five different unit types with two and four bedrooms. A description of each unit type is provided below:

Four-Bedroom Townhomes (P-1): There are 35 four-bedroom townhome units which have a similar floor plan to the shopkeeper units (P-5). The units are three stories with four bedrooms and three and one-half baths. The fourth bedroom is provided on the ground level. This space can also be used as a study or den. The unit is 2,102 net square feet and includes an attached 380 net sf garage. These unit types are located along a portion of the eastern property boundary and along the western and southern property boundaries. Each of these units has a private backyard.

Four-Bedroom Townhomes (P-2): There are 55 four-bedroom townhome units. This unit type is three stories with three bedrooms and three and one-half baths. The unit is 1,554 net square feet and includes an attached 380 net sf garage. The units face a series of central walkways that connect with the central walk street. These units also include a roof deck which serves as private open space.

Two-Bedroom Townhomes (P-3): There are 23 two-bedroom townhome units. This unit type is three stories with two bedrooms, a study/den, and two and one-half baths. The unit is 1,554 net square feet. The unit also includes an attached 380 net sf garage. The units are sprinkled throughout the site and also include a roof deck which serves as private open space.

Flexible Live-Work Units (P-4): There are 34 flexible live-work units. These units are three stories with three bedrooms and two and one-half baths. There is a separate space on the ground level that is 192 square feet that can be used as a commercial office by the owner/tenant of the residential unit or can be used as a den. Separate entrances are provided so if the ground level space is used as an office, the residence and the commercial uses are separated. The unit, including the office space, is 1,826 net square feet. The unit also includes an attached 380 net sf garage. As noted above, these units line the central walk street and surround the common open space at the main project entrance. The live-work units also include a roof deck which serves as private open space.

Shopkeeper Units (P-5): There are 28 shopkeeper units. These units are three stories with three bedrooms and two and one-half baths. As noted above, there is a separate commercial space on the ground level that is approximately 275 square feet and includes a third bathroom. These spaces can be physically separated from the units above and will have a separate entrance. The unit, including the commercial space, is 2,103 net square feet. The unit also includes an attached 380 net sf garage. The commercial offices in the shopkeeper units front on Ekwill Road and South Kellogg Avenue to provide easy access to the commercial spaces and create a pedestrian-friendly presence on the street. The residential access to these units is provided from the internal street network. This internal orientation helps to reinforce the separation between the residential and commercial uses. The shopkeeper units include a roof deck which provides private open space for the residential unit.

Community Center: The Community Center is single-story and is located in the center of the site along the main walk street. The Community Center includes a community room, a fitness center, a small kitchen, and restrooms. The Community Center will be available for events held by residents. The building is 1,644 net square feet.

Bike Storage: There are four bike storage buildings spread throughout the site that may be used by the commercial tenants or residents. The buildings are 322 net square feet and can house up to 14 bikes.

6.4 Access and Internal Circulation

The main access to the site will be provided from South Kellogg Avenue and will be located at the southeastern corner of the site. The internal circulation system will consist of a private looped road with a series of internal alleys that provide access to many of the units. The proposed alleys serving the multi-family units provide vehicular access to the rear of the units. Pedestrian access for these units is provided from the network of interior pathways. The units along property boundaries gain both pedestrian and vehicular access from the main loop road.

A secondary entrance to the project is provided from Ekwill Road. Each entrance/exit is proposed to be gated, but will be open during the daytime hours to ensure access to commercial uses. The Fire Department will have a Knox box that would allow them access to the project during the evening hours.

The design team has worked closely with the Fire Department to design a road section that minimizes paving and encourages slow speeds in the neighborhood, while still meeting emergency access standards. The entrances to the project site will be 30 feet wide. The internal road is proposed to be 24 feet wide, with perpendicular parking and access to garages on either side of the road. The alleys are approximately 27 feet wide.

The site also includes standard sidewalks, curb and gutter along the inside of the looped road, and a series of pathways throughout the site that provide pedestrian access to the proposed homes. The entrances to the homes on the outer edge of the looped road are at grade with the road. Permeable pavers have been used to demarcate the walking area for pedestrians from the travel lanes.

6.5 Open Space – Private and Common

The project includes pockets of common open space across the site. These spaces include a passive pocket park at the entrance to the project with a gazebo, a central green space with a shade structure and entertainment area, and a pocket park with a tot lot near the Ekwil Road entrance. While the central mews or walk street is not calculated as traditional open space under the City's zoning ordinance, it does provide a common space or plaza that can be used by the residents. In addition, the project includes a community garden for the residents. Under the proposed zoning for the site, OT-R/GC Old Town Residential/General Commercial, the project is not required to provide a minimum amount of common open space. However, the project does include 2.17 acres (22%) of open space and landscaping.

As noted above, each unit has access to private open space. The P1 units have a 160 sf balcony and a backyard that ranges between 428 to 615 sf. The P2 units have a 180 sf balcony, the P3 units have a 527 sf roof deck, the P4 units have a 108 sf balcony and a 571 sf roof deck, and the P5 units have a 160 sf balcony and a 756 sf roof deck.

6.6 Landscape Design

The proposed Landscape Plan for Old Town Village is designed to create an inviting atmosphere with green space and areas for residents to recreate and entertain. As shown on the plan, an abundance of trees, plants, and groundcover, consistent with known water conservation standards, have been used to create the desired atmosphere. On-site trees include but are not limited to: California fan palms, date palms, magnolias, olives, sycamore, Japanese blueberry, peppermint, African sumac, Australian willow, and Brisbane box trees. The shrubs and groundcover include: kangaroo paw, agave, aloe, bougainvillea, dwarf bottle brush, rosemary, flax, bird of paradise, and deer grass. Please refer to the Landscape Plan for a complete plant list and for more information. The landscape plans also include a conceptual wall, a fence plan, and lighting plan.

6.7 Vehicle and Bicycle Parking

The City's zoning ordinance requires two parking spaces for two-bedroom units and two and one-half parking spaces for multi-family units (three and four bedroom units). It also requires one guest parking space for every five multi-family units. The code requires one parking space for every 300 sf of commercial space. As demonstrated below, the total required parking for the site is 487 spaces:

(23) two-bedroom units x 2 spaces/units =	46 spaces
(152) three- and four-bedroom units x 2.5 spaces/unit =	380 spaces
(28) x 275 sf commercial = 7,700/300 sf =	26 spaces
1 guest space/5 units (175/5) =	<u>35 spaces</u>
TOTAL	487 spaces required

The project provides a total of 489 parking spaces, which are broken down as follows: 350 covered parking spaces, 111 uncovered spaces throughout the site, and 28 parking spaces provided along Ekwil Road. These spaces are being provided on the applicant's property, but adjacent to the public road. As

indicated by the Public Works Director, a parking agreement will be needed between the applicant and the City to allow the construction and use of these spaces.

It should be noted that the flexible live-work space parking requirements are accounted for in the parking requirements for the residential units. The basis for this is two-fold. First, if the space is used as an office for and by the owner, rather than as a bedroom or a den, no additional demand for commercial tenant parking will result, as the owner already has parking that is provided under the residential requirements. Second, the demand for office-related guest parking and the demand for residential guest parking occurs at opposite hours. More specifically, the office-related demand occurs on weekdays during working hours, and the residential-related demand occurs during evening hours and on weekends. Therefore, the guest parking spaces that are provided as part of the residential parking requirement (1 space/5 units), can easily be shared.

As previously noted, the project includes four bike storage structures that can accommodate up to 14 bikes for a total of 56 covered spaces. In addition to the proposed bicycle storage buildings, the garages have been designed to show the placement of bike racks. Lastly, there will be bicycle parking posts provided throughout the site for visitors.

6.8 Grading, Drainage, and Hydrology

The project site slopes down from the north, to the south and east, toward South Kellogg Avenue. The existing average slope of the site is 1.94%. The project site is proposed to be graded to even out the site and to ensure proper drainage. The cut and fill totals 110,000 cubic yards and will be balanced on-site. With the proposed grading, the average slope will be 1.28%.

The reason for the volume of grading is that the site has been farmed historically, and the soil under the structures must be excavated to a level of 7 to 8 feet, and 3 to 4 feet under the roads, and then re-compacted.

The Preliminary Stormwater Management Report prepared by Penfield and Smith, dated April 2, 2014 (Attachment C), describes existing and proposed site drainage features and describes how the project meets the new Regional Water Quality Control Board (RWQCB) requirements.

The project includes a variety of design features to address stormwater treatment, detention, and retention. These include: using the open space areas for detention and treatment, using permeable surfaces where possible to increase infiltration, creating bioswales down the center of the central pathways (boardwalks are used to provide access to the units), and directing roof drains to vegetated areas.

As indicated in the Conceptual Stormwater Management Report, the project will comply with the RWQCB requirements.

6.9 Public Services

The project team has met with the Goleta Water District and an application for water service will be submitted to the Goleta Water District in April. This application will be processed concurrently with the General Plan Amendment, Rezone, Development Plan, and Vesting Tentative Map.

The project site is located within the Goleta Sanitary District boundaries. The civil engineer has been in contact with the District and they indicated that they have the capacity to serve the project. The District will be providing a letter stating that they will be able serve the project in the future.

6.10 Inclusionary Housing Plan

The City of Goleta's Housing Element includes an Inclusionary Housing Policy (HE 11.5) that requires the provision of affordable housing or the payment of an in lieu fee when developing two or more units. The City requires that 20% of the proposed units be available at affordable prices. However, where a project provides or is adjacent to community services or recreational opportunities that are beyond normal expectations, the Planning Director may reduce the requirement to 15%. City Ventures Homebuilding Inc. is seeking a reduction to a 15% requirement based on the fact that the project provides a community center for recreational activities, two village green entertainment areas, and a tot lot. In addition, there is direct access to Hollister Avenue, the Goleta Community Center, and the future Kellogg Park. With the requested reduction, the applicant must make 2% of the units affordable to extremely low and very low-income households, 5% to low-income households, 4% to moderate-income households, and 4% to upper-moderate-income households. The City is also in the process of establishing a new affordable housing fee that can be paid in lieu of providing units on-site.

The Old Town Village project intends to meet the City's Affordable Housing Policy through a mixed program. City Ventures Homebuilding Inc. is proposing to provide seven units affordable to moderate-income households and seven units affordable to upper-moderate-income households within the project. They are proposing to pay in lieu fees for the very low and low-income requirements. We believe that this proposal provides the greatest benefit to the community for two reasons: 1) moderate and upper-moderate units are only provided if they are built as part of a market rate project because no state or federal funding exists to help construct units at these income levels; and 2) very low and low-income in lieu fees can be used to leverage additional funding (loans, grants, tax credits) for housing units in these income ranges. Ultimately, the collection of fees for very low and low-income units can translate into the development of a greater number of units than would otherwise be provided if they were built as part of the market rate development.

The proposed affordable homes will be distributed throughout the project and are a mixture of P2 units (1,850 net sf) and P3 units (1,554 net sf). Each unit includes a 380 net sf garage.

6.11 Requested Modifications

Height Requirements: While the Old Town Residential/General Commercial (OT-R/GC) zone district is the most suitable for this project, the current code, which was drafted by the County of Santa Barbara and adopted by the City of Goleta at incorporation, did not envision urban mixed-use developments similar to the proposed project. The City is in the process of redrafting the code and once complete, the zone districts will be more consistent with the current site planning design practices. The OT-R/GC zone district currently includes a requirement that purely residential structures cannot exceed 25 feet in height, while buildings with a mixture of residential and commercial uses can be up to 35 feet. The applicant is seeking a modification of the height limit in order to allow the residential buildings to be 35 feet. By increasing the height limit, the site can be used more efficiently and a greater amount of open space and landscaping can be provided.

Setbacks: As noted previously, the project involves a single-lot subdivision and does not include interior lot lines or traditional setbacks, as would be expected in a standard subdivision. The project is designed more like a planned unit development, which allows for greater design flexibility. As such, the project does not conform to all of the setbacks prescribed in the OT-R/GC zone district, which were designed for a more traditional Old Town setting like on Hollister Avenue.

The applicant is seeking a modification to the front and rear yard setback requirements, as traditional setbacks are not provided in most areas. The zone district calls for a 10-foot front yard setback and a rear yard setback that is 10% of the depth of the lot. The buildings along the public roads, Ekwil Road and South Kellogg Avenue, meet the required 10-foot front yard setback, but because there are no individual lots, it is infeasible to calculate a standard rear yard setback for these units. The units adjacent to the western and southern property boundaries have a 10-foot rear yard setback, but no standard front yard setback, as pedestrian and vehicular access is provided directly from the main loop road. The unit entrances and pedestrian pathway will be demarcated with pavers. The units within the interior of the project front the interior main road, the central walk street, or a network of pathways. There are not standard setbacks provided within the interior of the project. We believe that the granting of the requested setback modifications will allow City Ventures Homebuilding Inc. to provide a unique pedestrian-oriented project.

6.12 Community Outreach

City Ventures Building Inc. has been reaching out to the local community to gain feedback of the proposed design concept. On March 4, 2014, Peikert+RRM Design Group and City Ventures Homebuilding Inc. presented the project to a coalition of Old Town merchants, property owners, and residents. The meeting was organized by Rob Locke, the director of the Goleta Community Center, and Phebe Mansur, an Old Town merchant. The group responded favorably to the project and expressed excitement about the proposition of adding new residents and patrons to Old Town. They also felt that a new project in the area will help with the revitalization efforts. On March 31, 2014 we presented the project to the Goleta Chamber of Commerce Project Review Committee. In general, the committee had favorable comments about the project.

7.0 ENVIRONMENTAL & CEQA CONSIDERATIONS

Once the City accepts this application as complete, it will initiate the environmental review process, required by the California Environmental Quality Act (CEQA). The environmental review is an important aspect of the overall project review and our project team looks forward to working with the City to facilitate this process where possible. To that end, City Ventures Homebuilding Inc. has hired local consultants to prepare technical studies, used to guide the design of the project, with the goal of minimizing any potential environmental impacts.

It is our understanding that the City will use these documents to help determine potential environmental impacts [CEQA §15084(b)]. The findings of these reports are briefly summarized below.

7.1. Acoustical Analysis

The project site is located near two noise sources: State Highway 217 and the Santa Barbara Airport. Therefore, the applicant commissioned a noise study to determine if the project will be subject to unacceptable noise levels. The Acoustical Analysis was prepared for the project by Davy & Associates, Inc. in January 2014 (Attachment D). The report indicates that the proposed project will meet Interior and Exterior Noise standards, provided that the following elements are incorporated into the project:

- 1) Roof ceiling construction will be roofing on plywood. Batt insulation will be installed in joist spaces. The ceilings will be one layer of 5/8" gypboard nailed direct.
- 2) All exterior walls will be 2X4 studs 16" o.c. with batt insulation in the stud spaces. Exteriors will be cement plaster. The interiors will be 5/8" gypboard.
- 3) All windows and glass doors can be standard glazing.
- 4) All entry doors should be 1-3/4" solid core flush wood doors with vinyl bulb weatherstripping on the sides and top.
- 5) There should be a six-foot-high block wall along the east property line, along the rear yards of the two Building Type VII triplexes. The wall should wrap around behind the rear yards of the two buildings. In addition, a six-foot wall should wrap around the rear yards of the Building Type VI four-plex in the southeast corner of the site.
- 6) All balconies in the buildings facing South Kellogg Avenue shall have solid 42" high balcony railings. These railing can be tempered glass or stucco on studs.

In addition, the standard construction techniques that minimize noise will be incorporated into the project at the point of construction document preparation. Please refer to the Acoustical Analysis for a more detailed analysis of noise sources, potential impacts, and techniques to reduce noise levels.

7.2 Cultural Resources

The project site was part of an archaeological survey in 1981 and no resources were identified. However, due to the concerns recently expressed by the Chumash about the adequacy of these reports near water courses, such as Old San Jose Creek, City Ventures Homebuilding Inc. has hired Dudek to complete an extended Phase I Archaeological Investigation.

Up to 10 geoprobes, 2-inch hydraulically-driven cores will be excavated throughout the project site. The geoprobes will be examined in the field and a stratigraphic assessment of their integrity (i.e., evidence that the soil has been disturbed by grading or importation of artificial fill versus a natural in place deposition) will be made. The soil horizons within the intact deposits will be described, measured, and photographed based on the characteristics and nomenclature set forth by USGS Soil Conservation Service Survey Division Staff (1993). The investigation is underway and once the report is completed, it will be provided to the City of Goleta.

7.3 Traffic and Parking Analysis

The Traffic and Parking Analysis was prepared by Associated Transportation Engineers, March 2014 (Attachment E) to assess potential impacts associated with the project. The study determined that the project has the potential to create a project specific impact at the State Route 217 SB Ramps/Hollister Avenue intersection during the PM peak hour. The report calls for further study. In addition, the project has the potential to create a significant cumulative impact at the Hollister Avenue and Kellogg Avenue intersection, and the State Route 217 SB Ramps and Hollister Avenue intersection. However, with the construction of the programmed improvements at these intersections, the potential cumulative impacts will be mitigated. The study also analyzed the parking provided within the project and determined that the City's parking requirements have been met. Please refer to the Traffic and Parking Analysis for more detailed information.

7.4 Impact Avoidance

As noted above, the preparation of these technical studies has allowed the project team to identify potential environmental impacts and mitigate them in advance through design modifications. As we move forward in the review process, and the City initiates the Initial Study phase of environmental review, we will continue to work with the City to identify potential environmental impacts and avoid or reduce such impacts, where possible.

7.5 General Plan Consistency

State law states that no project may be approved unless it is consistent with the General Plan. There are a number of goals and policies contained in the City's General Plan and the Goleta Old Town Revitalization Plan that we believe are relevant to the Old Town Village project and we believe the proposed project either forwards or is consistent with these goals and policies. A summary of these goals and policies is provided below.

Goleta Old Town Revitalization Plan

Goal: *To promote a mixed-use, sustainable urban village concept where dependence on the automobile for transportation is minimized, people can live close to where they work, pedestrian foot traffic is encouraged, and public mass transit is easily-accessible and convenient.*

Goal: *In order to provide housing affordable to all segments of the community, the Goleta Old Town Revitalization Plan shall develop programs to foster the renovation/reconstruction of existing housing*

stock, mixed-use projects, construction of new housing units, and increase neighborhood safety so that revitalization activities maintain or increase housing opportunities in the Project Area.

Policy LUR-OT-2: [The City] shall implement the Mixed-Use Program and shall actively encourage the development of projects under the program.

Policy LUR-OT-3: [The City] shall provide opportunities and incentives to encourage construction of new housing units within the Project Area, and where appropriate, the surrounding Goleta Valley.

Action LUR-OT-3.1: The Goleta Old Town Revitalization Plan shall identify appropriate locations in Old Town for the development of new medium to high-density housing to meet the needs of existing and new residents.

Goleta General Plan – Land Use Element

LU 1.11 Multiple-Use Development. [GP/CP] New larger developments, including multi-family, commercial, retail, office, and industrial uses, shall be designed to incorporate features that enable a choice of various alternative modes of travel, such as transit, biking, and walking. Mixed-use development, where certain commercial and residential uses are provided in a single integrated development project, shall be allowed in appropriate areas, including but not limited to, the Hollister corridor in Old Town.

Policy LU 3: Commercial Land Uses [GP/CP]

Objective: To provide lands in locations that are suitable, functional, attractive, and convenient for an appropriate mix and scale of residential- and business-serving commercial uses, including business and professional offices, retail trade, business services, and residential mixed uses.

Goleta General Plan – Housing Element

HE 3.1 Housing for Local Workers. [GP] The City encourages housing developers to provide an adequate supply and variety of housing opportunities that are specifically designed to meet the needs of Goleta's workforce, striving to match housing types and affordability with household incomes of the local workforce.

HE 4.2 Variety of Housing Choices. [GP] In response to the broad range of housing needs in Goleta, the City will strive to achieve a mix of housing types, densities, affordability levels, and designs. The City will work with developers of nontraditional housing and seek innovative approaches in financing, design, construction, and types of housing to meet local housing needs...

8.0 CONCLUSION

As discussed above, City Ventures Homebuilding Inc. is seeking the approval of this unique mixed-use project in Old Town Goleta. The residences are intended to serve the local workforce, and the shopkeeper units and live-work units will meet the needs of the local high-tech entrepreneurs and small start-up businesses. In addition, this type of project will continue to enhance the Old Town area and bring patrons to the local businesses.

As noted throughout this application, we have made every effort to incorporate the recommendations and mitigation measures from the technical studies into the design of the project, while embracing the policies established by the City for this area.

We appreciate your careful consideration of this request and look forward to working with you on this proposal. Please feel free to contact me with any questions about this application at (805) 963-8283 ext. 520.

Sincerely,
RRM DESIGN GROUP



Lisa Plowman
Planning Manager

cc: Bill McReynolds, City Ventures Homebuilding Inc.

ATTACHMENTS:

- A. Architectural, Civil, and Landscape Plans (11X17)
- B. Pedestrian Link to Old Town
- C. Preliminary Stormwater Management Report (3 copies)
- D. Acoustical Analysis (3 copies)
- E. Phase I Traffic and Parking Analysis (3 copies)
- F. Color Board
- G. Preliminary Title Report (2 copies)
- H. Permit Application & Environmental Questionnaire
- I. Color Elevation (11X17)