

two measures 5,532 square feet zoned C-3 and shown as Assessor's Parcel Number 061-110-008, located at 4119 State Street in the Santa Barbara area, Second Supervisorial District.

2.0 CONCEPT REVIEW

Staff and the applicant solicit individual Commissioners' preliminary comments on the proposed project with respect to its appropriateness in its context on the basis of its consistency with the Goleta Community Plan and the Land Use Development Code.

3.0 PROJECT INFORMATION

3.1 Site Information

Site Information	
Comprehensive Plan Designation	General Commercial
Ordinance, Zone	County Land Use Development Code, C-2/C-3
Site Size	.87 Gross
Present Use & Development	Motel and Cottages
Surrounding Uses/Zone(s)	<i>North:</i> State Street, Highway 101 and Highway 154, City of Santa Barbara <i>South:</i> C-3, Storage Facility <i>East:</i> C-3/C-2 Commercial Buildings <i>West:</i> C-3/C-2 Commercial Buildings, Restaurant
Access	Signalized intersection with State Street and Highway 154, Private driveway in access easement in favor of this parcel on the neighboring property to the west
Public Services	Water Supply: Goleta Water District Sewage: Goleta Sanitary District Fire: Santa Barbara County
Community Plan Areas	Goleta

4.0 BACKGROUND

The project has been reviewed by the South Board of Architectural Review (SBAR) on a conceptual level four times: March 16, 2007, October 10, 2007, November 16, 2007, and February 1, 2008. Please see Attachment B for more details. The comments from February 1, 2008 SBAR hearing will be submitted at the February 27, 2008 Planning Commission hearing. The project went for conceptual review at the Subdivision Review Committee (SDRC) Review on January 10, 2008; see Attachment C for more details. On August 14, 2007 the applicant applied for a Planner Consultation and was advised that a Pre-application conference is optional and recommended for project of this scope prior to the submittal of a formal application. The Pre-application was received on August 30, 2007.

The project site occurs in an area of relatively small scale roadside development supporting a variety of uses, designated General Commercial, and zoned C-1, C-2, and C-3. The proposed project would constitute the first major redevelopment project in the area and would exceed the

size, bulk, and scale of existing area development. The project could provide a positive catalyst to redevelopment of the area. The project is located on the south side of State Street at the intersection of State Street and Highway 154, at the eastern most extension of the Goleta planning area and west of the City of Santa Barbara's Upper State Street Study area. The project is in the City of Santa Barbara Sphere of Influence

The site is under consideration in the prospective Eastern Goleta Community Plan Update, which is scheduled to be initiated by the Board of Supervisors at the end of March 2008. On February 6, 2008 the County Planning Commission moved 3-2 to recommend that the Board of Supervisors select the provisional planning area for the Goleta Community Plan update that encompasses the unincorporated Second District area of the Goleta Valley, including the project location in the commercial corridor along Upper State Street and Hollister Avenue.

The "Goleta Visioning Document" was published in October 2006 as a precursor advisory document to the Goleta Community Plan Update and does not represent policy. Page #20 of the "Goleta Visioning Document" however contains the following recommendations about commercial area along Hollister and State Street:

- “1. In commercial centers along Hollister Avenue, such as the Turnpike and Magnolia shopping centers and Modoc to Rte. 154, modest redevelopment and revitalization efforts should focus on meeting the needs of adjacent neighborhoods. This combination of uses might include residences (including live/work), incubators, cafes, small restaurants and retail stores.
2. The design of combined use space should blend smoothly into surrounding neighborhoods, with landscaping (trees, plantings) providing an attractive and open environment that will foster a sense of community.
3. Encourage the inclusion of “corner stores” or other meeting places within walking distance of residential neighborhoods.”

Given the dynamic planning context, we anticipate that when a formal application is received, DRS will be working closely with the Long Range Planning and consult with the City of Santa Barbara in processing the project.

The project as currently proposed conforms to zoning regulations including height, setbacks, parking, and building coverage. A hotel is a principally permitted use in the C-2/C-3 Zone District. However, due to the size of the proposed project, in order to receive entitlements, a Development Plan, subject to discretionary review and CEQA analysis, would be required to go before the County Planning Commission for approval. Planning Commission approvals are appealable to the Board of Supervisors.

5.0 SCOPE OF CEQA REVIEW

Environmental review requirements would depend on the conclusions of technical reports submitted as part of a formal application, particularly traffic. Based on this preliminary review, it is inconclusive as to whether an EIR or ND would be required. Land use, neighborhood compatibility, aesthetics, and traffic are anticipated to be the most relevant issue areas for

assessment. Below is a summary of the major issue areas which would warrant further evaluating and are anticipated to be the primary subjects of public debate:

Aesthetics/Visual Resources:

Setting: The project site is located in an urban area of upper State Street bordered by 101 to the north and Union Pacific Railroad 250 feet to the south. The project is at the southerly terminus of State Scenic Highway 154. Existing development includes a 16 unit, one story motel, cottages, and parking/storage area. The project site is located in an area of upper State Street consisting of one and two story strip malls, office buildings, restaurants, storage facilities, gas stations, light industrial and retail.

Potential Impacts: Aesthetics and the visual character of the area would be important components of the analysis of the project which could potentially catalyze future development in the Hollister/154 area; as such the analysis of the visual character of the project and it's compatibility with the area would be carefully done. Photosimulations of the project in its streetscape context would be needed. Information on Floor Area Ratios (FAR's) in the neighborhood would also be used. There are no scenic resources available either south to the ocean or north towards the mountains from this site. The project could however potentially create an aesthetical impact to pedestrian and vehicular traffic along State Street and Scenic State Highway 154, and could be visible from U.S. Highway 101 both during construction and through operation. Private views from Hope Ranch and an adjacent trailer park may be affected. Glare and night lighting would also have the potential to impact the aesthetics of the area.

Biological Resources:

Setting: The only specimen oak tree on site is slated for removal. No ESH habitat or endangered species occur onsite. The nearest ESH and wetland is associated Cieneguitas Creek located 240 feet south of the site adjacent to the Union Pacific Railroad.

Impacts: Impacts associated with removing the existing 48" oak tree removal would need to be evaluated in an Arborist report by a County-qualified arborist. Cieneguitas Creek located 240 feet south could be affected by storm water run-off from the site. This would have the potential to affect fish or wildlife habitat.

Land Use:

Setting: The site is currently occupied by a 16 unit motel and cottages. The project site is bordered to the east, west, and south by a dated roadside development comprising a mix of restaurants, professional offices, gas stations, light industrial, and retail uses.

Impacts: The project consists of urban infill in an area that is already predominantly urbanized. It would however be the first major redevelopment project in the neighborhood. Impacts could be beneficial or adverse depending on community desires for the property.

Transportation/Circulation:

Setting: The project is located across State Street from Highway 101, and is at the south terminus of State Scenic Highway 154. State Street and Highway 154 are the major surface roadways which service the area. A major freeway onramp begins 160 feet to the north of the project site. The existing Hollister Avenue crossing at the Union Pacific Railroad bridge over Hollister Avenue 2,650 feet to the west of the project site creates a traffic bottleneck as the bridge

underpass narrows to one lane. According to the 1992 Goleta Community Plan, State Street and 154 are operating at level of service D, and the Hollister and Modoc intersection adjacent to the Union Pacific Railroad bridge over Hollister Ave is operating at level of service A. A traffic study would need to provide up to date information on these roadways and intersections and for ingress/egress onto the subject parcel.

Impacts: Development of 106 unit hotel in this location would add traffic to area roads and intersections. A traffic study would be required and would be a completeness item in the Development Plan application. Development of the traffic-shed would be done in conjunction with the Public Works Roads Division Staff.

6.0 COMPREHENSIVE PLAN

Please see Attachment D for a list of all relevant Comprehensive Plan polices with regard to visual resources, traffic/circulation, and biology.

7.0 REQUIRED STUDIES

The following reports and studies would be required would need to be determined adequate prior to any application being deemed complete:

- Arborist Report
- Archeological Phase I
- Geological and Soils Report
- Traffic Study
- Noise Study
- Drainage Study: Needs to address the Flood Control Standards and Project Clean water standards.
- Photosimulation of the project in its streetscape context
- Erosion Control Plan
- URBEMIS Modeling for air quality
- Historic Resources Phase I Report

7.0 ATTACHMENTS

- A. Conceptual site plan, section, and elevations
- B. SBAR Minutes
- C. SDRC Minutes, January 10, 2008 and associated letters from Project Clean Water (1/22/2008) and The County Fire Department (1/16/2008)
- D. Comprehensive Plan (including the Goleta Community Plan) Policies