

ATTACHMENT 1: FINDINGS

1.0 CEQA FINDINGS

The County Board of Supervisors finds that the proposed project is exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303. Please see Attachment C, CEQA Notice of Exemption.

2.0 ADMINISTRATIVE FINDINGS

2.1 FINDINGS REQUIRED FOR DEVELOPMENT PLANS

In compliance with Subsection 35.82.080.E.1 of the County Land Use and Development Code, prior to the approval or conditional approval of an application for a Preliminary or Final Development Plan the review authority shall first make all of the following findings, as applicable:

2.1.1 The site for the subject project is adequate in terms of location, physical characteristics, shape, and size to accommodate the density and intensity of development proposed.

The proposed project consists of the construction of a 6,723 square foot office building and associated parking on a currently vacant 0.54 acre lot. As discussed in Section 6.4 of the Planning Commission staff report dated April 17, 2018, and Section 2.3 of the staff memo to the Planning Commission dated November 27, 2018, both incorporated herein by reference, the proposed project meets setbacks, satisfies the minimum parking requirements for a commercial office building, and provides adequate ingress and egress as well as fire department turn around on site. The project meets height restrictions and ensures perpetuation of public views over the site to the mountains. The proposed project preliminarily meets stormwater management requirements and is conditioned to comply with stormwater requirements. As such, the site is adequate in terms of location, physical characteristics, shape, and size to accommodate the type of use and the intensity of development proposed. Therefore, this finding can be made.

2.1.2 Adverse impacts will be mitigated to the maximum extent feasible.

The project would not result in any significant adverse environmental impacts. The one oak tree proposed for removal would be replaced with three, 24-inch box coast live oaks to be planted onsite as discussed in Section 1 of the staff memo to the Planning Commission dated November 27, 2018, and incorporated herein by reference. A stormwater control plan has been designed to ensure the project complies with the Low Impact Development Standards pertaining to stormwater control and also so that historical flow rates during storm events are not exceeded as a result of the project. As discussed in Finding 2.1.3 and incorporated herein by reference, the project would not result in significant traffic impacts and therefore mitigation measures pertaining to traffic were not required. The Transportation Demand Management (TDM) strategies incorporated into the project, and discussed in the Board Agenda Letter dated June 4, 2019, and incorporated herein by reference, would reduce adverse traffic impacts to the maximum extent feasible by encouraging carpooling and commuting to work via alternative modes

of transportation. These strategies include employer subsidized bus passes, onsite bicycle parking, and employer assistance with the regional ride matching service, Smart Ride, offered by Traffic Solutions. Bicycle parking would be offered via uncovered bike racks, as well as fully-enclosed bike lockers. To support alternative modes of commuting as well as reducing the need to travel offsite for lunch, the building's floor plan has been revised to include an employee break room, as well as a shower and locker facilities. The future tenant would also be required to implement a Transportation Management Plan which would include a designated transportation coordinator who manages the program's information center located in the employee break room, conducts a new hire orientation to ensure employees are aware of the available TDM strategies, assist employees with registering for the Emergency Ride Home and Smart Ride programs offered by Traffic Solutions, and works with Traffic Solutions to fine tune the tenant's Transportation Management Plan. Regarding water usage, the project would be subject to a condition of approval to ensure compliance with the Water Efficient Landscape Ordinance (WELo) (Attachment 2, Condition No. 11). Therefore, this finding can be made.

2.1.3 Streets and highways will be adequate and properly designed to carry the type and quantity of traffic generated by the proposed use.

As discussed in Section 6.3 of the Planning Commission staff report, dated April 17, 2018, and Section 2.2 of the staff memo to the Planning Commission dated November 27, 2018, both incorporated herein by reference, a Traffic Study and Sight Distance Analysis was prepared for the project (Associated Transportation Engineers, dated January 5, 2017, & August 16, 2017). Both reports were reviewed by Public Works Department staff and accepted as adequate. Additionally, project access was reviewed and approved by Santa Barbara County Fire Department. An updated Traffic Study was prepared on November 16, 2018 to ensure the report's findings remained current. The Traffic Study concluded the project would generate 82 average daily trips, 13 A.M. peak hour trips, and 12 P.M. peak hour trips. Analyzed under the County's thresholds, the increase in level of service for the Patterson Avenue/Highway 101 and Patterson Avenue/Calle Real intersections would not result in significant impacts with the completion of the improvements to the Patterson Avenue/Highway 101 interchange as a result of the Cavaletto Tree Farm Project. (Attachment 5 of the Board Agenda Letter dated April 2, 2019, Traffic Study). As discussed in the Board Agenda Letter dated June 4, 2019 and incorporated herein by reference, the project has incorporated several TDM strategies to further minimize traffic generated by the project, including: (1) two preferential parking spaces designated for carpooling employees, (2) the installation of four bicycle lockers onsite, (3) employer subsidized bus passes for employees, (4) amending the proposed building's floor plan to include a shower and locker facilities, as well as an employee break room, (5) requirement that prospective future tenants implement a sustainable transportation information center within the employee break room which will display transportation information, and (6) requirement that prospective future tenants assign a Transportation Coordinator to implement and monitor the tenant's transportation information center, manage the tenant's Transportation Management Plan, encourage participation and assist employees in registering semi-annually with the Smart Ride ride-matching program and Emergency Ride Home Program offered by Traffic Solutions, as well as conduct an orientation meeting to educate new employees about the transportation resources available. Therefore, streets and highways are adequate and properly designed to carry the type and quantity of traffic generated by the proposed

project, and this finding can be made.

2.1.4 There will be adequate public services, including fire and police protection, sewage disposal, and water supply to serve the proposed project.

As discussed in Section 6.3 of the Planning Commission staff report dated April 17, 2018, and Section 2.2 of the staff memo to the Planning Commission dated November 27, 2018, both incorporated herein by reference, there are adequate available services for the proposed development, including fire, police, sewage disposal, and water supply services. Therefore, this finding can be made.

2.1.5 The proposed project will not be detrimental to the comfort, convenience, general welfare, health, and safety of the neighborhood and will not be incompatible with the surrounding area.

The proposed project is for the construction of a new shell office building. The project will not be detrimental to the comfort, convenience, general welfare, health, and safety of the neighborhood. As discussed in Sections 6.1 and 6.3 of the Planning Commission staff report dated April 17, 2018, and Section 2.2 of the staff memo to the Planning Commission dated November 27, 2018, both incorporated herein by reference, the project is designed to be compatible and in scale with the existing commercial and residential development in the surrounding area. The project has incorporated TDM strategies to reduce traffic levels associated with future office use. Resulting traffic levels generated by the project will not overburden area intersections or exacerbate existing traffic conditions. The project would be conditioned to limit construction related impacts related to noise, parking, and dust control. (See Attachment 2, Condition Nos. 5, 7, 9, and 12.) The project has also been conditioned to require the issuance of encroachment permits by applicable agencies for the landscaping proposed within the right-of-way prior to Zoning Clearance issuance. (Attachment 2, Condition No. 16). Therefore, this finding can be made.

2.1.6 The proposed project will comply with all applicable requirements of this Development Code and the Comprehensive Plan.

As discussed in Sections 6.3 and 6.4 of the Planning Commission staff report dated April 17, 2018, and Sections 2.2 and 2.3 of the staff memo to the Planning Commission dated November 27, 2018, both incorporated herein by reference, as conditioned the proposed project complies with all applicable requirements of the LUDC and the Comprehensive Plan, including the Eastern Goleta Valley Community Plan. Therefore, this finding can be made.

2.1.7 Within Rural areas as designated on the Comprehensive Plan maps, the use will be compatible with and subordinate to the agricultural, rural, and scenic character of the rural areas.

The subject parcel is not located within a rural area on the Comprehensive Plan maps. Therefore, this finding does not apply to the project.

2.1.8 The project will not conflict with any easements required for public access through, or public use of a portion of the subject property.

There are no easements required for public access through the lot, or public use of a portion of the subject property. Therefore, this finding can be made.

2.2 ADDITIONAL FINDINGS REQUIRED FOR FINAL DEVELOPMENT PLANS

In compliance with Subsection 35.82.080.E.2 of the County Land Use and Development Code, prior to the approval or conditional approval of an application for a Final Development Plan the review authority shall first find that the plan is in substantial conformity with any previously approved Preliminary Development Plan except when the review authority considers a Final Development Plan for which there is no previously approved Preliminary Development Plan. In this case, the review authority may consider the Final Development Plan as both a Preliminary and Final Development Plan.

The proposed Development Plan is acting as both a Preliminary and Final Development Plan. Therefore, this finding can be made

2.3 DESIGN REVIEW FINDINGS

In compliance with Subsection 35.82.070.F.1 of the County Land Use and Development Code, prior to the approval or conditional approval of an application for Design Review the review authority shall first make all of the following findings, as applicable:

2.3.1 Overall structure shapes, as well as parts of any structure (buildings, fences, screens, signs, towers, or walls) are in proportion to and in scale with other existing or permitted structures on the same site and in the area surrounding the subject property.

The 22'-6" tall structure has been designed to be human scale and therefore complementary to the residential neighborhoods to the north. Its windows, doors, eaves, and facades have all been scaled specific to people and therefore match the scale of the nearby residential development. As discussed in Staff Response #4 of the Board Agenda Letter dated March 19, 2019, incorporated herein by reference, the 15' tall plate height ensures that the mass of the structure is consistent with the Patterson Plus Self Storage Facility located opposite Patterson Avenue, as well as other surrounding development. Therefore, this finding can be made.

2.3.2 Electrical and mechanical equipment will be well integrated into the total design concept.

Electrical and mechanical equipment is not visible as it is located inside the building for the most part and is otherwise hidden from view in a roof well. Therefore, this finding can be made.

2.3.3 There will be harmony of color, composition, and material on all sides of a structure.

The project has been designed with materials and colors that are consistent among all building elevations. Material colors were selected that utilized earth tones to harmonize the color of the building with the character of surrounding development and the

backdrop of the Santa Ynez Mountains. The composition of the structure is harmonious based on these design factors. Therefore, this finding can be made.

2.3.4 There will be a limited number of materials on the exterior face of the structure.

The project utilizes concrete, metal, wood, and glass in the design of the exterior face of the structure. Based on these limited materials, this finding can be made.

2.3.5 There will be a harmonious relationship with existing and proposed adjoining developments, avoiding excessive variety and monotonous repetition, but allowing similarity of style, if warranted.

The proposed building is human scale with its varied rooflines and entry porch but also has some stylistic aspects that are compatible with the storage building complex to the north, east, and west. The project effectively transitions between the character of the immediate neighbor (mini storage) and the residential neighborhoods beyond. Therefore, this finding can be made.

2.3.6 Site layout, orientation, and location of structures and signs will be in an appropriate and well designed relationship to one another, and to the environmental qualities, open spaces, and topography of the site.

The siting, layout, and grading of the project are appropriate and well designed to address the value of the site. The 15' lowered plate height of the building is designed to preserve public views of the mountains over the site and the existing contours of the parcel would not be overly manipulated resulting in excessive grading. Therefore, this finding can be made.

2.3.7 Adequate landscaping will be provided in proportion to the project and the site with due regard to preservation of specimen and landmark trees, existing vegetation, selection of plantings that are appropriate to the project, and that adequate provisions have been made for maintenance of all landscaping.

There is no significant vegetation to be removed. The existing myoporum along northern property line to be removed is nonnative and invasive. The 9" DBH (Diameter at Breast Height) Coast Live Oak tree is not a specimen or landmark tree and would be replaced by three 24" box Coast Live Oak trees grown from local seed and planted onsite in the southeast corner of the property. As discussed in Staff Responses #1 and #2 of the Board Agenda Letter dated March 19, 2019, incorporated herein by reference, the proposed landscaping is sufficient and works well with the proposed architecture. Setbacks and landscaping is appropriate to ensure the building is compatible with its corner lot location. In addition, the site benefits from the CalTrans and County landscape buffer by providing additional landscaping on the adjacent right-of-way. Therefore, this finding can be made.

2.3.8 Signs, including associated lighting, are well designed and will be appropriate in size and location.

There are no signs proposed as part of the project. Therefore, this finding does not apply.

2.4 Additional findings required for Design Review applications within the Eastern Goleta Valley area.

Where Design Review is required in compliance with Subsection 35.28.080.E (Eastern Goleta Valley), plans for new or altered structures will be in compliance with the Eastern Goleta Valley Residential Design Guidelines, as applicable. The Eastern Goleta Valley Residential Design Guidelines, which are intended to serve as a guide only, shall constitute “additional design standards” for purposes of Subsection 35.82.070.F.1.(i).

This is a commercial project located in the C-2 zone district (general commercial). The Eastern Goleta Valley Residential Design Guidelines do not apply to the project since it is not a residential project.