



DESIGN REVIEW BOARD Staff Report

Planning and Environmental Services
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AGENDA ITEM M-1

DATE: January 27, 2009
TO: Goleta Design Review Board
FROM: April Verbanac, David Stone Contract Planners
SUBJECT: Design Review Board Case No. 05-034-DRB, Bacara Resort and Spa
8301 Hollister Avenue, APNs 079-200-012 & -013

APPLICANT: Bacara Resort and Spa, HT Santa Barbara
8301 Hollister Avenue
Goleta, CA 93117

PROJECT DESCRIPTION:

This is a request for *Conceptual* review. The proposed project site is within a portion of the 72.73-acre (gross and net) Bacara Resort and Spa located in western Goleta, it is south of the Union Pacific Railroad and US 101, west of the Venoco Oil and Gas Processing Facility, north of Haskell's Beach and the Pacific Ocean, and east of existing Resort and Spa facilities. Proposed development would occur within a 12.66-acre (gross and net) area called Lot 2, and would also include widening of the existing Hollister Avenue roadway site located within a portion of Lot 1 immediately north of Lot 2. The project site has a Goleta General Plan/Coastal Land Use Plan designation of Visitor-serving Commercial (C-V), and has an Article II Coastal Zoning Ordinance designation of C-V, Resort/Visitor Serving Commercial.

The applicant is requesting approval of General Plan/Coastal Land Use Plan Amendments, a vesting tentative tract map, and a final development plan as described below.

General Plan Amendments (05-034-GP)

The project proposes amendments to ten Goleta General Plan/Coastal Land Use Plan policies and tables as initiated by the City Council on May 20, 2008. These amendments address issues including: Open Space Element preservation and management of public lateral and vertical access areas, and open space area maps; Conservation Element special status species and environmentally sensitive habitat; and Safety Element seismic hazards map.

Vesting Tentative Parcel Map (05-034-TPM)

The applicant requests a two-lot subdivision of the 72.73-acre Bacara Resort and Spa project area that is comprised of APNs 079-200-012 & -013. Lot 1, totaling 60.07 acres (gross and net), would include the existing Bacara Resort and Spa, existing and proposed Hollister Avenue widening corridor, and an open space eastern terrace area. Lot 2, totaling 12.66 acres, would include all other proposed project site improvements.

Final Development Plan (05-DP-034)

The Final Development Plan would provide for construction of a 56-unit condominium hotel development and ancillary facilities. The proposed 56-unit condominium hotel development would be located within the Lot 2 12.66-acre area commonly referred to as the "Valley Floor" of the Bacara property, located directly southeast of the existing Bacara Resort and Spa facilities. Widening of Hollister Avenue would occur from the proposed improvements east to the Bacara Resort and Spa property boundary. Proposed improvements include a pool, cabana pool decks (e.g., shade structures), resort support facilities and guest parking. To accommodate the proposed improvements, the existing tennis club house and maintenance building, four (4) tennis courts, a 50-space public parking lot, and a vertical beach access trail would be relocated. An existing beach house and public restrooms located adjacent to the beach on the southern slope of the Valley Floor would remain.

Table 1 summarizes proposed Completion Phase project buildout (see page 3). All development would occur in proposed Lot 2, with the exception of Hollister Avenue Road widening, occurring in the Lot 1 portion of APN 79-200-013. Individual building and parking structure footprints are provided in Table 2 (see pages 4 and 5).

Resort Facilities

Resort Suites

The project includes construction of 56 resort condominium hotel units (keys or suites), ranging in size from approximately 2,300 s.f. to 2,900 s.f., constructed within a total of 10 buildings, with a building height of 35 feet from finished grade, plus up to an additional 6 feet for chimneys and raised roof extensions. Each of the proposed 56 resort condominium suites would be available for purchase and subject to management and maintenance easements plus occupancy restrictions, including limits to owner occupancy of the individual unit of 90 days per year and making the unit available to the general public through the resort's reservation system for a minimum 275 days per year. Management and maintenance easements would require the project to be managed and maintained by the resort's management company.

Table 1. Project & Site Statistics

	Existing	Proposed	Net Change
Lot Area	72.73 acres (gross/net) APN 79-200-012: 31.2 acres APN 79-200-013: 41.8 acres	APN 79-200-012: 31.2 acres APN 79-200-013: Lot 1 - 29.14 acres (gross/net) Lot 2 - 12.66 acres (gross/net) ¹	NA
Building Floor Area	8,145 s.f.	195,723 s.f. (aboveground) 66,266 s.f. (underground) 261,989 s.f. total	+253,844 s.f.
Coverage			
Building Footprint	9,216 s.f.	102,218 s.f.	+93,002 s.f.
Impermeable Surfaces	160,564.86 s.f.	128,608.22 s.f.	- 31,956.64 s.f.
Open Space (including Landscaping)	1,651,869 s.f.	320,758 sq. ft.	-1,331,111 s.f.
Parking			
Resort	10 spaces	132 spaces	+122
Public	50 spaces	61 spaces	+11

Note: The Coastal Zoning Ordinance defines Lot area, Net as follows: The gross lot area minus any area lying within a public street, such public street being defined as a permanently reserved right-of-way which has been dedicated to the City of Goleta. As this does not occur within the project site, gross and net lot areas are the same

Tennis Club House and Tennis Courts

The existing 7,147 square foot (s.f.) tennis club house and maintenance facility located in the northernmost portion of the Valley Floor is proposed to be reconfigured and partially relocated from the existing footprint. A new tennis club house and maintenance facility would consist of a 1,909 s.f. club house, a 5,717 sq. ft. maintenance facility, as described below, within the below grade support spaces, and a 2,447 s.f. maintenance yard. The existing adjacent tennis courts (4), located generally south of the existing tennis club house, are proposed to be shifted north in the location of the existing public parking lot which would be relocated as described in the *Parking and Circulation* and *Public Improvements* sections below.

**Table 2: Completion Phase Building & Parking
 Square Footage and Footprint**

BUILDING	UNITS	FLOOR AREA (S.F.)¹	FOOTPRINT²
#1	6	20,467	7,863
#2	6	20,235	7,894
#3	6	20,235	7,894
#4	6	20,235	7,894
#5	6	20,235	7,894
#6	8	26,114	11,344
#7	6	19,577	12,277
#8	4	12,784	7,444
#9	4	12,784	7,444
#10	4	15,316	10,213
Cabanas	14	1,610	1,610
Tennis Club House	1	1,909	1,909
Arrivals Building (In Courtyard)	1	1,608	1,608
Total		193,109	93,288
Tennis Courts	4	23,760	23,760
Maintenance Yard	1	2,447	2,447
Parking Public	61 spaces		
UNDERGROUND FACILITIES³			
Parking ⁴	132 spaces	63,320	*Underground
Mechanical area	1	4,810	*Underground
Maintenance area	1	5,717	*Underground
Staff lounge	1	1,357	*Underground
Parking/Charging station ⁴	1	2,720	*Underground
Storage	3	25,441	*Underground
House keeping	2	26,940	*Underground
Pool equipment room	1	2,001	*Underground
Total		132,306	
REMOVED/RELOCATED FACILITIES			
Tennis Clubhouse & Maintenance Building	1	-7,145	-7,145
Tennis Courts	4	-23,760	-23,760
Parking – Maintenance	-10 spaces		-10 spaces
Parking – Public	-50 spaces		-50 spaces

Notes:

- 1) Represents Gross Floor Area, including Stairs and Circulation Spaces between Hotel Condominium Units on each floor. Terrace areas are not included.
- 2) Represents Gross Building Footprint Area inclusive of Stairs, Ground Floor Terraces and Circulation area on the Ground Floor.
- 3) Underground refers to those areas that are below the proposed finished grade of the entrance courtyard, public access parking, tennis courts, and a portion of the hotel condominium buildings.
- 4) These areas excluded from calculation of gross floor area.

Maintenance Building

As described above the existing maintenance building would be removed as part of the reconfigured tennis club house. Portions of the existing slab-on-grade would be re-used as an exterior maintenance yard located adjacent to the new tennis club house situated above. Maintenance services are proposed to be contained within the proposed underground support services area and parking structure.

Ancillary Buildings

The majority of onsite resort amenities are presently provided within the adjacent Bacara Resort and Spa. A new resort swimming pool and cabana pool deck for guest use is proposed within the suite buildings layout (between buildings 7 and 8). A small valet station would be located next to a new entrance court to serve guests who are staying in this area of the resort.

Parking and Circulation

Currently, one paved parking lot is located on the Valley Floor that consists of 50 public parking spaces that support access to Haskell's Beach and 10 parking spaces that support resort maintenance operations and guests utilizing the tennis club. The existing parking lot would be removed to accommodate resort parking and resort support areas, with the relocated tennis courts and a new and expanded 61-space public parking lot directly above at entrance grade. This relocated public parking lot would be provided just east of the existing parking lot, adjacent to and west of the proposed entrance court to the new resort area. The new 61-space parking lot would be available for public use in its entirety.

Access to the project site would continue to occur from Hollister Avenue; however, a new entrance to the resort area would be provided east of the current tennis facility and public parking lot entrance. An additional entrance would be provided to the new public parking lot just east of the existing fire access road. The existing landscape median would be reconfigured to allow for new median breaks and an expanded left turn deceleration lane to serve the resort and public parking lot entrances. The tennis club and public parking lot entrance would remain and provide access to the Completion Phase valet parking area and support services. The existing emergency access road

and fire department turnaround would be reconfigured concurrent with the new public parking lot entrance.

Guests arriving at the proposed resort would first proceed to the existing resort's Main Reception building for check-in. Guests staying in the Completion Phase resort area would proceed to their suites either via jitney service through the existing resort or by driving their car to the Completion Phase valet parking area. An underground parking garage with 132 spaces is proposed to accommodate hotel guest parking. Garage access for guests would be provided through either convenience stairs, or through an internal elevator connection located within the entrance court area. The parking structure also includes space for resort jitney carts, mechanical space, general storage areas, house keeping services, pool systems and equipment storage, and a staff lounge.

Public Improvements

Public Parking and Beach Access

An existing 50-space public parking lot and 810-foot vertical beach accessway to Haskell's Beach are located in the proposed project area and are proposed to be relocated to provide an enlarged and separate parking facility to accommodate certain elements of the project. As such, the project includes a new 61-space public parking lot that would be located just east of the existing parking lot. The proposed lot would provide entirely separate parking from the resort facilities and would be available to the public. In addition, the project includes a new, approximately 600-foot, ADA compliant vertical beach accessway from the public parking lot to Haskell's Beach. The relocated coastal accessway would access the beach just to the east of the existing beach house, which contains the public restrooms, a snack shop and showers. The existing beach house located adjacent to the beach on the southern slope of the Valley Floor would not be affected by the project.

Emergency Access

A reconfigured emergency access road is proposed within Lot 2 adjacent to the new/relocated vertical beach access trail. The emergency access road would be available for emergency responders to access the coast during emergency situations. The emergency access road would terminate with a fire department turnaround and staging area adjacent to the beach and would provide for the launch of amphibious vehicles, currently the only location in the City where this operation can occur. All internal jitney paths within the Completion Phase have also been designed to accommodate emergency response vehicles.

Hollister Avenue Road Improvements

Access to the project site would continue to occur from Hollister Avenue and a new entrance to the resort area would be provided east of the current tennis facility and public parking lot entrance. An additional entrance would be provided to the new public parking lot just east of the existing fire access road. The existing landscape median of Hollister Avenue would be reconfigured to allow for additional median breaks and an expanded left turn deceleration lane to serve the resort and public parking lot entrances. To accommodate the expanded left turn deceleration lane, Hollister Avenue would be widened within Lot 1 on APN 079-200-013 for approximately 670 feet along the northern road right-of-way opposite the project site. A retaining wall and concrete swale would be constructed along the widened road section opposite the project site and new curb and gutter would be installed on both sides of Hollister Avenue adjacent to the project site. The reconfigured road median is proposed to be planted with a mix of indigenous plantings and is designed to function as a vegetated bio-retention strip to treat stormwater runoff from the roadway.

Grading and Drainage

Project grading consists of approximately 43,000 cubic yards (cy) of cut and 17,000 cy of fill. These earthwork improvements will facilitate the construction of a total of ten (10) two- and three- story suite buildings, a guest swimming pool and cabana pool deck, entry and circulation improvements, and an underground parking and support facility structure. The underground (below finished grade) parking and support facility structure is proposed primarily at-grade with the majority of the suite buildings (Buildings 1-6), the entrance court, tennis facility and a portion of the public parking lot constructed above the structure. A portion of the public parking lot is planned to be constructed on fill materials, above the existing topography. The project design is intended to reduce the amount of excavation of the additional fill materials temporarily placed on the Valley Floor during the construction of the Initial Phase improvements, as well as protecting the approximately two feet of yellow identification sand and a Geo-Tech fabric placed prior to the fill at the commencement of the Initial improvements. The pool and cabana pool deck is proposed at an elevation and in an area with an existing elevation that would allow the majority of the fill in that location to remain with minimum foundations extending below the existing grades.

Utilities

The project area is currently and would continue to be served by the Goleta Water District, Goleta West Sanitary District, Southern California Edison, and Southern California Gas Company. Waste and recycling services are provided by Marborg Industries/Allied Waste Services. The Santa Barbara County Sheriff's Department and Santa Barbara County Fire Department provide police and fire protection services, respectively. All proposed structures would include fire sprinklers.

Potable water would be supplied to the project by an existing 10-inch PVC water main on the site and reclaimed water would be provided via an existing 12 inch PVC water main also onsite. Sewage disposal would be accommodated by an onsite 8" sewer force main.

Architecture

The project design is based on the existing resort's village-like community within a wider landscape context, drawing from colors and forms of the natural landscape and with reference to the ocean-influenced Sandpiper golf course to the east and the Spanish Colonial influence of the existing Bacara Resort, overlooking the site to the west. The 10 suite buildings are arranged on the site in a broken double arc pattern with two tiers. The first tier (south group closest to the ocean) consists of four (4) two-story buildings (Buildings 7-10) situated on either side of the guest pool. The rear tier (north group closest to Hollister Avenue) consists of six (6) three-story structures (Buildings 1-6). The elevation of the buildings arc is modulated with the maximum building height proposed at 35 feet.

Project design materials and colors include rustic stone structure bases with smooth, ashlar-bonded limestone above, and repeating elements of window frames balcony rails and roofing in pale bronze. The project also includes elements to achieve a sustainable design including photovoltaic installations on raised roof areas of seven suite buildings (Buildings 1-6 and 10), vegetated roof areas (grasses) on all suite buildings, and bioretention basins incorporated into surface parking areas and the median of Hollister Avenue. The project applicant seeks to achieve one of the highest LEED certification levels and fire ratings for a project of this nature.

Landscape and Lighting

Landscape

The preliminary landscape palette consists of indigenous plants, shrubs and specimen trees. The project site landscaping has been divided into four zones reflecting the differing conditions present across the site.

Tecolote Creek Area

The Tecolote Creek corridor (roughly delineated on the project plans by a 100 foot setback from the creek centerline) would remain as-is to protect the existing natural plant species and habitat within the corridor.

Beachfront Area

Plant species native to California and, preferable to the region, that are tolerable of the marine environment would be used in the beachfront area. Plantings would include species of the local coastal scrub plant communities and, if possible, plants listed as

rare in the wild would be used. Non-hybridizing and non-invasive species are proposed. To aid water conservation, all plants would have low water requirements, and, once established would not be irrigated. Native soil stabilizing plants would be used where appropriate to control erosion with vegetation rather than engineering. Wildlife habitat diversification would be encouraged on the lesser used perimeter areas of the site.

Central Resort Area

This area would feature only California native species. To further aid in water conservation, all plants chosen would have low irrigation requirements. No invasive plants would be used. Fire retardant species would be used in the vicinity of the buildings to provide the required 30' fire buffer retardant zones.

Hollister Avenue Frontage

Indigenous woodland trees with shrub understory planting would be planted to screen the site improvements from the road. The comparatively sheltered position downwind of the buildings would allow a wider range of plants to be chosen, increasing bio-diversity and visual amenity.

Green Roofs

The lower two-story units would have partially vegetated roofs, to slow down rainwater run-off and increase biodiversity. Plants would be chosen from indigenous coastal scrub/dune species.

Hardscape Strategy

Impervious paving surfaces would be limited in parking lots and vehicle routes to reduce rainwater runoff volumes and improve groundwater quality. Porous paving materials would be thoroughly investigated and may be used wherever soil conditions allow, minimizing the impact of the development on the existing hydrological conditions. Materials for the motor court, jitney and pedestrian paths may consist of interlocking stone to allow for rainwater infiltration while maintaining a reliable and long-lasting wearing surface.

Retaining Walls

Retaining walls would be clad in dry stone and stepped where possible to allow for greater planting areas and to soften the visual aspect of the walls. All walls would be planted with indigenous cascading shrubs and screened where possible by small trees.

Lighting

Lighting is proposed to meet the operational and security requirements of the development, without resulting in unnecessary levels of light pollution. Minimal-impact lighting techniques are proposed, and artificial lighting would be shielded to prevent the disruption of the night sky, and the disturbance of wildlife. Upward pointing lights would be avoided, and lights would be directed downwards onto matt surfaces to avoid unnecessary reflectance. All lighting would comply with California Title 24 and would maximize energy efficiency.

Resort Operations

The proposed project does not include any residential component. All proposed development would be hotel condominiums and associated infrastructure and amenities, public beach access and amenities, and support facilities including the new parking and support facility structure.

The proposed project would not require additional resort employees. All facilities and guests of the proposed project would be served by the current resort employee base. Guests check-in at the Completion Phase condominium hotel development would occur at the existing resort's Main Reception. Guests staying in the Completion Phase resort area would proceed to their suites either via jitney service through the existing resort or by driving their car to the Completion Phase valet parking area. An underground parking structure with 132 spaces is proposed to accommodate hotel guest parking.

Project Construction

Site preparation and grading would involve an estimated 43,000 cubic yards (cy) of cut and 17, 000 cy. of fill (a maximum of approximately 26,000 cy export, where not reduced by overexcavation and soils shrinkage) for the proposed improvements. Construction of the proposed project would occur with a single construction effort over a 14- to 16-month period. Staging, equipment, and materials storage would all occur on the site in developed or disturbed areas in close proximity to project construction areas. Temporary parking for construction workers would be provided at an off-site lot located on Hollister Avenue adjacent to Ellwood School, and workers would be shuttled to and from the site.

BACKGROUND:

The Initial Phase of the Bacara Resort and Spa located adjacent and west of the proposed project site Lot 2 was previously approved by the County of Santa Barbara (86-DP-046, 97-LUS-544 GO) and California Coastal Commission (CDP 4-85-343-A1-A3; 97-CDP-078) on the 72.73-acre property as a traditional 400-unit resort hotel and spa with associated infrastructure and amenities. The existing resort facilities were constructed primarily on a parcel immediately adjacent to the project site (APN 079-200-012), with the exception of the resort's tennis and maintenance facility, the existing public parking lot, vertical beach access trail, and the beach house which were constructed on the project site (APN 079-200-013).

This project, known as the Completion Phase, was originally considered in a Preliminary Development Plan (PDP; 83-GP-12, 83-RZ-15 and 84-EIR-4) and for which 159 conditions of approval have been satisfied. The Bacara Resort & Spa was first contemplated, analyzed and conditioned in conjunction with the review and approval of the project's PDP which identified 500 hotel rooms, 24 villas and associated onsite amenities in two distinct phases; herein described as the Initial Phase and Completion Phase. In addition, both phases of the project were analyzed and mitigated in conjunction with an Environmental Impact Report (84-EIR-4) which was prepared for the PDP. The Initial Phase was carried out through the approval of a Final Development Plan (FDP; 86-DP-046, 86-DP-046TE01).

The project was submitted on November 24, 2008 by agent Mary Meaney Reichel, Lucon Inc., on behalf of Bacara Resort and Spa, HT Santa Barbara property owner. Related cases: 05-034-GP, -TM, -DP.

This is the first time the project has been before the DRB. There are no known violations on the property.

ANALYSIS:

Table 3: Zoning Consistency

	Required	Proposed	Consistent Y/N
Front Yard Setback	50 feet from Centerline 20 feet from right-of-way	37.5 feet from Centerline (Parking Structure) 0 feet from right-of-way (Parking Structure)	TBD
Side Yard Setback	Exterior Boundaries: 20 feet	North/East elevation: 75 feet South/West elevation: 52.5 feet	Yes
Rear Yard Setback	Exterior Boundaries: 20 feet	400-foot minimum	Yes

	Required	Proposed	Consistent Y/N
Floor Area Guidelines	Recommended FAR 0.25 LOT 2: 137,867 s.f. LOT 2 and LOT 1 (APN 079-200-013): 455,202 s.f.	LOT 2 FAR: 0.47; 261,989 s.f. (includes 66,266 s.f. underground support spaces) LOT 2 and LOT 1 (APN 079-200-013) FAR: 0.14	TBD
Building Height	35 feet	Maximum 35 feet with an additional 6 feet for chimneys and raised roof extensions.	TBD
Parking spaces	1/ guest room=56 spaces Additional spaces may be required for project providing public access to recreational/ open space areas.	132 guest spaces 61 public spaces	Yes
Open Space	Minimum 40% net lot area (public or common) LOT 2: 220,588 s.f.	LOT 2: 58% (320,758 s.f.)	Yes
Landscaping	Per Approved Final Development Plan	N/A	N/A
Storage (trash)	N/A	N/A	N/A

The proposed project appears to be consistent with requirements of the Article II, Chapter 35, Coastal Zoning Ordinance as listed above. There are difficulties in analyzing consistency of the proposed building type (suites or keys) with the existing C-V Visitor-serving Commercial zone district regulations. Questions arise with regard to the measurement of setbacks (entire lot vs. per structure), and how clustered development is defined. Any modifications required would be determined during project processing.

ISSUES:

- FAR calculated relative to Proposed Lot 2, or Lot 2 and portion of Lot 1 within which the proposed Hollister Avenue widening would occur (APN 079-200-013).
- Building Heights relative to existing versus finished grade.

ATTACHMENTS:

- Reduced 11" x 17" copies of site plans and elevations.