

From: Lina Carreras <
Sent: Tuesday, August 26, 2025 12:52 PM
To: Juana Escobar
Subject: Fwd: City Council

Lina Carreras

Begin forwarded message:

From: Lina Carreras <linaaa101@yahoo.com>
Date: August 26, 2025 at 11:58:18 AM PDT
To: juana@ci.guadalupe.ca.us
Subject: City Council

Good afternoon!

I am a resident on Guadalupe with children that attend Guadalupe Jr High and McKenzie. I wanted to voice a concern regarding a much needed crossing guard at the 4 way intersection of West Main and Cabrillo Highway (1).

I thankfully have been able to adjust my schedule so that I could pick up my child from Guadalupe Jr High because I did not want him crossing that intersection because of the danger. I see a lot of smaller students from the intermediate school crossing and since the beginning of the school year, I have seen almost 2 or 3 children get hit because of semi truck not being able to see and others car not being able to see due to bigger cars. That is a super busy section and a crossing guard is highly needed.

In 2022 there was an incident where a child was hit by a car early in the morning walking to school and I would believe this would be a high concern for the city and the school district. I do hope that something can be done in order to keep the children in our community safe walking to and from School.

Thank you,

Lina Carreras
(805)815-

Guadalupe
City Council
Pre-Application
855 Pioner Street; and
4542 12th Street

Presented by
Bill Scott, Associate Planner
Guadalupe City Planning Department
August 26, 2025

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Project Description 1

Review: Pre- Application (Pre-2025-033-PA) to consider two affordable housing projects at two separate locations.

Project Developer: Housing Authority of Santa Barbara County.

Pre-Application Intent: Site Plan introduction to City Council before a formal (Design Review Permit) application is filed.

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Project Description 2

Project -1: 7,500 sf. lot: 855 Pioneer Street.

Project - 2: 5,000 sf. Lot at 4542 12th Street.

- Both Properties Zoned: R-3 High Density Residential.
- Both Projects are 100% Affordable; (60% - 120% AMI (Area Median Income)).
- Both Projects take advantage of State *Density Bonus* law.

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Density Bonus Law

Density Bonus, a state mandate:

Government Code 65919 (a) (1): *When an applicant seeks a density bonus for a housing development... ..that local government shall comply with this section...*

Density Bonus Law Provides:

- Expedited Permit Processing;
- Increased density (More dwelling units);
- Lowered parking standards;
- Incentives and Concessions.

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Incentives and Concessions

In addition to an increase in density; the Density Bonus allows an affordable housing developer “concessions.”

- **Concessions:** *Right to waive certain local zoning code development standards (e.g., building setback standards, building height or private open space requirements).*

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Project 1 855 Pioneer Street



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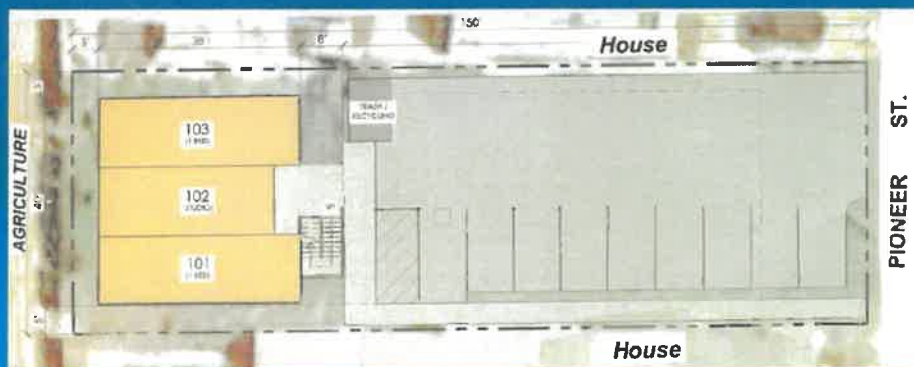
PROJECT SITE



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PROJECT 1

- 7,500 square-foot lot – Zoned R-3 (HDR);
- Nine Apartments– all one-bedroom or studio in 3-Story Building. Bonus Increase = 3 units
- 3 Concessions requested.



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Concessions 1 – No Private Yards

City Code requirement: Minimum of 100 sf. Open space per ground floor unit; and minimum of 50 sf per upper floor unit – private patio or deck.

Project Proposes: None

Potential Effect:

- Staff believes that even small private open space areas are important for the “livability” and well being of residents.
- Staff suggests that the applicant seek ways to add some form of open space component into the project.

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Concession 2 – Rear Setback

Code requirement: Fifteen (15) foot rear-yard setback.

Project Proposes: A five (5) foot rear-yard.

Potential Effect:

- 15-foot rear-yard setback provides for “usable” common open space - Setback reduction eliminates on-site open space opportunities.
- 15-foot separation protects privacy for back-yard of neighboring properties – Site backs up to agriculture – should be no impact.
- Zoning setback supports building codes - property backs up to agriculture – should be no impact.

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Concessions 3 – Added Story

City Code requirement: Two-Stories – Maximum height of 35-feet.

Project Proposes: Three stories – at 35 feet in height.

Potential Effect:

- No significant effect:
- Three stories are within the 35-foot height maximum.
- City's 2035 Housing Element recommends zone amendment to permit three-stories in R-3 zone.

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Parking Requirement

City Code Requirement: One (1) covered, and one (1) uncovered space per unit = 18 spaces required 9 covered.

Density Bonus Law: One (1) parking space for each one-bedroom or studio apartment = 9 spaces.

Parking Provided: Nine (9) uncovered spaces.

Potential Effect:

- The 50% parking reduction will likely result in parking impacts on Pioneer Street.
- Developer is encouraged to implement measures to minimize on-street parking impacts.

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Other Design Considerations

Building and Parking Placement:

- *Guiding Principle: Buildings should be located to emulate the prevailing setback in the neighborhood.*
- *Buildings should be placed near the street and parking areas are subordinate; either behind or beside the building;*

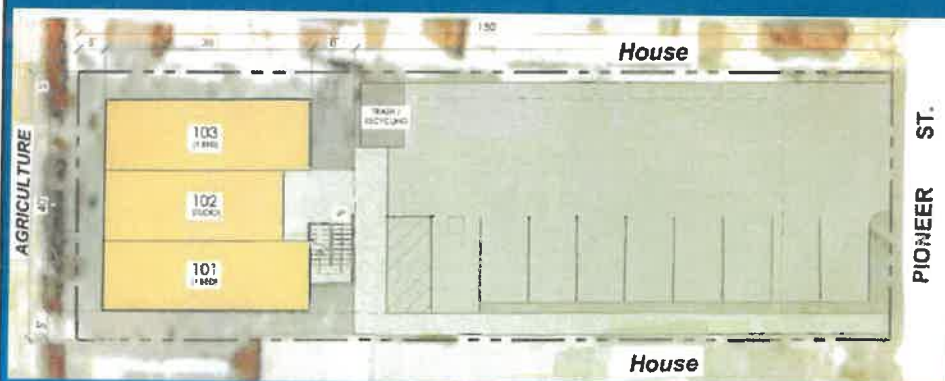
Project Proposes: Parking lot prominent at the front and building is at the rear - Not preferred.

Walls: Six-foot minimum wall required to protect from agricultural activities to the west.

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PROJECT 1 - SITE PLAN



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Parking Lot Pavers



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Summary

Project would add nine affordable housing units to the City's available housing Stock.

Project Supports City's Housing Element and State (HCD) Housing objectives to increase supply.

Concessions must be allowed – unless; a local jurisdiction makes findings that a concession is detrimental to neighborhood health and safety.

Most concerning to staff are:

- 1. Elimination of open space on site; and*
- 2. Reduction in off-street parking.*

Applicant is encouraged to seek methods to minimize potential impacts.

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Questions?

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Project 2 4542 Twelfth Street



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Project 2 4542 Twelfth Street

- 5,000 sf. Lot.
- Four Apartments & Two ADUs.
- All one- bedroom or studio units.
- Two separate two-story buildings.
- 3 Concessions Requested.



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Site - 4542 Twelfth



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Concessions 1 – No Private Yards

City Code requirement: Minimum of 100 sf per ground floor unit and minimum of 50 sf per upper floor unit (private patio or deck).

Project Proposes: None

Potential Effect:

- Same as Pioneer Street project.
- Staff believes no private yard or common area affects “livability” for residents - Applicant is encouraged to seek locations for some degree of open space for residents on-site.

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Concession 2 – Rear Setback

City Code requirement: Fifteen (15) foot rear-yard setback.

Project Proposes: A five (5) foot rear-yard.

Potential Effect:

- 15-foot rear-yard setback provides for “usable” open space – Those open Space opportunities eliminated.
- 15-foot separation protects privacy for back-yard of neighboring properties – House next door could be affected.
- 15-foot setback reinforces building and safety code – new building will must meet building and fire code safety standards.

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Concession 3 – ADU Height

Zoning Code requirement: Maximum allowable height for a detached ADU is 16-feet.

Project Proposes: Two-story ADU at approximately 26 - 35 feet high. (elevations not yet provided).

Potential Effects:

- *By right, detached ADUs are allowed a 4-foot side and rear setback. The 16-foot height limitation protects neighboring properties from visual & height encroachment.*
- *The two-story apartment has a reduced rear-yard setback. Thus, the effect of a two-story ADU would be the same on neighboring property.*

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Parking Requirement

City Code Requirement: Eight (8) to ten (10) parking spaces (depending on calculation), four covered.

Parking Provided: Six (6) uncovered spaces.

Potential Effect:

- *Shortage of 2 to 4 spaces.*
- *Any parking reduction will likely result in parking impacts on Twelfth Street.*
- *Developer is encouraged to implement measures to minimize on-street parking impacts.*

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Existing On Street Parking



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Site Plan Parking Arrangement

- Parking in front.
- Building at rear.
- (Opposite is preferred).
- Three spaces in front setback.



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Summary

Project would add six affordable housing units to the City's available housing stock.

Project supports City's Housing Element and State (HCD) Housing objectives to improve supply.

Concessions must be allowed – unless; a local jurisdiction makes findings that a concession is detrimental to neighborhood health and safety.

Most concerning to staff are:

- 1. Elimination of open space on site; and*
- 2. Any reduction in parking.*

Applicant is encouraged to seek methods to minimize potential impacts.

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Conclusion

The Zoning Ordinance set standards to carry out the General Plan and promote health, safety and comfort. Density Bonus law allows developers to override some or many of those standards.

Yet, each development is unique and findings to approve (or deny) are based on the specific circumstances of that property and that development.

In this case is noted that the Developer, the Housing Authority of Santa Barbara County is highly recognized for quality and well managed housing developments. These two projects should be no exception.

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Next Steps

Applicant submits: Application for a Design Review Permit and CEQA Exemption; including complete plan set (e.g., Site Plan, Building Architecture, Floor Plans, Landscape, etc.); and public notice mailings.

Density Bonus Agreement: Prior to building permit issuance, the applicant executes a Density Bonus Agreement with the City. The Agreement ensures that the units remain available for low or very low-income households for the specified timeframe.

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Questions?

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California Department of Transportation (Caltrans)
Construction Projects in and Around Guadalupe
Prepared for August 21, 2025 for
Santa Barbara County Association of Governments (SBCAG)

Project	Location	Description	Estimated Timeline	Capital Cost
State Route 1 Santa Maria River Bridge Replacement	Santa Maria River Bridge	Bridge Replacement	Fall 2025	\$62 Million
State Route 1/166 American with Disability Act Improvements	From Santa Maria River Bridge along #1 and through Obispo Street	ADA Pedestrian Infrastructure improvements	Fall 2025	\$6.2 Million
Pasadena Highway 166 Improvements	From Southern Pacific RR #1 and #166 through to Flower Street	Consolidated design merges Hwy 1/166 intersection improvements and Pasadena Hwy 166 Improvements Perform Capital Preventative Maintenance project on SR 1 and SR 166 with intersection improvements. Traffic signalization will be incorporated at SR1/SR 166 and Obispo Street/SR 166 intersections. Improvements will be made on the UPRR at-grade crossing with the inclusion of a pre-signal. The project includes replacing and adding Transportation Management Systems, removing and adding single-post and two-post signs, replacing sign panels, rehabilitation or reconstructing sidewalk curb ramps to meet ADA standards.	Summer 2026	\$18.3 Million
				\$86.2 Million



Prepared for the August 21, 2025, Santa Barbara County Association of Governments Board Meeting

CONSTRUCTION PROJECTS								
Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Contractor	Comments
State Route 1 Ytias Cr Slip out Emergency (1S490)	In Santa Barbara County on Route 1, just north of Ytias Creek Bridge (10.14)	Repair slip out, extend soldier pile wall, restore roadway	Spring 2025-Winter 2025/26	\$4.7 million	SHOPP Emergency	Berkeley Lindt	Security Paving, CA	Geotechnical subsurface investigation and assessments completed. The next phase of work will include the construction of a soldier pile wall. A southbound partial shoulder closure is in place.
State Route 1 Collapsed culvert repairs (1S370)	In Santa Barbara County on Route 1, north of Alamo Creek Road (10.79/11.1)	Replace failed culvert, line culverts, restore roadway	Winter-Spring 2025	\$1.6 million	SHOPP Emergency	Berkeley Lindt	John Madonna Construction, SLO, CA	Work nearly complete, final punchlist and review work remains weather permitting.
State Route 1 El Jaro Drapery (1S130)	In Santa Barbara County on Route 1 near El Jaro Cr Br (13.3)	Construct rockfall drapery system	Winter/Spring 2025	\$1.6 million	SHOPP Emergency	Berkeley Lindt	Access Limited Construction, Oceano, CA	Contract accepted; all work is complete.
State Route 1 Vandenburg Village HFST (1S530)	In Santa Barbara County on Route 1, from 1 mi north of Purisima Rd to 0.5 mi south of Constellation (24.2/24.6)	Place high friction surface treatment on southbound lanes	Winter-Fall 2025	\$461,000	Minor-B Emergency	Berkeley Lindt	American Civil Constructors West Coast	Pavement work completed. Waiting on materials for speed feedback sign.



Project Update Report – Santa Barbara County

Caltrans

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CONSTRUCTION PROJECTS								
Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Contractor	Comments
US 101 South Coast 101 HOV Lanes (0N700)	In the City of Santa Barbara, between Ballard Avenue in Carpinteria and Sycamore Creek (1.4-12.3)	Construct high occupancy vehicle lane in each direction; project length is 10.9 miles	Spring 2020-2028	\$690 million	SB1, STIP and Measure A	David Emerson/ Joe Arnold	Granite Construction of Santa Barbara, CA.	The newly constructed HOV lane is open in both directions from Carpinteria to the Sheffield interchange. Just north of Ortega Hill, a 55-mph speed limit is in effect in this construction corridor. The Montecito and Santa Barbara South segments are now in construction. Ramp and lane closures continue during the overnight hours. A split lane shift is in place for the Montecito segment for southbound pavement and shoulder work until Summer 2026. Southbound traffic for the Montecito and Santa Barbara sections has moved into the median and construction is taking place on the southbound lanes, shoulders and creek bridges. The northbound Olive Mill off-ramp and northbound Hermosillo off-ramp are open and Olive Mill (Spring Rd) southbound off-ramp will close for approximately 8 months starting in Fall 2025.
US 101 Olive Mill and San Ysidro Roundabouts (1K03U)	At the intersection of San Ysidro Rd/North Jameson and Olive Mill Rd/Coast Village Rd/N. Jameson Ln and the Hwy 101 NB off-ramps and SB on-ramps. In the City of Santa Barbara and County of Santa Barbara. (9.9/10.6)	Operational improvements	Fall 2022-Spring 2024	\$13.9 million	RSTP	Joe Arnold	Granite Construction of Santa Barbara, CA.	The San Ysidro Overcrossing and Roundabout and Olive Mill Roundabout are in a plant establishment period, which is anticipated to end Winter 2028. Relief of maintenance has been completed. Additional asks by the county have added cost and time to the project that will impact support resources in the future.
US 101 San Jose Creek Bridge Replacement (1H430)	In Santa Barbara County in Goleta Route 101/217 and at San Jose Creek Bridge (Br# 51-0163L/R) (21.4)	Bridge Replacement	Summer 2023-Summer 2026	\$20 million	SHOPP	Genaro Diaz	M.C.M. Construction of North Highlands, CA.	All work has been completed including final striping and all lanes are open to traffic in the final configuration. A few punch list items are left, and contract Relief from Maintenance (except the Plant Establishment period) is scheduled for late August 2025.

Agenda Item 7.1

California Department of Transportation
District 5, 50 Higuera Street, San Luis Obispo, California 93401
District 5 Public Information Office (805) 549-3318
Submit Customer Service Request (ca.gov) email: Info-d5@dot.ca.gov
Montecito - San Diego - Santa Barbara - Santa Monica - Los Angeles - San Francisco



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CONSTRUCTION PROJECTS								
Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Contractor	Comments
US 101 Refugio Bridge Replacement (1C950)	In Santa Barbara County 8 miles northwest of Goleta at Refugio Road Undercrossing (R36/R37)	Bridge Replacement	Fall 2024-Summer 2028	\$56 million	SHOPP	Sherri Martin	M.C.M Construction Inc., North Highlands, CA	Traffic has been detoured onto the northbound bridge. The southbound bridge has been demolished. Abutment work is nearing completion and superstructure work is to start winter 2025.
US 101 Gaviota-Nojoqui CAPM (1H860)	In Santa Barbara County near Gaviota from 0.1 miles south of Gaviota Beach State Park to Old Coast Highway (46.2/R52.34)	Pavement preservation CAPM	Spring 2023 – Summer 2025	\$50 million	SHOPP	Genaro Diaz	CalPortland Construction of Santa Maria, CA.	The project is continuing in the Gaviota segment with work on the southbound outside shoulder before the Hwy 1/101 interchange resulting in a single lane to complete shoulder reconstruction and drainage work. Southbound lanes south of Hwy 1 were opened on April 1, 2025. Paving work has resumed and will result in added closures while the pavement is replaced. Work on the Nojoqui segment will continue with guard railing and drainage work throughout the entire project. Work in the northbound direction with slope reconstructions and drainage replacements will keep the northbound truck lane closed until this work is complete. Open-graded friction course pavement final lift is being placed and the high friction surface treatment is scheduled to begin Sept 2025, with expected final completion in Winter 2025.
US 101 North Nojoqui CAPM (1K450)	In Santa Barbara County near Buellton from Old Coast Highway to 0.5 miles south of Santa Rosa Road OC (R52.34/R56.09)	Pavement Rehabilitation and Drainage	Spring 2025 - Winter 2026/2027	\$16.5 million	SHOPP	Hallie Holden	CalPortland Construction of Santa Maria, CA.	Work is ongoing, lanes are reduced in both directions for concurrent bridge and drainage work until Winter 2025.



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CONSTRUCTION PROJECTS								
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US 101 Zaca Station to Orcutt Drainage Rehab (1K510)	In Santa Barbara County at and near Los Alamos at various locations from 1.8 miles north of Route 101/154 Separation to 0.2 miles south of South Santa Maria UC (65/84.1)	Drainage, TMS Elements, and Roadside Safety Improvements	Spring 2025 – Winter 2026/2027	\$3.4 million	SHOPP	Ben Jensen	CCFG Construction	Lane closures in early June to perform drainage work have been completed. Intermittent lane closures will occur throughout the life of the project for the placement of protective barrier.
State Route 135 Route 135 Signal Modifications (1H960)	In Santa Barbara County in Santa Maria at Various Locations from Union Valley Parkway to Preisker Lane (10.6/17.6)	Modify Signals, Construct Curb Ramps	Spring 2025	\$21.0 million	SHOPP	Hallie Holden	Granite	Anticipating completion in June due to weather delays.
State Route 154 Flashing Beacon and Signal Head (1S220)	In Los Olivos on SR 154, in Buellton and Santa Maria on SR 101 and 246 (R2.386/R2.386)	Install flashing beacons, remove signal heads, install new signal heads, install new mountings. Provide temporary traffic control.	Winter/Spring 2025	\$461,000	Minor-B	Berkeley Lindt	Lee Wilson	All other locations were completed late March 2025, the remaining 154 location was completed in early April. Final punch list work remaining.
State Route 154 Baseline/Edison Intersection Improvements (1H310)	In Santa Barbara County, near Los Olivos. From 0.2 miles west of Edison Street/Baseline Ave to 0.2 miles east of Edison Street/Baseline Ave (5.92)	Roundabout	Summer 2024 – Winter 2025	\$9 million	SHOPP	Sherri Martin	Granite Construction Company	The Construction Contract has been accepted, all work is complete. A follow up landscaping project will begin once this project has ended.



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Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Contractor	Comments
State Route 154 Emergency slip out and landslide repairs (1R650)	In Santa Barbara County on Route 154 at various locations (26/31)	Repair slip out and remove slide, restore roadway	Summer 2024-Winter 2025	\$13.1 million	SHOPP Emergency	Berkeley Lindt	CalPortland Construction of Santa Maria, CA.	A new slip out formed along the southern tie in point and further repair work is being evaluated. Complete repairs are targeted before the rainy season begins. Investigations ongoing and new plan is being finalized. Work on new slip out to start in summer once design is finalized.
State Route 217 San Jose Creek Bridge Replacement (1C360)	In Santa Barbara County, near Goleta at the San Jose Creek Bridge (Br #51 0217) (0.9/1.4)	Bridge replacement	Summer 2023-Summer 2027	\$26 million	SHOPP	Genaro Diaz	M.C.M. Construction of North Highlands, CA.	Stage 1 bridge, roadway and bike path work is completed, and traffic has been switched over to the new bridge. Stage 2 work has begun, and the existing bridge demolition is completed. The abutments and the center pier 2 columns for the new bridge and second half of the box culvert for the bike path are being constructed. Substantial completion is estimated for Summer of 2026. Landscape work will begin after both sides of the roadway work is completed.
State Route 1 Santa Lucia Canyon Left Turn Modification & US 101 PM 29.19 Drainage Repair (1S960)	In Santa Barbara County on Route 1, at the intersection of Santa Lucia Canyon Road (26.6/26.8)	Modify Left turn from Santa Lucia Canyon to Route 1	Summer/Fall 2025	\$461,000	Minor-B	Berkeley Lindt	Brough Construction, Inc. of Arroyo Grande, CA	This project has two locations: 1. The left turn closure from Santa Lucia Canyon Road onto Highway 1 northbound was completed on August 12, 2025 2. Work to replace the culvert on 101 southbound .6 miles south of Dos Pueblos will start after Labor Day.



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PROJECTS IN DEVELOPMENT

Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Phase	Comments
State Route 1 Lompoc Multi-Modal Improvements Project (1G000)	In Lompoc, on H St from Ocean Ave to Central Ave. (19.3/22.3)	Widen sidewalks to create a Class 1 or Class 4 bike path adjacent to H St in Lompoc.	Summer 2031	\$11.4 million	SHOPP	Sherri Martin	PID (Candidate 2026 SHOPP)	The Project Initiation Document (PID) has been completed and the project is a candidate for the 2026 SHOPP program. If accepted into the 2026 SHOPP the project will begin the environmental phase in August 2026. This project anticipates public engagement meetings during PA&ED. Draft project schedule is as follows: Begin Env: Summer 2026 Begin Design: Spring 2029 Begin Construction: Winter 2031 Complete Construction: Summer 2033
State Route 1 Vandenberg Village Pavement Preservation Project (1N890)	In Santa Barbara County on Highway 1 from 1,560' south of Cabrillo Highway to the Vandenberg AFB Main Gate. (R23/M29.891)	Preserve 26.447 LM of Class 2 pavement with CAPM strategies, rehabilitation drainage, ADA curb ramps, complete street features, and replace sign panels. Additionally, 9 guardrail locations will be upgraded to MASH standards.	Fall 2028 – Spring 2030	\$23.3 million	SHOPP	Sherri Martin	PA&ED	Project has begun the environmental phase, and the team anticipates holding a public engagement meeting in Fall of this year. Draft Schedule: Begin Env: Summer 2024 Begin Design: Summer 2026 Begin Construction: Winter 2028 Complete Construction: Spring 2030.
State Route 1 Guadalupe CAPM (1N870)	In Santa Barbara County in Guadalupe on Highway 1 from the junction of Hwy 1/166 to the Santa Barbara/San Luis Obispo County line. (49.2/50.606)	Preserve 4.74 LM of Class 2 pavement with CAPM strategies and replace sign panels.	Spring – Fall 2028	\$2.7 million	SHOPP	Hallie Holden	PA&ED	Environmental studies are being completed and project specific public engagement will be happening in the summer. The project is anticipated to complete the Environmental phase by July 1, 2025. All Guadalupe Area projects previously had public engagement open house in January 2024.
State Route 1 Santa Maria River Bridge Replacement (1H440)	In Santa Barbara County and San Luis Obispo Counties from 0.3 miles south to 0.3 miles north of Santa Maria River Bridge. (SB-1-50.376/SLO-1-0.3)	Bridge Replacement	Fall 2025	\$62 million	SHOPP	Ben Jensen	PS&E	Construction documents are advertised. Construction anticipated to begin as early as Fall 2025.



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Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Phase	Comments
State Route 1/166 Guadalupe ADA (1E030)	In Santa Barbara County in Guadalupe from Route 166 to just south of Santa Maria River Bridge and on Route 166 from Route 1 to Obispo Street. (1-49.2/50.4, 166-0.0/0.2)	ADA pedestrian infrastructure improvements	Fall 2025	\$6.2 million	SHOPP	Hallie Holden	PS&E	Design plans and specifications are nearing completion, the plans have been submitted to Caltrans Headquarters to prepare for RTL.
US 101 Santa Barbara U.S. 101 Milpas to Fairview Improvement Project (1J900)	In Santa Barbara County in and near Santa Barbara and Goleta from 0.3 miles south of Milpas Street undercrossing to Fairview Avenue overcrossing (12.4/22.6)	CAPM from PM12.77 to 20.95. Roadside Rehab locations extend to PM 22.54. Drainage improvements. Install Count Station & several CCTV's. Replace Bridge Rail & Seismic Restoration, Install Weigh in Motion Station, & Replace Sign Panels	Fall 2026 – Fall 2029	\$58.3 million	SHOPP	Genaro Diaz	PS&E	Project is moving forward on schedule in design phase. The 95% design is anticipated by late Summer 2025 with full completion by Spring 2026. Construction Funding and Advertisement anticipated around Summer 2026.
US 101 Gaviota Wildlife Crossing (1P130)	In Santa Barbara County, from Dos Pueblos Creek UC (Br No 51-0033) to 0.8 mile south of Gaviota Tunnel. (30.1/R48.8)	Preserve 65,304 LM of Class 2 pavement using CAPM strategies, lighting rehabilitation, replace sign panels, and upgrade guardrail to MASH	Winter 2028 – Winter 2031	\$51 million	SHOPP	Ben Jensen	PA&ED	This project includes a capital roadway maintenance project on Highway 101 between Gaviota and Dos Pueblos, and a wildlife crossing structure near Gaviota State Park. Planning and environmental document are currently being prepared.
US 101 North Buellton CAPM & Drainage (1M100)	Route 101 from 0.25 miles south of the Santa Rosa Rd Interchange to 2.4 miles south of San Antonio Creek Bridge (R56.09/65)	Preserve 34,492 lane miles of flexible Class 2 pavement using a CAPM Strategy, reconstruct guardrail, rehabilitate 2 culverts, replace 4 census stations and replace 53 sign panels as needed in Santa Barbara County	Winter 2026 – Summer 2028	\$28.9 million	SHOPP	Hallie Holden	PS&E/RW	Design plans and specifications are nearing completion, the plans have been submitted to Caltrans Headquarters to prepare for RTL.



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PROJECTS IN DEVELOPMENT								
Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Phase	Comments
US 101 Los Alamos to Santa Maria 101 Pavement Preservation Project (1R380)	In Santa Barbara County, on SR 101 from 2.4 miles South of the San Antonio Creek Bridge to the S. Santa Maria Way UC (51-0071). (65/84.4)	Preserve 77.336 lane miles of Class I pavement. Other performance measures include drainage rehabilitation, Replace Transportation Management System, sign panel replacement, and replacing guardrail	Winter 2031	\$39 million	SHOPP	Hallie Holden	PID	Public outreach was conducted in July 2024. Draft project schedule is as follows: Begin Env: Summer 2026 Begin Design: Fall 2028 Begin Construction: Winter 2031 Complete Construction: Spring 2032
US 101 Santa Maria 101 Pavement Preservation Project (1R330)	S. Santa Maria Way UC (51-0071) to San Luis Obispo County Line (84.35/90.988)	Preserve 39.128 Lane Miles of Class I Pavement, replace 2 TMS elements, Replace 5 Sign Panels, Roadside Rehabilitation, Storm Water Mitigation, Bicycle and Pedestrian Infrastructure improvements.	2031 - 2033	\$29 million	SHOPP	Hallie Holden	PID	Public outreach was conducted in July 2024. Draft project schedule is as follows: Begin Env: Summer 2026 Begin Design: Summer 2028 Begin Construction: Winter 2031 Complete Construction: Winter 2033
US 101/135 Hwy 101/135 Interchange Improvements (05-0G840)	In Santa Maria at the 101/135 Interchange (101-90.7/90.7)	Operational improvements to existing interchange	Fall 2030 – Fall 2032	\$10 million	Local	Genaro Diaz	PA&ED	This project is being led by the city of Santa Maria. Caltrans is an oversight agency. A cooperative agreement has been executed for the Environmental Phase, which is expected to be completed by mid-2026.
State Route 135 Los Alamos Connected Community Project (1Q450)	In Santa Barbara County on Route 135 from Main Street east of US 101/135 junction to Den Street. (0/0.9)	ATP bicycle and pedestrian infrastructure	Early 2028	\$5.8 million	ATP / Local	Madiyn Jacobsen	PS&E	This project met the Project Approval milestone on May 2, 2025. The project was allocated PS&E funds at the June 2025 CTC meeting and is beginning Final Design work. The Project website remains available for the public's involvement: https://engagage.dot.ca.gov/05-1a450



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PROJECTS IN DEVELOPMENT								
Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Phase	Comments
State Route 154 Drainage Rehab (1K520)	In Santa Barbara County at Various Locations (R0/32.84)	Drainage Repair, CMS, TMS elements	Winter 2025/2026 – Fall/Winter 2027	\$19.8 Million	SHOPP	Sheri Martin	PS&E/RW	Project has completed the design phase and is awaiting funding in October. Planned schedule of construction to begin early 2026 and completed in Winter 2027.
State Route 154 SR 154/Foxen Canyon Road Intersection Improvements (1S110)	In Santa Barbara County on SR 154 at the Foxen Canyon Road intersection in Los Olivos. (R2.386/R2.386)	Reduce/eliminate the number of fatal and serious injury collisions occurring at this intersection, provide enhanced crossing for pedestrians and bicyclists, and reduce vehicular speeds to enhance safety for all users.	2028 - 2030	\$8 million	SHOPP	Ben Jensen	Candidate	A Project Initiation Document was completed in November and programmed at the January 2025 CTC meeting. Preliminary engineering and environmental documentation activities are underway.
State Route 154 Baseline/Edison Intersection Improvements Planting Project (1H311)	In Santa Barbara County, near Los Olivos. From 0.2 miles west of Edison Street/Baseline Ave to 0.2 miles east of Edison Street/Baseline Ave (5.92)	Planting	Summer 2025-Fall 2028	\$500,000	SHOPP	Sheri Martin	PS&E/RW	Project is scheduled for Construction Allocation in August 2025. Anticipated construction to begin after advertising, bid and award process potentially in December 2025 or early 2026.
State Route 154 San Marcos Pass to Santa Barbara Pavement Preservation Project (1R360)	In Santa Barbara County, on SR 154 from 250' west of Cold Spring Canyon Bridge to the end of the route at the 101/154 NB onramp (22.9/32.84)	Preserve 21.88 LM of Class II Pavement, Bridge Rehab, drainage restoration, Lighting Rehabilitation, replace sign panels, and roadside safety improvements.	Spring 2031	TBD at completion of PID	SHOPP	Sheri Martin	PID	The PID has begun, and this project will be a candidate for the 2028 SHOPP program. Schedule and costs will be identified at the completion of the PID, anticipated for Spring 2026.

Project Update Report – Santa Barbara County

Caltrans

Prepared for the August 21, 2025, Santa Barbara County Association of Governments Board Meeting

PROJECTS IN DEVELOPMENT								
Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Phase	Comments
State Route 154/246 SB 154/246 Visibility Improvement Project (1R570)	In Santa Barbara County near the community of Santa Ynez at the junction of SB 154 and SB 246 (154-R8/R8.2)	Improve lighting and striping to reduce the number and severity of collisions at this rural roundabout.	Summer 2026	\$1.25 million	Minor-A	Ben Jensen	PA&ED	Project Report and Environmental Document are being finalized now. PS&E phase expected to commence shortly.
State Route 166 Guadalupe to Santa Maria SR 166 CAPM (1M310)	In Santa Barbara County in and near Guadalupe. (0/R.927)	Pavement and curb ramps	Summer 2026	\$18.3 million	SHOPP/Local	Hallie Holden	PS&E/RW	The fully executed Caltrans PER was sent to UPRR from CT HQ on 1/9/2025. The 60% Constructability review took place on 2/27/2025.
State Route 217 San Jose Creek Bikeway (1K630)	In Goleta from Hollister Avenue Undercrossing to San Jose Creek (0/0)	Construct Class I bicycle/pedestrian path	Winter 2025 – Winter 2028	\$17 million	ATP	Genaro Diaz	PS&E	ATP funding was allocated at the March 2023 CTC meeting. Maintenance Agreements are now approved. In October 2024 the CTC approved the City's request for 12-month Time Extension for CON Award. Construction Contract was advertised and bid results were opened on 5/29/25. The Construction Award is scheduled for August and Construction is planned to start in Fall 2025.
State Route 246 Route 246 Cap-M and Robinson Bridge (1M360)	In and near the City of Lompoc from Route 1 to .047 miles east of the Domingus Rd Intersection (9.55/R20.9)	Preserve 21.696 lane miles of flexible Class 2 pavement using CAPM strategies, rehab drainage, replace TMS elements, upgrade sign panels, and upgrade guardrail to MASH standards. Project includes replacement of the Santa Ynez Bridge (51 0128)	2029 - 2034	\$84.48 million	SHOPP, Measure A	Joe Arnold	PA&ED	The Draft Environmental Document has been completed. A public meeting was held at the Lompoc City Hall on May 29th. Public comments have been addressed. The Project Report has been routed for signatures and internal comment. A CTC request for an additional \$25 Million due to cost increase and escalation has been approved. A request to push back the delivery because of ROW and utility impacts due to the sidewalk has been approved.

Agenda Item 7..

California Department of Transportation
District 5, 50 Higuera Street, San Luis Obispo, California 93401
District 5 Public Information Office (805) 549-3318
Submit Customer Service Request ([ca.gov](https://dot.ca.gov)) email: Info-d5@dot.ca.gov



Project Update Report – Santa Barbara County

Caltrans

Prepared for the August 21, 2025, Santa Barbara County Association of Governments Board Meeting

PROJECTS IN DEVELOPMENT								
Project	Location & Post Mile (PM)	Description	Estimated Construction Timeline	Construction Capital Cost	Funding Source	Project Manager	Phase	Comments
State Route 246 Thumbelina Ped/Bike Gap Closure (1R560)	In Santa Barbara in Buellton on SR 246 west of Thumbelina Dr (26.78/26.86)	Extend westbound lane, bike lane, and sidewalk from existing facility west to Thumbelina. Coordinate with Buellton on soundwall and landscaping cooperative agreement.	Summer 2027	\$650,000	Minor-A	Hallie Holden	PA&ED	Environmental studies are being completed, conceptual designs have been completed and coordination with the city of Buellton is ongoing.
State Route 246 Alamo Pintado Bridge Replacement (1M420)	In and Near Solvang, From Alamo Pintado Road to Entrance Way (30.28/31.385)	Replace Alamo Pintado Bridge, replace drainage systems, upgrade sign panels and upgrade ADA ramps.	Spring 2029	\$33.4 Million	SHOPP	David Emerson	PA&ED	The Project is in the environmental study phase. The Draft Environmental Document and Draft Project Report were released July 16th, 2025. A Public meeting was held in Solvang August 7, at the City of Solvang Council Chambers. The Comment period for the environmental document ends August 15, 2025.



Project Update Report – Santa Barbara County

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Prepared for the August 21, 2025, Santa Barbara County Association of Governments Board Meeting

ACRONYMS USED IN THIS REPORT

ADA	Americans With Disabilities Act	PID	Project Initiation Document
CCO	Contract Change Order	PS&E	Plans, Specifications, and Estimates
CCSD	Castroville Community Service District	SB1	Senate Bill, the Road Repair and Accountability Act of 2017
CDP	Costal Development Permit	SCL	Santa Clara County Line
CTC	California Transportation Commission	SHOPP	Statewide Highway Operation and Protection Program
CT	Caltrans	SR	State Route
DED	Draft Environmental Document	RTL	Ready To List
FEIR	Environmental Impact Report	R/W or ROW	Right of Way
EP	Encroachment Permit	TMS	Traffic Management System
FED	Final Environmental Document	UC	Under Crossing
PA&ED	Project Approval and Environmental Document		

California Department of Transportation
District 5, 50 Higuera Street, San Luis Obispo, California 93401
District 5 Public Information Office (805) 549-3318
Submit Customer Service Request (ca.gov) email: Info-d5@dot.ca.gov
Monterey - San Benito - Santa Luis Obispo



REPORT TO THE CITY COUNCIL OF THE CITY OF GUADALUPE
Agenda of August 26, 2025

Bill Scott

Prepared by:
Bill Scott, Contract City Planner

Todd Bodem

Approved by:
Todd Bodem, City Administrator

SUBJECT: Pre-Application (2025-033-PA) to consider a 9-unit affordable apartment project on a 0.17-acre property in the R-3 Zoning District at 855 Pioneer Street (APN 115-091-006).

RECOMMENDATION:

It is recommended that the City Council:

- a. Receive a presentation from staff; and
- b. Accept public comments, including: 1) an opportunity for the applicant to present the proposed project; and
- c. Provide staff with general non-binding comments on the proposed project.

BACKGROUND:

The applicant, the Housing Authority of Santa Barbara County (HASBARCO), is presenting a conceptual site plan to advise and seek feedback from the City Council regarding a 9-unit affordable apartment project on a 7,500 square-foot property at 855 Pioneer Street.

Project Vicinity:

The property is on the west side of Pioneer Street 100 feet south of Ninth Street (Attachment 1 – Aerial Vicinity Map). Surrounding the property are a single-family home on the north side; another single-family home is adjacent on the south. To the east, across Pioneer Street there are larger apartment buildings. Immediately to the west are vast agricultural lands in unincorporated Santa Barbara County. The 8-unit *Edwards Pioneer Street Apartments* are under construction roughly 50 feet to the south.

Project Description:

The new development would consist of a three-story modular building. The building would contain Six one-bedroom apartments and three studio apartments. Floor Plans have not yet been provided. Nine parking spaces are provided (Attachment 2 - Applicant's Site Plan). The applicant has stated that the project will be 100% affordable and "All dwelling units will be deed restricted to various levels of affordability ranging from 60% of the AMI (Area Medium Income) to 100% of the AMI."

Project Density: The property is currently zoned under the R-3 (High Density) residential zoning district. Based on the maximum unit density allowed under the City's R-3 zone, the 7,500 square-foot property would accommodate a maximum of five (5) apartments. To achieve the desired yield of nine (9) apartments the applicant has applied state Government Code 65915 (the Density Bonus Law)

Density Bonus Law:

The California Density Bonus Law (Gov. Code 65915-65918) was enacted in 1979 (with several later amendments). The intent is to promote affordable housing development by allowing developers to exceed city or county zoning density limits. Key points include:

- Developers can receive a substantial increase in the allowed number of dwelling units for including affordable housing units in their projects.
- The density bonus law also provides "incentives" and "concessions" for developers to create more housing options while addressing the state's housing shortage.

Local Ordinance Supplanted:

The density bonus is a state mandate. State Government Code 65915 (Density Bonus Law) provides: *When an applicant seeks a density bonus for a housing development... that local government shall comply with this section.* Thus, a developer who meets the requirements is entitled to receive the density bonus in addition to other benefits, *unless* specific findings are made to show use of the law would be detrimental to the immediate neighborhood. The Density Bonus law also requires expeditious processing of a density bonus application. However, the statute does not prohibit a local government from requiring an applicant to provide documentation to demonstrate that a project is eligible for a requested density bonus.

DISCUSSION:

As noted, the City's Zoning Ordinance currently allows a maximum of five dwelling units on this small property. The five unit maximum ensures that adequate room is provided in the development to meet other zoning standards such as off-street parking, building setbacks and provision of functional open space. The zoning ordinance applies these standards to ensure a certain level of "livability" and "quality of life" is available for both the residents within the project and occupants of adjoining properties.

Applicant's Proposal:

In this case, the applicant has specified that 100% of the apartment would be designated for low and very low-income households. Thus, the applicant has applied Government Code 65915(f)(3)(D)(i) which specifies: *...the density bonus shall be 80 percent of the number of units for lower income households.* Based on the above, the Density Bonus calculation is as follows:

Density Bonus Applied: For development in the R-3 zone, Guadalupe Municipal Code Section 18.2.020(A) specifies: *...no more than one dwelling unit for each 1,452 square feet of land within the lot or parcel on which the dwelling is located.* Based on the lot size of 7,500 sf. divided by 1,452 = 5.1 = 6 dwelling units (rounded up) are allowed by the City's zoning ordinance. Plus, an 80% density bonus = 5 additional dwelling units = Eleven (11). The applicant is requesting a total 9-units.

Concessions: In addition to an increase in dwelling units, the density bonus law allows a developer to relax or waive certain zones. Government Code Section 65915(k) specifies: *For the purposes of this chapter, concession or incentive means any of the following:*

- (1) *A reduction in site development standards or a modification of zoning code requirements or architectural design requirements... or*
- (2) *Other regulatory incentives or concessions proposed by the developer...that result in identifiable and actual cost reductions to provide for affordable housing costs...*

In this case the project developer is allowed up to five (5) incentives or concessions. Thus far, the applicant has chosen the following:

- 1) Reduced rear-yard setback.
- 2) An additional building level.
- 3) Elimination of the private open space requirement.

Parking Reduction: Additionally for one-bedroom units, Government Code 65915(P)(I) establishes a parking standard of one (1) space per apartment. The density bonus parking standards is substantially lower than that of most local jurisdictions.

Concessions Table:

The Table below shows the development standards and proposed concessions allowed by the density bonus law:

Density Bonus/Concession Requested	Zoning Code Standard	Density Bonus / Concession Result	Difference
More Dwelling Units	Five (5) apartments	Nine (9) Apartments	+4 additional units
Reduced Rear-Yard Building Setback	Fifteen (15) foot rear-yard	Five (5) foot rear-yard	-10 feet in rear-yard
Increase Number of Stories	Two Stories	Three Stories	+One Story
Eliminate Private Open Space	Ground Floor Patio: 100 sf. *Upper Floor Deck: 50 sf. *Zoning Code Minimums	Zero (0) SF. Private Open Space	Loss of min. 50 to 100 square feet of private open space per unit.
*Reduced Code Parking Standard *Reduced parking is not a concession but is allowed by Government Code 65915(P)(I).	18 Parking Spaces (9 covered)	9 parking spaces (zero (0) covered)	-9 Fewer Parking Spaces (50% parking reduction)

Concessions Evaluated:

Concession 1 - Elimination of Private Open Space:

Guadalupe Municipal Code Section 18.52 specifies: *Private usable open space... shall be provided for all newly constructed multifamily dwelling units.* This code section further requires that each ground-floor apartment is provided with a minimum 100 square-foot private yard or patio, and each upper floor unit is provided with a minimum 50 square-foot private deck.

Analysis:

The Project is proposing to provide *no* private open space. Staff believes that the code provision of private open space can significantly add to the quality of life for residents. Without this private open space component, the apartments would seem to support only the most basic lifestyles, more resembling the shorter-term accommodations of a Single Room Occupancy (SRO) facility than apartment. The applicant is encouraged to make every effort to include some form of a private outdoor area for tenants.

Concession 2 - Reduced Rear-Yard Setback:

Zoning Code Requirement: GMC Section 18.52.040 requires a minimum 15-foot rear-yard setback for apartment buildings in the R-3 zoning district. The applicant is proposing a five-foot yard rear-yard setback. All other zoning code setbacks would be met by the project.

Analysis:

Privacy: The 15-foot setback requirement typically minimizes the potential for taller buildings looming over and upper floor windows peering down onto a neighboring back-yard. In this case, the Pioneer Street property backs up to agricultural fields instead of another residence. Therefore, the reduced rear-yard setback should not significantly affect a neighboring property.

Open Space: The required 15-foot rear-yard setback typically provides enough area in the rear-yard to provide for some degree of usable open space behind the building. In this case, the five-foot rear yard virtually eliminates this opportunity. This is particularly notable since no private open space is being provided on site.

Building and Fire Codes: In general, zoning setbacks reinforce building and safety code setback standards. While building and zoning code setbacks are often aligned, in some cases, building and fire code setbacks vary from zoning code setback standards. Since an agricultural field instead of another home abuts the rear-side of the property no notable building or fire safety code conflict is anticipated.

Concession 3 - Additional Floor Level:

As shown on the Table above, GMC Section 18.52.040 specifies in the R-3 zone: *a building or structure shall not exceed 2 stories, or a height of 35 feet.* The project proposes a three-level building.

Analysis:

No substantial adverse impact is anticipated from the added floor level. In this case, the three-story building would still be within the maximum 35-foot height level as stipulated by the Zoning Ordinance. Furthermore, the City's 2023 - 2032 Housing Element (adopted May 2025) has recommended an amendment to the Zoning Ordinance to allow a third story "by right" in the R-3 zone. The Housing Element has recognized that a three-story residential structure can incrementally increase dwelling unit yield with minimal impact on adjoining properties. The requested three-story structure is consistent with the recommendations of the Housing Element of the General Plan.

PARKING:

The density bonus law gives affordable housing developers a substantially reduced parking requirement. A comparison is provided as follows:

Zoning Code Parking Requirement: GMC Section 18.90.060(2) requires one (1) covered; and one (1) uncovered parking space for each dwelling unit. Based on this standard, a total of eighteen (18) off-street parking spaces would be required; nine (9) of which would be covered in a garage or carport.

Applicants' Proposal: Nine (9) parking spaces, none covered. Government Code 65915(p)(1) allows a parking ratio of one (1) parking space for each studio or one-bedroom apartment. Therefore, the project is proposing (9) parking spaces to accommodate the parking needs for the 9-dwelling apartment project.

Analysis:

As shown above, the project would provide 50% fewer parking spaces than required by the zoning ordinance, none covered. Given this substantial difference, it can be anticipated that some degree of parking impact will occur along Pioneer Street. The applicant is encouraged to incorporate measures in its management plan to minimize potential on-street parking impacts. Such measures can include but are not limited to limiting each occupant to having one vehicle, ensuring no inoperable vehicles are kept on site and providing bus passes and encouraging public transit use by residents.

Other Codes and Design Standards:

Building and Parking Placement: As shown on the preliminary site plan, the project is placing the building far to the rear of the property with the parking lot prominently at the front of the property.

There are widely accepted planning principles that express: *When new development occurs within established neighborhoods, the character and functional relationships of these neighborhoods should be respected and reinforced by new projects.* The existing homes along this side of Pioneer Street are generally located 20 feet from Pioneer Street, along the front setback. Thus, the project's building placement, 100 feet from Pioneer Street, runs contrary to the prevailing character of the established neighborhood, as well as common planning practice. The Project Architect has stated that this design solution was the only way to achieve the desired yield of nine apartments. While the building placement may be accepted in this case, staff believes it should not become a common practice.

Walls: GMC Section 18.52.122(B) States: *All multifamily projects with 6 or more units shall be required, prior to the issuance of a certificate of occupancy to construct a wall along the rear and the side yard boundaries of the development.* A new six-foot high wall will be required, particularly along the rear property line, to shield the project from the agricultural activities to the west.

Building Architecture: No building elevations or building design has been provided. The Project Architect has stated the buildings would be of modular construction and detailed architectural elevations will be provided at the Design Review Permit stage.

Outdoor Lighting: The project should include outdoor lighting fixtures adequate to promote comfort, convenience and security for residents.

Density Bonus Agreement:

As provided by GMC 18.54.100(A) A density bonus housing agreement must be executed prior to the issuance of any building permit for the housing development. The density bonus housing agreement shall be binding on all future owners and successors of interests of housing development. Among other

requirements the density bonus agreement will require that each affordable housing unit be kept available only to members of the identified income group at the maximum affordable rent or sales price during the term of the agreement.

Conclusion: This pre-application was submitted primarily to advise the City Council of the project and to identify any potential issues, before a formal application for discretionary review is submitted. Therefore, Planning Department staff is making no recommendation at this time. It is noted that when a project has applied the density bonus law, many of the development standards of a local ordinance are superseded by state law, unless findings are made that all or some part of the project would be injurious to the health and safety of the neighborhood. As discussed in this report, there are some components of the proposal that are of concern to staff. It is also noted that the project developer the Housing Authority of Santa Barbara County is highly regarded and is recognized for its high standard of property management and providing affordable housing in Santa Barbara County.

City Department Comments:

Fire Department: The Fire Department has noted that the project site is in an area that has been subject to flooding potential.

City Engineer:

- The project must comply with the City's stormwater regulations. This may require underground detention; and
- Must comply with the City's new Cross-Connection Control Program.

GENERAL PLAN CONFORMANCE:

Housing Element Policy – 1.3: Give high priority for permit processing to low-income residential projects, and the highest priority for projects that include housing units for extremely low-income households.

This project for low and very low-income residents has been given high priority for evaluation and processing through the City's review and approval procedures.

Land Use Goal LU-5: To develop vacant and underutilized land within existing urban and suburban areas with a mix of land uses that provide benefit to the community.

The development site is a vacant property in an established neighborhood within existing City Limits. Ensuring the development provides a long-term benefit is among the highest priorities for the City Planning Department.

NEXT STEPS

This Pre-Application review only assessed the preliminary site plan. If the applicant chooses to proceed, the next step will be submittal of a Discretionary Permit application for a Design Review Permit.

ATTACHMENTS:

1. Aerial Site Map
2. Preliminary Site Plan
3. Applicant's Project Description Summary

ATTACHMENT 1 – AERIAL VICINITY MAP



PROJECT DATA

ADDRESS:	855 PIONEER STREET
APN:	155-091-006
SITE AREA:	7,500 SF (0.17 ACRES)
ZONING:	R-3 (HIGH-DENSITY RESIDENTIAL)
ADJACENT ZONING:	R-3 (HIGH-DENSITY RESIDENTIAL)
USE:	VACANT
EXISTING USE:	MULTI-FAMILY RESIDENTIAL
PROPOSED USE:	
BASE DENSITY ALLOWED:	
BASE DENSITY:	6 UNITS (7,500 SF / 1,452 SF/UNIT = 5.17 UNITS) *
DENSITY BONUS CALCULATION	
BASE DENSITY:	6 UNITS
DENSITY BONUS:	5 UNITS 6 UNITS x 80% = 4.80 UNITS **
TOTAL DENSITY ALLOWED:	11 UNITS
DENSITY PROPOSED:	9 UNITS
SETBACKS:	
FRONT SETBACK REQUIRED:	20 FEET
FRONT SETBACK PROVIDED:	99 FEET
SIDE SETBACK REQUIRED:	5 FEET
SIDE SETBACK PROVIDED:	5 FEET
REAR SETBACK REQUIRED:	15 FEET
REAR SETBACK PROVIDED:	5 FEET ***
NUMBER OF STORIES ALLOWED:	2 STORIES ***
NUMBER OF STORIES PROPOSED:	3 STORIES
BUILDING HEIGHT ALLOWED:	35 FEET
BUILDING HEIGHT PROPOSED:	35 FEET
PRIVATE OPEN SPACE REQUIRED:	
GROUND FLOOR UNITS:	100 SF PER UNIT
UPPER LEVEL UNITS:	50 SF PER UNIT
PRIVATE OPEN SPACE PROVIDED:	NONE ***
BUILDING AREA:	4,305 SF
DWELLING UNITS MIX:	
STUDIO UNITS (435 SF):	3 UNITS
1-BED UNITS (500 SF):	6 UNITS
TOTAL DWELLING UNITS:	9 UNITS
PARKING SPACES REQUIRED: *****	
(3) STUDIOS @ 1 SPACE/UNIT:	3 SPACES
(6) 1-BEDS @ 1 SPACE/UNIT:	6 SPACES
GUESTS @ 0 SPACES/UNIT:	0 SPACES
TOTAL PARKING REQUIRED:	9 SPACES
PARKING SPACES PROVIDED:	9 SPACES

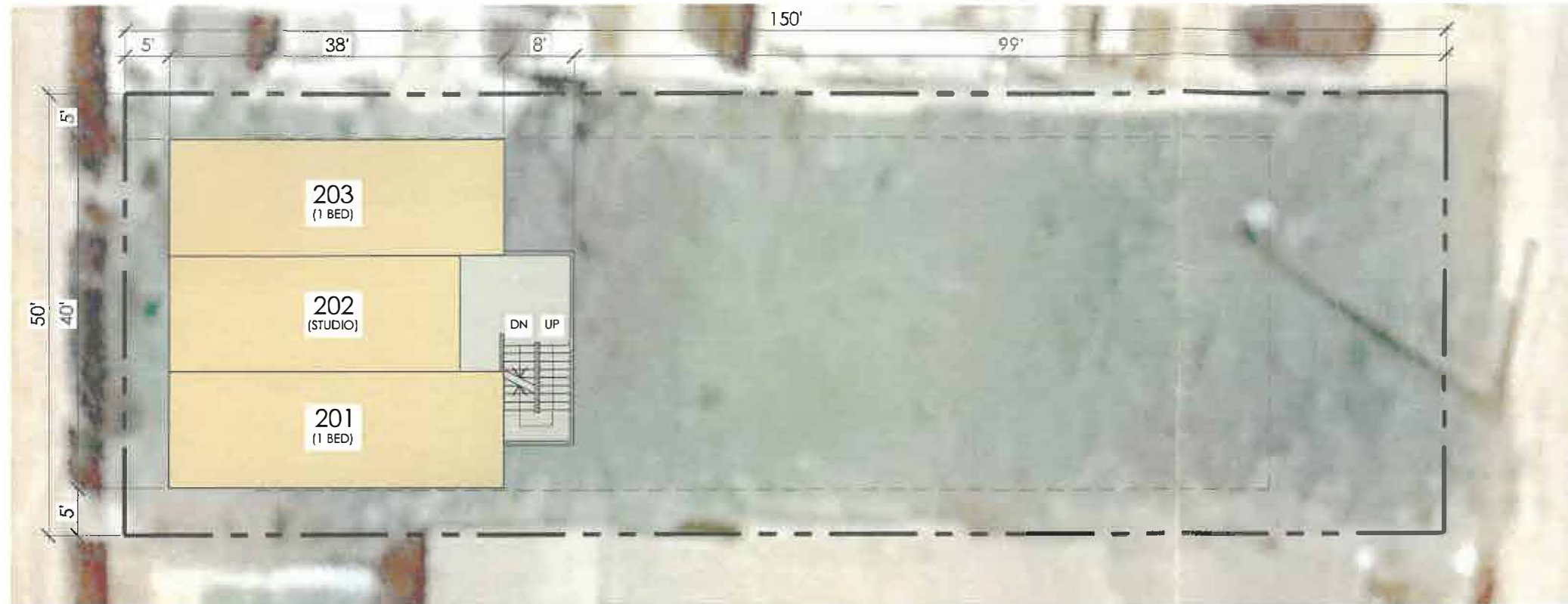
* PER GOVERNMENT CODE SECTION 65915(f)(5) ALL DENSITY CALCULATIONS RESULTING IN FRACTIONAL UNITS SHALL BE ROUNDED UP TO THE NEXT WHOLE NUMBER.

** PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 95915(b)(G) THE APPLICANT IS PROVIDING 100% OF THE BASE DENSITY DWELLING UNITS, EXCLUSIVE OF THE MANAGER'S UNIT, AS LOWER INCOME UNITS. PER SECTION (f)(3)(D)(f) THE APPLICANT SHALL BE ENTITLED TO AN 80% DENSITY BONUS. PER SECTION (d)(2)(D) THE APPLICANT SHALL RECEIVE FIVE INCENTIVES OR CONCESSIONS. THE NUMBER OF WAIVERS IS NOT LIMITED.

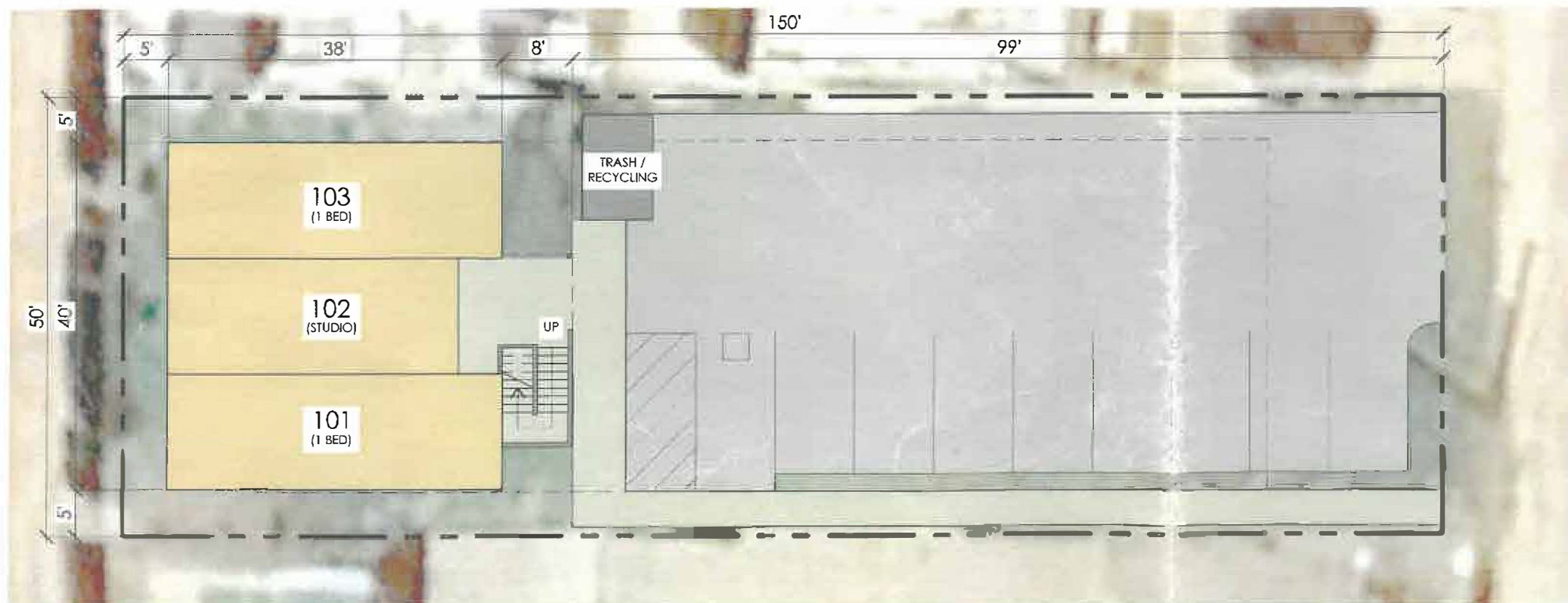
*** THE APPLICANT IS REQUESTING THE FOLLOWING INCENTIVES OR CONCESSIONS. GRANTING THESE INCENTIVES OR RESULTS IN A COST REDUCTION CONSISTENT WITH GOVERNMENT CODE SECTION 65915(k). THE CONCESSION OR INCENTIVE DOES NOT HAVE A SPECIFIC, ADVERSE IMPACT UPON THE PUBLIC HEALTH AND SAFETY OR ON ANY REAL PROPERTY LISTED IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, AND IS NOT CONTRARY TO STATE OR FEDERAL LAW.

- 1) REDUCED REAR YARD SETBACK
- 2) INCREASED NUMBER OF STORIES
- 3) ELIMINATION OF PRIVATE OPEN SPACE REQUIREMENT
- 4) RESERVED
- 5) RESERVED

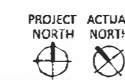
**** PER CALIFORNIA GOVERNMENT CODE SECTION 65915(p)(1), THE DEVELOPER IS REQUESTING THAT THE PARKING RATIOS, INCLUSIVE OF HANDICAPPED AND GUEST PARKING BE AS FOLLOWS:
- STUDIO & ONE BEDROOM: ONE ON-SITE PARKING SPACE
- TWO & THREE BEDROOMS: ONE AND ONE-HALF ON-SITE PARKING SPACES
- FOUR AND MORE BEDROOMS: TWO AND ONE-HALF PARKING SPACES
ON-SITE SPACES MAY BE PROVIDED THROUGH TANDEM, COVERED, OR UNCOVERED PARKING. REQUESTING THESE PARKING STANDARDS DOES NOT COUNT AS AN INCENTIVE OR CONCESSION.



SECOND FLOOR PLAN (THIRD FLOOR SIMILAR)



FIRST FLOOR PLAN



	855 Pioneer Street Guadalupe, CA	Date: JUNE 9, 2025
		Scale: 1/16" = 1'-0" @ 11x17
		Sheet: A2.0

7/25/2025

Bill Scott
Associate City Planner
Planning Department
City of Guadalupe



Re: **Project Description**
4542 12th Street & 855 Pioneer Street
Guadalupe, CA

Dear Bill,

Arris Studio Architects is working with the housing authority of the county of Santa Barbara (HASBARCO) to propose two new housing projects in Guadalupe, California. The addresses are 4542 12th Street & 855 Pioneer Street.

Both projects are in R-3 High-Density Residential District Zones. All the dwelling units will be deed-restricted to various levels of affordability ranging from 60% AMI to 120% AMI. Both sites will be utilizing the California Density Bonus Law (SDBL). The 12th Street project will also be utilizing the California ADU laws. A description of how each law is utilized on the projects is below. Both projects will also utilize modular construction.

855 Pioneer Street

This project proposes a 3-story, type VB construction building with 9 dwelling units, and 9 parking spaces. The units are all either 1-bedroom or studio units and have been designed to serve a desperate need for this type of housing in the community as outlined in Guadalupe's 5-year plan. The property will be professionally managed by HASBARCO, and it is the goal to include supportive services for vulnerable populations as part of the development.

4542 12th Street

This project proposes a 2-story, type VB construction building with 6 dwelling units, and 6 parking spaces. The units are all either 1-bedroom or studio units and have been designed to serve a desperate need for this type of housing in the community as outlined in Guadalupe's 5-year plan. The property will be professionally managed by HASBARCO, and it is the goal to include supportive services for vulnerable populations as part of the development.

SDBL Application – California Government Code section 65915

Both projects will be utilizing the provision in the SBDL.

Per SDBL Section 65915(b)(G) the applicant is providing 100% of the base density dwelling units, exclusive of the manager's unit, as lower income units. Per Section (f)(3)(D)(i) the applicant shall be entitled to an 80% density bonus. Per Section (d)(2)(D) the applicant shall receive five incentives or concessions. The number of waivers is not limited.

The applicant has identified three incentives or concessions and reserves the right to identify additional incentives or concessions and/or waivers later. A description of the specific incentives or concessions is on the plans.

Per SDBL Section 65915(p)(1) the applicant is requesting that the parking ratios, inclusive of handicapped and guest parking be as follows:

- Studio and one-bedroom units: one on-site parking space

Onsite parking may be provided through tandem, covered, or uncovered parking. Requesting these parking standards does not count as an incentive of concession.

CA state ADU law Application - California Government Code section 66323

The applicant is not proposing to include any ADU's on the 855 Pioneer Street project. The applicant is proposing to include two detached ADU's on the 4542 12th Street project.

The ADU's are being used to qualify the project at 4542 12th Street for the SDBL. Per SDBL Section (h)(4)(i) an eligible housing development means a development for five or more residential units. The base allowable number of units on the site is four units plus two ADU's for a total of six units. Therefore, the project is eligible for the SDBL. This interpretation is confirmed in the Accessory Dwelling Unit Handbook published by the California Department of Housing and Community Development (HCD). Here is the relevant section of the handbook for your reference.

Can ADUs serve to qualify a project for a density bonus pursuant to State Density Bonus Law (SDBL), even though the general plan designation on the site allows less than five primary units?

Yes. A project initially qualifies under the SDBL when the project's "total units," as defined in the SDBL (i.e., the number of units in the project *before* a density bonus is received) meet or exceed five units (Gov. Code, § 65915, subd. (o)(8)). Although the SDBL makes no mention of ADUs in its text, it likewise does not expressly narrow the definition of unit to exclude ADUs. Provided they are counted within the total units of the project, ADUs are a type of housing unit that may be counted for the purposes of achieving the five total unit minimum.

The ADU's are used to qualify the project under the SDBL but are not used to calculate the density bonus. This is consistent with the interpretation of the HCD. Here is the relevant section of the handbook for your reference.

If ADUs can be used to qualify a project under the SDBL's minimum total unit requirement, can they likewise be used to calculate a density bonus?

No. The calculation of a density bonus is based solely on a site's maximum allowable residential density, which does not include ADUs. A density bonus is defined as "a density increases over the otherwise maximum allowable gross residential density..." (Gov. Code, § 65915, subd. (f)). Maximum allowable residential density is defined as "the greatest number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan." (Gov. Code, § 65915, subd. (o)(6).) As an example, if the zoning ordinance allows up to two units and the general plan allows up to three, the applicable maximum allowable residential density (i.e., base density) on the site is three units, even though the addition of two ADUs brings the total units to five (see question above). The density bonus would then be calculated on top of a base density of three units, not five.

This project includes proposed multifamily dwelling units. Therefore, per section (a)(4), the project may include up to two detached ADU's.



The project is proposing to construct two detached ADU's. These ADU's are detached from the other dwelling units but the two ADU's are attached to each other. They are shown as units 101 & 102. The separation from the other units is via an approximately 4"-6" structural gap. There is no minimum separation required for detached ADU's. Therefore, this is consistent with the law. Detached ADU's are allowed to be attached to each other. Therefore, the proposed configuration is consistent with the law. Here is the relevant section of the handbook for your reference.

Can detached ADUs on multifamily lots be attached to each other?

Yes. Multifamily lots qualify for two detached, new construction ADUs on lots with a proposed multifamily dwelling, or up to eight detached ADUs on a lot with an existing multifamily dwelling, not to exceed the total number of existing units on the lot. These ADUs are detached from the primary multifamily structure but do not have to be detached from each other or other accessory structures on the lot. (Gov. Code, § 66323, subd. (a)(4)(A).)

Hopefully the project description is helpful but please do not hesitate to reach out if you have any questions. We look forward to the pre-application meeting and ultimately providing some much needed housing to the community.

Sincerely,



Thom Jess

