



City of Santa Barbara
Public Works Department

Interoffice Memorandum

DATE: September 30, 2015
TO: Historic Landmarks Commission
FROM: Chelsey Swanson, Associate Transportation Planner
SUBJECT: 530 Chapala Street/ 25 W. Cota Street (MST2015-00006/ MST2015-0030)
Scheduled for HLC on Wednesday, October 7, 2015

The purpose of this memo is to provide HLC staff with Transportation Planning's requirements for the subject projects, so that they can be shared with the HLC, if necessary, when the projects are reviewed next.

530 Chapala

Pedestrian Master Plan. Staff has requested that the applicant widen the sidewalk corridor on the Chapala St frontage to a total of 12', in order to be consistent with the City's Pedestrian Master Plan (PMP). A project nearby project located at 614 Chapala recently provided wider sidewalk for a similar type of project, and this would be consistent with that improvement. The applicant has proposed a 6" curb, 3.5' parkway, and 8' sidewalk. The 2.5' "frontage zone", or buffer between back of sidewalk and the closest vertical obstruction, would be provided with landscaping on the private property. The Planning Commission has directed Staff to apply no less than the minimum dimensions of the PMP whenever possible on a land development project. The sidewalk corridor will be widened in front of the parking lot, as there is flexibility in the parking lot design, and the sidewalk width will remain as is where the Dal Pozzo Building is located at back of sidewalk.

Parking Lot Design. Staff worked with the applicant to come up with a parking design that allows for adequate vehicle maneuvering and also provides landscape buffers. Since the building footprint is already in place, and the sidewalk corridor is being widened, the site is somewhat constrained. We specifically looked at bay widths, parking stall widths, and landscape requirements in order to come up with a design that will provide adequate maneuvering room and also provide landscaping.

25 W. Cota

Driveway Visibility. Staff had previously asked the applicant to comply with SBMC 28.90.001.K, for the parking garage opening on Fig Street, which describes sight triangle requirements for driveways: "ENTRANCES AND EXITS - PARKING LOTS. Each entrance and exit to a parking lot shall be constructed and maintained so that a pedestrian within ten feet (10') of the driveway is visible to the driver when the vehicle is stopped at the property line."

The solution the applicant has provided is window openings on either side of the garage opening. Although, this should improve visibility for vehicles exiting the garage, there is no guarantee that the windows will always remain unobstructed on the inside. Staff can support this design if the HLC does not support widening the garage opening, as a compromise solution. There will be a minimal amount

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of vehicles utilizing the garage as there are only four parking spaces, which makes this solution more supportable than if were a heavily used parking lot.