



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: July 10, 2007
AGENDA DATE: July 19, 2007
PROJECT ADDRESS: 103 S Calle Cesar Chavez (MST2004-00791)
 Waterfront Hotel Parking Lot
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
 Jan Hubbell, AICP, Senior Planner
 Peter Lawson, Associate Planner

I. PROJECT DESCRIPTION

The proposed project is for the construction of a 106-stall parking lot with a 100 square foot kiosk with a key box on a vacant lot. The parking lot would provide part of the required parking for the approved Waterfront Hotel located to the south of the site at the corner of Calle Cesar Chavez and Cabrillo Boulevard. As part of the project, a portion of the El Estero Drain located on the project site would be restored. This would include removal of non-native vegetation both in the drain and within approximately five to twenty feet from the top of bank. A detention basin, designed to handle a 25-year storm event, would capture runoff from the parking lot. Additionally, due to soil contamination on the project site, a remediation program is proposed. The remediation would consist of "hot spot" removal. Approximately six locations for removing soil to varying depths have been identified. However, there is no soil remediation proposed in the El Estero Drain. Access to the site would be directly from Calle Cesar Chavez.

II. BACKGROUND

As stated above, the parking lot would provide part of the parking for the approved Waterfront Hotel, located to the south of the project site at the corner of Calle Cesar Chavez and Cabrillo Boulevard. In 1993, the City approved a Specific Plan Amendment and other land use permits to allow the 150-room hotel, along with a 10-acre park and 75-bed hostel (now a 100-bed hostel, per a Coastal Commission requirement). Per the conditions of approval, the park and hostel were to be completed prior to the opening of the hotel. The conditions contemplated the use of this property to provide parking for the hotel. In 1995, Mr. Parker requested an agreement to extend the time of his approvals with the City because there was limited financing available for hotel development. As required by the Development Agreement, certain costs and donation of the park property would be provided immediately, in exchange for extending the approvals for his hotel and hostel from 1997 to 2007. The City approved this change. That action allowed the Waterfront Park (Chase Palm Park Expansion) construction to proceed. Since the approval of the Development Agreement, the following actions have been completed or initiated by Mr. Parker:

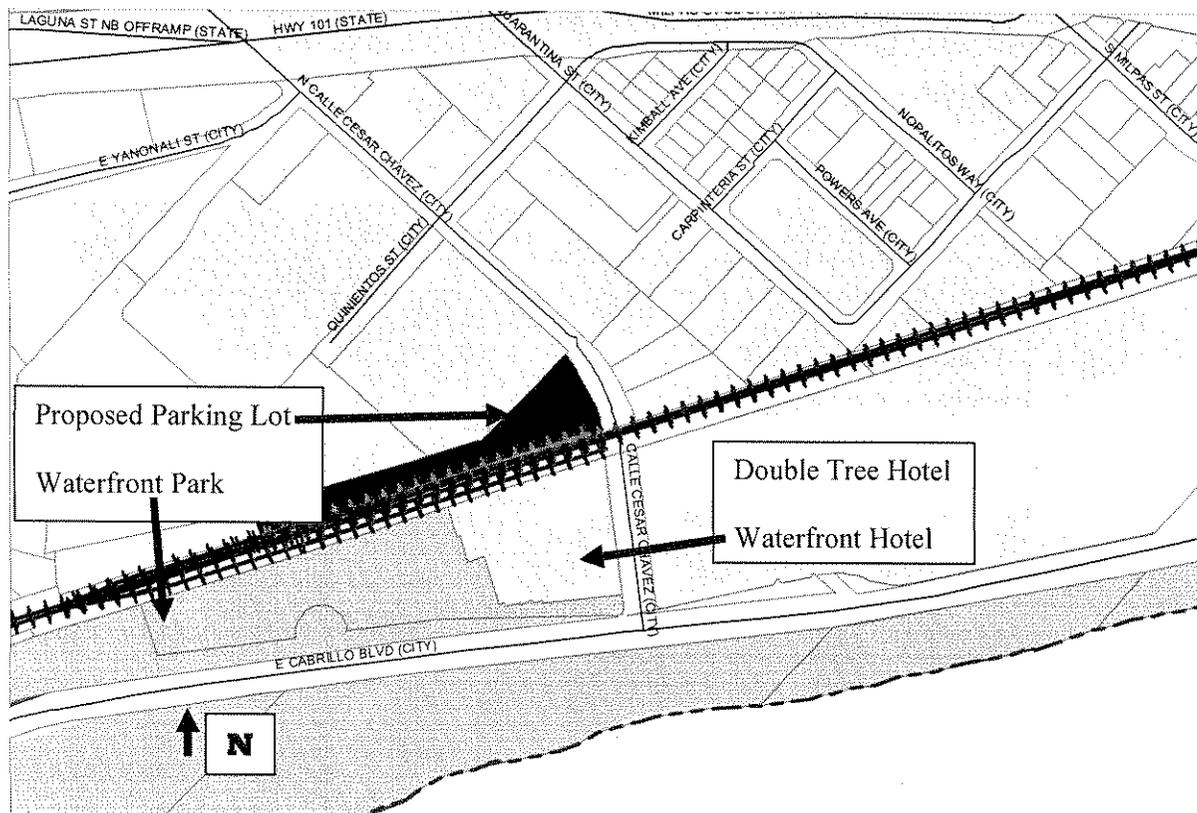
- Both land and fees to complete the Waterfront Park were provided by American Tradition.
- Calle Cesar Chavez, formerly know as Salsipuedes Street, is completed, which now connects to Cabrillo Boulevard.
- Garden Street was connected to Cabrillo Boulevard.
- Improvements to the area drainage on the hotel and park sites were completed and connected to a Santa Barbara County Flood Control drainage project.
- On June 25, 2007, minor changes to the hotel, including moving the underground parking to the proposed project site, were determined to substantially conform to the originally approved project plans. The number of rooms continues to remain the same. (Please note, this change is the last of several changes reviewed by the Planning Commission since 1995.)
- A building permit application for foundation and grading on the proposed hotel was submitted on April 12, 2007.
- A building permit application for soil remediation on the hotel site was submitted on May 3, 2007 (note: an application was submitted for review to Santa Barbara County Fire Department Site Mitigation Unit in April 2007).
- A building permit application for the building shell and core was submitted on June 14, 2007.
- On June 25, 2007, changes to the Youth Hostel were determined to be in substantial conformance with the originally approved project plans.
- On May 3, 2007, an application for a building permit to construct the youth hostel was submitted and corrections have since been returned to the applicant.

III. REQUIRED APPLICATIONS

The discretionary applications required for this project are:

1. A Coastal Development Permit (CDP2007-00007) to allow development in the non-appealable jurisdiction of the Coastal Zone (SBMC §28.44.060) and;
2. A Conditional Use Permit to allow development other than that specifically expressed in the Ocean-Oriented Light Manufacturing Zone (SBMC §28.73.030.B);

Vicinity Map



IV. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant:	Rick Fogg	Property Owner:	American Tradition
Parcel Number:	017-133-020	Lot Area:	98,581 s.f. (2.26 acre)
General Plan:		Zoning:	OM-1/SD-3
Existing Use:	Vacant	Topography:	0-2%
Adjacent Land Uses:			
North – Office/Warehouse		East – Laguna Sanitation	
South – Union Pacific RR		West – Open yard recycling center	

B. PROJECT STATISTICS

	Existing	Proposed
Parking Spaces	0	111 spaces
Structural Development	None	Trellis area with security key box

V. ZONING ORDINANCE CONSISTENCY

The proposed project would meet the requirements of the Ocean-Related Manufacturing (OM-1) Zone. However, a Conditional Use Permit would be required since public parking lots are allowed, but there is no specification for a private parking lot. As stated in the OM-1 Zone district:

A Conditional Use Permit may be granted by the Planning Commission or City Council on appeal, for such uses in the OM-1 Zone in accordance with the provisions of Chapter 28.94 of this Code, subject to the following additional findings:

1. *The use is compatible with ocean-dependent or ocean-related uses; and*
2. *The property would have no feasible economic value if limited to ocean-dependent or ocean-related uses. This finding shall be substantiated by competent evidence determined by the Planning Commission to be objective which includes no present or future demand for ocean-dependent or ocean-related uses.*

The private parking lot would be compatible with other uses allowed in the OM-1 Zone District, since noxious odors associated with seafood processing would not impact the parking area. The majority of the property includes wetlands, so it may be difficult to fully develop the lot consistent with the allowed uses on the project site. Although the total lot area exceeds two acres, due to the wetlands and the lot configuration, the developable area is substantially less; about the area proposed for the paved parking lot, 0.50 acres could be developed. The allowed uses under the OM-1 Zone District include:

1. Boat sales, storage, construction and/or repair;
2. Marine storage;
3. Public parking lots;
4. Sail manufacturing and repair;
5. Seafood processing and wholesaling;
6. Household hazardous waste collection facility as defined in Section 28.04.295 of this Title.
7. Other ocean-related uses deemed appropriate by the Planning Commission.
8. Wastewater/sanitation treatment facilities and other essential public service facilities owned and operated by the City of Santa Barbara. (Ord. 4825, 1993; Ord. 4429, 1986; Ord. 4171, 1982.)

Most of the uses require substantial area to accommodate their activities, as well as parking to meet their demand and would be very unlikely to be interested in a parcel of this size with such limited development area. Additionally, the parking lot supports the hotel, which is a visitor-serving use, another high priority under the Coastal Act.

VI. ISSUES

A. SITE SOIL REMEDIATION

The project site has both soil and ground water contamination. A number of soil and ground water tests were conducted on the project site, as well as the hotel site, consistent with both the Santa Barbara County Fire Department Site Mitigation Unit and Regional Water Quality Control Board (RWQCB) requirements. All of the testing data for both the hotel site and the parking site was initially submitted to the Fire Department under a single Remedial Action Plan (RAP) application in April 2007. Subsequent to the application submittal, a meeting at the RWQCB offices with all parties occurred on May 29, 2007, where comments on the application were provided. At the conclusion of the meeting, the RWQCB agreed that Santa Barbara County Fire would be the lead agency on the project if the applicant followed the comments provided at the meeting. On June 20, 2007, an updated RAP was submitted to County Fire for their review, which is currently underway. The initial recommendation of the most recent report is that the contamination will be removed selectively, rather than grading the entire site. Additionally, no contamination was found in the El Estero Drain, thus no grading shall occur in this area. Given the proposed use of the site as a parking lot, the lack of soil contamination in the El Estero Drain and the small amount of pollutants found on the site, the soil contamination does not appear to impede proceeding forward with the project.

B. EL ESTERO DRAIN RESTORATION

The portion of the El Estero Drain on the project site is bounded by Calle Cesar Chavez on the east, Union Pacific Railroad to the south and a City-owned property to the west. The El Estero Drain is highly disturbed by both human activity and non-native plants. However, this area is also a habitat for the Southwestern pond turtle. As proposed under a restoration plan, prepared by URS, dated May 2007, the drain will be restored as well as an area of approximately 25 feet from the north side of the top of bank and between five and fifteen feet from the south side of the top of bank. Additionally, a fence will be constructed on either side of the drain up to approximately 25 feet from the top of bank to prevent any further human activity within the drain area. Other enhancements of the drain area will include a detention basin down slope of the proposed parking area to provide a filter for runoff.

C. ENVIRONMENTAL REVIEW

Environmental issues being considered with the parking lot project include visual, biological and traffic concerns. Staff anticipates that environmental review will be through an addendum to an Environmental Impact Report (EIR), dated June 18, 1993, which was prepared by Dudek and Associates for the Waterfront Hotel, the Waterfront Park and the Youth Hostel. The EIR includes some characterizations of the surrounding area, including traffic impacts on surrounding intersections, quality of adjacent wetlands and visual quality of the area. The following is a detailed description of the three issue areas identified and how the project would either be an improvement or not cause further impacts.

Traffic

The original hotel project description included underground parking on the hotel site, as well as parking on the western portion of the Doubletree site, located directly across Calle Cesar Chavez. As proposed under the current Waterfront Hotel substantial conformity, the underground parking would shift to the proposed parking lot to the north, which would be used primarily for employees. Both parking lots would be served by valets. On the proposed parking lot, employees would arrive in the parking lot and drop off their cars with the valets, then proceed on foot to the hotel. Because there would be dedicated personnel to park autos, the proposed "stacked" parking spaces would be acceptable. For guests of the Waterfront Hotel, they would arrive on site and leave their cars with the valets. Most of the hotel guest autos would be parked on the Double Tree lot. There would be approximately ten to twelve parking spaces on the hotel site to allow queuing while the cars are being parked, as well as dedicated handicap parking.

There is no change in the number of hotel rooms, thus hotel traffic and parking impacts, as reviewed in the EIR, would remain the same. Shifting the parking off site would have minimal traffic impacts. Since the EIR was prepared, both Garden Street and Salisipuedes (now Calle Cesar Chavez) were connected to the Waterfront, providing more options for entering and exiting the Waterfront area. Calle Cesar Chavez, where the project site is located, is not considered a main artery to and from the Waterfront, but a local access to the industrial areas on the north and south sides of the 101 Freeway. The industrial traffic on or near Calle Cesar Chavez arrives from or departs to the 101 Freeway to the north, either via the Milpas exit or Garden Street exit. Thus, the lower portion of Calle Cesar Chavez at the intersection of Cabrillo Boulevard would mainly serve the Doubletree and the approved hotel site. A parking and traffic study, dated January 18, 2007, was prepared by ATE and no significant impacts were found with the new parking lot location.

Visual

As discussed in the EIR, the hotel site and surrounding area was visually degraded, with buildings in various states of deterioration and some homeless camps on site. Additionally, the uses and buildings to the north of the project site reflect the industrial zoning of that neighborhood. Since the Waterfront Park was constructed, the visual landscape along the waterfront has improved greatly. The EIR acknowledged that the proposed hotel would reduce the views of the Riviera to the north, thus the recently approved substantial conformity determination for the revised hotel plans ensured there would be no changes to the originally approved height of the structure. The proposed parking lot would be located on the north side of the hotel and would not be visible from the public areas along the Waterfront. There are no significant above grade structures other than light posts proposed for the parking lot and a covered valet shelter, with a bench and a secure key box, which would be constructed at the western end of the parking lot. The landscaping and restoration plans proposed for the parking lot would add to the aesthetic improvements as viewed from Calle Cesar Chavez. The entire length of the El Estero Drain, as discussed below, would be improved and landscaping along

Calle Cesar Chavez would reduce the visual impacts of the parking lot. The project was reviewed by the ABR on July 2, 2007 and a copy of the minutes is attached.

Biological

The project site includes a significant portion of the El Estero Drain, which eventually intersects with the Laguna Drain to the west. The EIR characterized the wetlands of this area as degraded and included mitigations to improve the wetlands on the park site, which have now been completed. Additionally, under a separate project, the El Estero Wastewater Treatment Plant property includes a proposal to improve portions of the El Estero Drain. This project would provide a missing link in the improvement of the wetlands in the area. A habitat restoration plan, dated May 2007, was prepared by URS and includes removal of non-native vegetation and debris to be replaced with native plant material. The proposed project will include monitoring to ensure protection of the Southwestern pond turtle during restoration. Additionally, a drainage plan prepared by MAC Design includes a detention basin that is capable of handling runoff from a 25-year storm event. The detention basin and the down slope natural swale would filter pollutants from the parking area before entering the El Estero Drain. Finally, a fence would be included along the parking lot to prevent further human activity in the channel.

VII. RECOMMENDATIONS

Staff recommends that the Planning Commission conceptually review the proposed project and provide comments on the proposed project. Staff believes that, while there are issues that need to be addressed, the project will meet General and Local Coastal Plan policies and, with proper conditions could be approved. Please note that this review is not meant to imply any approval of, or formal position on, the proposed project.

Exhibits:

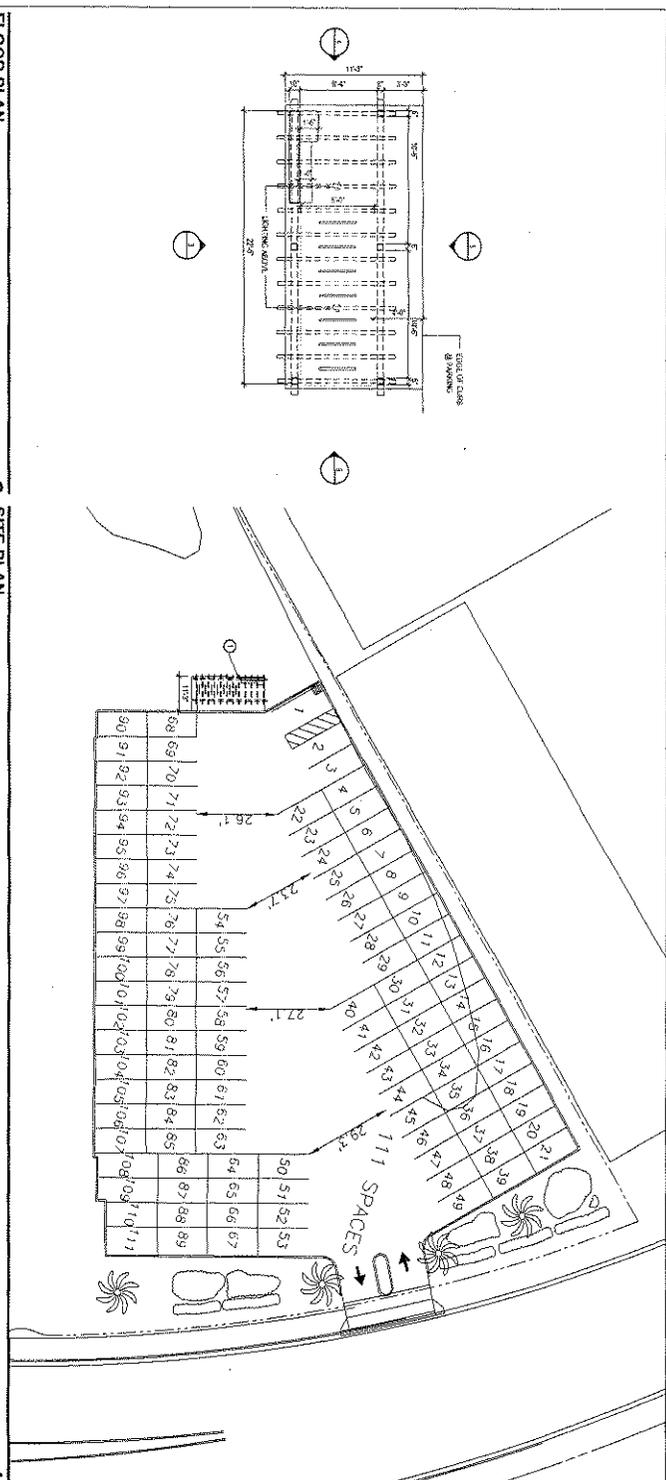
- A. Site Plan
- B. Applicant's letter, dated
- C. ABR Minutes dated July 2, 2007

KEY NOTES
 1. ALL FINISHES AS SHOWN IN ARCHITECTURAL DRAWINGS
 2. EXCEPT WHERE NOTED OTHERWISE

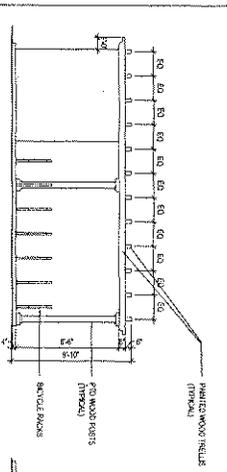
FESS PARKER'S HOTEL
 431 EAST CABRILLO BLVD.
 SANTA BARBARA, CA

SHEET NOTES

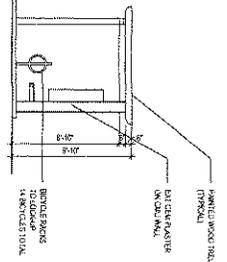
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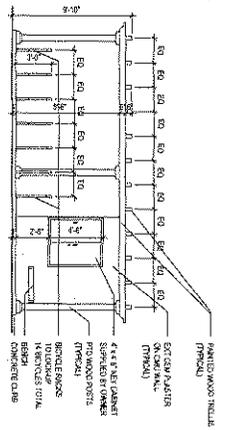
FLOOR PLAN P. 31K
2 SITE PLAN P. 31K
1 KEY PLAN P. 31K



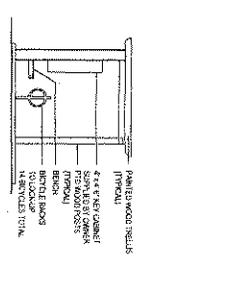
ELEVATIONS P. 31K
 SCALE: 1/4" = 1'-0"



ELEVATIONS P. 31K
 SCALE: 1/4" = 1'-0"



ELEVATIONS P. 31K
 SCALE: 1/4" = 1'-0"



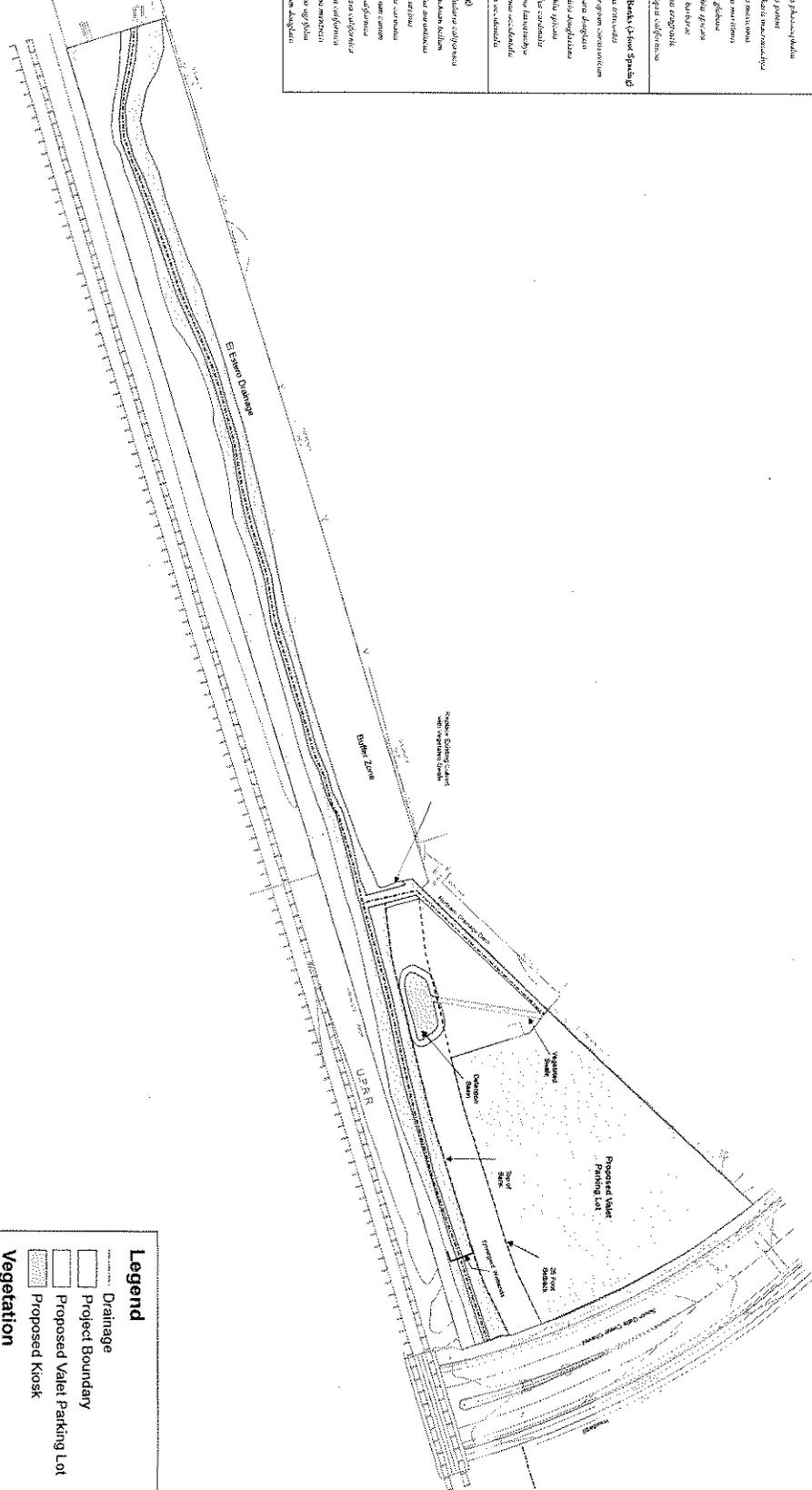
ELEVATIONS P. 31K
 SCALE: 1/4" = 1'-0"

KEY PLAN

A02.01K

EXHIBIT A

Common Name	Scientific Name
Mix A: Wetland Diverse plant species, Channel Reeds, Northern Shrike, Bulbs, and Diverse Grass, Brown C-foam Spreading	<i>Juncus phaeocephalus</i> <i>Juncus patens</i> <i>Echinochloa maculosa</i> <i>Stipa artemesia</i> <i>Carex glauca</i> <i>Juncus patens</i> <i>Carex lasiocarpa</i> <i>Opuntia engelmannii</i> <i>Asclepias tuberosa</i>
Mix B: Transitional Wetland El Estero Storage Tanks and Divergent Bank Banks (Lower Spreading) Cresting of Grass	<i>Lygodesmia artemesia</i> <i>Hydrocotyle unguiculata</i> <i>Echinochloa maculosa</i> <i>Stipa artemesia</i> <i>Carex glauca</i> <i>Juncus patens</i> <i>Carex lasiocarpa</i> <i>Opuntia engelmannii</i> <i>Asclepias tuberosa</i>
Mix C: Upland Spend Areas of the Buffer Zone (Short Spreading)	<i>Stipa artemesia</i> <i>Lygodesmia artemesia</i> <i>Echinochloa maculosa</i> <i>Stipa artemesia</i> <i>Carex glauca</i> <i>Juncus patens</i> <i>Carex lasiocarpa</i> <i>Opuntia engelmannii</i> <i>Asclepias tuberosa</i>



Legend	
	Drainage
	Project Boundary
	Proposed Valet Parking Lot
	Proposed Kiosk
Vegetation	
	Plant Mix A Wetland Species
	Plant Mix B Transitional Wetland Species
	Plant Mix C Upland Species

Proposed Valet Parking Lot
Foss Parker Waterfront Hotel
URS

Base Map Source:
MAC Design Associates
City of Santa Barbara

Habitat Restoration Plan Native Plant Mix Layout
(From URS Habitat Restoration Plan, Revised June 2007)

June 2007

Richard E. Fogg
Attorney at Law

1334 Anacapa Street
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July 5, 2007

BY EMAIL

Planning Department
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93101
Attn: Mr. Peter Lawson, Planner

RE: 103 South Cesar Chavez
Project Summary: Proposed Surface Valet Parking Lot in Conjunction with
Park Plaza Hotel Waterfront Project

Dear Mr. Lawson:

As you know, I represent American Tradition LLC, the owner of the above-referenced property (the "Parking Parcel"). American Tradition is also the owner of property across the railroad track located at the corners of Cabrillo Blvd. and South Calle Cesar Chavez (having an address of 433 East Cabrillo, and which I will refer to as the "Hotel Parcel").

This letter provides a supplemental project summary in support of a Master Application for a surface valet parking lot at the Parking Parcel (the "Application") (MST #2004-00791). This supplements my letter of February 5 addressed to Jan Hubbell and subsequent deliveries to your office in support of the Application.

Because the proposed parking lot is directly tied to the Fess Parker hotel project at the Hotel Parcel, below is a summary of the relationship of this project with the hotel.

Background/Relationship with Parker Waterfront Hotel

In the early 1990s the Redevelopment Agency and the Fess Parker family jointly pursued development entitlements for the "Waterfront Park/Hotel/Hostel" projects. Beginning in 1993, the Planning Commission, City Council and Coastal Commission granted various approvals for the Waterfront Park/Hotel/Hostel projects. For the Hotel Parcel, the approvals were for development of a 150 room luxury hotel (the "Hotel Project") located immediately adjacent to the Waterfront Park.

In 1995 and 1996 the Parker Family agreed to sever the Waterfront Park project from the Hotel Project so that construction of the Park could commence. To make this work, the Parker Family deeded approximately

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EXHIBIT B

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Mr. Peter Lawson
July 5, 2007

5.5 acres of waterfront land to the RDA for the Waterfront Park. In exchange, the Hotel Project's approvals were contractually extended through a Development Agreement. In addition to deeding the land to the RDA for the park, the Parker Family has paid an annual park maintenance assessment since opening of the Chase Palm Park in the late 1990s to maintain the park.

Under the Hotel Project approvals, construction of the hotel can proceed once three general areas are addressed: (1) satisfaction of Conditions of Approval; (2) obtaining design approval from the Historic Landmarks Commission; and (3) obtaining the determination of the Community Development Director that plans for the Hotel Project "substantially conform" to the original project plans.

The Parker Family is very close to completing all three requirements: (1) the current plans for the Hotel Project have been undergoing favorable HLC review in recent months and final design approval is expected shortly; (2) we are actively working with staff to discharge all Conditions of Approval (including pursuit of permits for the required 100 bed hostel at 12 East Montecito Street, which are expected by August 1); and (3) the Community Development Director has determined in writing that the current plans for the Hotel Project "substantially conform" to the original plans. Mr. Casey's determination was expressly conditioned upon gaining discretionary approvals for the offsite parking at the Parking Parcel.

The present parking lot application at the Parking Parcel is specifically intended to satisfy the Community Development Director's requirement and also the Conditions of Approval for the Hotel Project.

What follows is a further summary of the proposed parking lot project.

The Site

The Parking Parcel is actually several legally distinct parcels that, taken together, are a triangular shaped property bounded by the railroad right of way to the South, Calle Cesar Chavez to the East, an adjacent building to the North, and (after a panhandle stretch from the triangle to the West) to property owned by the City of Santa Barbara. The Parking Parcel is directly across the tracks from the Hotel Parcel, a stone's throw from Chase Palm Park and Fess Parker's Doubletree Resort.

The El Estero drainage course runs along the southerly course of the property. Presently, that drainage area is overgrown with weeds and brush (a substantial portion of which being nonnative weeds) and full of homeless encampments and trash from them. That part of the City along the railroad tracks is well-known to local authorities as a "hot zone" for criminal activity. Among its several benefits, the parking project at the Parking Parcel would involve the merger of legal parcels and a *substantial* clean up of the drainage habitat area and reduction of criminal activity in the area. This will greatly assist the police and fire departments current enforcement activities in the area.

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Proposed Use of the Parking Lot

The proposed project is a surface parking lot accessed from Calle Cesar Chavez. The use of the parking lot will be strictly in support of the operation of the Hotel Project. Parking will be 100% valet by full time valet attendants. Employee cars will be parked at the property but parking of employee cars will be done by the valet attendants. The property owner expects to connect the use of the parking lot to the Hotel Project by recorded instrument acceptable to the City.

Environmental and Biological Matters

American Tradition, through its consultants, has been working for months to determine the extent of any hazardous materials at the property. On June 20, 2007 a Remedial Action Plan was submitted to the County of Santa Barbara Hazardous Materials Unit (the "RAP"). The RAP, as subsequently supplemented, calls for the excavation and disposal of a certain volume of soil from the Hotel Parcel and Parking Parcel to restore the condition of the site to the satisfaction of the County authorities. This work, along with corresponding work at the Hotel Parcel, will result in a major improvement to the site and the condition of area soils and groundwater.

Likewise the property owner has worked to evaluate the biological resources present at the site, most importantly in the El Estero drainage course. Our consultants have prepared a Habitat Restoration Plan that calls for a substantial improvement of the drainage area through the careful removal of non-native plant species and debris and replanting with native plant-life. This will also improve the drainage course. Substantial fencing would be installed on both sides of the drainage area to restrict access from humans. In addition, our experts have suggested and we have adopted a 25' "buffer zone" between the parking lot and the top of the drainage bank to protect the area from the proposed use of the site for parking.

As a result, the project will substantially improve the environmental resources at and about the property.

Landscaping and Lighting

Substantial landscaping will be done as part of the habitat restoration plan. In addition, we propose to plant a perimeter hedge to screen the property from Calle Cesar Chavez. Because the parking lot would be 100% valet parked, we are requesting that no additional plantings be required within the area of the surface parking lot itself and we will be seeking a waiver of this requirement from ABR. In other words, interior landscaping would not be viewed by anyone and would simply reduce the space for parking. This request makes sense in that so much area within the Parking Parcel is being set aside to protect and improve habitat areas.

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Lighting for the parking lot will be by low-level lighting consistent with other area parking lots such as the long-term parking lot at the Santa Barbara Airport. We are working with ABR regarding the location and specific attributes of lighting to provide requisite security without creating unwanted lighting views from the Riviera and other parts of the City.

Conditional Use Permit

The Parking Parcel is located in the OM-1 Zone, Ocean-Oriented Light Manufacturing. According to Santa Barbara Municipal Code Section 28.73, the OM-1 Zone "strives to provide ocean-dependent and related industrial uses in close proximity to the Harbor/Wharf Complex." Pursuant to the zoning ordinance, the proposed parking lot requires a Conditional Use Permit (CUP), which may be approved provided the Planning Commission makes the following findings:

1. The use is compatible with ocean-dependent or ocean-related uses; and
2. The property would have no feasible economic value if limited to ocean-dependent or ocean-related uses.

In the case of the proposed parking lot, these findings can and should be made for the following reasons:

1. *Finding No. 1: The use is compatible with ocean-dependent or ocean-related uses.*
 - a. The parking lot will be used for guests of the hotel. Guests of the hotel at the Santa Barbara waterfront will be expected to make substantial use of the ocean-dependent or ocean-related businesses and opportunities available to them in the area. This use, as with public parking in the waterfront, is directly supportive and compatible with ocean-dependent uses.
 - b. As part of the project the applicant proposes to remove hazardous materials from the site and to make substantial restorative improvements to the drainage channel. These improvements will significantly improve the ocean-related character of the area and would not be done (because of the absence of a viable alternative project) without this project.
2. *Finding No. 2: The property would have no feasible economic value if limited to ocean-dependent or ocean-related uses.*

The following uses are identified in the Zoning Ordinance as specifically permitted in the OM-1 Zone:

- i. Boat Sales, storage, construction and/or repair
- ii. Marine Storage
- iii. Public parking lots
- iv. Sail manufacturing and repair
- v. Seafood processing and wholesaling

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- vi. Household hazardous waste collection facility
- a. The project site is triangular in shape (with a narrow panhandle stretching westward to the City's adjacent property), small, and effectively made smaller for usability by the drainage channel that runs its entire course on the southerly edge. Because of size and usage limitations, none of the permitted uses in the OM-1 zone are available to this property. What's more, the County hazardous materials unit would not permit these uses at the site without substantially greater remediation, the cost of which would not itself prohibit the proposed use.

Consider the following in this regard:

- Required yard setbacks and zoning parking requirements limit the buildable area of the site to a level that is insufficient to support the cost of any project.
 - Effectively no marine storage could be accommodated and associated revenues would not come anywhere close to covering property expenses let alone a return on the investment in the property itself.
 - Sensitive biological areas exist on the site that must be restored as part of any development, further increasing the cost and decreasing the viability of development. The proposed parking lot development includes restoration of the sensitive biological resources on-site.
 - Public parking is not feasible as the layout of the lot requires valet stacking of cars and limits the total number of spaces. The small number of spaces and costs of valet attendants would be cost prohibitive for any public lot.
- b. In addition, we note that historical use of the site has not been ocean-related or dependant (prior use was by Lash Construction for aggregate/construction material processing and storage).

Conclusion

The proposed parking lot will be a substantial improvement of property that is currently used only for occasional criminal activity, homeless encampments and otherwise vacant. With this project, the property will be cleaned up, drainage habitat area improved, and the hotel project allowed to proceed without delay. In turn, permitting the Hotel Project itself to proceed will result in increased park maintenance payments to the City, the construction and opening of a 100 bed hostel at 12 East Montecito Street, and the orderly completion of the Waterfront Park/Hotel project begun so many years ago. Together with the hotel and hostel, this project will help to complete the City's vision for the waterfront park and hotel that began so many years ago.

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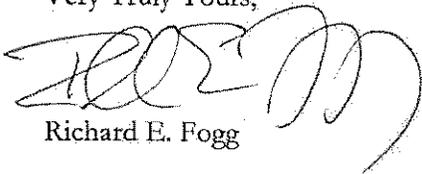
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Mr. Peter Lawson
July 5, 2007

If you have any questions or comments, please do not hesitate to contact me.

Thank you.

Very Truly Yours,



Richard E. Fogg

Enclosures

cc: Paul Casey, Community Development Director
Steven Wiley, City Attorney
Jan Hubbell
Fess Parker
Allen Moyer

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CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING**2. 190 CEDAR LN**

E-1 Zone

Assessor's Parcel Number: 015-010-031
 Application Number: MST2007-00252
 Owner: Johann Jung & Norma Revocable Trust
 Architect: AB Design Studio

(Proposal to construct a 574 square foot one-story addition to an existing 1,216 square foot single-family residence. The proposal plans to reduce the existing detached two-car garage from 810 to 593 square feet. The residence is located on a 9,671 square foot parcel in the Hillside Design District. The proposed project will result in a 0.22 floor-to-lot-area ratio.)

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND SINGLE FAMILY DESIGN BOARD APPROVAL.)

(4:22)

Present: Kelly Kish, AB Design Studio.

Staff reviewed the SFDB checklist and suggested the Board consider the amount of paving and permeable surfaces.

Public comment opened at 4:29 p.m. As no one wished to speak, public comment was closed.

Motion: Continued indefinitely to the Single Family Design Board with the following comments:

- 1) Study the roof overhang at the east setback line so it does not encroach into the required interior yard setback more than permitted by the Zoning Ordinance.
- 2) Look for ways to enhance the front entry way.
- 3) Study ways of enhancing with landscaping at the left side of the driveway approach, between the driveway and the neighboring parcel.

Action: Sherry/Zink, 5/0/0. Motion carried. (Aurell, Mosel, Mudge absent.)

CONCEPT REVIEW - NEW ITEM**3. 103 S CALLE CESAR CHAVEZ**

OM-1/SD-3 Zone

Assessor's Parcel Number: 017-113-020
 Application Number: MST2004-00791
 Owner: American Tradition

(Proposal to construct a parking lot to provide valet parking for the approved Fess Parker's Waterfront Hotel Resort located south of the property.)

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND PLANNING COMMISSION APPROVALS OF A CONDITIONAL USE PERMIT AND A COASTAL DEVELOPMENT PERMIT.)

(4:36)

Present: Henry Lenny, Architect; Philip Suding, Landscape Architect.

Public comment opened at 4:41 p.m. As no one wished to speak, public comment was closed.

Motion: Continued one week to the Full Board with the following comments:

- 1) Applicant to return with revisions to the driveway approach, gate, and driveway width.
- 2) Annotate exactly the locations of all lighting standards, and return with a cut sheet of proposed lighting.
- 3) The kiosk is acceptable as shown on the plans.
- 4) The Board supports the idea of the wetland restoration with continued planting on the south side of the property.
- 5) On the landscape plan, show vines growing on the trellis.
- 6) The Board is concerned about the black chain link fence with vines. Return with a better solution that helps blocks the view into the valet parking lot as there are no trees at that location.
- 7) The Board appreciates the parking lot set back from the sidewalk with landscaping.

Action: Manson-Hing/Zink, 5/0/0. Motion carried. (Aurell, Mosel, Mudge absent.)

PRELIMINARY REVIEW

4. 3890 LA CUMBRE PLAZA LN

C-2/SD-2 Zone

Assessor's Parcel Number: 051-010-016
Application Number: MST2007-00228
Owner: Edwin E. Kayser Trustee
Applicant: Michael Holliday
Architect: Michael Holliday

(Proposal for complete exterior renovation of an existing 11,950 square foot commercial building on a 13,320 square foot site. The parking will be slightly reconfigured to accommodate a new more functional layout but parking count will remain the same. A new front and rear entry are proposed as well as a renovated exterior patio areas and a new trash dumpster enclosure.)

(Second Concept Review.)

(Action may be taken if sufficient information is provided.)

(4:54)

Present: Michael Holiday, Architect; Lane Goodkind, Landscape Architect.

Public comment opened at 5:14 p.m. As no one wished to speak, public comment was closed.

Motion: Preliminary Approval and return to Full Board with the following comments:

- 1) Landscaping to return on Consent Calendar in one week.
- 2) Study the gutter and scupper detailing to clean up the exterior building appearance and to be more contemporary to match the proposed building style.