



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** August 9, 2007  
**AGENDA DATE:** August 16, 2007  
**PROJECT ADDRESS:** 3885-3887 State Street (MST2004-00801)

**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470  
 Irma Unzueta, Project Planner *IU*  
 Kathleen Kennedy, Associate Planner *KK*

### I. PROJECT DESCRIPTION

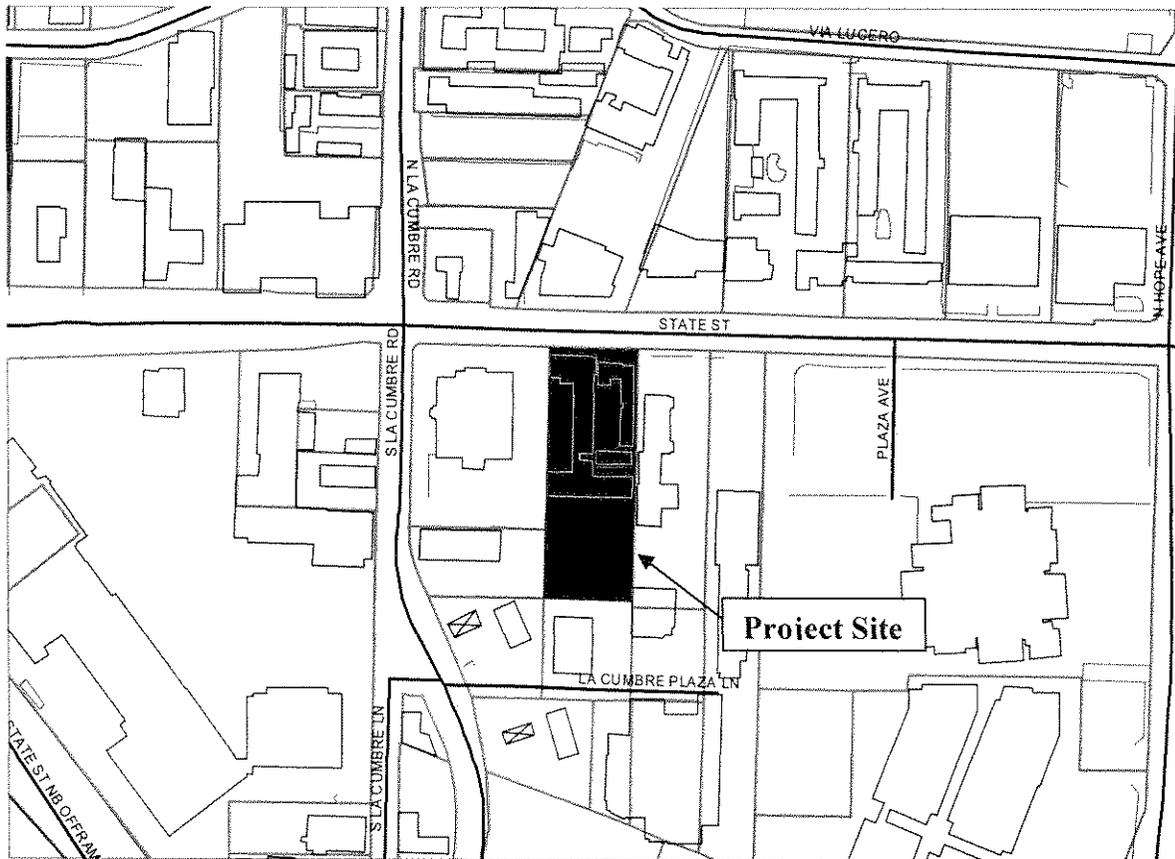
This is a concept review of a revised project. The project consists of a merger of two parcels and construction of a new mixed-use three-story building with underground parking. The project includes three commercial spaces (6,234 sq. ft. total net) and 44 residential units. The residential units consist of thirty-three market rate one-bedroom units, one market rate studio unit and nine middle-income and one upper-middle income affordable one-bedroom units. A total of 109 parking spaces are proposed (81 underground and 28 surface spaces). The existing 12 room motel and the 22,250 square foot office building would be demolished.

The purpose of the concept review is to allow the Planning Commission and the public an opportunity to review the proposed project design at a conceptual level and provide the applicant and Staff with feedback and direction regarding the proposed land use and design. No formal action on the development proposal will be taken at the concept review, nor will any determination be made regarding environmental review of the proposed project.

### II. REQUIRED APPLICATIONS

Upon review and formal action on the application for the development proposal, the proposed project will require the following discretionary applications:

1. Modification of lot area requirements to allow ten (10) bonus density residential condominium units (SBMC§28.21.080.G); and
2. Tentative Subdivision Map for a one-lot subdivision to create forty-four (44) residential condominium units and three (3) commercial condominium units (SBMC§27.07 and 27.13).



Vicinity Map for 3885-3887 State Street

**III. SITE INFORMATION**

Applicant: B3 Architects	Property Owner: Cleo M. Purdy and Michael G. Schmidtchen, Co-trustees
Parcel Numbers: 051-022-012 & -033	Lot Area: 62,331 square feet
General Plan: General Commerce	Zoning: C-2/SD-2: Commercial, Upper State Street Overlay Area Zones
Existing Use: Motel and Office	Topography: 3% slope
Adjacent Land Uses:	
North - Commercial Retail and Office	East - Church
South - Commercial Retail	West - Commercial Retail and office

#### **IV. DISCUSSION**

##### **A. PROJECT HISTORY**

The Planning Commission reviewed a previous proposal for the site on October 20, 2005, November 3, 2005 and on December 8, 2005 when it was approved by a vote of 6-1. Subsequently, an appeal was filed and on February 28, 2006, after much discussion, the City Council upheld the appeal and denied the project. The City Council was unable to make the findings to approve the modification requests and had concerns regarding compatibility with the Upper State Street area.

##### **B. UPPER STATE STREET STUDY**

As a result of concerns regarding the proposed project and several other major projects under review in the Upper State Street area, the City Council directed staff to prepare a focused study of the Upper State Street area to identify improvements to benefit urban design and transportation and to provide guidance for review of development applications. With much public input, the Upper State Street Study was completed and, on May 8, 2007, the City Council adopted a resolution approving the Upper State Street Study Improvement Measures, directing staff to return to Council with an implementation work program and providing interim direction for the review of development projects in the Upper State Street Area. As stated in the Improvement Measures Summary, the following are the overall guidance statements for the Upper State Street Study Area:

- a) Urban Design: Maintain and enhance the character of Upper State Street, including the public streetscape, open space, creeks, views, site design, and building aesthetics.
- b) Transportation: Improve traffic, circulation, pedestrian and bicycle connectivity, and parking.
- c) Longer-Term Future: Preserve longer-range future improvement opportunities.

Proposed development projects are to be evaluated with respect to whether or not they are consistent with the direction and improvement measures discussed in the Upper State Street Study.

##### **C. REVISED PROJECT**

The project applicant decided to postpone any revisions to the project until the Upper State Street Study was complete so that any new requirements or recommendations could be incorporated into the revised project.

The applicant has made a number of changes to the project. The most notable include a reduction in the number of residential units from 55 to 44 units, a reduction in the amount of commercial space from 8,817 square feet to 6,234 square feet and the elimination of the modification requests to allow encroachments into the front yard setback and to allow less than the required number of parking spaces.

The applicant has provided a discussion of the revisions made to the project in the applicant letter (see Exhibit B) and these are summarized below.

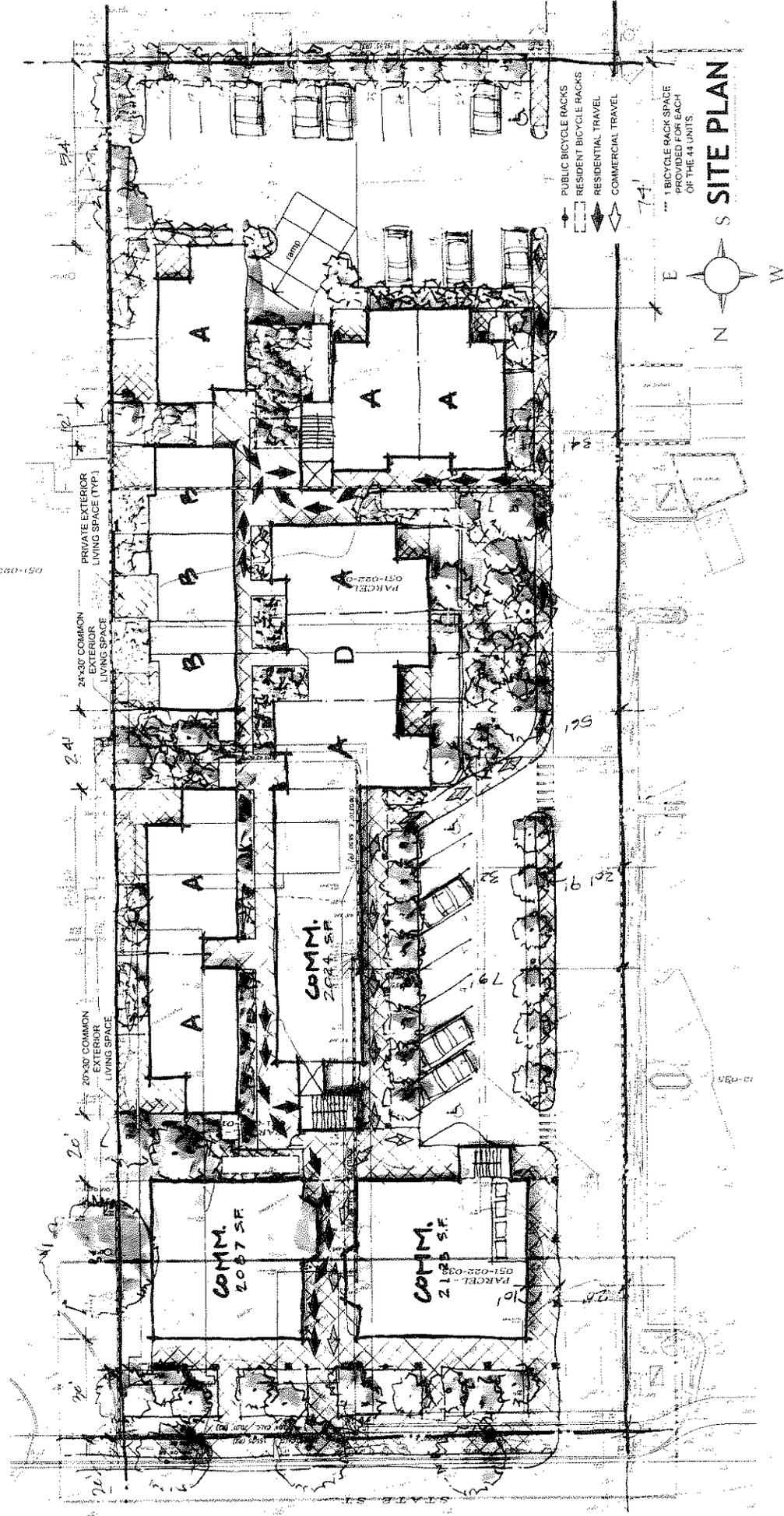
- Reduction in residential units from 55 to 44 units.
- No bonus density for market rate units.
- Reduction in commercial space from 8,817 square feet to 6,234 square feet.
- A 24% net reduction in the building area from 62,482 square feet to 47,382 square feet of conditioned space.
- Overall reduction in building length by 74 feet.
- Less traffic generation per the revised Traffic Study (see Exhibit C).
- Exceeds the Zoning Ordinance requirement for parking, no modification requested.
- Tandem parking is proposed for a majority of the residential units.
- Meets and exceeds the required front yard setbacks along State Street, no modification requested.
- Meets the Pedestrian Master Plan requirement: 4' parkway, 8' sidewalk and 2'-6" frontage zone.
- Increased break up of massing on eastern elevation.
- Improved pedestrian circulation with additional sidewalk along private easement.
- Improvement to vehicular circulation in private easement with redesign of surface parking area.
- Increase in the setbacks from the western and rear property lines.

## V. RECOMMENDATION

Staff recommends that the Planning Commission conceptually review the proposed project and provide comments regarding the overall land use and design, compliance with the Upper State Street Study report, and specifically, the provision of tandem parking spaces. 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 May 31, 2007
- C. Revised Traffic and Parking Assessment dated May 29, 2007



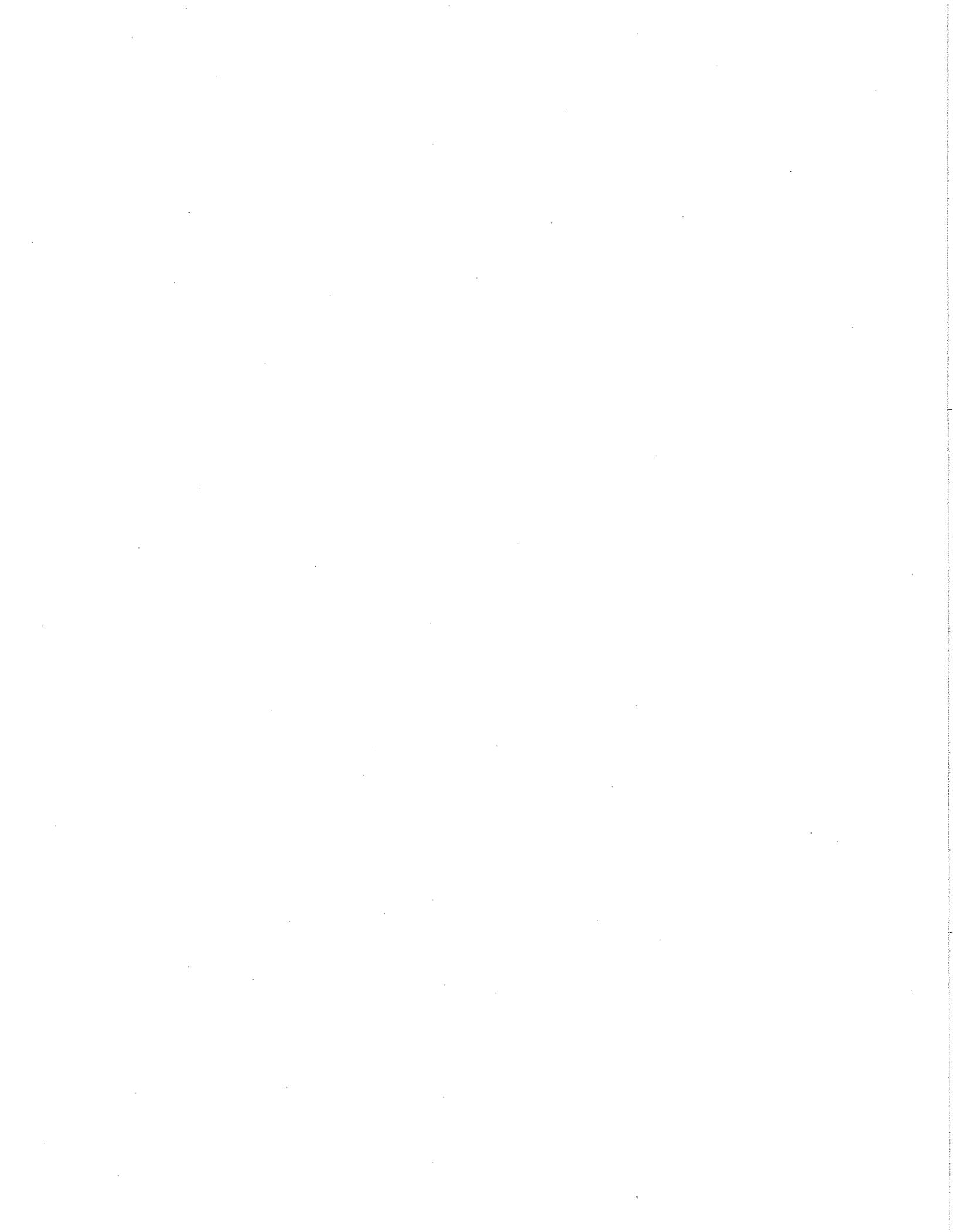
3885-3887 STATE STREET  
 SANTA BARBARA, CALIFORNIA  
 JOB # 324.0100  
 07-28-07

**B3**  
 BERKUS

**SITE PLAN -**  
 (CIRCULATION & LANDSCAPE)  
 & PARKING GARAGE PLAN

A1.00

EXHIBIT A



# BERKUS

DESIGN STUDIO

ARCHITECTURE & PLANNING

May 31, 2007

Planning Commission  
Community Development Department  
City of Santa Barbara  
630 Garden Street  
Santa Barbara, California 93102

RE: 3885-3887 State Street, Santa Barbara Resubmittal

Dear Members of the Planning Commission:

B3 Architects is pleased to resubmit on behalf of the Cleo M. Purdy 2004 Charitable Trust a proposal for a mixed use project in the La Cumbre Mall area of Santa Barbara providing 6,234 square feet of commercial space, thirty-three one-bedroom live-work style lofts, one live-work studio and ten one-bedroom price-restricted lofts for sale to middle and upper-middle income buyers. The project, proposed for two parcels at 3885-3887 State Street, is carefully designed to enhance the upper State Street/La Cumbre neighborhood by providing much needed worker housing and zero commute living while responding to local concerns about traffic, density and views.

This resubmittal is in response to the City Council's determination on February 28, 2006, that a prior design that proposed 38 market-rate lofts, 17 affordable units and 8,817 square feet of commercial space provided too much development intensity and raised concerns about increased traffic, setbacks, vehicular circulation patterns and adequate parking. The revised design offers a dramatic departure from the prior submittal and addresses each of the concerns raised by the Council, as well as the issues voiced by community members during the recent Upper State Street Study process.

## I. A Scaled-Down Design To Respond To Community Concerns.

To address issues raised by the City Council and members of the community, the entirely redesigned project offers the neighborhood less development intensity and more community benefit.

### *Less Development Intensity:*

*Less residential density.* The project is designed for 20% fewer residential units, an overall reduction from 55 to 44.

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EXHIBIT B

*Less bonus density for market-rate units.* In fact, the new design seeks *no bonus density* for market-rate units; reducing to zero the number of bonus density market-rate units from the four allowed under the City's Housing Policies for the prior proposal.

*Less commercial development.* The revised plan reduces the amount of commercial area by 29% from 8,817 square feet to 6,234 square feet, yet still maintains the presence of three discrete offices linked together by a patron-friendly paseo pedestrian system.

*Less building area.* The new project shows a net reduction in the size of the building of 20% from 62,482 conditioned square feet to 50,084 square feet.

*Less building length.* The building has been shortened by 74 feet, overall, and the eastern building elevation has been broken into four distinct building forms to create an enclave of smaller buildings.

*Less traffic.* The smaller project generates not only less traffic than the prior proposal, but less traffic than the existing office and hotel uses. The proposed project generates 53 fewer Average Daily Trips than the existing improvements and 157 fewer than the prior submittal. Significantly, the proposed project generates 25 fewer A.M. Peak Hour Trips and 15 fewer P.M. Peak Hour Trips than the current fully-occupied office building, alone.

*Less parking demand.* The elimination of eleven residential units and 2,583 square feet of commercial space in the new proposal results in a 24% reduction in parking demand from 94 spaces to 75 spaces. It also reduces the number of spaces required under the zoning ordinance by 24 spaces.

#### ***More Community Benefit***

*More building setback on State Street.* The revised project increases the minimum State Street setback threefold from 10' from the property line in the original submittal to 30', providing more opportunities for pedestrian spaces and enhancing public views.

*More parking.* Although the scale of the project is substantially reduced and parking demand is 20% less, the proposed parking is increased from 101 spaces to 109 spaces in the new project. In fact, *the proposed 109 parking spaces exceed the parking required under the ordinance by 7 spaces.*

*More building segmentation.* Although the prior design showed three building forms along the western elevation it had only two building forms on the eastern side. In fact, one of the eastern elevation building elements was about 300 feet long. The new design breaks up the eastern elevation massing into four distinct building forms while still preserving three distinct forms on the west. Importantly, no building form in the new plan is longer than 159 feet.

*More pedestrian access along the secondary project frontage.* Councilmember Barnwell urged the Applicant to make the private easement along the western property line read as street frontage with improved pedestrian linkages from State Street to La Cumbre Plaza. The revised project increases pedestrian circulation along the western building frontage and adds a new sidewalk element to create a visual connection for pedestrians from State Street back to La Cumbre Lane south of the property.

*More apparent vehicular circulation across the private easement.* Councilmember Barnwell also urged the Applicant to study the former proposed 90-degree parking to find a way to provide parking that did not disrupt traffic and pedestrian circulation along the private easement on the western side of the site. The new design shows all parking off the private easement and features enhanced view corridors at State Street and La Cumbre Lane creating the impression of public street frontage.

*More building setback at the rear property line.* The building setback to the rear property line in the new design has increased from 10 feet to 54-74 feet under the new design. This increased setback provides greater opportunity for public views and softens the scale of the building at its rear elevation.

*More side yard setback.* The western side yard setback has increased from a minimum of 26 feet to a 30 feet minimum in the new design.

*More view opportunities.* The increased building setbacks and separated building forms allow for more public view opportunities over and across the site.

## II. A Sustainable Design.

The proposal brings together a combination of attainable workforce housing, live-work lofts and commercial suites in a new design that provides open space in various configurations, paseos and appropriate Santa Barbara architecture to enhance Santa Barbara's Upper State Street retail core. The project optimizes the opportunities for live and work in a pedestrian-oriented environment by reducing traffic from its present levels, encouraging the use of public transportation, enhancing pedestrian space and improving pedestrian connections between State Street and La Cumbre Plaza.

**A. Attainable Workforce Housing.** Although the proposal offers enhanced commercial space fronting State Street, the project's greatest community benefit is the proposed workforce housing at a prime bus stop location. With the site's desirable location, just a walk from stores, restaurants and offices, it offers a rare opportunity for a zero-commute lifestyle in the upper State Street area.

1. Middle income housing. The proposal includes nine lofts attainable to middle income buyers and one loft restricted to upper-middle income buyers. These ten affordable residences are designed to emulate the market-rate lofts. At 608-737 square feet, each affordable loft has elevated ceiling planes and

glazing in the same vernacular as the market rate units. Each affordable unit also provides one bedroom with great room and outdoor living complemented by the common exterior living areas provided on site.

Providing an inclusionary housing bonus of nearly 30%, the revised project proposes twice the worker housing required under the City's Inclusionary Housing Ordinance. Housing staff calculates the below-market benefit to the community of these affordable units at over \$2.7 million. The applicant does not seek any developer subsidies for this affordable housing, but asks only for down payment assistance for the work force housing buyers, if needed.

2. Live-work style lofts. The project proposes 34 one-bedroom lofts in three configurations averaging 1,107 square feet each. Each loft maximizes light and air with ample glazing and elevated ceiling planes. Home occupancy live-work is enhanced with an open dedicated task space near the front door raised to overlook the living area. Each unit also offers a great room with living, dining and media center, light room foyer, a galley kitchen, walk-in closet, powder room and private outdoor living.

**B. Enhanced Commercial Space.** The design significantly increases the commercial presence on State Street (presently, only one office fronts on State Street) while still offering a separate interior garden office suite. Although the proposal reduces the overall amount of commercial space to 6,234 square feet, it dramatically improves the use of the site by scaling back the interior office space and taking full advantage of the premium State Street frontage.

**C. Net Reduction in Traffic and Parking.** The revised proposal is designed to significantly reduce traffic from existing levels and provide ample on-site parking. Assuming retail use along the commercial frontage, the project will reduce peak time traffic counts from the existing uses by 34 trips in the morning and 23 trips in the afternoon, with an overall reduction in Average Daily Trips of 53. Even eliminating the existing hotel use from the tabulation, the new project generates 25 fewer A.M. Peak Hour Trips and 15 fewer P.M. Peak Hour Trips than the current office building alone.

The project also reduces parking, generating a mixed-use parking demand of only 75 spaces. Nonetheless, 109 parking spaces are provided on site even though only 102 spaces are required under the Zoning Ordinance.

The applicant believes that this significant reduction in vehicular intensity on site from the current uses is a responsible enhancement for the Upper State Street neighborhood and responds to public concerns about vehicular circulation.

**D. Increased and Improved Open Space.** The newly-designed project provides enhanced open space opportunities. The design maximizes the amount of community space by providing landscape on grade and over the subterranean parking garage while also offering a 1,120 square foot third-floor private community deck to be enjoyed by residents of the project and their guests. The unique open space

configuration allows the project to utilize outdoor landscaped spaces with multiple characters to engender a peaceful oasis in the project's urban environment.

**E. Maximizing Transportation Opportunities.** The new project concept encourages businesses and residents to use nearby public transportation. Located on several bus routes, the project provides access to metropolitan bus service from Santa Barbara to Goleta as well as easy 101 freeway access. With a 30-foot front setback from the property line, the design allows room for expansion of a mass transit lane or bus pocket on State Street in the future. The project also has immediate bike lane access on State Street. Situated adjacent to La Cumbre Plaza, the concept makes walking and cycling to the mall easier than driving. Moreover, the mixed-use character of the building encourages zero commuting to reduce traffic even further.

**F. Increased Setback And Paseos.** The revised project provides more building setback than required by the S-D-2 overlay zone. While a 20' setback is required, at least 30' from the property line is provided along the State Street frontage. Second and third levels are set back even further, up to 60 feet from the property line. This enhancement helps achieve the City's goal of improving the pedestrian experience along Outer State Street while adding more human scale to the project. It also provides flexibility to expand MTD access along the street frontage.

A paseo walking system within the project invites residents, those who work on site and patrons to pass into the interior spaces of the project and connects the project to neighboring parcels.

The new design affords four gathering places for residents at grade level with additional open space on a 1,120 square foot third-floor community patio area. This amenity provides an ideal location for residents to enjoy open space and views in a secluded urban setting.

**G. Appropriate Building Massing and Segmentation.** The new design is sensitive to neighbor concerns about building mass and form. The Applicant was careful in redesigning the project to address the Council's concern about building length and separations between building elements. The new design is 64 feet shorter overall. The eastern elevation has been divided into four building forms, the longest of which is only 96 feet. The western elevation has three building forms that create a streetscape along the private easement area.

The architectural design has been studied to soften the building edges, break up massing and allow the building to step back at the upper levels. Building corners at second and third levels are stepped back to preserve and enhance viewing corridors throughout the project. The overall building height along the State Street frontage is limited to 41 feet.

**H. Enhancing Public Views.** The project provides more public viewing opportunities than the existing buildings allow. The current office building is 27 feet closer to the State Street Right of Way than the proposed building. The proposed

design creates a view corridor along the private easement on the western property line by eliminating the second-story offices that span the easement at two locations. The new building is only 112 feet wide, compared to the old building which is 146 feet wide.

Additionally, recessing the rear of the building 54-74' from the southern property line allows views over the building from La Cumbre Lane. Opportunities for view corridors through the project occur at several locations where the building is separated into its various building forms.

**I. The Project Proposes Significantly Less Three-Story Building Area Than Allowed Under the S-D-2 Overlay Zone.** The S-D-2 overlay zone prohibits three-story buildings which have more floor area than a two-story building that complies with all applicable ordinances. The proposed design meets this requirement. For example, the ordinance permits a surface-parked two-story mixed use building with 10,000 square feet of commercial space and 22 three-bedroom units with a typical size of less than 2,200 square feet, each. This hypothetical building would require 90 parking spaces. After deducting parking areas, setbacks and open space, this footprint of this hypothetical building is 29,090 square feet and the two-story structure would be 58,180 square feet in size. However, the Applicant requests only 50,084 square feet of habitable space for the proposed project, significantly less than a hypothetical two story building allowed under the ordinance.

**J. Sustainable Design and Construction.** The project is designed to set the standard for sustainable design in the City of Santa Barbara. The project will incorporate green building materials, sustainable planning principles and environment-friendly design concepts from LEEDS.

### **III. Description of Existing and Proposed Uses.**

*Existing Site Information.* The existing improvements are as follows:

Assessor's Parcel Numbers:	051-022-033; 051-022-012
Site square footage:	62,331sf (1.43 ac.)
Existing uses:	Plaza Motel (12 rooms) and office
Square footages of improvements:	Motel: 4,990sf (approx.) Office: 22,250sf (approx.)

Landscape: Minimal landscape pockets with eleven mature palms, two mature Cyprus trees and other mature vegetation.

Drainage: The front third of the site drains to the State Street frontage. The rear two-thirds of the site drains to the private road (La Cumbre Lane) near the rear of the site. The drainage over private parcels is permitted by drainage easements and accommodated in the improvements of the La Cumbre Plaza.

Parking:	101 spaces
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*Proposed Project Information.* A summary of the proposed uses and improvements includes:

Proposed use:	Mixed use—commercial and residential
Improvements:	34 live-work lofts (1,107 sf ave.) 9 middle income units (608 sf ea.) 1 upper-middle income unit (737 sf) Three commercial spaces (6,234 net sf, total) 109 parking spaces
Square footages:	Lofts: 37,641 sf, total Affordable: 6,209 sf, total Commercial: 6,234 sf, total Parking Garage (82 spaces): 27,447 sf Landscape area: 9,142 sf
Open Space:	23,366 sf
Common Exterior Living Areas:	5,059 sf, total

Demolition and removal of all existing structures and paving.

Remove and replant eleven mature Queen Palms and mature landscaping, however two Cyprus trees will not be reused.

Drainage: Proposed drainage is similar to existing drainage in that approximately one-third of the project drains to the State Street frontage and the rear two-thirds drains to La Cumbre Lane at the rear of the property. Storm drainage connections will be tied in to existing system at La Cumbre Lane. The increased open space should enhance on-site retention.

Grading: Finish grades will be similar to existing; however, subterranean parking will require approximately 14,800 cubic yards of cut and approximately 72 cubic yards of fill.

**An Appropriate Concept for the Neighborhood.** The proposed project concept integrates commercial and residential uses in a harmonious Hispanic architectural style in the Santa Barbara vernacular.

*Mixed Use:* The site is located in an exceptional mixed use location northwest of Santa Barbara's central business district with access to public transportation. On upper State Street, adjacent to La Cumbre Mall, near the Five Points Shopping Center, close to offices, restaurants and health clubs, the site offers ample opportunity to walk to work, eat, shop and entertainment. It's proximity to bus stops and the 101 Freeway make the project readily accessible.

Within this context, the project promotes a mix of offices on grade and workforce housing in an urban loft style. Each office space is over 2,000 square feet in area, a desirable size for Santa Barbara small businesses. The project also

encourages on-site employee housing, by providing 34 market rate and 10 worker housing units, twice the City's current mandate for inclusionary housing.

*Size, Bulk and Scale:* The project is carefully designed to be consistent with the scale of its neighborhood. The project fits between the Galleria project on one side and Grace Lutheran Church on the other. The Galleria stands 45 feet over the adjacent grade and the sanctuary of the Church rises 37 feet above grade; the project is 41 feet tall on State Street frontage. The building massing is divided into several distinct buildings with varied fenestration and building/plate heights. The proposed front elevation references Santa Barbara style in the upper State Street architectural context.

*Reduction in Peak Time Trips Per Day:* The project was redesigned with careful consideration of traffic concerns on upper State Street. While the zoning would permit uses and densities that could increase traffic counts, the project is designed to reduce traffic from its present levels and to encourage vehicular circulation patterns that avoid State Street entirely. Assuming all of the proposed building commercial frontage was used for high-intensity retail, average daily trips would fall by 53 from their current levels. Even more significant, the proposed project reduces morning peak hour trips cut by 25 and evening peak hour trips by 15 from the level produced by the existing fully-occupied office building alone. The Applicant believes that this reduction in traffic is a socially responsible step in the development of the site and responsive to community concerns.

**Zoning Modifications.** The project is designed to comply with most applicable zoning requirements. However, the project offers more work force housing than the zoning permits. Thus, the project requires a modification for residential density to provide ten price-restricted units. No density bonus is requested for the market-rate units.

**Approvals Sought.** The applicant seeks approval of a lot merger and tentative map, with conditions, by the Planning Commission.

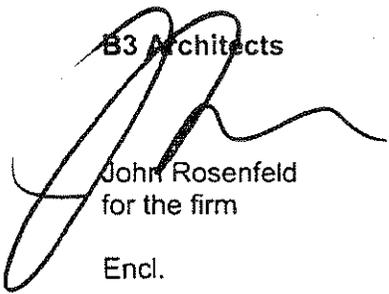
The Cleo M. Purdy 2004 Charitable Trust and B3 Architects believe that the proposed mixed use project fulfills the housing objectives of the City of Santa Barbara for the upper State Street core, providing unique affordable and market live-work lofts in a mixed-use zero commute lifestyle. Sensitive to neighborhood concerns and the results of the City's Upper State Street Study, the project reduces traffic, enhances public and private views, increases setbacks a minimum of 50% beyond those required and provides ample on-site parking.

Planning Commission  
Re: 3885-3887 State Street, Santa Barbara  
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May 31, 2007

We look forward to working with the members of the Planning Commission to create a project that helps achieve the objectives articulated in the community dialogue about the future of upper State Street.

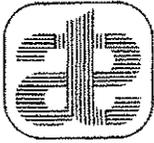
Very truly yours,

  
B3 Architects

John Rosenfeld  
for the firm

Encl.





# ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Richard L. Pool, P.E.  
Scott A. Schell, AICP

**RECEIVED**

MAY 31 2007

CITY OF SANTA BARBARA  
PLANNING DIVISION

May 29, 2007

05019L07.DOC

John Rosenfeld  
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## ***PHASE I TRAFFIC AND PARKING ASSESSMENT FOR THE STATE STREET MIXED USE PROJECT - CITY OF SANTA BARBARA***

Associated Transportation Engineers (ATE) has completed the following Phase I traffic and parking assessment for the State Street Mixed-Use Project, located at 3885-3887 State Street in the Outer State Street area of the City of Santa Barbara. It is our understanding that this study will be submitted to the City of Santa Barbara to assist City staff in their review of the traffic and parking issues associated with the project.

### **PROJECT DESCRIPTION**

The project site is located on the south side of State Street, west of the La Cumbre Road intersection. A retail building is located west of the site and a church is located east of the site. The site consists of two parcels that currently contain a 22,250 square-foot office building and a 12-room motel with a manager's apartment. These existing facilities would be demolished and replaced with three buildings containing 6,302 gross square feet of retail/office space (6,114 SF net) and 44 one-bedroom condominium units (34 market-rate units and 10 affordable units). A total of 110 parking spaces would be provided for the project, with 82 spaces in an underground garage and 28 spaces in a surface lot.

Access to the existing site is provided via two driveways; one for the motel and one for the office building. Access to the proposed project would be provided via a single driveway connection to State Street on the north and an easement connecting to La Cumbre Lane on the south. The project site plan and parking garage layout are shown in a figure attached to this letter.

**EXHIBIT C**

## PROJECT TRIP GENERATION

A trip generation analysis was completed to determine the level of traffic that would be generated by the proposed mixed-use development compared to the baseline level of traffic that would be generated by the existing on-site uses. It is noted that the motel site is currently under-utilized. This analysis is intended to provide City staff with the traffic data needed to determine the level of environmental review required for the project. The trip generation rates and assumptions used to determine trip estimates for the existing and proposed site uses are listed below.

### Existing Site Uses

The following trip generation for the existing uses assumes full utilization of the existing buildings as required under the California Environmental Quality Act (CEQA).

**Office Building.** The trip rates presented in the ITE Trip Generation Report<sup>1</sup> (7th Edition and 5th Edition) for General Office (Land Use Code #710) were used for this component of the project. The equation rates from the 7th Edition ITE report were used to estimate average daily and A.M. peak hour trips. The equation rates from the 5th Edition ITE report were used to estimate P.M. peak hour trips. The P.M. peak hour equations from the 5th Edition were used because the equations contained in the 7th Edition report are faulty for small size office projects.

**Motel.** The ITE Motel rates (Land Use Code #330) were used for the existing motel.

**Apartment.** The ITE Apartment rates were used for the existing apartment unit located within the motel (Land Use Code #330).

### Proposed Project

**Condominium Units.** The ITE Condominium rates (Land Use Code #230) were used for the market rate and affordable condominium units. No adjustments were made to the ITE rates to account for the mixed-use nature of the site, thus presenting a "worst-case" analysis.

**Office Space.** The ITE rates for General Office Buildings (Land Use Code #710) were used for this component of the project using the same methodology present above. The project applicant has indicated that the majority of the new commercial building area on the site would be used by office tenants. Because retail uses have a higher traffic generation rate than office uses, the study will assume that only the 2,080 SF building located in the interior of the site is used for office, and that the two buildings fronting State Street will be used for retail. Furthermore, no mixed-use adjustments will be made to the ITE rates to account for the mixed-use nature of the site, thus presenting a "worst-case" analysis of project trips.

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<sup>1</sup> Trip Generation, Institute of Transportation Engineers, 5<sup>th</sup> and 7<sup>th</sup> Editions, 1997 and 2003.

**Retail Space.** The ITE rates for Specialty Retail (Land Use Code #814) were used for this component of the project. The trip rates were developed assuming a 10,000 square-foot retail center, and then applied to the proposed project retail area. This step was completed because the equation rates produced by the ITE formulas are faulty for small size retail centers (less than 10,000 square feet in size). Because no A.M. peak data is available in the ITE Trip Generation manual, 3% of the ADT was assumed per the San Diego Association of Governments (SANDAG) Trip Generation Manual<sup>2</sup>. As noted above, the study assumes that the two buildings located on the State Street frontage (4,222 gross SF) would be occupied by retail uses as a "worst-case" assumption. A 10% "pass-by" adjustment, from the SANDAG manual, was applied to the retail trips to account for the project's location on State Street.

Table 1 compares the trip generation estimates developed for the existing and proposed site uses.

**Table 1**  
**Existing and Proposed Land Uses Trip Generation Comparison**

Land Use	Size	Pass-By	Average Daily		A.M. Peak Hour		P.M. Peak Hour		Mid-Day
			Rate	Trips	Rate	Trips	Rate	Trips	Trips
<b>Proposed Uses</b>									
Condominiums	44 Units		5.86	258	0.44	19	0.52	23	13
Office	2.08 KSF		22.66	47	2.97	6	3.40	7	5
Retail <sup>(a)</sup>	4.22 KSF	10%	46.55	177	1.40	5	4.55	17	13
Subtotal				482		30		47	31
<b>Existing Uses</b>									
Office	22.25 KSF		18.85	419	2.53	56	2.76	61	42
Apartment	1 Unit		6.72	7	0.51	1	0.62	1	0
Motel	12 Rooms		9.11	109	0.64	8	0.58	7	10
Subtotal				535		65		69	52
<b>Net Change</b>				<b>-53</b>	<b>-35</b>	<b>-22</b>	<b>-21</b>		

KSF = 1,000 square feet.

(a) Trip generation analysis assumes as 10% pass-by factor for the retail uses.

The data presented in Table 1 show that the proposed project would result in a net decrease of 53 ADT, 35 A.M. peak hour trips, 22 P.M. peak hour trips, and 21 mid-day trips. Because the project results in a reduction in traffic generated at the site during both the morning and afternoon peak hour periods, no traffic impacts would be generated based on City impact thresholds.

<sup>2</sup> Traffic Generators, San Diego Association of Governments, 2002

A trip generation analysis was also completed assuming no credit for the existing under-utilized motel site. Table 2 compares the trip generation estimates developed for the existing and proposed site uses with no credit for the existing motel.

**Table 2  
Existing and Proposed Land Uses Trip Generation Comparison  
No Credit for Existing Motel**

Land Use	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips	Mid-Day Trips
Proposed Uses	482	30	47	31
Existing Uses (No Motel Credit)	426	57	62	42
<b>Net Change</b>	<b>+56</b>	<b>-27</b>	<b>-15</b>	<b>-11</b>

The data presented in Table 2 show that the proposed project would result in a net increase of 56 ADT, and a net decrease of 27 A.M. peak hour trips, 15 P.M. peak hour trips, and 11 mid-day trips, assuming no credit for the existing motel. Since the trip generation analysis with no credit for the existing motel results in a reduction in traffic during both the morning and afternoon peak hour periods, no traffic impacts would be generated based on City impact thresholds.

**PARKING ANALYSIS**

**Parking Supply**

The project is proposing to construct 110 parking spaces, with 28 parking spaces located at-grade adjacent to the office/retail uses and 82 spaces in an underground parking garage.

**City Zoning Ordinance Requirements**

The City's Zoning Ordinance parking requirement ratios for each of the project components are summarized below:

1 Bedroom Condominiums	Residents	1.5 Spaces/Unit
	Visitors	1 Space/4 Units
Office and Retail Buildings		1 Space/200 Net SF

Based on these ratios, the project's Zoning Ordinance parking requirements were calculated as shown below in Table 3.

**Table 3**  
**City of Santa Barbara Zoning Ordinance Parking Requirements**

Land Use	Size	City Parking Ratio	Parking Space Requirement
Condominiums			
Residents	44 Units	1.5 space/unit	66 spaces
Visitors	44 Units	1 space/4 units	11 spaces
Office/Retail Space	6,114 net SF	1 space/200 sf	31 spaces
<b>Total Requirement</b>			<b>108 Spaces</b>

The data presented in Table 3 show that the Zoning Ordinance requirement for the project is 108 parking spaces. The 110 spaces proposed for the site would satisfy this requirement.

### **PARKING ANALYSIS**

Parking demand estimates for the project were developed to determine the adequacy of the number of spaces proposed for the site. For this analysis, the following parking demand rates from the ITE Parking Generation<sup>3</sup> manual were used:

Specialty Retail. The average rate (50<sup>th</sup> percentile) presented in the ITE parking generation report for Retail Centers are used for this analysis (3.02 spaces/1,000 sf).

Office. The average rate (50<sup>th</sup> percentile) presented in the ITE parking generation report for Office Buildings are used for this analysis (2.84 spaces/1,000 sf).

Condominiums. The project proposes to provide 71 reserved parking spaces for condominium residents in the underground parking garage. The analysis therefore assumes this number of spaces as the demand for this project component.

Table 4 shows the parking demand calculations completed for the individual project components based on the rates reviewed above.

<sup>3</sup> Parking Generation, Institute of Transportation Engineers, 3<sup>rd</sup> Edition, 2004

**Table 4  
Parking Demand**

Land Use	Size(a)	Rate	Parking Demand
Specialty Retail	4,222 sf	3.02 spaces/1,000 sf	13 spaces
Office	2,080 sf	2.84 spaces/1,000 sf	6 spaces
Condominiums	44 units	N/A (b)	71 spaces
<b>Total</b>			<b>90 spaces</b>
<b>Total Provided</b>			<b>110 spaces</b>

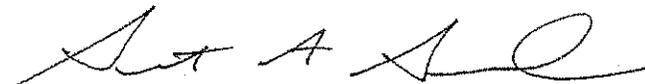
(a) Gross square feet of building area.

(b) Analysis assumes 71 reserved spaces as the demand for the condominiums.

The total parking demand for the proposed project would be 90 spaces. The project proposes to provide 110 spaces, which would accommodate the estimated peak parking demand.

This concludes our Phase I trip generation and parking analysis for the State Street Mixed-Use Project.

Associated Transportation Engineers



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attachments



