



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** July 2, 2008

**AGENDA DATE:** July 10, 20097

**PROJECT ADDRESS:** 22-120 State Street, 15 E. Mason Street, 125 State Street and the State Street Right-of-Way Between the Mission Creek Bridge and the Union Pacific Railroad Right-of-Way (MST97-0357)

**TO:** Planning Commission

**FROM:** Planning Division, (805) 564-5470  
Debra Andaloro, Senior Planner

**SUBJECT:** **SUBSTANTIAL CONFORMANCE DETERMINATION FOR A PROPOSED REVISION TO THE APPROVED ENTRADA DE SANTA BARBARA PROJECT**

### I. SUBJECT

The purpose of this discussion item is to inform the Planning Commission of a proposed revision to the Entrada de Santa Barbara project, as finally approved on December 11, 2001. Staff is interested in receiving Planning Commission comments on this proposal prior to making a Substantial Conformance Determination (SCD). The Community Development Director will make a SCD relative to the proposed revision subsequent to this meeting. Therefore, no action on the part of the Planning Commission is required relative to this item.

### II. BACKGROUND

The Planning Commission originally approved the Entrada Project on July 1, 1999. The approval was appealed to the City Council. On August 17, 1999, the City Council denied an appeal of the Planning Commission's approval of the project. Litigation ensued culminating in a judgment against the City that resulted in the requirement for the City to prepare an Environmental Impact Report (EIR) focused solely on public view impacts of the project. The City subsequently prepared the EIR and Certification of the EIR and final project approval was granted by the City Council on August 21, 2001. An appeal of the City Council's approval was filed with the California Coastal Commission (CCC). On October 9, 2001, the CCC found no substantial issue with the appeal, and on December 11, 2001, the CCC issued a Final Decision relative to no substantial issue with the appeal. Further litigation over the project resulted over the project's environmental review; however, the City prevailed and judgment was entered in its favor, which judgment is now beyond the appeal period.

The overall site statistics for the Approved Entrada Project as of the December 11, 2001 approval were as follows:

- Three areas (A, B, and C) and street improvements;

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- 2.41 acres;
- Approximately 17,000 sq.ft. of commercial/retail space (reduced from approximately 31,000 sq.ft. of existing sq.ft.);
- 56 time-share units each with a lock-out for a total of 112 units (105,053 sq.ft.);
- 210 parking spaces (68 dedicated and 30 shared public parking spaces in structure);
- A Visitor Information Center (2,500 sq.ft.) located in Area C with 10 parking spaces to be provided at 125 State Street;
- No project phasing identified or approved; and
- No operator identified during review and approval process.

### **III. PRIOR SCD REQUESTS**

On June 6, 2003, the City received a formal request for SCD for proposed revisions to the Approved Entrada Project. The key proposed revisions to the site statistics and project are summarized below:

1. Reduction of the number of rooms from a potential of 112 units (including the lock-out units) to 62 stand alone rooms with no lock out units, resulting in a reduction of unit square footage from 105,053 to 96,773, resulting in reduction in project impacts;
2. A change in the unit mix from all 2-bedroom units to a mixture of 1, 2 and 3 bedroom units to better serve a range of visitors;
3. Increase in commercial square footage from 16,854 to 17,932 sq. ft. in keeping with the Planning Commission's condition of approval requiring the addition of 668 sq. ft. of commercial space to the project;
4. Additional "back of house" facilities as requested by RCC for operational purposes;
5. New TEDR required to cover additional back-of-house square footage on Area A (TEDR of 715 sq.ft. from Area B to Area A);
6. No change to view corridors as verified by visual view corridor analysis performed at the City's request.
7. Increase in the number of parking spaces available for public use from 68 to 95;
8. Additional public right-of-way encroachments to accommodate the relocated valet/arrival area arcade, private meters, vaults, and telecommunication lines;
9. Relocation of the lobby and valet/arrival area from the lobby of the Californian Hotel (Area A) to the East Mason Street frontage on Area C;
10. Design changes on Helena Avenue and East Mason Street elevations.; and
11. Request for issuance of sequential building permits for Areas C, B and A, in that order.

Project revisions identified as Items 1 – 11 above, were subsequently issued a SCD by the Community Development Director.

**IV. DISCUSSION OF CURRENT REQUEST FOR SCD**

On April 10, 2008, the City received a Substantial Conformance Determination request to allow the 10 parking spaces assigned to the proposed Visitor Information Center (VIC) located on Area C to be relocated from their approved location off-site at 125 State Street to the parking structure located on the same site (Area C).

As approved, the Entrada Project is subject to the following associated Condition of Approval as follows:

*E. 2. That the Agency will provide a public parking facility located at 125 State Street in order to satisfy the parking needs of the Visitor Information Center prior to the issuance of a Certificate of Occupancy for the Visitor Information Center.*

Staff has reviewed the parking requirements and the parking to be provided by the proposed project and the parking statistics are shown in Tables 1 and 2, below.

**Table 1  
Parking Requirements**

	<b>SBMC Parking Requirement</b>	<b>As Originally Approved</b>	<b>As Revised Per Previous SCD</b>	<b>As Proposed Per Current SCD Request</b>
<b>Time-Share Units</b>	1 space per unit and lock-off unit	112 units = <b>112 spaces</b>	62 units= <b>62 spaces</b>	62 units= <b>62 spaces</b>
<b>Commercial/Retail Sq.ft.</b>	1 space/250 sq.ft.	16,864 sq.ft. = <b>68 spaces</b>	17,932 sq.ft. = <b>72 spaces</b>	17,932 sq.ft. = <b>72 spaces</b>
<b>Loss of On-Street Parking on Mason St.</b>	Space per space replacement	<b>11 spaces</b>	<b>11 spaces</b>	<b>11 spaces</b>
<b>VIC</b>	Per Transportation Division Staff	<b>10 spaces</b>	<b>10 spaces</b>	<b>10 spaces</b>
<b>Total Parking Required</b>		<b>201 spaces</b>	<b>155 spaces</b>	<b>155 spaces</b>

**Table 2  
Parking Provided**

	<b>As Originally Approved</b>	<b>As Revised Per Previous SCD</b>	<b>As Proposed Per Current SCD Request</b>
<b>Parking Provided On-site (Areas A, B &amp; C)*</b>	<b>210 spaces</b>	<b>210 spaces</b>	<b>210 spaces</b>
<b>Parking Provided Off-site (125 State St.)</b>	<b>10 spaces</b>	<b>10 spaces</b>	<b>0 spaces</b>
<b>Total Parking Provided</b>	<b>220 spaces</b>	<b>220 spaces</b>	<b>210 spaces</b>

\*The 210 parking spaces provided by the project would be distributed over the three areas comprising the overall Entrada project site, with 17 spaces provided in a surface parking lot on Area A, 48 spaces in a subterranean garage on Area B, and 145 spaces in a parking structure on Area C. The Approved Entrada Project is subject to a condition requiring the Owner to provide an Off-Site Parking Agreement which provides for shared parking among, between, and for the benefit of Areas A, B, and C.

As, shown above, the Entrada Project will continue to provide a surplus of parking. The parking will be available to the public without affecting parking demand for other uses associated with the Entrada Project or in the area. The proposed VIC represents a public benefit for the Waterfront Area. Staff believes that it is therefore appropriate to utilize the surplus parking within a proposed public parking lot for this purpose.

Furthermore, it is staff's opinion that the subject request results in a greater degree of consistency with Local Coastal Plan policies 11.5 and 11.6 which speak to parking in the Waterfront area.

#### **LCP—Parking**

##### **Policy 11.5**

All new development in the waterfront area, excepting Stearns Wharf, shall provide adequate off-street parking to fully meet their peak needs. Parking needs for individual developments shall be evaluated on a site-specific basis and at minimum be consistent with City Ordinance requirements.

##### **Actions**

- The City, through its discretionary review of projects, shall individually evaluate the parking needs of new developments and may, based upon site-specific considerations, require parking in excess of the minimum ordinance requirements.

##### **Policy 11.6**

The City shall locate and develop new public and private parking in larger, multi-use facilities wherever feasible in order to minimize street access points, reduce peak parking space requirements, and improve facility control.

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**Actions**

- As part of the discretionary review of new private developments in the waterfront area, the City shall encourage the development of multi-use parking facilities and reciprocal access agreements to achieve this policy wherever feasible.

**CONCLUSION**

As indicated above, the Entrada project is providing parking in excess of what is required, even with the subject request, and parking is to be consolidated into a new privately operated public parking facility which will be more efficient for patrons of the VIC. Additionally, the amount of parking provided exceeds parking demand for the project. Furthermore, relocating the parking to an onsite location will reduce the likelihood of circulation conflicts associated with an off-site parking lot and results in a greater degree of consistency with the LCP policies regarding parking.

Exhibit: A. Applicant Letter, dated April 10, 2008



**City of Santa Barbara**  
Community Development Department

www.SantaBarbaraCA.gov

April 10, 2008

**RECEIVED**  
MAY 01 2008  
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93102-1990

David Gustafson, Acting Community Development Director  
City of Santa Barbara  
P.O. Box 1990  
Santa Barbara, CA 93102

Re: Substantial Conformance Determination for the Entrada de Santa Barbara Project  
(MST97-00357)

Dear Mr. Gustafson:

On behalf of the Redevelopment Agency (Agency) of the City of Santa Barbara, owner of 125 State Street ("RDA Parcel"), and with the consent of MF Santa Barbara, LLC, owner and co-applicant with the Agency for the Entrada de Santa Barbara (Entrada) project, we are requesting a Substantial Conformance Determination regarding a Condition of Approval for the Entrada project. The Entrada project was approved by the City Council in August 2001 and involves the private redevelopment of portions of three blocks of properties at the intersection of State Street and Mason Street.

Condition of Approval E.2 states that, "the Agency will provide a public parking facility located at 125 State Street in order to satisfy the parking needs of the Visitor Information Center..." which was incorporated into the Entrada project for the benefit of the City. Pursuant to the Zoning Ordinance, ten parking spaces are required for the 2,500 square-foot Visitor Information Center (VIC).

Since project approval, the number of units in the Entrada development has been reduced from 112 to 62, and the associated parking mandated for the project has been reduced accordingly. However, the parking structure in Areas A, B, and C of the development will provide the same amount of parking as originally approved, creating more than the required number of parking spaces. We believe that the ten parking spaces for the VIC can and should be accommodated within the parking structure in Area C of the development instead of at 125 State Street. By doing this, there would no longer be a need to provide the VIC parking off-site at 125 State Street.

We are requesting that a relocation of the VIC's ten parking spaces from 125 State Street to the parking structure in Area C of Entrada de Santa Barbara be found in substantial conformance with the City Council's approval of the project. The provision of the ten spaces within the parking structure in Area C will not impact the availability of required parking for the Entrada project, would locate all public parking associated with the development in one location, making it easier for motorists to locate available parking, and will be conveniently located adjacent to the VIC. Furthermore, locating public parking in one larger, multi-use facility is consistent with Local Coastal Plan Policy 11.6, minimizing street access points to parking facilities and improving facility control.

Further, and most importantly, the elimination of the Condition of Approval will relieve the Agency of the obligation to develop the RDA Parcel with a public parking lot, while still meeting the parking requirements, and will allow for the possibility of the RDA to consider alternative uses for the RDA Parcel.

If you have any questions or require additional information to support this request, please do not hesitate to contact one of us at your convenience.

Sincerely,



Brian J. Bosse  
Acting City of Santa Barbara Housing  
& Redevelopment Manager

Consent to filing the above Substantial Conformance Request:

Dated: 4/12/, 2008

MF Santa Barbara, LLC  
by Mountain Funding, LLC, its sole member

by   
Ray G. Wicken, its Managing Director