



City of Santa Barbara California

STAFF HEARING OFFICER STAFF REPORT

REPORT DATE: April 21, 2006
AGENDA DATE: April 26, 2006
PROJECT ADDRESS: 632 Santa Barbara Street (MST2006-00192)
TO: Staff Hearing Officer
FROM: Planning Division, (805) 564-5470
 Danny Kato, Zoning & Enforcement Supervisor *DJK*
 Roxanne Milazzo, Associate Planner *RM*

I. PROJECT DESCRIPTION

The project site contains a restaurant (approved in 2002) with no parking spaces. The previous use was a delicatessen and meat company. The restaurant was approved with 18 seats (based on a nonconforming parking "credit" of 6 spaces), but 62 seats were actually installed. The proposal is to legalize the 62 "as-built" seats.

II. REQUIRED APPLICATIONS

The discretionary application required for this project is a Modification to allow 62 seats in an existing restaurant, with no parking spaces. (SBMC §28.90.100.).

Date Application Accepted: April 6, 2006 Date Action Required: July 6, 2006

III. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant:	David Winitzky, Architect	Property Owner:	Jill Shalhoob
Parcel Number:	031-152-020	Lot Area:	3,697 s.f.
General Plan:	Major Public and Institutional, Office, and Residential/12 units/acre	Zoning:	C-M
Existing Use:	Restaurant	Topography:	Flat
Adjacent Land Uses:	North – Retail, Locksmith South – Parking Lot, Auto Rental	East – Retail – Interior Design West – Street, State Government Office	

IV. DISCUSSION

Normally, projects are required to provide their parking demand on-site, or with an off-site parking agreement. This project is unusual, in that: 1) it is located across the street from the City's Central Business District (CBD), where the parking requirement is one space per 500 s.f., regardless of the use of the building. If the business was across the street, parking would not be an issue regardless of the number of seats in the building, as long as new floor are is not proposed; 2) it is located across the street from the Cota Commuter Parking Lot, which is available to the public for parking after 6:00 p.m. The park parking demand time for the restaurant is weekend evenings, when over 200 spaces are available a very short walk from the property; and 3) City Staff is familiar with the operations of the restaurant, particularly during the lunch hour, when a clear majority of patrons walk to the restaurant. Because of the unusual nature of this request, Staff asked the applicant to proceed with a parking demand and travel mode study, to see what type of impact the restaurant is currently having on parking in the area.

The parking demand and travel mode study, prepared by Penfield and Smith (Exhibit ?), was based on a survey conducted on two days: Wednesday, June 22, 2005 and Friday, June 24, 2005. The study counted parking spaces within one block radius of the project site, and surveyed customers as to their mode of arrival. The study concluded that during the lunch hour, most people walk to the restaurant; there were an average of 33 vacant on-street spaces during the lunch hour, 50 during the Wednesday dinner hour, and 25 during the Friday dinner hour (in addition to the spaces available in the Cota Commuter Lot); and the peak parking demand time was on Friday evenings, when the surrounding businesses are closed.

The findings for a parking Modification are that it will not be inconsistent with the purposes and intent of the Zoning Ordinance, and will not cause an increase in the demand for parking space or loading space in the immediate area. Staff believes that these findings can be made, in that: 1) the building is across the street from the CBD, where the number of seats would not be a factor in the restaurant; 2) the peak parking demand is during a time when surrounding businesses are closed; 3) the majority of lunchtime patrons are people who walk to the site; 4) 75% of the on-street parking areas that were surveyed by Penfield and Smith are within the CBD, which is an area that encourages alternative modes of transportation; 5) within the study area, there is an availability of on-street parking spaces in the vicinity, even with the restaurant currently operating with 62 seats, and 6) the Cota Commuter Lot is available after 6pm for general public parking.

V. RECOMMENDATION/FINDING

Staff recommends that the staff hearing officer approve the project, making the findings that:

- A. The building is across the street from the CBD, where the number of seats would not be a factor in the restaurant; the peak parking demand is during a time when surrounding businesses are closed, the majority of the lunchtime patrons (when surrounding businesses are open) consists of people who walk to the site, and the Cota Commuter Lot is available after 6pm for general public parking;

- B. The Modification is consistent with the purposes and intent of the Zoning Ordinance;
- C. The Modification will not cause an increase in the demand for parking space or loading space in the immediate area.

Exhibits:

- A. Site Plan
- B. Applicant's letter, dated April 5, 2006
- C. Penfield and Smith Parking Demand and Travel Mode Study, July 7, 2005

Contact/Case Planner: Roxanne Milazzo, Associate Planner
(rmilazzo@SantaBarbaraCA.gov)
630 Garden Street, Santa Barbara, CA 93101
Phone: (805)564-5470

W. DAVID WINITZKY, A.I.A.
ARCHITECT
3463 STATE STREET, PMB 508
SANTA BARBARA, CALIFORNIA 93105

PHONE: (805) 569-2435 • FAX: (805) 715-0572 • E-MAIL: DAVID@WINITZKYAIA.COM

Wednesday, April 05, 2006

Modification Hearing Officer
City of Santa Barbara
P. O. Box 1990
Santa Barbara, CA 93102-1990

RECEIVED

APR 06 2006

CITY OF SANTA BARBARA
PLANNING DIVISION

**RE: Modification Request for 632 Santa Barbara Street
Assessor's Parcel Number 0031-152-020; Land Use Zone C-M
SHALHOOB'S RESTAURANT – JILL'S PLACE**

Dear Modification Hearing Officer:

There is an existing two story restaurant structure (2,000 s.f. ground floor restaurant and kitchen and 241 s.f. second floor office) and accessory storage structure (56 s.f.). Presently, the restaurant has an approved seating capacity of 18 seats.

The modification being requested is to allow existing available on-street parking to meet the on-site parking requirements per ordinance. This modification requests approval of the existing as-built restaurant seating capacity of 62 seats. The parking demand generated by the 62 seats is therefore to be met by available on-street parking. The modification requested will provide for 44 seats in excess of the currently approved seating capacity of 18 seats.

In July 2005, a parking demand study (attached) was completed by Penfield and Smith for the subject property. The study included a travel mode survey to establish the restaurant parking demand. The study concluded that sufficient on-street parking is available to continue to meet the existing parking demand, without jeopardizing the parking needs of the existing uses surrounding the site. Additionally, the parking "zone of benefit" that would normally allow for a reduced on-site parking requirement terminates at the centerline of Santa Barbara Street and therefore is not available, because of that demarcation line, to the restaurant.

Jill's Place is an establish^{ment} neighborhood restaurant meeting the needs of local businesses and residents. Many of the restaurant customers find it more convenient to walk to the site rather than drive and park (see study). Our request for the parking modification to allow for the increased seating capacity enables the restaurant to continue to serve the community at its current level of operations with the parking needs being met by available on-street parking.

Sincerely,



W. David Winitzky
WDW:rdy

Enclosure: Penfield and Smith Parking Demand Study

EXHIBIT B

Penfield & Smith
ENGINEERS • SURVEYORS • PLANNERS

210 EAST ENOS DRIVE
SUITE A
SANTA MARIA, CALIFORNIA 93454
805-925-2345 • 805-925-1539

CORPORATE OFFICE
101 EAST VICTORIA STREET
P.O. BOX 98
SANTA BARBARA, CALIFORNIA 93102
805-963-9532 • 805-966-9801

1327 DEL NORTE ROAD
SUITE 200
CAMARILLO, CALIFORNIA 93010
805-981-0706 • 805-981-0251

Via email

W.O. 16750.01

RECEIVED

APR 06 2006

CITY OF SANTA BARBARA
PLANNING DIVISION

July 7, 2005

Ms. Jill Shalhoob
Shalhoob's Restaurant-Bar
632 Santa Barbara St.
Santa Barbara, CA 93101

SUBJECT: Parking Demand Study for Shalhoob's Restaurant, Santa Barbara, California

Dear Ms. Shalhoob:

Penfield & Smith (P&S) is pleased to submit the following Parking Demand Study for Shalhoob's Restaurant. As currently zoned, the restaurant does not meet the City's on-site parking requirements. Due to space constraints on the property, only one parking space is provided on-site, at the rear of the building. Therefore the restaurant is requesting a variance from the parking requirements. Based on our discussions with you and the City of Santa Barbara Transportation staff, our task was to conduct an inventory of the on-street parking in the vicinity of the site, determine the existing on-street parking demand, conduct a travel mode survey of the restaurant customers and evaluate whether sufficient on-street parking exists in the surrounding area to meet the current parking demands of your site. The following letter summarizes our analysis and findings.

PROJECT DESCRIPTION

Shalhoob's restaurant is located at 632 Santa Barbara Street, near the corner of Santa Barbara and Ortega Street in downtown Santa Barbara. The restaurant is open between _____ for lunch and from ____ until _____ for dinner. The site is surrounded by commercial and retail uses, offices, and the Community Environmental Council Recycling center. The restaurant has been in operation at this location since _____.

ON-STREET PARKING INVENTORY

P&S conducted an inventory of the on-street parking available within a 1 block radius of the site. The limits of the on-street parking area were determined based on our judgment of a reasonable distance people would park and then walk to get to the restaurant. Specifically, the inventory included the on-street parking spaces on Ortega Street, between Anacapa and Garden Street and on Santa Barbara Street, between Cota and De la Guerra Street. In addition, the Cota Commuter

EXHIBIT C

parking lot is located southeast of the restaurant on the corner of Santa Barbara and Cota Street. 221 spaces are available to the public on weeknights from 6:00 PM until 2:00 AM and at all times on the weekend, except from 6:00 AM until 1:00 PM on Saturday's when it is used for farmer's market. A map of the parking area is included as Exhibit 1.

Within this survey area there are 103 on-street parking spaces, with various parking restrictions. The existing on-street parking supply is summarized in Table 1.

Table 1
Project Study Area- On-street Parking Spaces

Location	On-street Spaces	Parking Restrictions
Santa Barbara Street- (between Cota St. & Ortega St.)	9 spaces 4 spaces 7 spaces 1 space	No parking restrictions 15 minute parking limit, 9AM-6PM, except Sunday 75 minute parking limit, 9AM-6PM, except Sunday Commercial loading, 7AM-6PM, except Sunday
Santa Barbara Street- (between Ortega St. & De la Guerra St.)	18 spaces 2 spaces 5 spaces 1 space	75 minute parking limit, 9AM-6PM, except Sunday Passenger loading, 7AM-6PM, except Sunday Tour bus only, 9AM-12PM, everyday Handicapped Accessible space
Ortega Street (between Anacapa St. & Santa Barbara St.)	23 spaces 3 spaces	75 minute parking limit, 9AM-6PM, except Sunday Commercial loading, 7AM-6PM, except Sunday
Ortega Street (between Santa Barbara St. & Garden St.)	11 spaces 19 spaces	90 minute parking limit, 9AM-6PM, except Sunday No parking 2AM-6AM, everyday
TOTAL SPACES	103 spaces	-

The on-street parking has also been broken down by parking type for the entire parking area, as shown in Table 2.

Table 2
Project Study Area- Parking Spaces by Type

Parking Spaces by Type	Number of Spaces
No parking restrictions	28 spaces
90 minute parking (9AM-6PM, except Sun.)	11 spaces
75 minute parking (9AM-6PM, except Sun.)	53 spaces
15 minute parking (9AM-6PM, except Sun.)	4 spaces
Commercial loading (7AM-6PM, except Sun.)	5 spaces
Passenger Loading (7AM-6PM, except Sun.)	2 spaces
Cota Parking Lot (Available 6 PM- 2 AM)	221 spaces

PARKING DEMAND SURVEY

P&S conducted a parking demand survey on Wednesday, June 22, 2005 and on Friday, June 24, 2005. The objective of the parking survey was to evaluate whether adequate on-street parking exists to accommodate the existing restaurant parking demand. In order to capture the estimated peak occupancy of the restaurant, the parking counts were collected every 15 minutes during lunch from 12:00 PM until 1:00 PM and during dinner from 6:00 PM to 8:00 PM on both days. The parking demand survey reflects the existing restaurant parking demand as well as the parking demand generated by the surrounding uses.

Over the two-day count period, there was an average of 33 vacant on-street spaces during the lunch hour, 50 vacant on-street spaces during the Wednesday dinner hour and 25 vacant on-street spaces during the Friday dinner hour. In the evening, the parking spaces available in the Cota lot ranged from 97 spaces to 204 spaces. During the entire survey period, the minimum number of vacant spaces available was 33 spaces (observed during lunch). The average number of available on-street and off-street spaces is summarized in Table 3 below. The parking counts collected for the entire survey period are provided as an attachment to this letter.

Table 3
Average Number of Vacant Parking Spaces Observed During Parking Survey

Survey Period	Wednesday, June 22, 2005			Friday, June 24, 2005		
	On-street	Cota Parking lot	Total	On-street	Cota Parking lot	Total
Lunch 12 PM- 1 PM	33 spaces	N/A*	-	33 spaces	N/A*	-
Dinner 6 PM- 7 PM	53 spaces	151 spaces	204 spaces	23 spaces	93 spaces	116 spaces
Dinner 7 PM- 8 PM	46 spaces	137 spaces	183 spaces	27 spaces	70 spaces	97 spaces

*Public parking is not available in the Cota lot until 6PM weeknights, therefore parking counts were not collected during the lunch hour

It should be noted that on Friday evening a significant portion of the Cota parking lot was being used by volunteers for the Solstice parade. Vehicles were observed driving back and forth between the Cota parking lot and Solstice Headquarters located on the corner of Anacapa and Cota Street.

TRAVEL MODE SURVEY

Penfield & Smith conducted a travel mode survey of the restaurant customers concurrently with the on-street parking demand survey. Customers were asked how they arrived to the restaurant (walk, drive, carpool, etc.). Carpool groups were tabulated as one vehicle per group in order to accurately assess the actual vehicle parking demand. The results of the travel mode survey are shown in Tables 4 and 5.

Table 4
Travel Mode Survey, Wednesday, June 22, 2005

Survey Period	Mode of Travel for Restaurant Customers				Restaurant Parking Demand [1]
	Walk	Bike	Drive Alone	Carpool Groups	
Lunch 12 PM- 1 PM	27	0	15	3	18 spaces
Dinner 6 PM- 8 PM	6	0	3	7	10 spaces

[1] Restaurant parking demand equates to the number of people that drove alone + the number of carpools

Table 5
Travel Mode Survey, Friday, June 24, 2005

Survey Period	Mode of Travel for Restaurant Customers				Restaurant Parking Demand [1]
	Walk	Bike	Drive Alone	Carpool Groups	
Lunch 12 PM- 1 PM	23	0	12	7	19 spaces
Dinner 6 PM- 8 PM	7	2	7	24	31 spaces

[1] Restaurant parking demand equates to the number of people that drove alone + the number of carpools

The peak parking demand for the restaurant occurred on Friday evening when there was a parking demand of 31 spaces.

SUMMARY

Parking for Shalhoob's Restaurant is available on Ortega Street, between Anacapa and Garden Street and on Santa Barbara Street, between Cota and De la Guerra Street. In addition, 221 spaces are available in the Cota Commuter lot after 6:00 PM in the evenings. Based on the parking counts collected, sufficient on-street parking is available to continue to meet the existing restaurant parking demand, without jeopardizing the parking needs of the existing uses surrounding the site. This is based on the following reasons:

- During a two-day observed parking count, there was an average of 33 vacant on-street spaces during the lunch hour, 50 vacant on-street spaces during the Wednesday dinner hour and 25 vacant on-street spaces during the Friday dinner hour.
- The parking demand study represents a worst-case analysis as the parking counts collected reflect both the restaurant parking demand as well as the parking demand generated by the surrounding uses. Even with the restaurant parking demand included in the counts, ample parking is available near the site.

- The restaurant parking demand is not anticipated to increase as no changes to the existing restaurant operation are proposed.
- Based on the travel mode survey, many of the restaurant customers (especially during lunch) find it more convenient to walk to the site rather than drive and park.
- The peak parking demand for the restaurant occurs on Friday evenings when all of the surrounding businesses are closed and the Cota Commuter lot becomes available for public use.

This concludes our parking study for Shalhoob's restaurant. Should you require any additional information or wish to discuss this study further, please contact me at (805) 963-9532 x 121 or via email at lmv@penfieldsmith.com.

Sincerely,

PENFIELD & SMITH



Lisa Valdez
Transportation Planner

Enclosures