



City of Santa Barbara California

STAFF HEARING OFFICER STAFF REPORT

REPORT DATE: June 20, 2013
AGENDA DATE: June 26, 2013
PROJECT ADDRESS: 3880 State Street (MST2012-00422)
TO: Susan Reardon, Senior Planner, Staff Hearing Officer
FROM: Planning Division, (805) 564-5470
 Danny Kato, Senior Planner *my for DYK*
 Suzanne Riegle, Assistant Planner *SMR*

I. PROJECT DESCRIPTION

The 84,334 square-foot site has street frontages on State Street, La Cumbre Road and Via Lucero, is comprised of two parcels (APNs 057-240-035 and 057-240-046), and is currently developed with three commercial buildings totaling 25,328 square feet, with 99 uncovered parking spaces. The proposed project involves the demolition of, two retail nursery buildings totaling 2,152 square feet, construction of a 13-unit, 12,760 square foot, two-story apartment addition to an existing 5,442 square foot, one-story office building. This includes the conversion of 404 square feet of office floor area to accessory space. The proposal also includes the construction of two carport structures totaling 2,682 square feet and providing 13 covered residential parking spaces, a 242 square foot trash enclosure, and installation of accessibility improvements including ramps, vertical lift and revised parking layout. The residential unit mix is comprised of seven one-bedroom and six two-bedroom units. Public improvements along Via Lucero will include the installation of curb, gutter, sidewalk, and parkway along the property frontage, and a slight realignment of Via Lucero. The project will result in a 17,734 square foot, two-story commercial building located at the State Street frontage, and a 15,684 square foot, two-story mixed-use building located at the Via Lucero frontage. A total of 108 on-site parking spaces comprised of 17 assigned, residential parking spaces and 91 unassigned, commercial parking spaces are proposed.

The discretionary applications required for this project are:

1. A Front Setback Modification to allow the building and open yard to encroach into the SD-2 zones required 20-foot front setback for buildings greater than 15 feet, and ten-foot setback for required open yard. (SBMC § 28.45.008(4) and SBMC § 28.92.110);
2. A Modification of Private Outdoor Living Space (POLS) standards to allow the POLS to be provided in a front yard less than ten feet from the front lot line (SBMC § 28.66.081); and

3. A Parking Modification to provide 108 parking spaces for the project instead of the 123 parking spaces required (SBMC § 28.90.100 and SBMC § 28.92.110).

Date Application Accepted: 5/9/13

Date Action Required: 8/9/13

II. RECOMMENDATION

Staff recommends that the Staff Hearing Officer approve the project, subject to conditions.

III. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant:	Richard Six, LMA Architects	Property Owner:	Hilton Sumida
Parcel Number:	057-240-046 & - 035	Lot Area:	84,334 sf
General Plan:	Office & Residential	Zoning:	C-2/SD-2 (057-240-046) R-0 (057-240-035)
Existing Use:	Commercial	Topography:	5% avg. slope
Adjacent Land Uses:			
	North - Cemetery		East - Hotel (two-story)
	South - Commercial		West - Residential (two-story)

B. PROJECT STATISTICS

3880 State Street (has frontage along Via Lucero, and is the site of former retail nursery)

	Existing	Proposed
Commercial (Nursery)	2,152 sf	-2,152 sf = 0 sf
Residential (13 units)	None	12,760 sf
Carport	None	2,682 sf

3886 State Street (center of lot)

Commercial	5,442 sf	-404 sf = 5,038 sf
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3886 State Street (frontage along State Street contains office, restaurant, retail and gym)

Office	8,733 sf	
Restaurant	2,943 sf	
Retail	1,955 sf	No Change
Gym	4,103 sf	

Summary:

Total on site Residential	None	12,760 sf (13 units)
Total on site Commercial	25,328 sf	22,722 sf

C. PROPOSED LOT AREA COVERAGE

Building: 22,912 sf 27% Hardscape: 43,257 sf 51% Landscape: 18,165 sf 22%

IV. ZONING ORDINANCE CONSISTENCY

Standard	Requirement/Allowance	Existing	Proposed
Setbacks			
- Front (Via Lucero)	Buildings <15': 10 feet	10'	10'
- Interior (West - adjacent to R-3 zone)	Buildings > 15': 20 feet Greater of ½ the building height or 10 feet	N/A 10'	10' 16'
- Interior (Adjacent to commercial zone to east)	No setback	N/A	N/A
Building Height	45'	N/A	32'
Parking	123	99	108
Lot Area Required for Each Unit (Variable Density)	1 bdrm– 1,840 sf/ du 2 bdrm – 2,320 sf/du	N/A	7 du x 1,840 sf= 12,880 sf <u>6 du x 2,230 sf = 13,380 sf</u> 26,260 sf

Common Open Yard	15' x 15'	N/A	15' x 15'
10% Open Space	8,433 sf	N/A	> 10,501 sf
Private Outdoor Living Space	1 bdrm (1st floor)– 120 sf 1 bdrm (2nd floor)– 72 sf 2 bdrm (1st floor)– 140 sf 2 bdrm (2nd floor)– 84 sf	N/A	1 bdrm– > 120 sf (1st floor) 1 bdrm– ≥ 72 sf (2nd floor) 2 bdrm– > 140 sf (1st floor) 2 bdrm– ≥ 84 sf (2nd floor)

V. BACKGROUND

The project site is located on a portion of Via Lucero between La Cumbre Road and Hope Avenue that has already been partially improved with a curbs, gutters, sidewalks, and parkways. Currently, there are no sidewalks and only minimal public improvements such as asphalt curbs or curb and gutter along the south side of Via Lucero. East of the project site, the location of the existing development and change in topography limit the ability for the continuation of public sidewalk improvements at this time.

A previous project (MST2006-00185) was review and approved by the Architectural Board of Review on August 18, 2008. The project received a one-year time extension of the design review approval resulting in an expiration date of August 18, 2011. In 2010, the applicant began discussion to revise the approved project, including reducing the total amount of commercial square footage by converting floor area to residential units and locating a portion of the building approximately five feet closer to the street. The project was reviewed by Transportation staff and requested public sidewalk improvements consistent with the City's Pedestrian Master Plan; therefore public sidewalk improvements are being proposed. Due to the limited right-of-way width, it was apparent that such improvements would require a ten-foot easement dedication. The improvements proposed include a six-inch curb, a gutter, a four and one-half-foot parkway and a five-foot wide sidewalk along the Via Lucero property frontage. As a result of the dedication requirement, the proposed addition is located within the required twenty-foot front setback in the SD-2 zone. Staff reviewed the ordinance definitions of street, public street, front lot line, and front setback (definitions attached as Exhibit C) with the applicant and determined that the building and a portion of the private outdoor living space for two units would be located closer to the new front lot line than allowed by ordinance. The front setback modification and the modification of the outdoor living space requirements are the subject of the current application.

VI. DISCUSSION

The proposed project involves the demolition of the existing nursery buildings, and construction of a 13-unit apartment building addition to an existing one-story, 5,442 square foot office-building, resulting in a mixed-use building. The 84,334 square foot, property is located on an irregularly shaped lot with frontages on State Street, Via Lucero, and La Cumbre Road. The site is currently developed with a total of 25,328 square foot of commercial floor area and 99 parking spaces. The applicant has requested three modifications, including a front setback modification, a modification of Private Outdoor Living Space (POLS) standards and a parking modification.

The first request, a Front Setback Modification is to allow a portion of the two-story building to encroach 10 feet into the SD-2 zones required twenty-foot setback for two-story buildings. The project meets the required front setback without the dedication on Via Lucero for public improvements. However, as a result of the dedication the front lot line is relocated and the building is proposed to be located ten feet from the resulting front property line and twenty feet from the edge of the paved / traveled right-of-way. Staff supports the proposed setback modification because the applicant is proposing the public improvements as a part of the project and the building is located a minimum of twenty feet from the traveled right-of-way.

Similarly, the second request is a Modification of Private Outdoor Living Space (POLS) standards to allow the POLS to be provided in a front yard less than ten feet from the front lot line. The ordinance states that the POLs for unit must be located a minimum of 10 feet from a front property line. A portion of the POLS for Unit 1E is located as close as 8' - 3" from the Via Lucero front property line (18' - 3" from the paved right-of-way) and the POLS for Unit 1F will be located as close as 9' - 7-1/2" from the Via Lucero front property line. The subject property is zoned C-2/SD-2, and could propose fencing exceeding 3' - 6" at the front property line without special approvals. The proposal includes a six-foot tall fence approximately 3' - 6" from the front property line, which is consistent with the pattern of development along the south side of Via Lucero between La Cumbre Road and Hope Avenue. Staff supports the proposed modification to allow the POLS to be located 8'-3" from the resulting property line instead of the required 10 feet (a 1' - 9" reduction) requirement because the POLs location is screened by a fence, the project includes completion of public improvements resulting in a new front lot line, and the setback of all buildings and structure are consistent with the pattern of development along the street frontage. The proposed POLs location is not anticipated to adversely impact the street frontage or the adjacent neighbors.

Finally, the third request is for a Parking Modification to provide 108 parking spaces for the project instead of the 123 parking spaces required. For further information on the parking calculations required, see Exhibit D. The Parking Ordinance requires a total of 123 parking spaces for the proposed mix of uses including 13 residential and 110 commercial parking spaces. The existing parking layout has a total of 99 parking spaces and is proposed to be revised to comply with accessible parking and access requirements as a result a total of 9 additional parking spaces are added for the development. The applicant is requesting a parking modification to provide fifteen fewer parking spaces than required for a total of 108 parking spaces. A Parking Demand Study, dated May 8, 2013, and prepared by Scott Schell of Associated Transportation Engineers (ATE) (Exhibit E), was submitted for the project. The analysis concludes that, based on current non-residential operations at the Sumida Property, the existing uses have a combined parking demand of 65 parking spaces. The study also provided a shared parking analysis that shows Institute of Transportation Engineers (ITE) average peak parking demand rates for each use based on the time of day. For the commercial component, this analysis shows an average peak demand of 74 spaces based on the existing commercial uses and 85 spaces if the restaurant were open for lunch. The applicant is providing a total of 91 non-residential parking spaces which will exceed the average peak parking demand. In addition, the applicant is proposing to provide 17 residential parking spaces instead of the 13 parking spaces required by the Parking Ordinance which exceeds the requirement. Finally, as a

condition of approval, only the 17 residential parking spaces may be assigned and the remainder of the parking is to remain unassigned.

The proposed location is also located near local bus lines, adjacent to local schools and in a walkable community allowing for the use of alternative modes of transportation. Staff has added a condition to require the 91 non-residential parking spaces to remain unassigned. Staff supports the modification to reduce the commercial parking requirement to a total of 91 parking spaces instead of the required 110 parking spaces and provide 17 residential parking spaces instead of 13 required spaces resulting in a net reduction of 15 parking spaces for the project, based on the conclusion of the parking demand study, the proximity to local shopping, schools and transit lines, and the condition to provide 91 unassigned parking spaces.

This project was reviewed by the Architectural Board of Review (ABR) on March 18, 2013; meeting minutes are attached as Exhibit F. The Board found that the reduced setback along Via Lucero is visually acceptable and will have minimal visual impact, and that the elimination of sidewalk improvements could be found acceptable in order to increase the landscaping along Via Lucero since the properties to the east and west do not have sidewalks. The board directed the applicant to reduce the building height and study the removal of overhead storage in the carports.

VII. FINDINGS AND CONDITIONS

The Staff Hearing Officer finds that the Front Setback Modification is consistent with the purposes and intent of the Zoning Ordinance, and is necessary to secure an appropriate improvement on the lot or is necessary to prevent an unreasonable hardship. The proposed apartment building is set back a minimum of ten-feet from the newly created property line, and is appropriate because the building as designed is to be a minimum of twenty-feet from the original property line and existing edge of the paved right-of-way. In addition, the proposed project includes significant improvement to the public right-of-way including new curb, gutter, parkway, and sidewalk.

The Staff Hearing Officer finds that the Modification of the Private Outdoor Living Space (POLS) requirements is consistent with the purposes and intent of the Zoning Ordinance and is necessary to secure an appropriate improvement on the lot and is necessary to prevent an unreasonable hardship. The proposed private outdoor living spaces for Units 1E and 1F will be located as close as 8' – 3" from the resulting front property line. The reduction of the 10' standard by up to 1' – 9" is appropriate because the POLS being is located a minimum of 18' – 3" from the edge of the traveled right-of-way and the ten-foot dedication for public improvements resulted in the relocation of the front lot line.

The Staff Hearing Officer finds that the Parking Modification is consistent with the purposes and intent of the Zoning Ordinance. The proposed parking as described in Section VI of this Staff Report and analyzed in the May 8, 2013 report prepared by Associated Transportation Engineers (ATE) is adequate. As analyzed by ATE, the proposed 91 commercial parking spaces exceed the existing parking demand of 65 parking spaces, and the proposed 17 residential parking spaces exceed the ordinance requirement of 13 spaces; therefore, the

proposed parking will adequately meet the parking and loading demands for the project on-site and will not cause and increase in demand for off-site parking and loading.

Said approval is subject to a condition the following conditions:

1. The 91 uncovered commercial parking spaces must remain both unassigned.
2. Site fencing that exceeds a height of 42 inches and is located within twenty feet of the front property line and ten feet of the driveways edge of the driveway or that is located within ten feet of the front property line shall be reviewed by the Supervising Transportation Engineer to assure that the proposed fencing does not obscure visibility from vehicles entering or exiting the property.

Exhibits:

- A. Site Plan (under separate cover)
- B. Applicant's letter, dated March 8, 2013
- C. Applicable Ordinance Definitions
- D. Parking Calculations
- E. Parking Demand Study dated May 8, 2013
- F. ABR Minutes

Contact/Case Planner: Suzanne Riegle, Assistant Planner
(SRiegle@SantaBarbaraCA.gov)
630 Garden Street, Santa Barbara, CA 93101
Phone: (805) 564-5470 x 2687



Applicant:

LMArchitects
315 West Haley Street
Santa Barbara, California 93101

March 8, 2013

Staff Hearing Officer
City of Santa Barbara
PO Box 1990
Santa Barbara, California 93102-1990

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MAY 09 2013

CITY OF SANTA BARBARA
PLANNING DIVISION

Re: Modification Request for 3880 State Street; 057-240-046: C-2/SD-2 & R-O

Dear Staff Hearing Officer:

On behalf of the property owner, I am requesting a modification for the above-identified property as follows:

Existing Situation

The rear (north side) of the property fronts Via Lucero. The existing frontage is undeveloped, with asphalt and chain link fence in no particular or consistent relation with the alignment of Via Lucero. Existing structures would be in even the most property-favored setback if established.

In 2006, the City reviewed and approved a mixed-use project. At that time, City Transportation and/or Public Works required the addition of a sidewalk along Via Lucero. The approved configuration located the face of curb associated with the new parkway and sidewalk at the historic R/W line and subsequently the sidewalk within the property. The approved building footprint was outside the 20-foot setback established by that configuration.

Proposed Project:

In 2010, the owner revitalized the project respecting all previously approved frontage configurations. Only changes involved 1) 14 feet of building wall moved 5 feet closer to street (still outside of the setback) and 2) ground floor of building was changed from commercial to residential apartments requiring open yard spaces, three of which are proposed within the previously configured Via Lucero setback.

Upon City Transportation and/or Public Work's re-review of previously approved frontage configuration, they determined that the parkway and sidewalk must be within the R/W. As result, the R/W line needs to move to back of sidewalk, thus 10 feet further into property than previous.

Existing Parking:

The property owner noted that the required parking far exceeded the peak demand and hired an outside consultant to prepare a parking study.

Modification(s) requested and justifications:

Modification # 1:

Reduce the frontage setback from 20 feet required by ordinance to 10 feet.

Justification:

The newly required move of the R/W line 10 feet further into property coupled with the requested 10-foot reduction in setback will result in maintaining the original position of the setback line and no change to the proposed and original development envelope. If a 20-foot setback is not granted a reduction, the proposed project (based on the approved original) is significantly impacted as a result. It would need complete rework and cause a significant loss of the property's development potential. The modification is justified to avoid these significant impacts and property take, all of these resulting from the City's requested sidewalk, parkway and related property line move. Also, the modification is justified as the balance of Via Lucero is classified by the City and developed as a low volume traveled street as well as the frontage more accurately represents the "rear" and/or "alley" of the project.

Modification # 2:

Allow two of the required outdoor living spaces to be within the modified setback.

Justification for the two yards: (Apartments 1E, 1F):

One of the two outdoor living spaces (1E) will be located such that 1'-9" feet of its depth at the widest part will be within the setback. The other outdoor living space will encroach 2½" at its widest part. The modification for these two spaces is justified as the City classifies Via Lucero and developed as low volume traveled street and the frontage more accurately represents the "rear" and/or "alley" of the project.

Modification #3

Allow the fences of the two encroaching outdoor living spaces to exceed the 3'-6" height limit for fences within 10 feet of the front property line.

Justification for the 6'-0" high fences within 10'-0" of the property line:

This modification will provide the tenants in these two apartments more privacy and security, and for the reasons noted above in modification #2 concerning Via Lucero it is justified. The visibility from the driveway to Via Lucero will not be impacted by this modification.

Modification #4

Allow for a lower number of parking spaces than required per the parking ordinance.

Justification for the reduction in parking from 123 required to 108 provided:

A parking study was performed and it was determined that the lower amount of parking better reflects the actual peak demand use. This also provides more residential parking than required.

Benefits of this Project:

Setback Modifications

This project will provide much needed residential rental property to the city of Santa Barbara. The granting of setback, open yard and fence height modifications will favor the most efficient use of property for residential rental property. Conversely, reduction of full setbacks, relaxation of open yard encroachment and fence heights will not compromise or be an imposition on the appropriate and current development along Via Lucero, as the street is a very secondary street. Even with modifications, the proposed improvements along Via Lucero will be a tremendous upgrade from the present alley like appearance by providing parkway, sidewalk and landscaping. These improvements will provide alignment with the Cities ultimate goals per the Pedestrian Master Plan Design Guidelines.

Parking Modifications

The present parking lot is clearly under utilized as historic and current observation suggests and has been confirmed by the recent parking study. This underutilization has created problems for the Owner relative to unauthorized parking by many neighboring properties including extended, sometimes derelict, parked cars. Corrected and augmented parking counts per Ordinance, as result of the proposed residential project, require even more parking spaces than present. Providing more spaces will compromise traffic flow and maneuverability and/or require reduction of present or proposed landscape areas. Reduction in number of Ordinance required spaces would avoid such compromises, reduce the amount of unauthorized neighborhood use and provide the number of spaces in actual demand plus a significant amount over for atypical demand situations.

Sincerely,
Lervik & Minor Architects



Richard S. Six, AIA

CC: Steve Tetherow, Property Manager

**EXCERPTS FROM
CITY OF SANTA BARBARA MUNICIPAL CODE (SBMC)
CHAPTER 28 ZONING ORDINANCE
SUBSECTION 28.04 DEFINITIONS**

SBMC § 28.04.435 Lot Line, Front.

The line or lines dividing a lot from a public or private street. The line or lines that divide a lot from an alley or a driveway shall not be considered front lot lines. On lots that abut multiple streets, all lines that divide the lot from a street shall be considered front lot lines. (Ord. 5459, 2008; Ord. 3710, 1974; Ord. 3444, 1970; Ord. 2763, 1963.)

SBMC § 28.04.620 Setback, Front.

An area between the front lot line and a line parallel to the front lot line bounded by the interior lot lines of the lot that are roughly perpendicular to the front lot line, the depth of such area being the distance required by this zoning ordinance. The front setback is to be provided and maintained as an open space on a lot or parcel of land, unoccupied and unobstructed from the ground upward, except as otherwise provided in this title. (Ord. 5459, 2008.)

SBMC § 28.04.650 Street.

A public or private way constructed for the primary purpose of vehicular travel. An alley or a driveway is not a street. The term "street" describes the entire legal right-of-way or easement (public or private), including, but not limited to, the traffic lanes, bike lanes, curbs, gutters, sidewalk whether paved or unpaved, parkways, and any other grounds found within the legal street right-of-way. The name given to the right-of-way (avenue, court, road, etc.) is not determinative of whether the right-of-way is a street. (Ord. 5459, 2008.)

SBMC § 28.04.665 Street, Public.

Any street shown on the official dedicated street map of the City of Santa Barbara, as such map may be amended from time to time. (Ord. 5459, 2008; Ord. 3710, 1974; Ord. 2585, 1957.)

**Parking Calculations for project at 3880 State Street
per SBMC Section 28.90.100**

	Use	Units	Parking Requirement	No. Spaces Required	No. Spaces Provided
3880 State St					
	1 bdrm	7	1.5	11	13 Covered + 4
	2 Bdrm	6	2	12	uncovered
	Guest	13	0.25	3	
				-13	
Less 50% per SBMC 28.90.100.H.1.a.				13	17

	Use	Sq.Ft.	Parking Requirement	No. Spaces Required	No. Spaces Provided
Commercial Uses					
3886 State St	Office	5,442	1:250 sf	22	
3888 State St	Office	8,733	1:250 sf	35	
10% reduction (Office space > 10,000 sf)				-6	91 unassigned
3888 State St (104 Seats)	Restaurant	2,943	1:3 Seats	35	
3888 State St	Retail	1,955	1:250 sf	8	
3888 State St	Gym	4,103	1:250 sf	16	
Total Commercial Parking		23,176		110	91

Total Required Parking for Mixed-Use Project	123	108
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ASSOCIATED TRANSPORTATION ENGINEERS

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

Since 1978

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

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CITY OF SANTA BARBARA
PLANNING DIVISION

May 8, 2013

13017L03.WP

Steve Tetherow
Preferred Property Management
5951 Encina Road, Suite 101
Goleta, CA 93117

PARKING DEMAND STUDY FOR THE 3880 SANTA STREET MIXED-USE PROJECT, CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following parking demand study for the 3880 State Street Mixed-Use Project proposed in the City of Santa Barbara. The study identifies the peak parking demands for the existing and proposed uses based on survey data collected at the site as well as empirical demand data contained in the ITE Parking Generation report¹ and evaluates the adequacy of the proposed parking supply.

PROJECT DESCRIPTION

The project is proposing to construct 13 apartment units on the property located at 3880 State Street, and was previously occupied by Sumida Nursery. The project is proposing to provide a total of 108 parking spaces on site; 17 of which would be reserved for the proposed apartment units and the remaining 91 would be shared between the existing office and retail buildings located at 3886 State Street and 3888 State Street. A total of 88 parking spaces are currently provided for these two buildings. A copy of the Project Site Plan is attached for reference.

¹ Parking Generation, Institute of Transportation Engineers, 4th Edition, 2010.

EXHIBIT E

ZONING ORDINANCE PARKING REQUIREMENTS

The City of Santa Barbara's Zoning Ordinance parking requirements for the project are presented in Table 1.

Table 1
City of Santa Barbara Zoning Ordinance Parking Requirements

Land-Use/Address	Size	Parking Ratio	Code Requirement
<u>Existing Uses</u>			
Office - 3886 State Street	5,442 SF	1 Space/250 SF	19.6 Spaces (a)
Office - 3888 State Street	8,733 SF	1 Space/250 SF	31.4 Spaces (a)
Restaurant - 3888 State Street	104 Seats	1 Space/3 Seats	34.7 Spaces
Retail - 3888 State Street	1,955 SF	1 Space/250 SF	7.8 Spaces
Gym - 3888 State Street	4,103 SF	1 Space/250 SF	16.4 Spaces
<i>Existing-Use Sub-Total:</i>			<i>109.9 Spaces</i>
<u>Proposed Uses</u>			
1 Bedroom Units - 3880 State Street	7 Units	1.5 Spaces/Unit	10.5 Spaces
2 Bedroom Units - 3880 State Street	6 Units	2 Spaces/Unit	12.0 Spaces
Guest Parking - 3880 State Street	13 Units	1 Space/4 Units	3.3 Spaces
<i>Proposed-Use Sub-Total:</i>			<i>25.8 Spaces</i>
<i>-50% Mixed-Use Reduction:</i>			<i>12.9 Spaces</i>
Total Project Parking Requirement:			122.8 Spaces

(a) Assumes 10% Reduction For Office Developments > 10,000 SF

The data presented in Table 1 indicates that the Zoning Ordinance parking requirement for the project is 123 spaces. The proposed parking supply of 108 spaces would not meet the City's parking requirements for the project. The project is therefore requesting a parking modification to the City's Zoning Ordinance requirements based on the following parking demand analysis.

PARKING DEMAND ANALYSIS

Existing Parking Demands

The peak parking demands generated by the existing site uses were quantified based on surveys conducted at the site. Hourly parking surveys were conducted at the existing site over a 2-day period from 9:00 A.M. to 8:00 P.M. on a typical weekday (Tuesday, March 5, 2013) as well as on a Friday (Friday, March 1, 2013) in order to capture the peak demands associated with the Chuck's of Hawaii restaurant (survey data attached for reference). An inventory of the existing parking supply indicates that there are currently 88 parking spaces that are shared between the existing site uses. Table 2 presents the peak parking demands observed on site.

**Table 2
Existing Parking Demands**

Date	Time	Peak Parking Demand	Parking Supply	% Occupied
Friday, March 1, 2013	8:00 P.M.	65 Vehicles (a)	88 Spaces	74%
Tuesday, March 5, 2013	10:00 A.M.	49 Vehicles	88 Spaces	56%

(a) Includes 7 vehicles parked in unmarked spaces.

The data presented in Table 2 indicate that the peak parking demand observed at the existing site was 65 vehicles. During this period the existing parking supply was 74% occupied. Observations indicate that the parking spaces located closest to La Cumbre Road were used by members of the Spectrum Gym located across the street, as well residents/guests of the adjacent apartment complex located north of the parking lot.

Residential Parking Demands

The project is proposing to provide 17 reserved parking spaces for the residential apartment units. This reserved parking supply exceeds the City's Zoning Ordinance requirement for the project (13 spaces). The Existing+ Project parking analysis therefore assumes that the apartments would have 17 dedicated spaces and the remainder of the parking spaces would be shared with the commercial uses. Table 3 presents the Existing + Project parking demand forecasts.

**Table 3
Existing + Project Parking Demands**

Scenario	Peak Hour	Existing Demand	Residential Reserved (a)	Existing + Project Parking	Proposed Supply
Existing + Project	8:00 P.M.	65 Spaces	17 Spaces	82 Spaces	108 Spaces

(a) Assumes 17 spaces reserved for apartment units.

The data presented in Table 2 indicates that the number of spaces required for Existing + Project conditions is 82 spaces. The proposed parking supply of 108 spaces would adequately accommodate the parking demand forecasts and provide a reserve supply of 26 spaces.

ITE Shared Parking Analysis

In order to address comments made by City staff and to provide additional support for the parking modification, ATE prepared a shared parking model for the existing and proposed uses based on the rates and time-of-day factors contained in the ITE Parking Generation report (spreadsheets attached for reference). The ITE rates for Quality Restaurant, General Office, Shopping Center, and Health/Fitness Club were used for the analysis. The model accounts for the fact that peak parking demands for various land-uses occur at different times of the day. The model was created to analyze two scenarios; Scenario 1 assumes that the on-site restaurant would be open for lunch and Scenario 2 assumes that the on-site restaurant would not be open for lunch. It is noted that the existing Chuck’s of Hawaii restaurant opens at 5:00 P.M. and has never served lunch. Table 4 presents the peak shared parking demands for the two scenarios.

**Table 4
Existing + Project Shared Parking Demands**

Scenario	Peak Hour	Commercial Demand (a)	Residential Reserved (b)	Existing + Project Parking	Proposed Supply	% Occupied
Scenario 1 w/Lunch	1:00 P.M.	85 Spaces	17 Spaces	102 Spaces	108 Spaces	94%
Scenario 2 w/o Lunch	7:00 P.M.	74 Spaces	17 Spaces	91 Vehicles	108 Spaces	84%

(a) Includes existing office, restaurant, retail, and gym uses.

(b) Assumes 17 spaces reserved for apartment use.

The data presented in Table 4 show that the peak parking period for Scenario 1 would occur at 1:00 P.M. with a commercial parking demand of 85 spaces and 17 spaces reserved for the residential units (102 spaces total). The proposed parking supply of 108 spaces would satisfy the peak parking forecasts for Scenario 1 and provide a reserve supply of 6 spaces. The peak parking period for Scenario 2 (which reflects the existing restaurant operations) would occur at 7:00 P.M. with a commercial parking demand of 74 spaces and 17 spaces reserved for the residential units (91 spaces total). The proposed parking supply would be 84% occupied and would provide a reserve of 17 spaces under this scenario. The shared parking model shows that the proposed parking supply would accommodate the peak shared parking demand forecasts for both restaurant scenarios.

This concludes our parking demand study for the 3880 State Street Mixed-Use Project.

Associated Transportation Engineers



Scott A. Schell, AICP, PTP
Principal Transportation Planner

SAS/MMF

attachments

cc. Richard Six, LMA



315 West Hillery Street
 Santa Barbara, CA 93101
 (805) 964-3377 Fax: (805) 964-0785
 (Business Hours)

Item	Description	Quantity	Unit	Notes
1	Site Preparation	1	Lot	
2	Site Grading	1	Lot	
3	Site Erosion Control	1	Lot	
4	Site Planting	1	Lot	
5	Site Irrigation	1	Lot	
6	Site Fencing	1	Lot	
7	Site Lighting	1	Lot	
8	Site Security	1	Lot	
9	Site Maintenance	1	Lot	
10	Site Restoration	1	Lot	

Residential Units for
The Sumida Building
 3880 State Street
 Santa Barbara, CA
 93101

Proposed Parking
 per Proposed
 Modification

PROGRESS PLAN
 May 09, 2008

Sheet No.	Scale	Author	Check By	Date
PM.1	1" = 30'-0"			

CHECKS & RATINGS

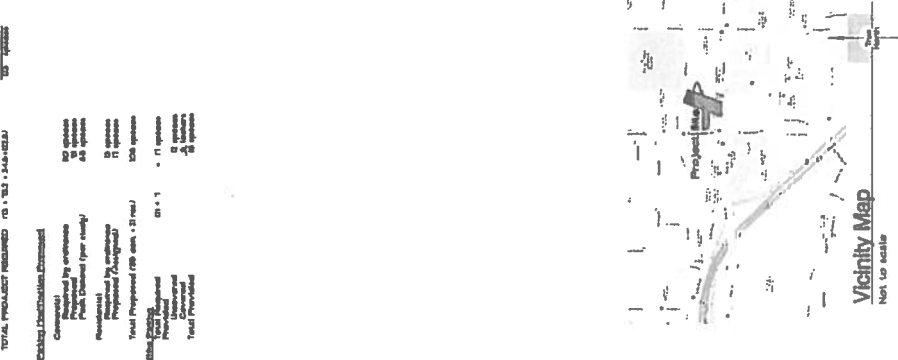
Design Address: 3880 State Street, Santa Barbara, CA 93101
 Project: Residential Units for The Sumida Building
 Client: Wilson Building Group, Santa Barbara, CA 93101

Construction Information for Development/Contract

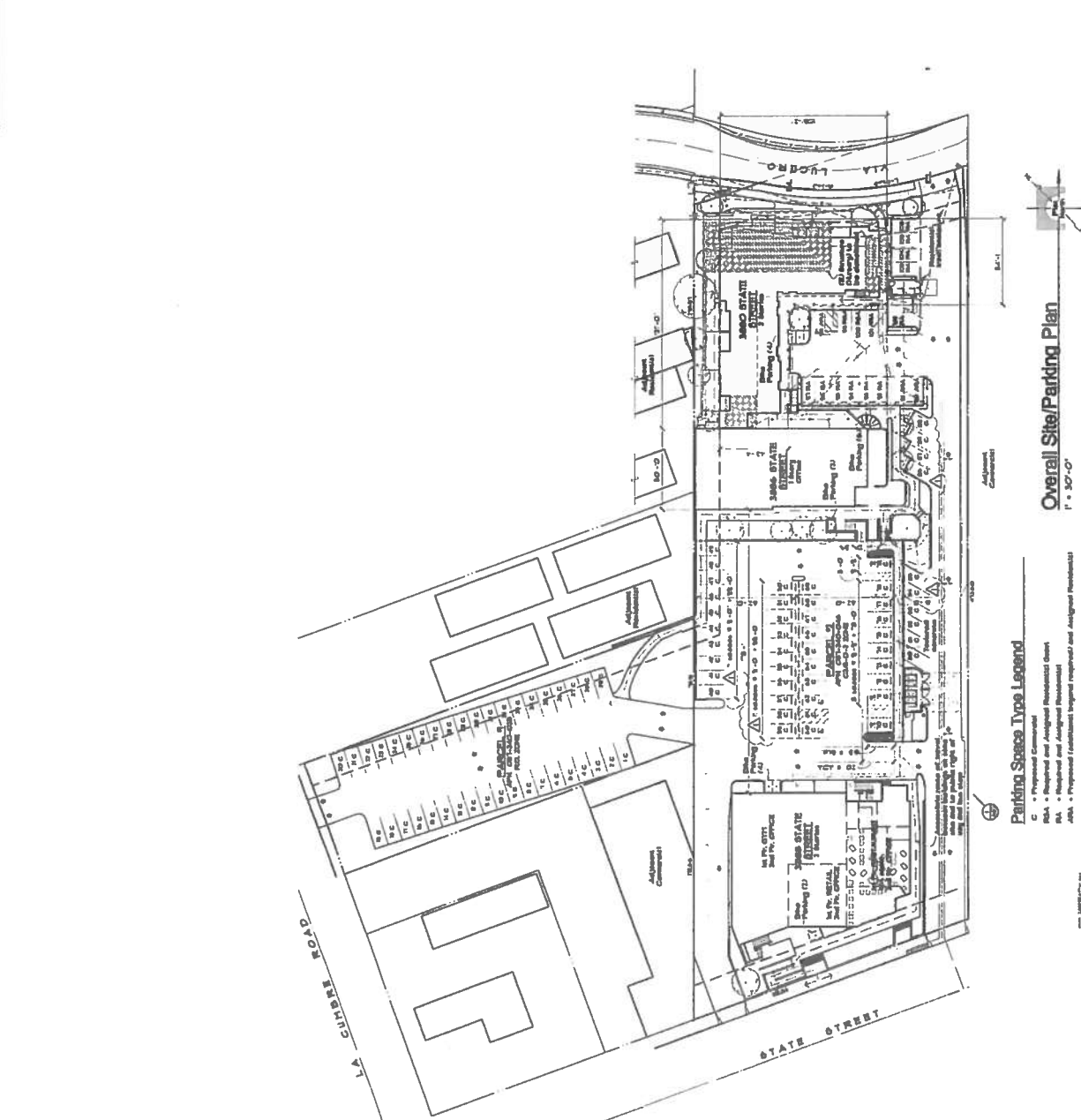
Item	Description	Quantity	Unit	Notes
1	Site Preparation	1	Lot	
2	Site Grading	1	Lot	
3	Site Erosion Control	1	Lot	
4	Site Planting	1	Lot	
5	Site Irrigation	1	Lot	
6	Site Fencing	1	Lot	
7	Site Lighting	1	Lot	
8	Site Security	1	Lot	
9	Site Maintenance	1	Lot	
10	Site Restoration	1	Lot	

Existing Information Checked

Compliance with applicable codes and standards:
 - City of Santa Barbara
 - California Building Code (CBC)
 - California Fire Code (CFC)
 - California Electrical Code (CEC)
 - California Fire Prevention Code (CFPC)
 - California Mechanical Code (CMC)
 - California Plumbing Code (CPC)
 - California Structural Code (CSC)
 - California Title Code (CTC)
 - California Vehicle Code (CVC)
 - California Water Code (CWC)
 - California Welfare and Institutions Code (CWIC)
 - California Government Code (CGC)
 - California Health and Safety Code (CHS)
 - California Labor Code (CLC)
 - California Penal Code (CPC)
 - California Public Resources Code (CPRC)
 - California Revenue and Taxation Code (CRT)
 - California Education Code (CEC)
 - California Family Code (FC)
 - California Fish and Game Code (CFG)
 - California Food and Agricultural Code (CFAC)
 - California Government Code (CGC)
 - California Health and Safety Code (CHS)
 - California Labor Code (CLC)
 - California Penal Code (CPC)
 - California Public Resources Code (CPRC)
 - California Revenue and Taxation Code (CRT)
 - California Education Code (CEC)
 - California Family Code (FC)
 - California Fish and Game Code (CFG)
 - California Food and Agricultural Code (CFAC)



Vicinity Map
 Not to scale



Overall Site/Parking Plan
 1" = 30'-0"

Parking Space Type Legend

- C - Proposed Commuter
- RA - Reserved and Assigned Restricted Access
- RA - Reserved and Assigned Restricted
- RA - Reserved and Assigned Restricted
- RA - Reserved and Assigned Restricted

DATE: 05/09/08
 DRAWN BY: [Name]
 CHECKED BY: [Name]

#13017 - SUMIDA BUILDING PROJECT
PARKING SURVEY

PARKING SUPPLY

LOT A 38 SPACES
LOT B 50 SPACES
TOTAL 88 SPACES

DATE: FRIDAY, MARCH 1, 2013

TIME	LOT A	LOT B	UNMARKED SPACES	TOTAL	% OCCUPIED
9:00	10	15	0	25	28%
10:00	13	29	1	43	49%
11:00	10	27	0	37	42%
12:00	10	24	0	34	39%
1:00	7	21	0	28	32%
2:00	7	24	0	31	35%
3:00	7	24	0	31	35%
4:00	10	16	0	26	30%
5:00	13	15	0	28	32%
6:00	16	26	1	43	49%
7:00	18	34	2	54	61%
8:00	19	39	7	65	74%
9:00	16	34	5	55	63%

DATE: TUESDAY, MARCH 5, 2013

TIME	LOT A	LOT B	UNMARKED SPACES	TOTAL	% OCCUPIED
9:00	11	17	0	28	32%
10:00	13	35	1	49	56%
11:00	8	37	0	45	51%
12:00	7	30	0	37	42%
1:00	7	26	1	34	39%
2:00	4	29	0	33	38%
3:00	7	29	0	36	41%
4:00	8	18	0	26	30%
5:00	10	23	0	33	38%
6:00	10	30	0	40	45%
7:00	10	32	1	43	49%
8:00	12	29	2	43	49%
9:00	10	21	3	34	39%

#13017 - SUMIDA BUILDING (EXISTING & FUTURE USES)
 SHARED PARKING MODEL
 QUALITY RESTAURANT WITH LUNCH

ITE AVERAGE PARKING DEMAND RATES/TIME-OF-DAY FACTORS

LAND-USE	SIZE	DEMAND RATE	MIXED-USE	PEAK DEMAND
OFFICE	14,589 KSF	2.84 /KSF	1.00	41 SPACES
RESTAURANT	3,048 KSF	16.41 /KSF(a)	1.00	50 SPACES
RETAIL	1,989 KSF	2.94 /KSF(a)	1.00	6 SPACES
GYM	4,230 KSF	5.27 /KSF	1.00	22 SPACES
APARTMENTS	13 UNITS	NA	1.00	17 SPACES

(a) RATES/TIME-OF-DAY FACTORS FOR FRIDAYS
 NA = APARTMENT DEMAND ASSUMES 21 RESERVED SPACES

Time	OFFICE		RESTAURANT		RETAIL		GYM		TOTAL DEMAND
	Peak	41	Peak	50	Peak	6	Peak	22	
6:00	0%	0	0%	0	0%	0	20%	4	4
7:00	59%	24	0%	0	5%	0	20%	4	29
8:00	79%	33	0%	0	18%	1	20%	4	38
9:00	95%	39	0%	0	38%	2	26%	6	47
10:00	100%	41	0%	0	63%	4	51%	11	56
11:00	98%	41	20%	10	79%	5	48%	11	66
12:00	90%	37	61%	31	100%	6	42%	9	83
13:00	77%	32	75%	38	92%	5	47%	10	85
14:00	84%	35	52%	26	83%	5	38%	8	74
15:00	81%	34	38%	19	76%	4	41%	9	66
16:00	72%	30	37%	19	70%	4	61%	14	66
17:00	46%	19	30%	15	73%	4	84%	19	57
18:00	25%	10	60%	30	77%	5	91%	20	65
19:00	0%	0	93%	47	92%	5	100%	22	74
20:00	0%	0	100%	50	89%	5	50%	11	66
21:00	0%	0	0%	0	42%	2	0%	0	2
22:00	0%	0	0%	0	0%	0	0%	0	0
23:00	0%	0	0%	0	0%	0	0%	0	0
0:00	0%	0	0%	0	0%	0	0%	0	0

APARTMENTS	APARTMENTS		FUTURE DEMAND
	Peak	17	
100%	17	17	21
100%	17	17	46
100%	17	17	55
100%	17	17	64
100%	17	17	73
100%	17	17	83
100%	17	17	100
100%	17	17	102
100%	17	17	91
100%	17	17	83
100%	17	17	83
100%	17	17	74
100%	17	17	82
100%	17	17	91
100%	17	17	83
100%	17	17	19
100%	17	17	17
100%	17	17	17
100%	17	17	17

#13017 - SUMIDA BUILDING (EXISTING & FUTURE USES)
 SHARED PARKING MODEL
 QUALITY RESTAURANT WITHOUT LUNCH

ITE AVERAGE PARKING DEMAND RATES/TIME-OF-DAY FACTORS

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APARTMENTS	13 UNITS	NA	1.00	17 SPACES

(A) RATES/TIME-OF-DAY FACTORS FOR FRIDAYS
 NA = APARTMENT DEMAND ASSUMES 21 RESERVED SPACES

Time	OFFICE		RESTAURANT		RETAIL		GYM		TOTAL DEMAND
	Peak	41	Peak	50	Peak	6	Peak	22	
6:00	0%	0	0%	0	0%	0	20%	4	4
7:00	59%	24	0%	0	5%	0	20%	4	29
8:00	79%	33	0%	0	18%	1	20%	4	38
9:00	95%	39	0%	0	38%	2	26%	6	47
10:00	100%	41	0%	0	63%	4	51%	11	56
11:00	98%	41	0%	0	79%	5	48%	11	56
12:00	90%	37	0%	0	100%	6	42%	9	52
13:00	77%	32	0%	0	92%	5	47%	10	48
14:00	84%	35	0%	0	83%	5	38%	8	48
15:00	81%	34	0%	0	76%	4	41%	9	47
16:00	72%	30	20%	10	70%	4	61%	14	58
17:00	46%	19	30%	15	73%	4	84%	19	57
18:00	25%	10	60%	30	77%	5	91%	20	65
19:00	0%	0	93%	47	92%	5	100%	22	74
20:00	0%	0	100%	50	89%	5	50%	11	66
21:00	0%	0	0%	0	42%	2	0%	0	2
22:00	0%	0	0%	0	0%	0	0%	0	0
23:00	0%	0	0%	0	0%	0	0%	0	0
0:00	0%	0	0%	0	0%	0	0%	0	0

APARTMENTS	Peak	17	FUTURE DEMAND
100%	17	17	21
100%	17	17	46
100%	17	17	55
100%	17	17	64
100%	17	17	73
100%	17	17	73
100%	17	17	69
100%	17	17	65
100%	17	17	65
100%	17	17	64
100%	17	17	75
100%	17	17	74
100%	17	17	82
100%	17	17	91
100%	17	17	83
100%	17	17	19
100%	17	17	17
100%	17	17	17
100%	17	17	17



DESIGN REVIEW ACTIVITIES SUMMARY

3880 STATE ST (MST2012-00422)

M-MIXED-USE

Proposal to construct 13 new apartment units in a 13,323 square foot two-story building at the rear of the site near Via Lucero. The project consists of the demolition of 2,152 square feet of commercial structures for the existing nursery. The existing two-story commercial building fronting on State Street will remain unchanged. The new apartment building will be attached to the existing 5,442 square foot one-story office building at the center of the site. The project includes two attached carports for 13 spaces, and a 262 square foot trash enclosure. Parking on the site will be reconfigured with 117 total spaces with 39 of the spaces provided on an adjacent parcel to the west with an off-site parking agreement. The entire site will be made accessible with a new ramp at State Street, a pedestrian lift at the center of the site, and right-of-way improvements at Via Lucero. Pedestrian sidewalk improvements were required at Via Lucero resulting in the proposed building and private outdoor living space for two units being too close to the right-of-way. Staff Hearing Officer review of zoning modifications is requested for the building to encroach into the SD-2 setback and for the private outdoor living space to be less than 10 feet from the front lot line.

Status: Pending

DISP

Date 3

ABR-Concept Review (New) - PH

CONT

03/18/13

(Comments only; project requires environmental assessment and Staff Hearing Officer review of modifications.)

Actual time: 6:05 p.m.

Present: Richard Six, Architect.

Public comment opened at 6:16 p.m., and as no one wished to speak, public comment was closed.

A letter of concern from Paula Westbury was acknowledged; and Philip Beguhl submitted and discussed with the applicant a few written questions regarding effect of the proposed project upon the adjacent apartment complex at 100 N. La Cumbre Road.

Straw vote: How many Board members could support the proposed plate heights at the overall height of 32 feet? 3/4 (failed).

Motion: Continued indefinitely to Staff Hearing Officer to return to Full Board with comments:

- 1) The reduced setback along Via Lucero is visually acceptable and will have minimal visual impact.
 - 2) A majority of the Board found that the proposed building height should be reduced.
 - 3) If it is feasible to not have a sidewalk since there are no connecting pedestrian sidewalks on either side of the project; no sidewalks would be acceptable in order to increase the landscaping along Via Lucero.
 - 4) The addition of continuous landscaping along the sidewalk.
 - 5) Study removing the overhead storage under the carport parking.
 - 6) The Board understands that a 5 to 6-foot fence along the rear is part of the proposal.
- Action: Gradin/Mosel, 6/1/0. Motion carried. (Zink opposed).

EXHIBIT F