



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: May 7, 2009
AGENDA DATE: May 14, 2009
PROJECT ADDRESS: 3714-3744 State Street (MST2007-00591)
 "Sandman Project"
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
 Danny Kato, Senior Planner *DK*
 Allison De Busk, Project Planner *AD*

I. SUBJECT

- A. Environmental hearing to receive public comment on the Draft Environmental Impact Report (EIR) for the Sandman Project. Written comments on the Draft EIR will be accepted through May 22, 2009.
- B. Concept review hearing for the Sandman Project to receive comments on both the proposed project and the applicant's alternative.

No action on the Draft EIR or project permit requests will be taken at this hearing.

II. PROJECT DESCRIPTION

Proposed Project

The proposed project consists of the demolition of the existing 113 room Sandman Inn Hotel, Downtown Brewing Co. restaurant, and all site improvements, and the construction of a new 106 room hotel and 73 residential condominium units. The proposed project includes a total of 291 parking spaces (111 parking spaces for the hotel component, 163 parking spaces for the residential component and 17 common/shared spaces). The hotel and residential developments would be on separate parcels.

The hotel would measure 44 feet, 6 inches above existing grade and would have three stories above a one-level underground parking garage. The hotel building would be 62,298 square feet, including 19,834 square feet of non-room area (i.e. meeting rooms, corridors, lobby, laundry area, etc.), above a 46,701 square foot parking garage. The residential development would have a maximum height of 31 feet above finished grade, with parking provided in an underground parking garage. Of the 73 residential condominium units proposed, 22 units would be one-bedroom units of approximately 829-1,178 square feet, 14 units would contain two-bedrooms of approximately 1,166-1,251 square feet, and 37 units would contain three bedrooms of approximately 1,448-1,531 square feet. The applicant proposes to provide 11 of the 73 project units (2 one-bedroom units, 4 two-bedroom units and 5 three-

bedroom units) at sales prices targeted to middle-income households earning from 120-160% of area median income, pursuant to the City of Santa Barbara's Affordable Housing requirements.

Ingress to and egress from the proposed hotel would be provided via a driveway located off of State Street between the hotel and residences. Ingress to and egress from the residential condominiums would be via a separate driveway from State Street at the eastern side of the site leading down to the residential parking garage. Secondary access to the residential units is also provided via the hotel driveway. Access to the Town and Country Apartments, which are located immediately behind the subject parcels, is currently provided through the hotel site. This access would be permanently closed as part of the project, and access to the Town and Country Apartments would be provided via a new driveway connection off of San Remo Drive, necessitating demolition of a portion (one residential unit) of an existing duplex.

The proposed project development would require the following discretionary approvals from the Planning Commission:

1. Lot Line Adjustment to transfer 1.88 acres from APN 053-300-031 to APN 053-300-023.

For the Hotel Portion:

2. Transfer of Existing Development Rights (TEDR) to transfer 806 square feet of non-residential square footage from 8 E. Figueroa (APN 039-282-001) to APN 053-300-031 (SBMC Section 28.95.030).
3. Development Plan approval for a net increase of 9,969 square feet of non-residential development (SBMC Section 28.87.300).
4. Development Plan approval for a building of 10,000 square feet or more of total floor area within the C-P Zone (SBMC Section 28.54.120).

For the Condominium Portion:

5. Modification of the lot area requirements to allow one (1) over-density unit (bonus density) on a lot in the CP/ S-D-2 and R-3/S-D-2 zone districts (SBMC Section 28.21.080).
6. Tentative Subdivision Map (TSM) for a one lot subdivision to create 73 residential condominium units (SBMC Chapters 27.07 and 27.13).

Applicant's Alternative

In response to some of the issues raised as part of the Upper State Street Study, the applicant submitted an alternative project design, which has been reviewed as part of the environmental review for the project. While this alternative project is not an official project proposal, it has been reviewed in the Draft EIR at a level equal to that of the proposed project.

The main difference between the applicant's alternative and the proposed project is that an office development would replace the hotel, and the associated commercial parking would be at-grade rather than underground.

The applicant's alternative consists of the demolition of the existing 113 room Sandman Inn Hotel, Downtown Brewing Co. restaurant, and all site improvements, and construction of a new office complex consisting of 14,254 square feet, and 73 residential condominium units. The applicant's alternative includes a total of 228 parking spaces (66 parking spaces for the office component, 162 parking spaces for the residential component). As in the proposed project, the office and residential developments would be on separate parcels.

The office development would be contained within two two-story buildings measuring 31 feet above existing grade and would provide the majority of the parking in an at-grade parking lot behind the buildings. As with the proposed project, the residential development would have a maximum height of 31 feet above finished grade, with parking provided in an underground parking garage. The residential development would be very similar to that of the proposed project; the main difference being that an open space area replaces the five units along State Street, which have been incorporated into the interior of the project (west of the commercial driveway). Of the 73 residential condominium units proposed, 18 units would be one-bedroom units of approximately 829-903 square feet, 14 units would contain two-bedrooms of approximately 1,166-1,244 square feet, and 41 units would contain three bedrooms of approximately 1,448-1,531 square feet. The applicant proposes to provide 11 of the 73 project units (3 one-bedroom units, 1 two-bedroom unit and 7 three-bedroom units) at sales prices targeted to middle-income households earning from 120-160% of area median income, pursuant to the City of Santa Barbara's Affordable Housing requirements.

Ingress to and egress from the development would be essentially the same as for the proposed project, including the relocation of the Town and Country Apartment access from State Street to San Remo Drive.

The applicant's alternative development would require the following discretionary applications by the Planning Commission:

1. Lot Line Adjustment to transfer 2.16 acres from APN 053-300-031 to APN 053-300-023.

For the Office Portion:

2. Development Plan approval for a building of 10,000 square feet or more of total floor area within the C-P Zone (SBMC Section 28.54.120).

For the Condominium Portion:

3. Modification of the lot area requirements to allow one (1) over-density unit (bonus density) on a lot in the CP/ S-D-2 and R-3/S-D-2 zone districts (SBMC Section 28.21.080).
4. Tentative Subdivision Map (TSM) for a one lot subdivision to create 73 residential condominium units (SBMC Chapters 27.07 and 27.13).

If the applicant chooses to pursue this alternative project, the proposed project would need to be formally revised as such.

III. RECOMMENDATION

- A. Receive a Staff presentation outlining the environmental and public review process, and summarizing the Draft EIR analysis, and hold a public hearing to receive public, agency, and Planning Commission comments on the Draft EIR.
- B. Receive a Staff presentation outlining some issue areas identified by staff, and provide the applicant with feedback regarding the proposed project and applicant's alternative.



Vicinity Map

IV. ENVIRONMENTAL REVIEW

Environmental review of the project is being conducted pursuant to the California Environmental Quality Act (CEQA). An Initial Study was prepared to analyze the potential environmental impacts of the proposed project. Potentially significant, mitigable environmental effects of the project identified in the Initial Study included impacts related to air quality, geophysical conditions, noise, public services (solid waste disposal) and water environment. The Initial Study included measures to mitigate these potentially significant impacts to a less than significant level. The Initial Study also determined

that the project may have potentially significant impacts associated with visual aesthetics, air quality (short-term) and transportation. Therefore, the project required preparation of an EIR. On July 12, 2008, the Planning Commission held an environmental scoping hearing to consider the Initial Study and to identify any additional issues that may need to be analyzed in the EIR. Based on the direction provided in the Initial Study, and the comments received at the scoping hearing and during the public scoping period, a consultant was hired to prepare the project's EIR.

During the public scoping period, the applicant submitted the "Applicant's Alternative" project proposal, described above. The applicant requested that this Alternative receive an equal level of environmental review as the proposed project. Therefore, the Draft EIR includes full analysis of both the proposed project and the applicant's alternative.

The Draft EIR for this project is currently available for review and comment. It examines the impacts that may be associated with the project in the areas of visual aesthetics, air quality (short-term) and transportation (traffic, circulation and parking). The Draft EIR identifies mitigation measures to reduce potentially significant impacts related to visual aesthetics (loss of trees), air quality (construction-related) and transportation (safety) to a less than significant level. The Draft EIR identifies no significant and unavoidable environmental impacts (Class I impacts) associated with either the project or the applicant's alternative.

The Draft EIR evaluates several alternatives to the proposed project to determine whether the project's adverse impacts can be further reduced or avoided, while substantially meeting the project objectives. The following alternatives are discussed in the Draft EIR:

- No Project Alternative
- Alternative Site Design
- Retain Front Setback and Skyline Trees Alternative
- Single Driveway Access Alternative

These alternatives, which vary in terms of feasibility and their ability to meet project objectives, are discussed in Chapter 9.0 of the Draft EIR.

Public Review Process

The public review period began on Wednesday, April 22, 2009. **Comments on the Draft EIR must be submitted by May 22, 2009 at 4:30 p.m.** Please send your comments to: City of Santa Barbara, Planning Division, Attn: Allison De Busk, Project Planner, P.O. Box 1990, Santa Barbara, CA 93102-1990, or send them electronically to adebusk@santabarbaraca.gov. The purpose of the environmental hearing is to provide an opportunity to receive verbal comments from the public and Commissioners on the environmental analysis.

Following the end of the public comment period on the Draft EIR, staff will consider all written and public hearing comments, and will prepare a Final EIR, including written responses to comments, and any clarifications or revisions to the document or analysis, as needed. The proposed Final EIR will then be forwarded to the Planning Commission and the Commission will consider actions to certify the Final EIR. Action on the development project may or may not be taken at that time.

V. CONCEPT REVIEW HEARING – ISSUES

A. Left-Turn Lane (Either Project)

The project (both the proposed project and the applicant's alternative) proposes to reduce the length of the existing State Street median in order to create an eastbound left-turn lane into the proposed residential driveway. Based on the analysis performed to date (refer to the Draft EIR), adding the left turn lane would not create a significant traffic impact at surrounding intersections. Therefore, this is not a project-related environmental issue.

The Upper State Street Study (USSS) recommends extending the State Street median between Hitchcock Way and Ontare Road in order to improve the flow of traffic between Hitchcock Way and Ontare Road. Generally, the purpose of the additional raised medians along State Street is to reduce the number of mid-block conflict points between through- and turning traffic. The USSS concludes that adding the raised medians would smooth mid-block traffic flow and reduce vehicle collisions caused by mid-block left turns; however, it could also affect access and emergency response. Additional medians mean more U-turns at area intersections, which would slightly lower the level of service at signalized intersections. The concept plan presented in the USSS showed one median opening provided between Hitchcock Way and Ontare Road, approximately midway between the two intersections. The preferred median opening is midway between the traffic signals in order to minimize impacts on left turns from queues at the downstream traffic signals, or at locations where a large volume of left turn traffic is expected.

Even though the proposed left turn lane was not identified as creating a significant traffic impact for purposes of the CEQA analysis, the Traffic Study prepared as part of the project's Draft EIR recommends that the left turn lane not be installed because:

- the lane would be located relatively close to the Hitchcock intersection,
- the project would not generate a large enough volume of left turn traffic to warrant the lane,
- the left turn lane would preclude future expansion of the existing westbound to southbound left turn lane at the State Street/Hitchcock Way intersection,
- the remaining median would be too narrow to place the necessary "No U-Turn" control sign,
- it would be difficult to control illegal U-turns at this location, and
- the lane would eliminate median landscaping.

Furthermore, the Traffic Study recommends extending the existing median to at least the eastern property line in order to prevent illegal left turns into the site and reduce the potential for illegal U-turns to access the commercial driveway. Given all these factors, staff's recommendation is that the median be extended rather than reduced.

B. Site Access Driveways (Either Project)

The project proposes to reduce the number of driveways accessing the site from four to two. Eliminating driveways is recommended by the USSS in order to reduce access points that

conflict with through traffic. The USSS recommends driveway spacing of at least 220 feet and a preferred spacing of 440 feet, locating driveways at median openings or offset by at least 150 feet, and locating driveways at least 110 feet from the intersection (ideally beyond the intersection turning lanes). The project (both the proposed project and the applicant's alternative) would have the following driveway spacing:

- 130-foot spacing between the two on-site driveways (*less than the recommended 220 feet*).
- The closest driveway east of the project's eastern driveway would be located 100 feet away (*less than the recommended 220 feet*).
- The western driveway would be located approximately 210 feet east of the State/Hitchcock intersection, which is also a driveway (*generally consistent with the recommended 220-foot driveway spacing and 110-foot intersection spacing*).
- The western driveway would be located at the eastern end of the existing westbound left-turn lane (*ideally it would be beyond this turning lane*).
- The existing median would need to be shortened by approximately 10 feet to align with the eastern driveway.
- The western driveway would be located less than the recommended 150 feet from the median opening.

Although the project would reduce the number of driveways currently serving the site, the proposal would not be fully consistent with the recommended driveway spacing guidelines identified in the USSS. Due to the size and location of the parcel, it is not possible to have two driveways and comply with the spacing recommendations. The driveway spacing proposed by the project does not present a significant traffic impact for purposes of the CEQA analysis.

Transportation Staff's preferred access to the commercial portion of the development was the applicant's prior proposal to use the existing driveway at the northern end of the State/Hitchcock intersection, via the access easement over the parcel to the west. The Planning Commission also liked this proposal; however, due to legal issues raised by the neighboring property regarding the access easement, the applicant abandoned that proposal.

Although the project results in a net benefit related to driveway access points as compared to existing conditions, the question is: should it go further to be more fully compliant with the USSS' recommended driveway spacing guidelines by proposing one shared driveway, rather than the two driveways currently proposed?

C. Scenic Views and Tree Removal (Either Project)

Scenic Views

Based on the analysis performed to date (refer to Draft EIR), the project would not result in significant, unavoidable impacts to public views, although it would will have an adverse impact on the view from the State Street/Hitchcock Way intersection. City policies in the Visual Resources section of the Conservation Element protect views ("New development shall not obstruct scenic view corridors..."). The USSS includes policies to maintain or establish

mountain view corridors. Specifically, the USSS states that views at intersections should be protected. The proposed project has a greater impact on the availability of mountain views as seen from the State/Hitchcock intersection than the applicant's alternative. Staff believes that the applicant's alternative would be consistent with the Conservation Element and USSS view policies; however, the proposed project would not be. Based on City policy, does the Planning Commission believe that either project could be found consistent with the goal of protecting mountain views?

Tree Removal

The loss of existing mature trees was determined to be a potentially significant, but mitigable impact, according to the Draft EIR. City policies in the Visual Resources section of the Conservation Element protect trees ("Trees... should be preserved and protected."). The EIR includes required mitigation to relocate as many skyline trees on site as possible, and to replace major trees removed with specimen trees. The EIR also includes an alternative that retains existing front setback trees; however, this would conflict with one of project's view-related benefits, which was creating a new view corridor. This mitigation (relocating skyline trees) and alternative (keeping front setback trees) may be in conflict with City policies to open up or protect scenic views. Therefore, feedback from the Planning Commission as to the competing policies related to tree preservation and mountain view creation/preservation would be helpful as the applicant works toward a final design.

D. Other Issues

Open Space (Proposed Project) – The Planning Commission has expressed concern with the project's distance from public parks and the lack of open space available on site. The ABR also commented on the open space, noting that the proportion of open space and the ability to provide landscape is insufficient for the scale of the project. Is the common open space area, in conjunction with the private outdoor living space provided, adequate for the 73 residential units?

Open Space (Applicant's Alternative) –The applicant's alternative includes additional open space along State Street (between the two proposed driveways). The ABR commented that this open yard area could be more useful if it were relocated into the center of the housing development. It should be noted that prior reviews of the project have had mixed comments related to the importance of having a commercial-type presence along State Street. Does the applicant's alternative (with its additional open space area) provide adequate common open space for the 73 residential units proposed? Is locating this open space area along State Street, either as proposed or in some revised manner, appropriate? Would that open space area be more beneficial if it were relocated into the center of the site, or combined with the other open space area?

Buffer Designation –Although the Buffer/Stream land use designation appears on the General Plan map, there is no textual discussion of this land use anywhere in the City's General Plan. It should be noted that the Buffer designation is visually differentiated from the Stream designation on the map. The project site includes the Buffer designation (runs horizontally across site). Based on a review of the General Plan map, it appears as though the Buffer

designation is generally intended to serve as the transition between commercial and residential uses. This conclusion is supported by the Zoning Map designations, and is generally implemented by required zoning setbacks between commercially-zoned and residentially-zoned land. Staff does not believe that the Buffer designation was ever intended to serve as an open space corridor. Further discussion of this issue is provided in Section 5.5.2 and Appendix 5 of the Draft EIR. Does the Planning Commission believe that this issue been adequately analyzed, and are you comfortable with the conclusions of the analysis?

Tandem Parking (Either Project) – The project includes several tandem parking spaces. Staff has expressed support for these spaces; however, if the Planning Commission is not supportive of these tandem spaces, this will affect the project's overall parking assignment and design. Can the Planning Commission support the tandem spaces?

Parking Circulation (Either Project) – The project garage design introduces maneuvering conflicts at the base of the garage access ramp, maneuvering conflicts at a number of individual residential garages, and dead-end aisles that may trap vehicles, requiring back-up maneuvers. While the applicant's alternative reduces conflicts compared to the proposed project, a few remain. It should be noted that the layout of the parking garage is directly related to the layout of the residential development on the ground, as many units have direct access to their private garage from their unit. Staff believes that the maneuvering conflicts should be avoided at the base of the ramp and minimized to the extent feasible, as recommended in the Draft EIR. Is the Planning Commission supportive of the overall parking garage layout?

Exhibits:

- A. Draft EIR Volumes I and II (previously distributed to the Planning Commission and available for review at the Community Development Department at 630 Garden Street, the Main Library at the corner of Anapamu and Anacapa Streets, and online at:
http://www.santabarbaraca.gov/Resident/Environmental_Documents/3714-3744_State/
- B. Project Plans
- C. Architectural Board of Review Minutes, 2/11/08 (Proposed Project)
- D. Architectural Board of Review Minutes, 2/23/09 (Applicant's Alternative)

Exhibit A

Draft EIR Volumes I and II

available for review at the Community Development Department at 630 Garden Street, the Main Library at the corner of Anapamu and Anacapa Streets, and online at:

[http://www.santabarbaraca.gov/Resident/Environmental Documents/3714-3744_State/](http://www.santabarbaraca.gov/Resident/Environmental_Documents/3714-3744_State/)

RECEIVED
APR 24 2009

CITY OF SANTA BARBARA
PLANNING DIVISION

**Planning Commission Submittal:
Sandman Inn Redevelopment & Condominium Project
April 24th, 2009
Santa Barbara, CA**

Sheet Index

Base Project

A1.0 Site Plan & Project Info
L1.0 Landscape Plan
A1.1 Underground Parking Garage
A3.0 Elevations
A3.1 Elevations

Hotel Info (Base Project)

A01 Basement Floor Plan & Area Calcs
A02 Level One Floor Plan
A03 Second & Third Floor Plans
A04 Roof Plan
A05 Elevations

Applicant Alternative

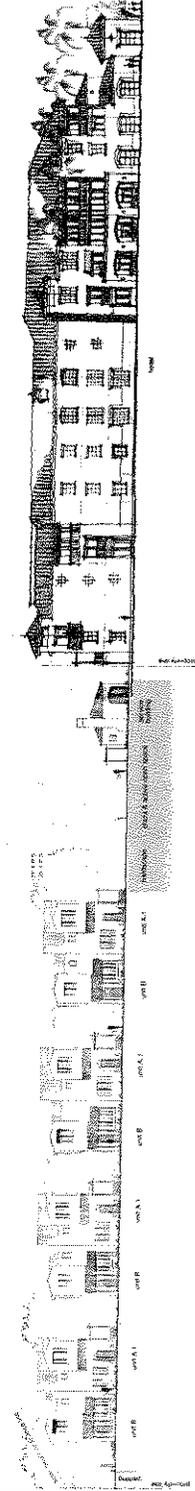
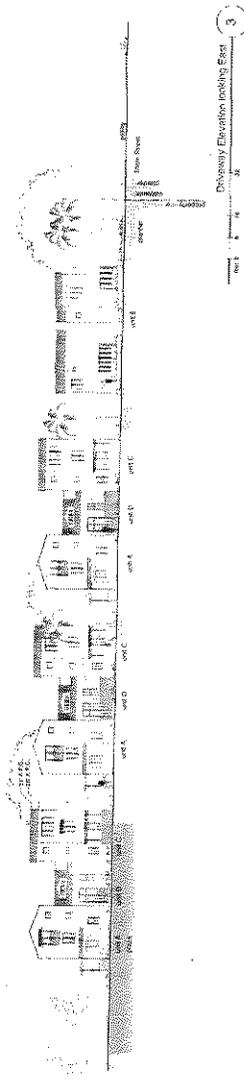
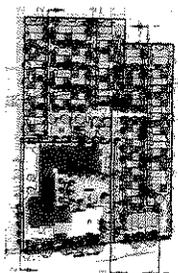
A1.0a Site Plan & Project Info
L1.0a Landscape Plan
A1.1a Underground Parking Garage
Enlarged Office Plans
A3.0a Office Building Elevations

View Simulations (Base Project & Applicant Alternative)

Photo Simulation Location Map
View 1 Simulation
View 2 Simulation
View 3 Simulation
View 4 Simulation
View 5 Simulation

Residential Unit Plans (Base Project & Applicant Alternative)

A2.0 Unit Plans
A2.1 Unit Plans
A2.2 Unit Plans



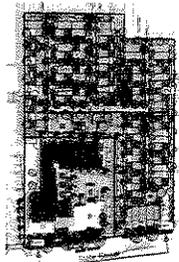
**The Sandman Inn
Redevelopment &
Condominium
Project**

Owner: SPINA HOLDINGS
 Architect: BLANCHARD ARCHITECTS
 2015 Grand St. Suite 200
 Philadelphia, PA 19104

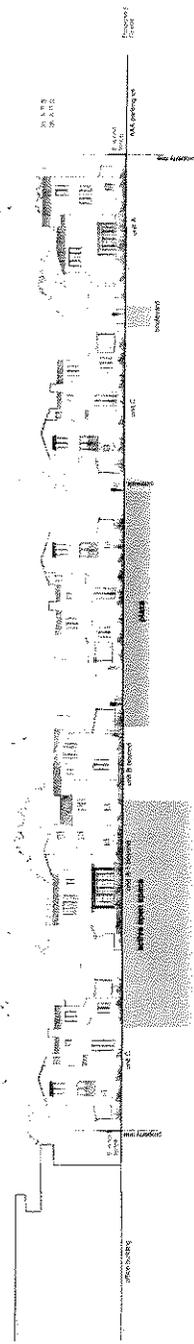


Elevations

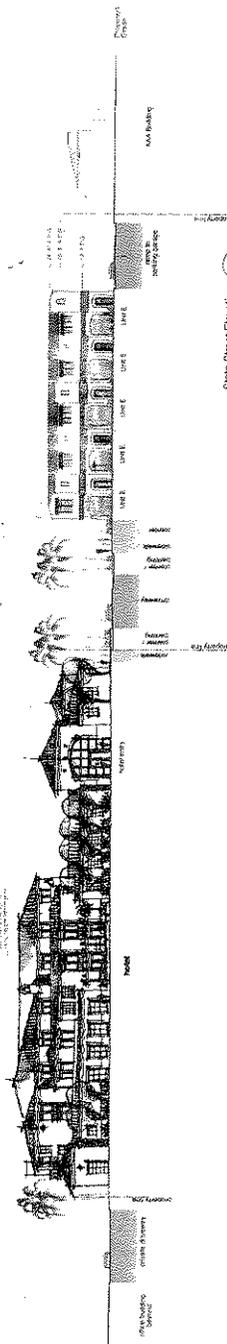
A3.0
 Proposed Elevation
 10/1/2015



Elevation Diagram



Plaza Elevation Looking North
 A P.G. - Above Proposed Chalk



Stair Street Elevation
 B P.G. - Above Proposed Chalk

Area calculations for Saudman Inn, Santa Barbara, CA

SITE AREA: 58,431 SF

Tower Components:

Guest Rooms: King : 56 Units @ 354 SF
 Double Queen 45 Units @ 416 SF
 Suites: 5 Units @ 583 Avg. SF
TOTAL AREA FOR 106 GUESTROOMS: 42,019 SF

Core Components:

Core (support areas/services/vertical circulation)
 Corridor: 2,419 SF(L1) + 2,315 SF(L2) + 2,316 SF(L3)
TOTAL AREA FOR CORE AREAS: 6,493 SF

TOTAL AREA FOR HOTEL TOWER: 50,512 SF

Single Story Public Spaces:

Meeting Rooms: 1,920 SF
 Gym: 663 SF
 Breakfast Area: 1,339 SF
 Preparation Area: 628 SF
 Admin. Area: 1,271 SF
 Bathrooms: 606 SF
 Corridors: 1,865 SF
 Lobby: 1,078 SF
 Storage: 330 SF
 Break Room: 400 SF
TOTAL AREA: 10,100 SF

Garage Level:

Mechanical/Elec./Storage: 1,578 SF
 Lobby/Laundry: 1,241 SF
TOTAL AREA: 2,819 SF

Parking:

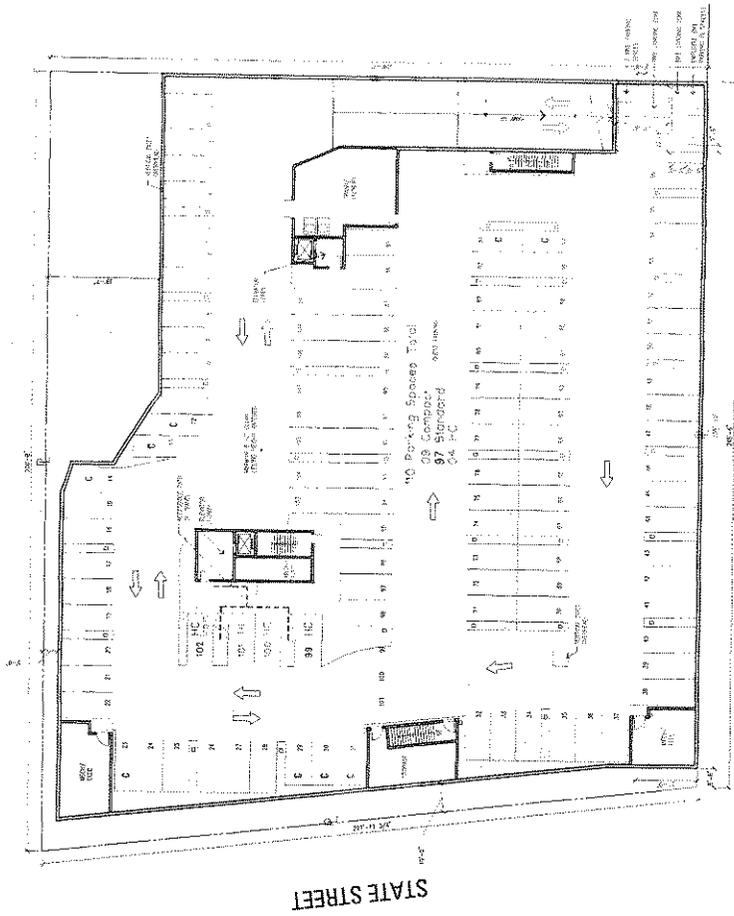
of Spaces Above Grade: 1 Space
 # of Spaces Below Grade: 110 Spaces
TOTAL SPACES: 111 SPACES

TOTAL AREA FOR PUBLIC SPACES: 10,834 SF

(Parking Lobby/Laundry + Mech/Elec. + Storage + Single Story Public Areas + Core)
 (1,241 SF + 1,049 SF + 0,100 SF + 1,444 SF)

NET FLOOR AREA PER FLOOR: (Total area to include all walls and slabs)

Ground Floor: 25,027 SF
 Level Two: 19,551 SF
 Level Three: 17,720 SF
 Basement Level: 46,701 SF
TOTAL AREA: 108,999 SF



BASEMENT LEVEL FLOOR PLAN

CONCEPT SET

PROJECT: SAUDMAN INN
 LOCATION: SANTA BARBARA, CA
 DATE: 12/2012
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: AS SHOWN
 SHEET NO. 01

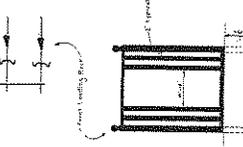
NOTES:

- FIRE ALARM SYSTEM WILL BE INSTALLED THROUGHOUT THE PROPOSED HOTEL
- FIRE SPRINKLER SYSTEM WILL BE INSTALLED THROUGHOUT THE ENTIRE HOTEL, INCLUDING THE BUILDING THAT IS OVER 5,000 SF
- ALL EXISTING AND PROPOSED OVERHEAD UTILITIES SHALL BE PLACED UNDERGROUND
- CLASS I STANDPIPE SYSTEM WILL BE PROVIDED IN THE THREE STORY HOTEL AND THE UNDERGROUND PARKING GARAGE UNDER A SEPARATE PERMIT

APPLICATION REQUESTS:

- A DEVELOPMENT PLAN APPROVAL FOR A NET INCREASE OF 8,000 SQUARE FEET OF NON-RESIDENTIAL DEVELOPMENT FROM THE MINOR AND SMALL ADDITION CATEGORIES (SBMC §28.87.306) AND
- AN APPROVAL OF TRANSFER OF EXISTING DEVELOPMENT RIGHTS (TEDR) (SBMC §28.96.059) AND

TYPICAL FRONT LOADING BICYCLE RACK & HITCHING DETAILS



SITE AREA BREAKDOWN:

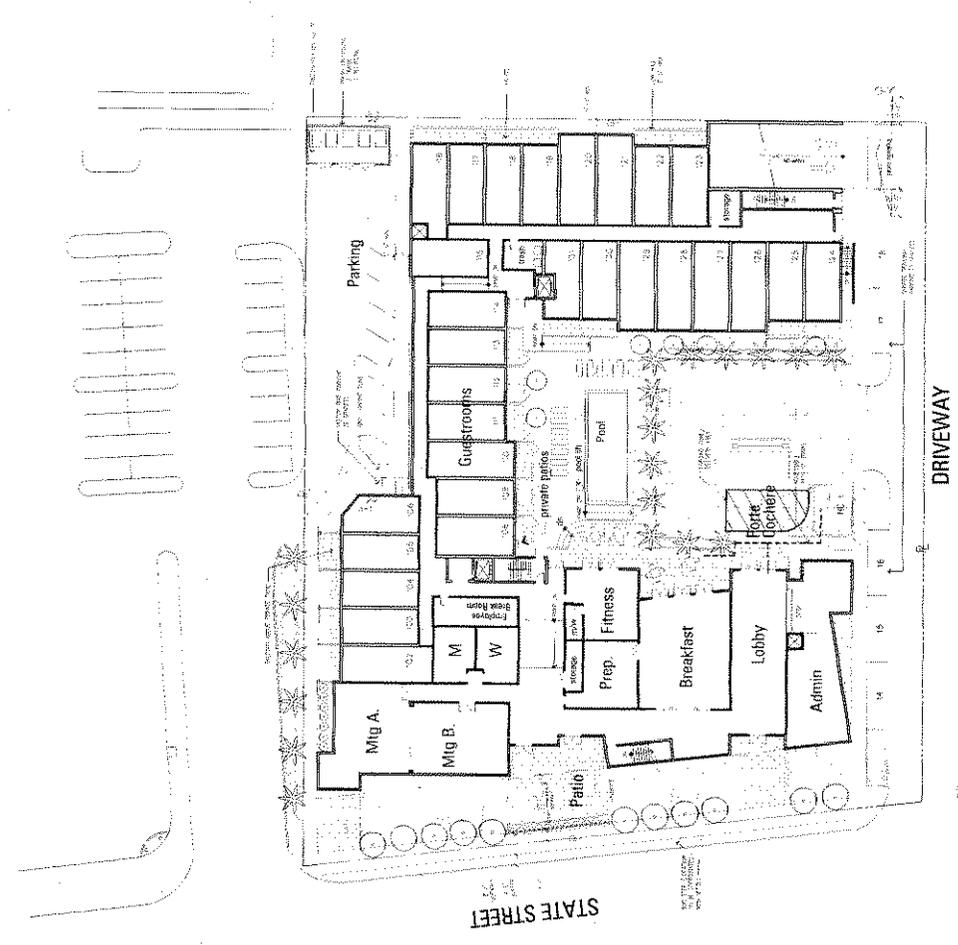
LANDSCAPE: 6,547 SQ. FT. = 11.20 %
 BUILDING FOOTPRINT: 25,648 SQ. FT. = 43.90 %
 TOTAL SITE AREA: 58,431 SQ. FT.



Engineering Group 8
 10000 Wilshire Blvd
 Suite 1000
 Los Angeles, CA 90024
 Tel: 310.206.1000
 Fax: 310.206.1001
 www.eg8.com

PROPOSED
 CONSTRUCTION
CONCEPT SET
 No. 001
 Date: 03/20/09
 Project No.: 09-001
 Name: SANDMAN INN
 Location: SANTA BARBARA

DATE: 03/20/09
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO.: 09-001
 SHEET NO.: A02



CODE ANALYSIS FOR SANDMAN INN, SANTA BARBARA, CA

APN #: 053-388-023
 APN #: 053-388-831
 OCCUPANCY:
 HOTEL - R-1
 PARKING - S-3
 BREAKFASTMEETING - B
 A-3 (LESS THAN 300)

CONSTRUCTION TYPE:
 HOTEL - TYPE V, 1 HOUR, FULLY SPRINKLERED
 GARAGE - TYPE I, FULLY SPRINKLERED

ALLOWABLE AREA:
 BASE TYPE V - 10,500 SF
 SPRINKLERED - 21,000 SF
 INCLUDING 42,000 SF IN SINGLE ZONE
 2 HOUR AREA SEPARATION REQD

SEPARATION:
 S3 / R1 - 3 HOUR
 HOTEL AREA SEPARATION - 2 HOUR

CA TITLE 24 APPLIES:
 HANDICAP PARKING - 5 SPACES
 HANDICAP GUESTROOMS - 7 KEYS (2 WITH ROLL-IN SHOWERS)

- NOTES:**
1. FIRE ALARM SYSTEM WILL BE INSTALLED THROUGHOUT THE PROPOSED HOTEL
 2. FIRE SPRINKLER SYSTEM WILL BE INSTALLED THROUGHOUT THE PROPOSED HOTEL AND IN ANY OTHER BUILDING THAT IS OVER 3,000 SF
 3. ALL EXISTING AND PROPOSED OVERHEAD UTILITIES SHALL BE PLACED UNDERGROUND
 4. CLASS I STANDPIPE SYSTEM WILL BE PROVIDED IN THE THREE STORY HOTEL BUILDING. UNDERGROUND PARKING GARAGE UNDER A SEPERATE PERMIT
 5. RECREATIONAL FACILITIES SHALL COMPLY WITH SECTION 1141B.3 C.B.C.

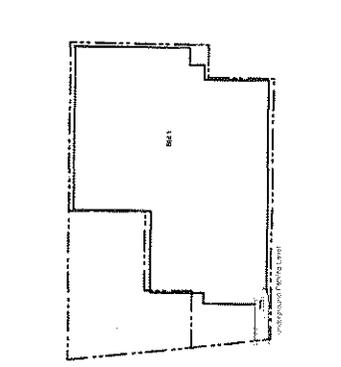
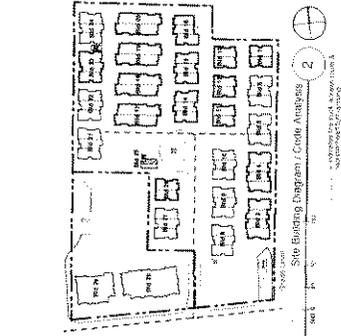


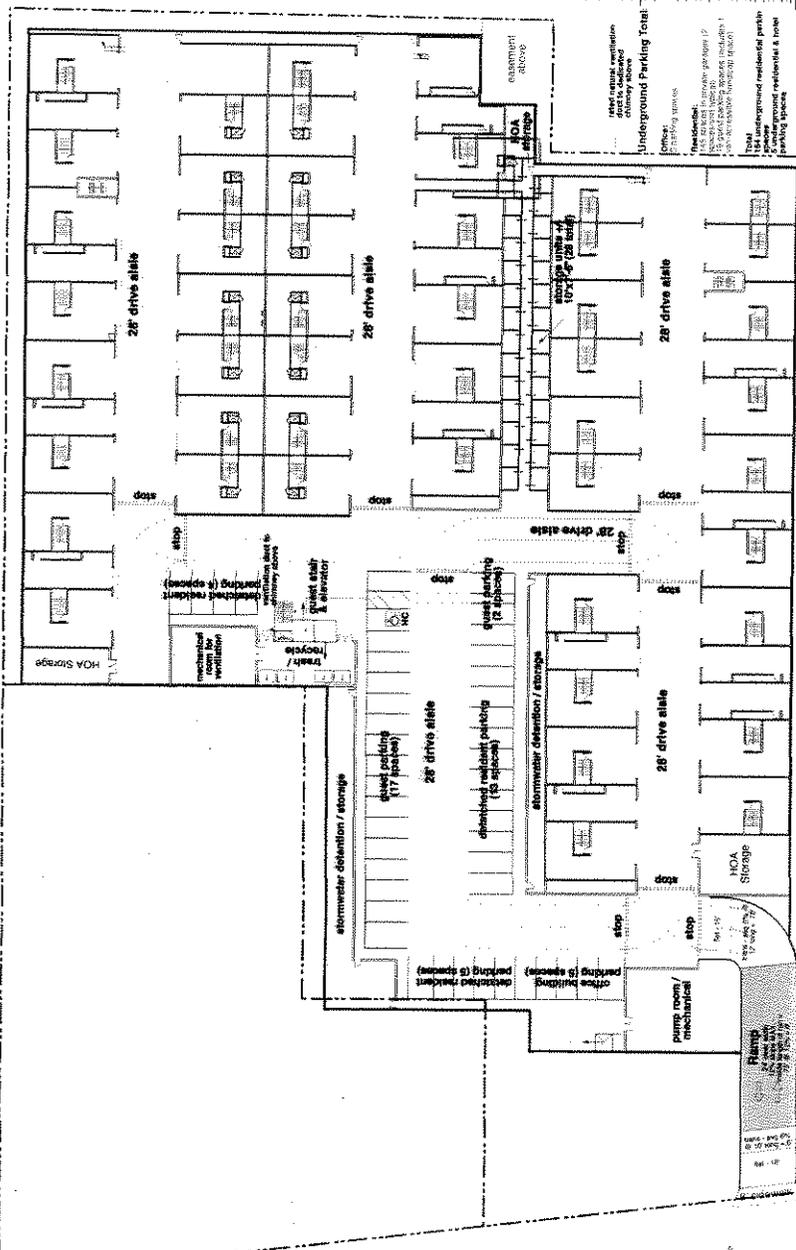
Table 1: Building Occupancy Type and Allowable Area Calculations

AS 2.1.1 - use items with code regarding occupancy type, maximum height, and maximum area occupancy.

Building	Occupancy Type	Area (sq ft)	Allowable Area (sq ft)
1	Residential (Single-Family)	10,000	10,000
2	Residential (Multi-Family)	20,000	20,000
3	Commercial (Office)	15,000	15,000
4	Commercial (Retail)	8,000	8,000
5	Commercial (Restaurant)	5,000	5,000
6	Commercial (Hotel)	12,000	12,000
7	Commercial (Warehouse)	30,000	30,000
8	Commercial (Manufacturing)	40,000	40,000
9	Commercial (Industrial)	50,000	50,000
10	Commercial (Storage)	60,000	60,000

The Sandman Inn Redevelopment & Condominium Project

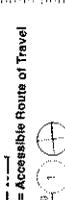
Owner: Sandman Inns
 Location: 1000 North Main Street, Suite 200
 North Portland, OR 97227



Energy & Water Conservation Features Incorporated into Project

1. All new lighting fixtures are LED.
2. All new electrical equipment is Energy Star rated.
3. All new water fixtures are WaterSense certified.
4. All new HVAC equipment is Energy Star rated.
5. All new windows are Energy Star rated.
6. All new doors are Energy Star rated.
7. All new roofs are Energy Star rated.
8. All new insulation is Energy Star rated.
9. All new siding is Energy Star rated.
10. All new paint is Energy Star rated.

A1.1a



Accessible Routes of Travel

Proposed Underground Parking

Underground Parking Change Notes:

1. The underground parking is located in the basement of the building.
2. The underground parking is accessible to all building occupants.
3. The underground parking is accessible to all building occupants.
4. The underground parking is accessible to all building occupants.
5. The underground parking is accessible to all building occupants.
6. The underground parking is accessible to all building occupants.
7. The underground parking is accessible to all building occupants.
8. The underground parking is accessible to all building occupants.
9. The underground parking is accessible to all building occupants.
10. The underground parking is accessible to all building occupants.



State St.

V1

V2

Hitchcock St.

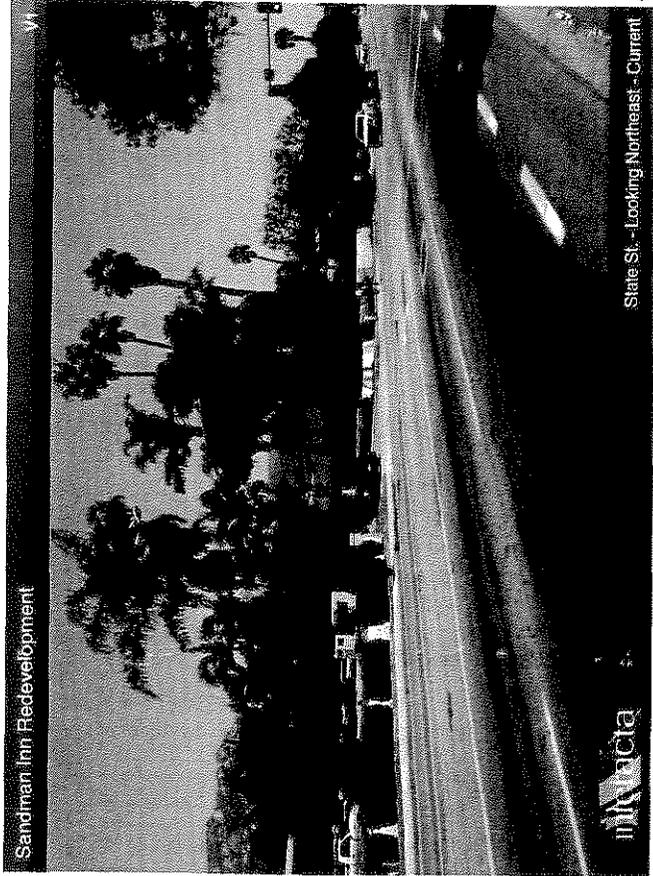
V3

V4

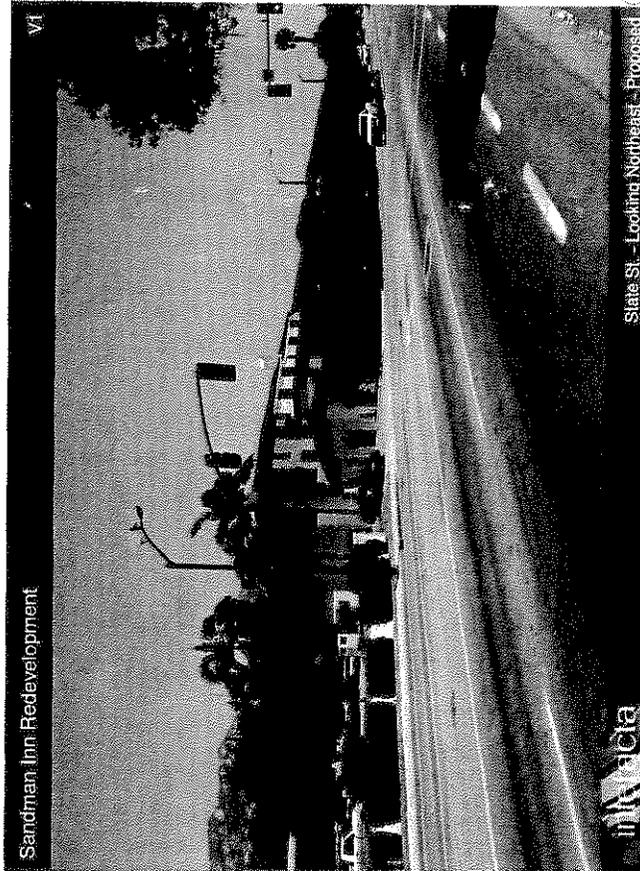
V5

View 1 Simulation

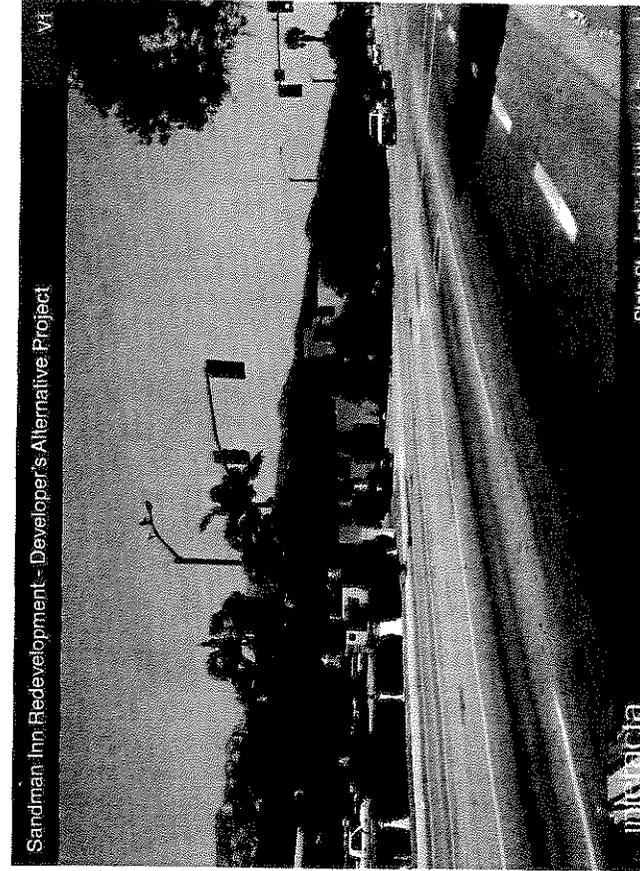
- A** Existing View
- B** Base Project
- C** Applicant Alternative



State St. - Looking Northeast - Current



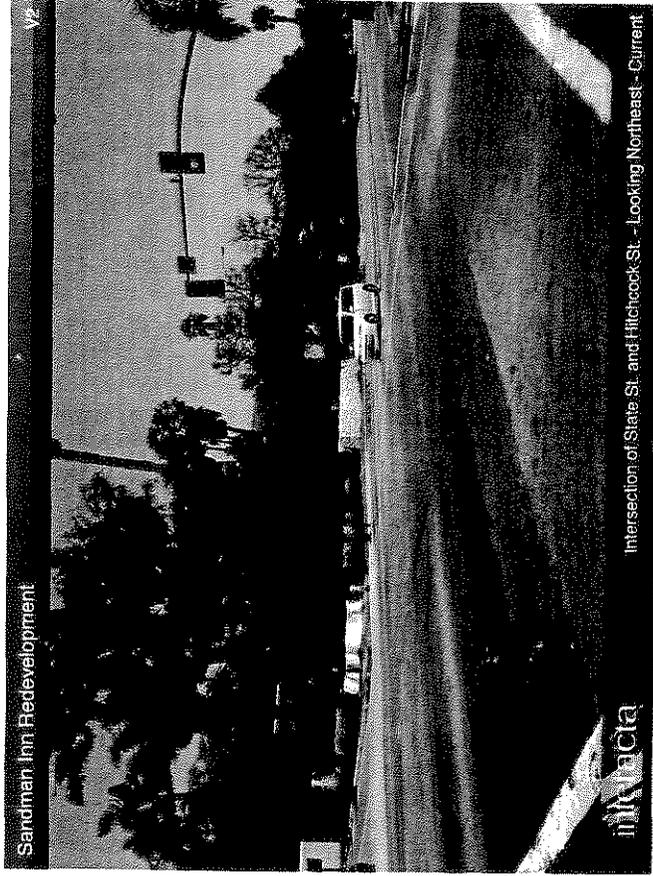
State St. - Looking Northeast - Proposed



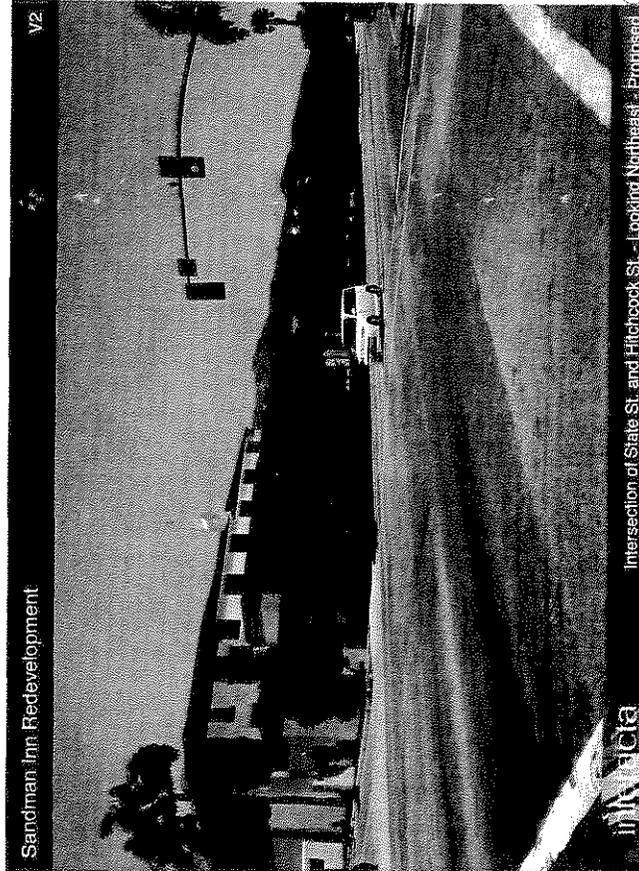
State St. - Looking Northeast - Proposed

View 2 Simulation

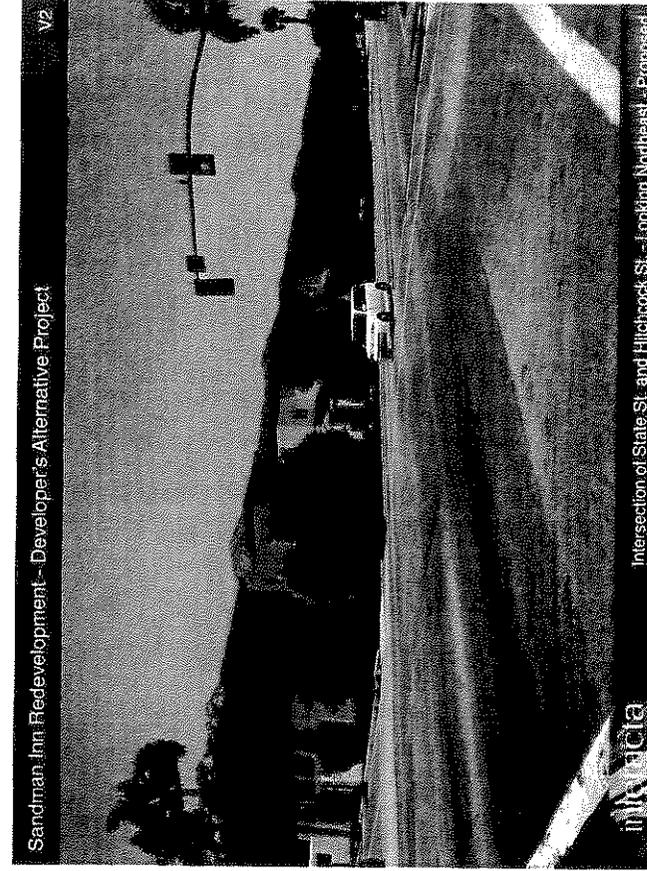
- A** Existing View
- B** Base Project
- C** Applicant Alternative



A



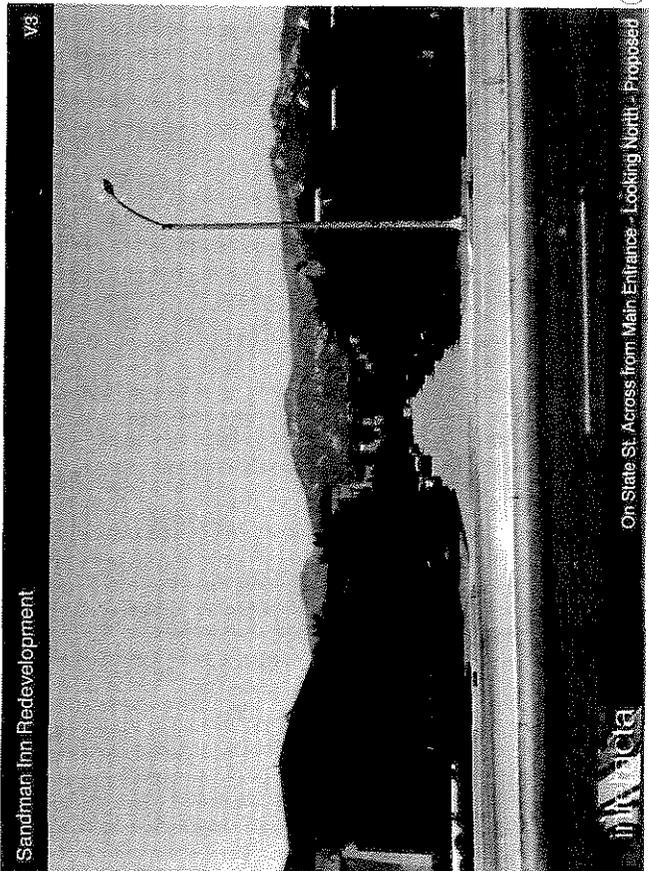
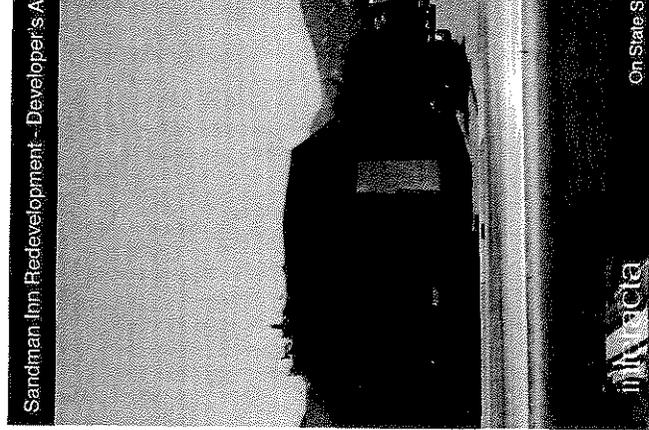
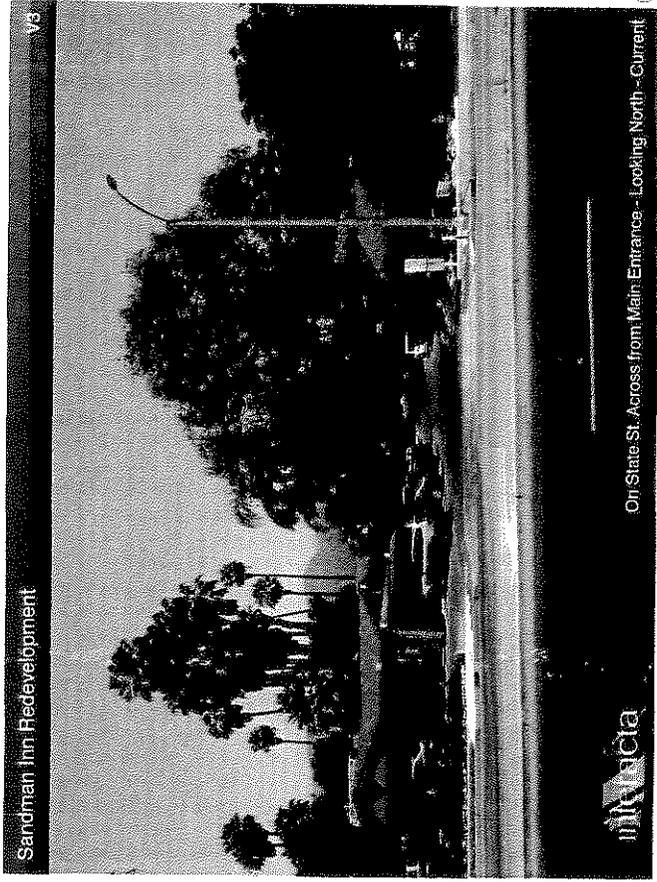
B



C

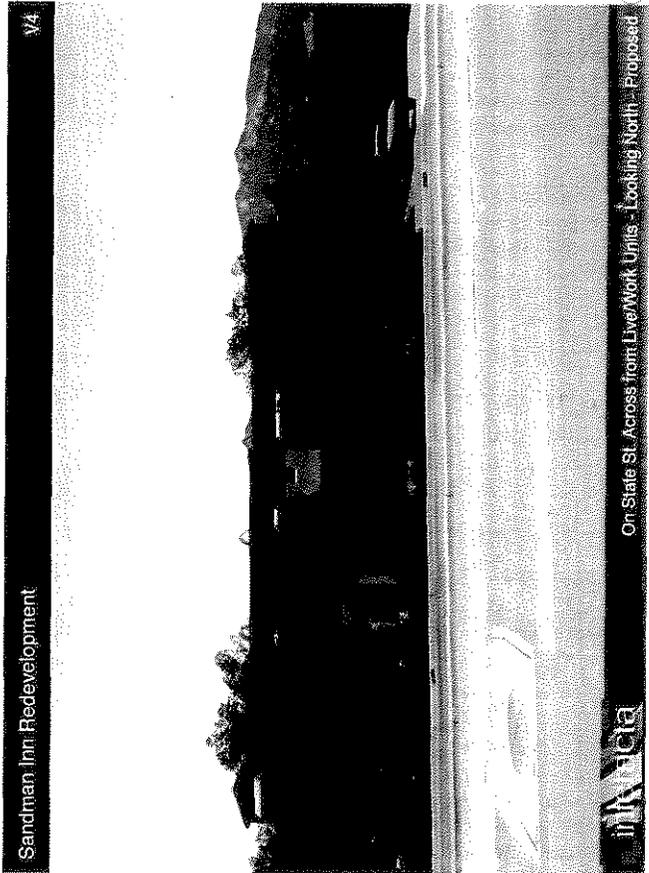
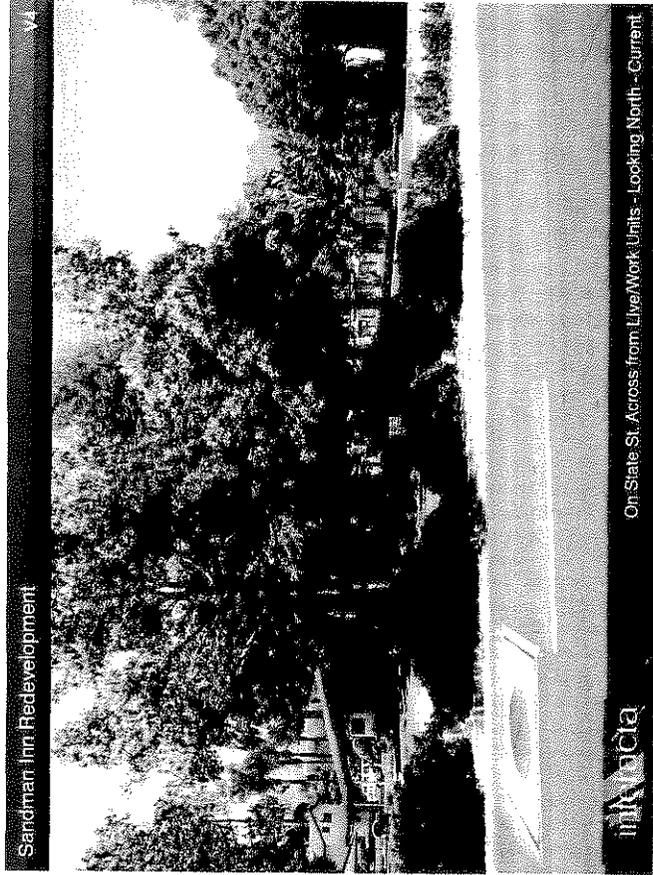
View 3 Simulation

- A** Existing View
- B** Base Project
- C** Applicant Alternative



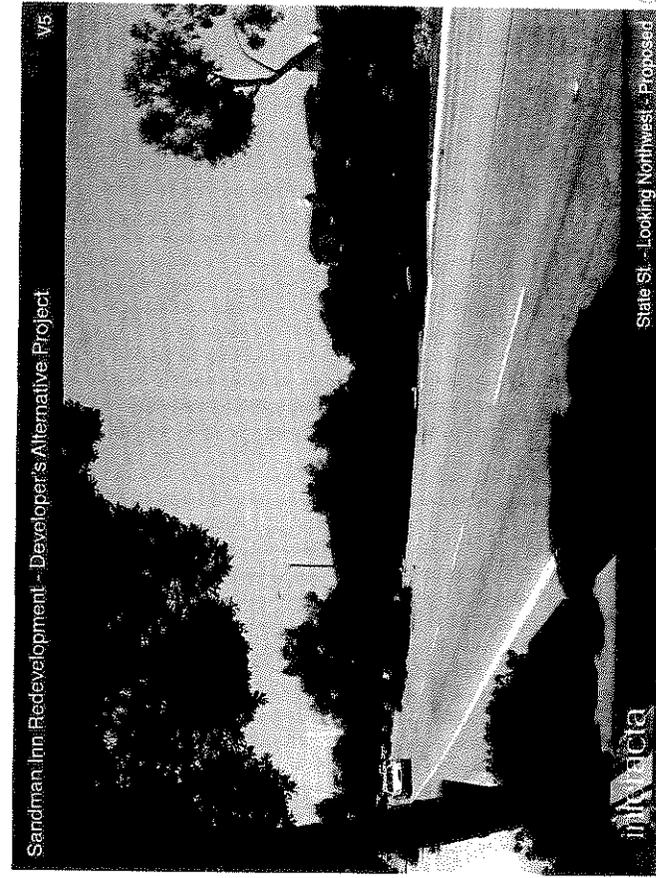
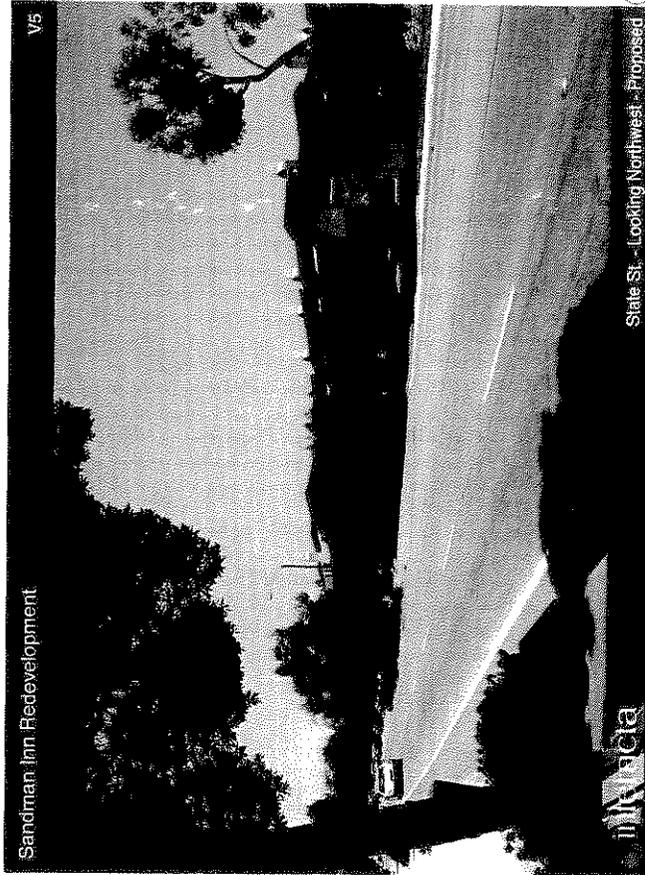
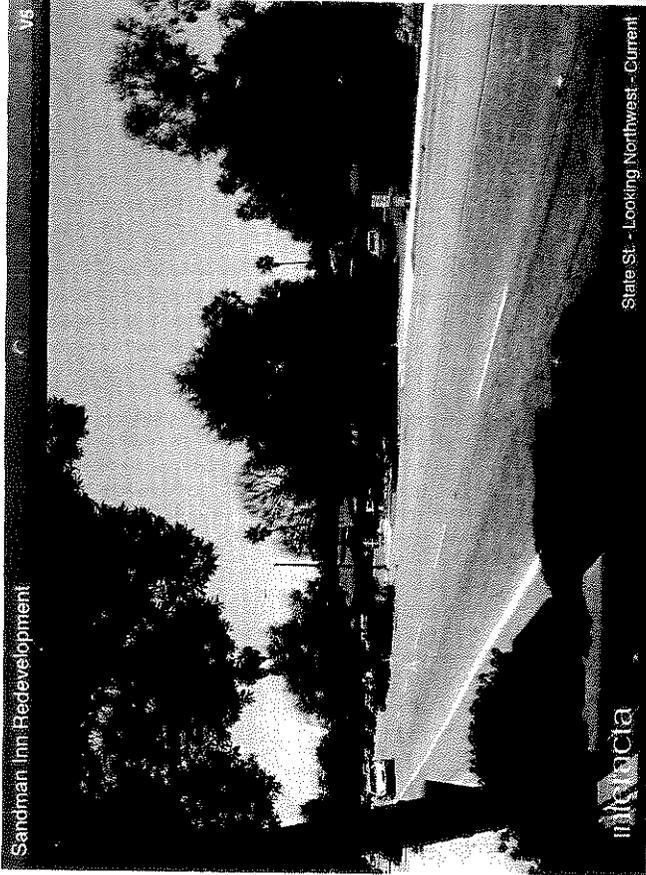
View 4 Simulation

- A** Existing View
- B** Base Project
- C** Applicant Alternative



View 5 Simulation

- A** Existing View
- B** Base Project
- C** Applicant Alternative



**The Sandman Inn
Redevelopment &
Condominium
Project**

Owner: Irving S. Shusterman
200 E. Center St. Suite 200
North Portland, OR 97202
Project:
Phase:

Project No: 2006
Scale: 1/8" = 1'-0"

Unit Plans

A2.1
Proposed Design



2nd Floor
47,580 sq. ft. (net)



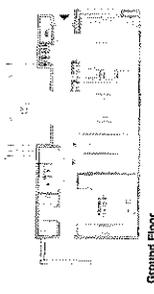
2nd Floor
14,350 sq. ft. (net)



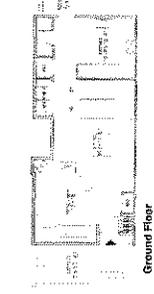
2nd Floor
4,890 sq. ft. (net)



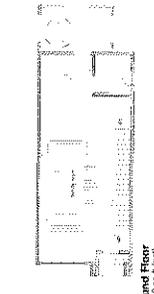
2nd Floor
12,224 sq. ft. (net)



Ground Floor
47,580 sq. ft. (net)



Ground Floor
14,350 sq. ft. (net)



Ground Floor
4,890 sq. ft. (net)



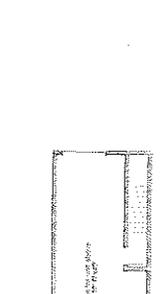
Ground Floor
12,224 sq. ft. (net)



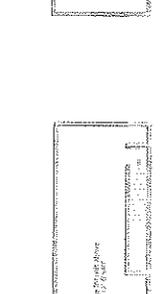
Garage



Garage



Garage



Garage

Unit D (15 units total)
47,580 sq. ft. (net)
Unit is duplicate with unit A except no 3rd floor
Two bedrooms
Two bathrooms
1 car garage
1 gas fireplace

Unit E (5 units total)
14,350 sq. ft. (net)
Unit is duplicate with unit C except no 3rd floor
Two bedrooms
Two bathrooms
1 car garage
1 gas fireplace

Unit F (2 units total)
4,890 sq. ft. (net)
Unit is duplicate with unit A except no 3rd floor
Two bedrooms
Two bathrooms
2 car garage
1 gas fireplace

Unit G (4 units total)
12,224 sq. ft. (net)
Unit is duplicate with unit A except no 3rd floor
Two bedrooms
Two bathrooms
2 car garage
1 gas fireplace



Unit Design Notes:
1. All units are designed to meet the minimum requirements of the International Building Code, 2006 Edition, and the International Residential Code, 2009 Edition, as amended by the City of Portland, Oregon, and the State of Oregon.
2. All units are designed to meet the minimum requirements of the International Building Code, 2006 Edition, and the International Residential Code, 2009 Edition, as amended by the City of Portland, Oregon, and the State of Oregon.
3. All units are designed to meet the minimum requirements of the International Building Code, 2006 Edition, and the International Residential Code, 2009 Edition, as amended by the City of Portland, Oregon, and the State of Oregon.
4. All units are designed to meet the minimum requirements of the International Building Code, 2006 Edition, and the International Residential Code, 2009 Edition, as amended by the City of Portland, Oregon, and the State of Oregon.
5. All units are designed to meet the minimum requirements of the International Building Code, 2006 Edition, and the International Residential Code, 2009 Edition, as amended by the City of Portland, Oregon, and the State of Oregon.

CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING**2. 3714 STATE ST****C-P/SD-2 Zone**

Assessor's Parcel Number: 053-300-023 / 053-300-031

Application Number: MST2007-00591

Owner: Kellogg Associates

Agent: L&P Consultants

Architect: Blackbird Architects

(This is a revised project [MST2003-00286]. Proposal to demolish the existing, 52,815 square foot, 113-room hotel [Sandman Inn]; and to redevelop the site with a 70,346 square foot, three-story, 106-room hotel and 73 residential condominium units [ranging from two to three stories] over two parcels [APNs 053-300-023 & 053-300-031], totaling 4.6 acres. Of the 73 proposed residential condominiums there are 37 three-bedroom units, 14 two-bedroom units, and 22 one-bedroom units. Of the 73 units, 22 are proposed to be affordable units. The proposal includes 291 parking spaces, 163 for the residential units, 111 for the hotel, and 17 shared parking spaces. Of the 291 parking spaces, 273 are proposed to be underground. This project requires Planning Commission Review of a Tentative Subdivision Map, Development Plan Approval, Lot Line Adjustment, and a modification for inclusionary housing units.)

(COMMENTS ONLY PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND PLANNING COMMISSION REVIEW OF A TENTATIVE SUBDIVISION MAP, DEVELOPMENT PLAN APPROVAL, LOT LINE ADJUSTMENT, AND A MODIFICATION FOR INCLUSIONARY HOUSING UNITS.)

Present: Ken Radkey, Blackbird Associates; Jonathon Watt, Susan Van Atta; Alison De Busk, Project Planner, City of Santa Barbara.

Staff Comment: Ms. DeBusk requested comments on potential view impacts, and stated findings required to be met.

Public comment opened at 5:29 p.m.

1) Paul Hernadi: read comment letter from Patricia Hiles

2) Letters from Linda Suri, James Read, Jim and Ginger Peterson, Stan and Adeal Laband expressing opposition were read into the record.

Public comment closed at 5:37 p.m.

Staff Comments: Alison Debusk, Project Planner reported that staff will review application for completeness; prepare Request For Proposals for EIR; receive public comment at Planning Commission hearing. Staff verified the applicant is requesting 11 units over density.

Motion: **Continued indefinitely to Full Board with the following individual and collective comment:**

- 1) The idea of pedestrian boulevards provides a nice urban environment.
- 2) The break up of the units is appreciated, consider varying the number of units per grouping.
- 3) The Board likes the overall pedestrian oriented site-plan.
- 4) Provide more street scape elevations and photos of the neighborhood.
- 5) As presented, the proportion of open space and the ability to provide landscape is insufficient for the amount of mass, bulk and scale of the project.
- 6) The Board likes the overall pedestrian site plan.
- 7) There is concern with the lack of above ground guest parking.
- 8) There is concern with the excessive amount of hardscape adjacent to the hotel.
- 9) It is preferred that basement bike racks be relocated closer to elevator.
- 10) Provide basement lighting and plant wells.

- 11) Some Board members suggest adding commercial uses along State Street.
- 12) Some Board members would prefer a more one-story roof element at the pedestrian walkway.
- 13) A majority of the Board would prefer more expressed pedestrian walkways through the site.
- 14) The board would prefer sidewalks along basement ramps.
- 15) Consider adding more at-grade bike storage, more social centers, and a pedestrian connection to San Remo Street.

Action: Paul Zink/Gary Mosel, 8/0/0. Motion carried.

***** THE BOARD RECESSED FROM 7:04 UNTIL 7:47 P.M. *****

CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING

3. 617 BRADBURY AVE

C-2 Zone

Assessor's Parcel Number: 037-122-006

Application Number: MST2007-00559

Owner: Leed Santa Barbara LLC

Architect: Design To The Nines

(Proposal to demolish an existing 458 square foot single-family residence and construct a new two-story mixed-use LEED Certified development of 1,604 square feet of commercial space on the ground floor and two, one-bedroom condominium units on the second level on a 5,000 square foot lot in the C-2 zone. Residential unit A is proposed at 1,085 square feet and residential unit B at 1,070 square feet. The proposed project would include roof gardens, solar panels, wind turbines, and permeable pavement for driveways and sidewalks. Also proposed is a shared bicycle storage area and bathroom for LEED Certification points. The project requires Staff Hearing officer review of a Tentative Subdivision Map and Development Approval Findings for new commercial square footage.)

Presenters: Ted Powel, Architect; Laura Powel, Landscape Designer; Kay Perry, Owner. Heather Baker, Project Planner, City of Santa Barbara.

Staff comment: Per recommendation of the City Arborist, the existing palm tree is a significant skyline tree and can be saved. The tree in the existing state is not hazardous; however it is suggested for maintenance to remove the dead fronds.

Public comment opened at 8:01 p.m.

- 1) Wanda Livernois: project not compatible to the neighborhood, concerned about possible loss of tree.
- 2) Robert Livernois: concerned about potential loss of a significant tree.
- 3) Letters from Paula Westbury, James Smock, and Mark Maslan were read into the record.

Public comment closed at 8:19 p.m.

Motion: Continued indefinitely to the Full Board with the following comments:

- 1) Research the exterior character to be more compatible with the neighborhood style.
- 2) Redesign the project to be more authentic in styling.
- 3) The existing tree should remain in its current location.
- 4) Show the adjacent structures on the site plan.
- 5) The Board is happy to see a project striving for LEED certification.

Action: Paul Zink/Christopher Manson-Hing, 7/0/0. Motion carried. (Blakeley absent.)

Straw vote: How many of the Board would prefer to request the presence of the Transportation Division representative during Board review? 9/0 (unanimously passed).

Motion: **Final Approval on Architecture and continued two weeks on Landscaping with comments:**

- 1) The Board requests Transportation Division staff representative to be present during Board review to satisfactorily discuss the Board's concerns and offer input regarding City Transportation Policies on tree proximity to intersections.
- 2) The Board is satisfied regarding street tree removals as proposed on the plan.
- 3) The Board appreciates the applicant's tree preservation efforts on the proposed project.

Action: Gross/Sherry, 8/0/1. Motion carried. (Zink abstained).

CONCEPT REVIEW - CONTINUED ITEM

2. 3714 STATE ST

C-P/SD-2 Zone

Assessor's Parcel Number: 053-300-023
 Application Number: MST2007-00591
 Owner: Kellogg Associates
 Agent: L&P Consultants
 Architect: Blackbird Architects

(This is a revised project (MST2003-00286). This is an alternate site proposal which eliminates the proposed hotel and instead proposes commercial office space. Proposal to demolish the existing, 52,815 square foot, 113-room hotel (Sandman Inn) and to redevelop the site with a 14,254 square foot, two-story, office building and 73 residential condominium units (ranging from two to three stories) over two parcels (APNs 053-300-023 & 053-300-031), totaling 4.6 acres. Of the 73 proposed residential condominiums, there are 41 three-bedroom units, 14 two-bedroom units, and 18 one-bedroom units. 11 of the 73 units are proposed affordable units. The proposal includes 228 parking spaces, 162 for the residential units, 66 for the commercial space. 167 of the 228 parking spaces are proposed underground. This project requires Planning Commission Review of a Tentative Subdivision Map, Development Plan Approval, Lot Line Adjustment, and a modification for inclusionary housing units.)

(Second Concept Review. Comments only; Project requires Environmental Assessment, Compatibility Analysis, Planning Commission Review of a Tentative Subdivision Map, Development Plan Approval, Lot Line Adjustment, and a modification for inclusionary housing units.)

(4:28)

Present: Ken Radkey, Blackbird Associates; Jonathon Watt, Susan Van Atta; and Alison De Busk, Project Planner, City of Santa Barbara.

Public comment opened at 4:51 p.m. As no one wished to speak, public comment was closed.

An opposition letter from Paula Westbury was acknowledged by the Board.

Chair Manson-Hing requested that staff differentiate between the different building concepts for clarification purposes and to keep track of each review. Therefore from this point forward the Hotel Concept will be referred to as "Concept A", and the Office Building Concept will be referred to as "Concept B."

Motion: **First Concept Review of "Concept B" the Office Proposal. Continued indefinitely to Planning Commission and return to Full Board with comments:**

OFFICE BUILDING CONCEPT:

- 1) The Board appreciates the alternative application presented as a superior solution compared to the hotel solution.
- 2) The office building on the corner of Hitchcock should relate better to corner in its architecture.
- 3) The open yard space at State Street could be relocated into the center of the housing project.
- 4) Carry forward all the previous hotel proposal ("Concept A") comments (incl. light wells in the parking garage, similar to the approach at the Ralphs Store at Chapala and Carrillo Streets).
- 5) Study reducing the 40-foot paved width area at the entrance to the complex between the park and the office building.
- 6) Study the relationship of the affordable units to the adjacent office parking and common open space, and consider mixing the affordable units into the residential project component.

Action: Zink/Rivera, 9/0/0. Motion carried.

PRELIMINARY REVIEW

3. 1298 COAST VILLAGE RD

C-1/R-2/SD3 Zone

Assessor's Parcel Number: 009-230-043
 Application Number: MST2004-00493
 Architect: Jeff Gorrell
 Applicant: John Price
 Owner: Olive Oil & Gas L P

(Proposal to demolish the existing gas station and service bays and construct a new three-story, mixed-use building on an 18,196 square foot lot. The 16,992 square foot building would include 4,800 square feet of commercial space on the ground floor and 12,192 square feet of residential space on the second and third floors. The residential component would include 8 units, which would include two one-bedroom and six two-bedroom units. A total of 36 parking spaces are proposed to include 19 commercial spaces and 17 residential spaces. A total of 11,000 cubic yards of cut and fill is proposed. Project received Planning Commission approval, with conditions, on 3/20/08 and City Council approval on appeal, with conditions, on 7/15/08 for a Local Coastal Plan Amendment, a Zone Change, a Tentative Subdivision Map, a Coastal Development Permit, Development Plan Approval, and Modifications. The project requires compliance Council Resolution No. 08-084.)

(Project requires compliance with City Council Resolution No. 08-084.)

(5:28)

Chair Manson-Hing explained that at the beginning of the meeting a comment on the February 9th draft minutes regarding the interior elevations will be reviewed during an in-progress review after preliminary approval and before final approval is granted.

Present: Jeff Gorrell, Lenvik & Minor Architects; Sam Maphis, Landscape Architect; and Peter Lawson, Associate Planner for the City of Santa Barbara.