



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: October 1, 2009

AGENDA DATE: October 8, 2009

PROJECT ADDRESS: 35 State Street, 36 State Street and 118 State Street (MST97-0357)
(formerly identified as 22-120 State Street, 15 E. Mason Street, 125 State Street and the State Street Right-of-Way Between the Mission Creek Bridge and the Union Pacific Railroad Right-of-Way)
"Entrada de Santa Barbara"

TO: Planning Commission

FROM: Planning Division, (805) 564-5470
Bettie Weiss, City Planner *BW*
Danny Kato, Senior Planner
Debra Andaloro, Senior Planner *DAK*
Allison De Busk, Project Planner *AD*

SUBJECT: **SUBSTANTIAL CONFORMANCE DETERMINATION (SCD)
DISCUSSION FOR PROPOSED CHANGES TO THE APPROVED
ENTRADA DE SANTA BARBARA PROJECT**

I. PURPOSE OF DISCUSSION ITEM

The purpose of this discussion item is to inform the Planning Commission of proposed changes to the Entrada de Santa Barbara project, as finalized on December 11, 2001, and to receive Planning Commission comments on the proposed changes. The City Administrator will make the final determination as to whether or not the proposed changes are in substantial conformance with the approved project, taking into consideration comments received from the Community Development and Public Works Departments, the Planning Commission and the Historic Landmarks Commission. Therefore, no action on the part of the Planning Commission is required relative to this item.

II. BACKGROUND

A. ORIGINALLY APPROVED ENTRADA PROJECT

The following summarizes the originally approved Entrada project's review and approval process and site statistics. For additional information on the project review, please refer to prior staff reports and minutes, which are available at: http://www.santabarbaraca.gov/Documents/Advisory_Groups/Planning_Commission/Current/02_Staff_Reports/La_Entrada_Archived_Reports. The Planning Commission originally approved the Entrada Project on July 1, 1999. That approval was subsequently appealed to the City Council by the Environmental Defense Center (representing the League of Women Voters

of Santa Barbara and Citizens Planning Association of Santa Barbara County, Inc.) and Santa Barbara Streets R Us Committee. On August 17, 1999, the City Council denied the appeal of the Planning Commission's approval of the project. Litigation ensued, culminating in a judgment against the City that resulted in the requirement for the City to prepare an Environmental Impact Report (EIR) focused solely on public view impacts of the project. The City subsequently prepared the EIR, and, on August 21, 2001, the City Council certified the EIR and granted final project approval. An appeal of the City Council's approval was filed with the California Coastal Commission (CCC). On October 9, 2001, the CCC found no substantial issue with the appeal, and on December 11, 2001, the CCC issued a Final Decision stating no substantial issue with the appeal. Further litigation over the project resulted over the project's environmental review; however, the City prevailed and judgment was entered in its favor, which judgment is now beyond the appeal period.

The overall site statistics for the originally Approved Entrada Project are summarized below (see also Table 1):

- Three areas (A, B, and C) and right-of-way improvements;
- 2.41 acres total;
- Approximately 17,500 sq. ft. of commercial/retail space;
- 56 units, each with a lock-out¹, for a total of 112 units (105,053 sq.ft.);
- A Visitor Information Center (VIC) (2,500 sq .ft.) located in Area C;
- 210 parking spaces (including 68 dedicated off-street parking spaces for the commercial portion of the project and 30 additional public spaces available on a shared-use basis with the time-shares; parking for the VIC provided off-site at 125 State Street);
- No project phasing identified or approved; and
- No operator identified during review and approval process.

B. PRIOR SCD REQUESTS

1. On June 6, 2003, the City received a formal request for SCD for proposed changes to the originally Approved Entrada Project. The key changes to the site statistics and project are summarized below and shown in Table 1:

- Reduction of the number of rooms from a potential of 112 units (including the lock-out units) to 62 stand alone rooms with no lock out units, resulting in a reduction of unit square footage from 105,053 to 96,773;

¹ A "lock-out" means that the unit has an additional bedroom and bathroom area that can be used either with the main room, or rented out as a separate unit. Each time-share unit consisted of two bedrooms with two and a half baths, a great or living room, and a kitchen. When the lock-out feature is implemented, the time-share unit is divided into two units with separate entrances. One unit would consist of a bedroom with one and half baths, great room, and a kitchen. The other unit (the "lock-out") would consist of a bedroom with one bath. When the "lock-out" feature is implemented, each of the two units could be separately occupied by the owner, the owner's guest, time-share exchange occupants, or as a public overnight accommodation.

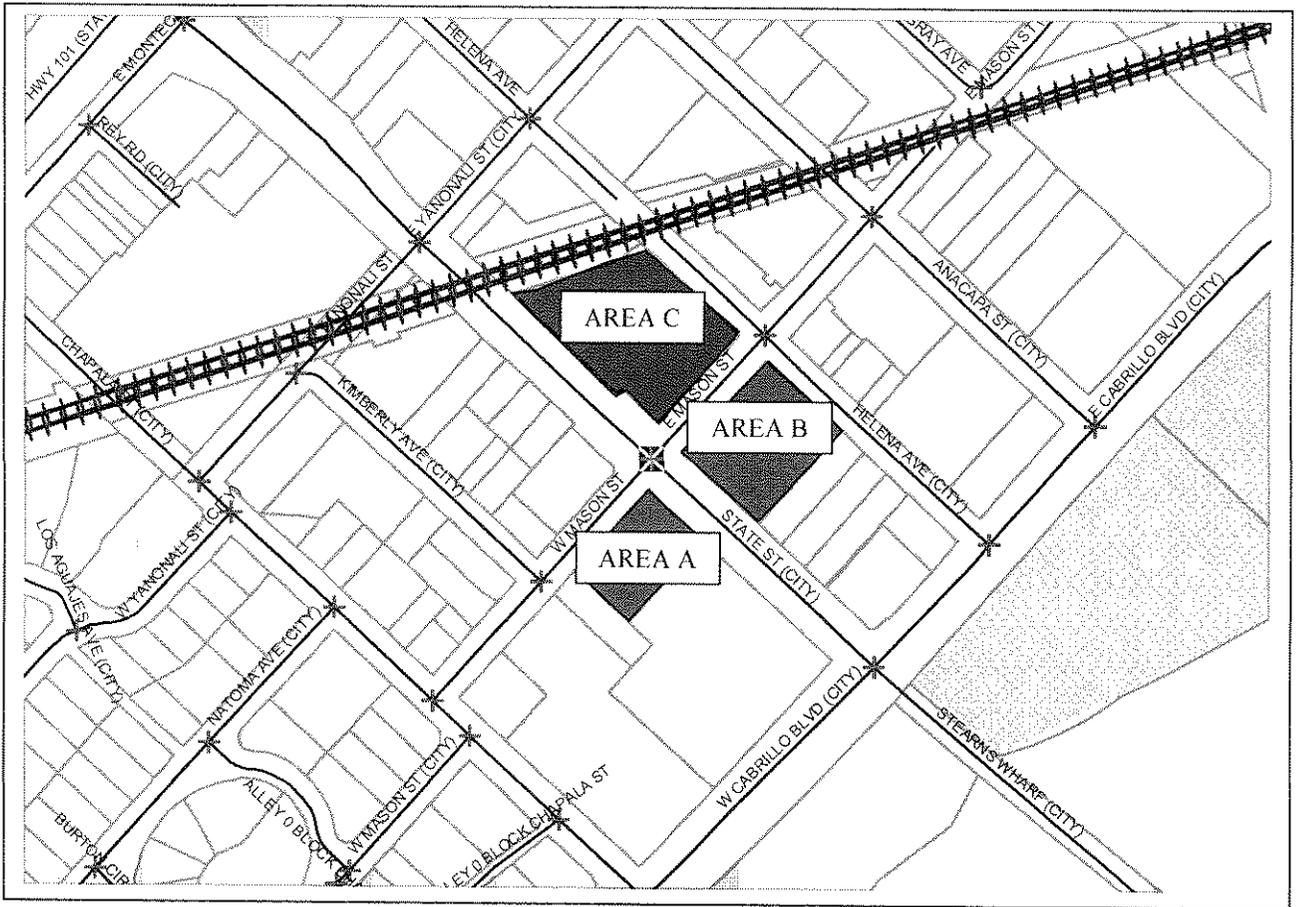
- A change in the unit mix from all 2-bedroom units to a mixture of 1, 2 and 3 bedroom units to better serve a range of visitors;
- Increase in commercial square footage from 16,854 to 17,932 (included the additional 668 square feet of commercial space required as a Planning Commission condition of approval for the originally Approved Entrada Project);
- Additional “back of house” facilities as requested by Ritz Carlton Club for operational purposes, which required a new TEDR to cover additional square footage on Area A (TEDR of 715 sq.ft. from Area B to Area A);
- No change to view corridors as verified by visual view corridor analysis performed at the City’s request;
- Increase in the number of dedicated public parking spaces from 68 to 95;
- Additional public right-of-way encroachments to accommodate the relocated valet/arrival area arcade, private meters, vaults, and telecommunication lines;
- Relocation of the lobby and valet/arrival area from the lobby of the Californian Hotel (Area A) to the East Mason Street frontage on Area C; and
- Design changes on Helena Avenue and East Mason Street elevations.

The Planning Commission discussed the proposed changes on December 4, 2003. The project changes identified above were issued a SCD by the Community Development Director on February 12, 2004.

2. On December 9, 2005, the Community Development Director issued a SCD to allow issuance of sequential building permits for Areas C, B and A, in that order.
3. On July 22, 2008, the Community Development Director issued a SCD to allow the 10 parking spaces assigned to the proposed Visitor Information Center (VIC) to be relocated from their approved location off-site at 125 State Street to the parking structure located on Area C (the same site as the VIC). This project change is shown in Table 1.

C. PROJECT STATUS

Building permits have been issued for construction of Area C and construction has begun. By pulling building permits for Area C, the applicant has effectuated the entitlements for the entire project. Final design review approval was granted for Areas A and B; however, those approvals have recently expired. Should this SCD request not be approved, the applicant is entitled to construct the originally Approved Entrada Project, although updated design review approvals would be required.



Vicinity Map for 35 State Street (Area A), 36 State Street (Area B), and 118 State Street (Area C)

III. CURRENT REQUEST

A. SCD REVIEW PROCESS

The SCD process is a standard part of the land development review process, as changes to projects are regularly proposed as a project progresses from one stage to another. Levels of substantial conformance (Levels I through IV) recognize that some changes are minor while other proposed changes may be major. It is inherent in the SCD process that the changes may result in different project elements, and the standard of review is to determine if the project with the proposed changes and differences is still consistent with the earlier project approvals.

On July 14, 2009, the applicant submitted a formal SCD Request. The application was distributed to members of the City's Land Development Team for review and analysis. In addition to review and comment by the Planning Commission, proposed changes will also be reviewed and commented on by the Historic Landmarks Commission (HLC) prior to the City Administrator making a formal decision on the SCD request. The Planning Commission is discussing the proposal prior to the HLC because it is not appropriate for the design review

body to discuss proposed architectural changes prior to hearing comments regarding the project's overall land use and site layout from the Planning Commission. If the SCD request is approved, full HLC review and approval will be required prior to issuance of building permits.

B. PROPOSED CHANGES (SEE ALSO TABLE 1)

1. Proposing 114 hotel units and nine timeshare units.
2. Hotel amenities (conference room, gym, spa, business center, lounge and breakfast area) are proposed, totaling 8,066 square feet.
3. All back-of-house (BOH) areas now located on the subject properties, rather than off-site, resulting in 1,491 square feet of additional BOH area on the subject properties.
4. Storage space for timeshare units added to Areas A, B and C.
5. Revised parking plan (see below for statistics), wherein all hotel and timeshare parking is provided on Areas A and B, and Area C's parking will accommodate all parking associated with the commercial development, Visitor Information Center and public parking.
6. Main lobby and valet pick-up/drop-off relocated from Area C to Area B (along E. Mason Street).
7. Offer of a Guarantee for completion of the Area C underground parking garage.
8. Greatly expanded public plaza in Area C.
9. Less above-grade square footage, resulting in reduced mass on Area C and Area B, and improved mountain views on Area C.
10. Minor changes to site plans for each Area, including changes to encroachments into required setbacks, for which modifications were originally granted (refer to Sheets BA810 and CA810 on the SCD plan set).

C. PROJECT STATISTICS

The following table provides approximate comparisons between the Approved Project, the project as revised per all of the prior SCDs, and the current proposed version.

TABLE 1

	Approved (2001)	Approved per SCDs	Proposed (2009)
Units	112	62	123
Timeshare Units	56 (each with a lock-out unit)	62	9
Hotel Rooms	0	0	114
Bedrooms	112	128	135
Total Project Square Footage	147,385 net sq. ft.	139,933 net sq. ft.	109,653 net square feet
Area A	49,196 net sq. ft.	48,067 net sq. ft.	40,194 net sq. ft.
Area B	47,662 net sq. ft.	46,891 net sq. ft.	31,652 net sq. ft.
Area C	48,506 net sq. ft.	44,975 net sq. ft.	37,807 net sq. ft.
Public Commercial Area (excludes Hotel Rooms and Timeshare Units)	17,532 net sq. ft.	15,593 net sq. ft.	21,654 net sq. ft.
Total Non-residential Area	42,332 net sq. ft.	43,160 net sq. ft.	42,275 net sq. ft.
Hotel Rooms and/or Timeshare Units	105,053 net sq. ft.	96,773 net sq. ft.	67,378 net sq. ft.
Parking Spaces - Total	220²	210	243
Commercial/Public Parking (excludes hotel/timeshare parking)	108 ³	148	120
Parking required per Municipal Code	201	155	223

D. ISSUE AREAS

This SCD request includes many considerable changes to the approved project, with the most noteworthy and obvious changes occurring on Area C, which now includes a much larger public plaza and a completely revised site plan. The changes to Areas A and B are more minor in nature.

Throughout review for the originally Approved Entrada Project there have been certain key issues considered by decision-makers. Those issue areas most relevant to this SCD request are summarized below, along with a brief discussion of the proposed changes relative to those issue areas.

² Includes 10 spaces provided off-site at 125 State Street for the Visitor Information Center.

1. **Land Use**

In terms of land use, staff does not consider the proposed change from timeshares to primarily hotel rooms as a major revision to the project, as they are treated the same in our zoning ordinance (they fall under the definition of hotel), and the potential for conversion to hotel units was discussed throughout the project's review process.

Visitor Serving Land Uses

The Coastal Act and LCP provisions relative to visitor serving uses within the Coastal Zone that are applicable to the Entrada project include: 1) protecting, encouraging, and where feasible providing lower cost visitor and recreational facilities, with public recreational opportunities preferred over private, and 2) that new hotel/motel development within the Coastal zone, where feasible, provide a range of rooms and room prices in order to serve all income ranges. Likewise, lower cost restaurants, or restaurants that provide a wide range of prices, are encouraged.

The Approved Entrada project provided on-site private recreational amenities including two swimming pools (one on Area A and one on Area C), a fitness center, and outdoor terraces, as well as several amenities likely to be well utilized by the public enjoying the City's Waterfront, such as the public plazas, the paseo access through Areas B and C and the Visitor Information Center. Additionally, the wider bikes lanes proposed along State Street improved bike access in the area. Therefore, the Entrada project was determined to be consistent with the recreation provisions of the Coastal Act and LCP.

The proposed changes to the project do no change the project's consistency with those provisions.

The applicant did contribute \$1,140,794 to fund projects associated with low-cost visitor-serving uses. The proposed changes to the project would include a majority of hotel rooms as opposed to time-share units, which would likely result in increased TOT revenues to the City, and may provide for a wider range of rooms and room prices. This would continue to be consistent with the lower-cost visitor-serving provisions of the Coastal Act and LCP.

2. **Setback Modifications**

The HRC-II zone requires 20-foot front setbacks for buildings of more than 15 feet in height. The intent of the HRC-II setbacks is to provide for an enhanced feeling of openness within the Waterfront area, consistent with the goals of the Local Coastal Plan (LCP). The Approved Entrada project received front setback modifications on each development Area. The front setback modifications were approved, in large part, because of the public spaces provided by the project. Throughout the design review process, staff was diligent in ensuring that the project was held to the setbacks approved by the Planning Commission. This diligence was due to previous concerns about the project's "openness" and consistency with the Waterfront Area Design Guidelines.

The project plans include setback and open space diagrams and calculations that compare the Approved Entrada Project to the current SCD request (see Exhibit A). At

the ground level, the proposed changes result in increased building area within the required setback area (approximately 1,900 additional square feet, primarily on Area B). However, the proposed changes also result in a large increase in the amount of open / public space at the ground level (approximately 11,000 additional square feet, entirely on Area C). When all stories of the project are considered, the proposed changes result in a very small decrease in overall encroachment (177 square feet less). One of the reasons the setback modifications were supported was because of the project's open plaza and public paseo areas. Therefore, some minor additional encroachment into setbacks along Mason and Helena Streets may be acceptable due to the large increase in plaza space on Area C.

The proposed setback encroachments appear to be generally in line with those of the Approved Entrada Project and fall entirely within the scope of the prior approved modifications, and the proposed changes would address the issues originally associated with those setback encroachments, namely maintaining openness, creating public paseos and avoiding canyonization.

3. **Measure E**

The Measure E calculations for these sites are relatively complex, and the original approval involved the transfer of hotel rooms and non-residential square footage from Area A to Areas B and C. Staff has done a preliminary review of the proposed changes to the project, and believes that the project will continue to be consistent with the City's Measure E requirements. Final calculations cannot be done until building permit plans are submitted and permits issued. Staff will ensure that the project complies with Measure E prior to issuance of any permits.

4. **Visual Resources**

An Environmental Impact Report focused on public view impacts was prepared for the Entrada project and was certified by the Planning Commission in 2001. The views identified as important/moderately important in the EIR, which were most affected by the Entrada project were Views 6 (from the west side of State Street at the Mission Creek bridge looking toward Area B to the north) and 7 (from the west side of State Street south of Mason Street looking through the paseo on Area B). The Final EIR concluded that the Entrada project would result in adverse, but not significant impacts to public views.

Visual simulations (EIR Views 7 and 8) for the proposed changes to the originally Approved Entrada project have been submitted for review. The proposed changes to the project would further reduce adverse impacts to views compared to the entitled project, and the project design as analyzed in the EIR. Please refer to project plans (Exhibit A) for View Studies.

During joint public work sessions in April and May of 1999, the Planning Commission and HLC gave the applicant direction to preserve mountain views, maintain visual openness, promote architecture which enhances public views and aesthetics, and reduce the overall size, bulk, and scale of the project.

The Planning Commission staff report for the project (2001) stated "As identified in the Entrada project proposed Final EIR, the Entrada project may result in the some loss of views of the Santa Ynez Mountains and foothills from a few viewpoints along State Street. However, the Entrada project also includes view corridors through the Areas B and C to the Santa Ynez Mountains and foothills under circumstances where the new architecture may actually enhance and frame existing views."

The proposed changes to the project would increase the previously proposed view corridors and follows the direction given earlier on in project review. For these reasons staff believes that the proposed changes are positive from a visual/view impact standpoint.

The changes to Areas A and B are primarily related to the interior layout and function of the buildings, and overall, staff considers the changes to those buildings to be relatively minor and to have no consequence to views as compared to the originally Approved Entrada Project.

5. **Californian Hotel**

The existing Californian Hotel on Area A is non-conforming with respect to setbacks, building height and number of stories. The 56-foot height and four stories exceed the maximum 45-foot height and three-story limits for hotel buildings in the Waterfront area. The approved exterior alterations to the Californian Hotel include façade improvements that do not change the overall character of the building, and have been supported by the Historic Landmarks Commission. The Entrada project includes interior alterations to the entire hotel, including the non-conforming fourth floor.

The California Hotel is an unreinforced masonry building that is currently under stipulated Superior Court judgment to be demolished should the project approvals lapse.

6. **Transportation/Circulation/Parking**

A revised traffic analysis has been prepared and determined that traffic would not be increased as a result of the proposed changes (see Exhibit C). The analysis concludes that the proposed changes would result in a reduction of 3 weekday P.M. peak hour trips and 4 weekend peak hour trips. This is primarily due to the fact that timeshare units have a higher trip rate than hotel rooms.

In terms of circulation, transportation staff believes that the proposed changes are an improvement to the overall circulation in the area due to the relocation of the valet area from Area C to Area B.

The project continues to satisfy parking requirements, and continues to provide excess public parking spaces, which would be available to the general public and would be operated consistent with the City's retail parking program. Additionally, staff believes that having all hotel parking separated from the general commercial and public parking is a better design.

7. **Water & Marine Environments**

The Approved Entrada project included upgrades to the storm water system including the installation of industrial interceptors, as necessary, in order to prevent liquid wastes resulting from parking and cleaning areas from contaminating the storm water system. This pre-treatment was considered a benefit to the Mission Creek water environment. Because the proposed revisions require new building permits, the project would be subject to the City's Stormwater Management Plan regulations. Therefore, impacts associated with water and marine environments would likely be improved relative to the Approved project.

The Approved Entrada Project set all new buildings on Area A at least 25 feet back from the top-of-bank of the proposed Alternative 12 alignment of Lower Mission Creek. The proposed changes to the project maintain that 25-foot setback.

G. ENVIRONMENTAL REVIEW

By its very nature, in order for a SCD to be made, the environmental impacts of proposed changes to a project must be no greater than those associated with the approved project. Staff has considered the environmental implications of the proposed changes to the approved Entrada project. The proposed revisions have the potential to affect the following areas of analysis, relative to environmental review: traffic and views. As discussed above, the proposed changes further reduce the less than significant view impacts associated with the originally approved Entrada project. Also, as discussed above, a revised traffic analysis has been prepared and determined that traffic would not be increased as a result of the proposed changes. Staff would prepare any necessary documentation to ensure consistency with CEQA.

E. POTENTIAL CONDITIONS OF SCD

Staff has developed some potential conditions associated with the SCD request. If the project is determined to substantially conform to its prior Planning Commission approvals, these conditions will be documented in an agreement between the project applicant and the City. The possible conditions address issues such as:

- The imposition of a set timeframe for:
 - the issuance of the necessary Project building permits,
 - the beginning of construction of the Project, and
 - the completion of construction of the Project (with appropriate construction milestones for each phase of construction - as determined appropriate by the City's Building Official). This condition will include a provision for determining when Project construction has ceased and will provide for the expiration of the City development approvals for the Project should construction cease.
- Requiring the posting of a bond, letter of credit, certificate of deposit, or similar financial guarantee such that if construction of the Project is not begun by a certain

pre-established date or, if begun, is not completed by a certain date, all of the City project approvals will expire. The City would then be able to use the bond, letter of credit, certificate of deposit, or other financial guarantee to restore the real property of Area C to a level graded condition with appropriate landscaping and, thereafter, to allow the City to maintain Area C in a well-maintained condition. The City would also require the immediate demolition of the Californian Hotel, in accordance with the prior stipulated Superior Court judgment entered into with respect to the real property of the Californian Hotel by the owners of Area A and the City.

- Requiring the applicant to post and maintain a cash deposit of approximately \$20,000 to be used by the City to reimburse the City Public Works Graffiti abatement staff for their time and for the use of the City graffiti abatement equipment in removing graffiti immediately upon its occurrence now and through the completion of construction of the Project.
- Requiring the design and construction of all City right-of-way and other public improvements on the east and west side of State Street from the Project boundary south to Cabrillo Boulevard at the Project Applicant's expense and in conjunction with the construction of similar public improvements as part of the final phase of the Project construction.
- Requiring the Project Applicant to undertake a designated list of public improvements (such as utility undergrounding) as part of the initial phase of Project construction, where the list of public improvements have been accepted by and determined by the City Engineer to not be the sort of public improvements which could be damaged by the construction of the Project.
- Imposing the newest version of the City's Uniform Building Code on the Project as well as dealing with other technical issues such as complying the City's Stormwater Management Plan.

Staff also considered requiring all public improvements (widening sidewalks, curb, gutter, etc.) to be installed by a certain early date. However, this would essentially mean that the public improvements would be installed prior to completion of any of the buildings. This could create a more pedestrian- and visitor-friendly and safe environment; however, most of these improvements would temporarily disrupt traffic and pedestrian use, and could then be significantly damaged during building construction, thereby necessitating reconstruction. As a result, Staff concluded that the potential disruption and expense was not worth the benefit and is recommending that the City require only a limited list of public improvements (see bullet point above) be constructed concurrent with the start of the Project construction itself. However, City staff would appreciate any feedback from the Planning Commission on this point.

These conditions would be forwarded to the City Administrator for consideration should the City Administrator determine that the proposed changes are in substantial conformance with the approved project.

IV. CONCLUSION

As indicated in this staff report, while this SCD request includes a lot of changes to the Approved Entrada Project, primarily in Area C, staff believes that the proposed changes are either beneficial or benign as compared to the Approved Entrada Project. This is particularly true of the changes proposed on Area C.

Some of the aspects that staff believes are a benefit to the project are: the increased public plaza space on Area C, increased mountain views on Area C and the relocation of the lobby and arrival/valet service area to Area B. Additionally, the project provides additional commercial space and reduces the size of each vacation rental unit.

In addition, the project would continue to provide the public benefits identified as part of the original project approval, including:

- A new Visitor Information Center;
- Completion of the City's long held vision for connecting the Waterfront and Downtown via the extension of the State Street Plaza design improvements to the project area;
- Additional public plazas and paseos;
- Additional Waterfront public parking;
- Stormwater run-off filtration improvements; and
- Undergrounding of overhead utility lines.

Therefore, in staff's opinion, the proposed revisions are potentially eligible for a positive determination of substantial conformance with the Approved Entrada Project.

Exhibits:

- A. Plans for Revised Entrada de Santa Barbara Project
- B. Applicant Letter dated July 14, 2009
- C. Traffic Study dated July 9, 2009

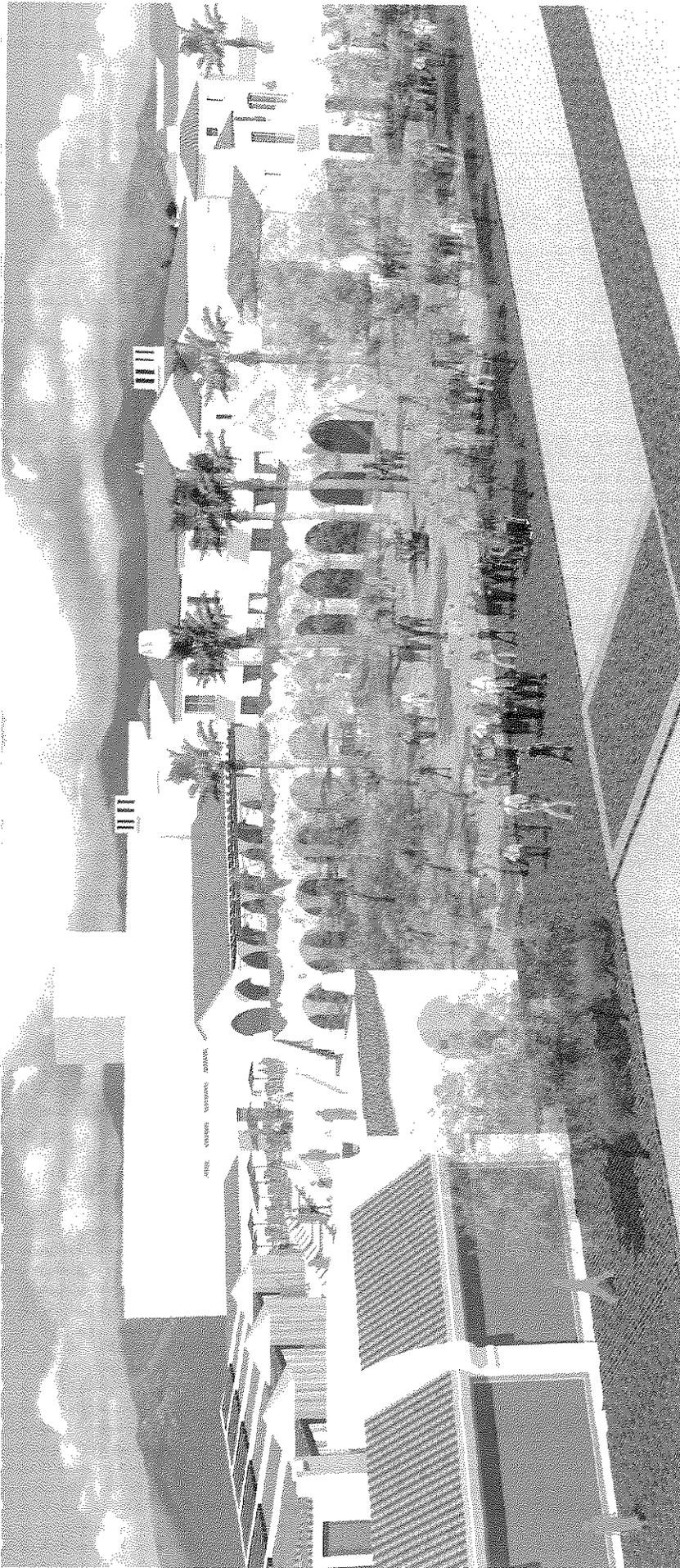


EXHIBIT A

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SHEET INDEX

COVER SHEET
 Tabulations
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 Second Level Setbacks Plan
 Third Level Setbacks Plan
 Fourth Level Setbacks Plan

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AA103 Area A Third Level Plan
AA104 Area A Fourth Level Plan
AA105 Area A Exterior Elevations - State and Mason Streets
AA106 Area A Exterior Elevations - South and West
AA107 Area A Building Mass Comparison
AA108 Area A Set Back and Open Space Comparison

BA100 Area B Below Grade Parking Plan
BA101 Area B Ground Level Plan
BA102 Area B Second Level Plan
BA103 Area B Third Level Plan
BA104 Area B Roof Plan
BA300 Area B Exterior Elevations - State Street
BA301 Area B Exterior Elevations - Mason Street

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CA112 Area C Reinforcements
CA113 Area C View Study

RECEIVED
 SEP 30 2009

ENTRADA de SANTA BARBARA - AREAS A, B and C

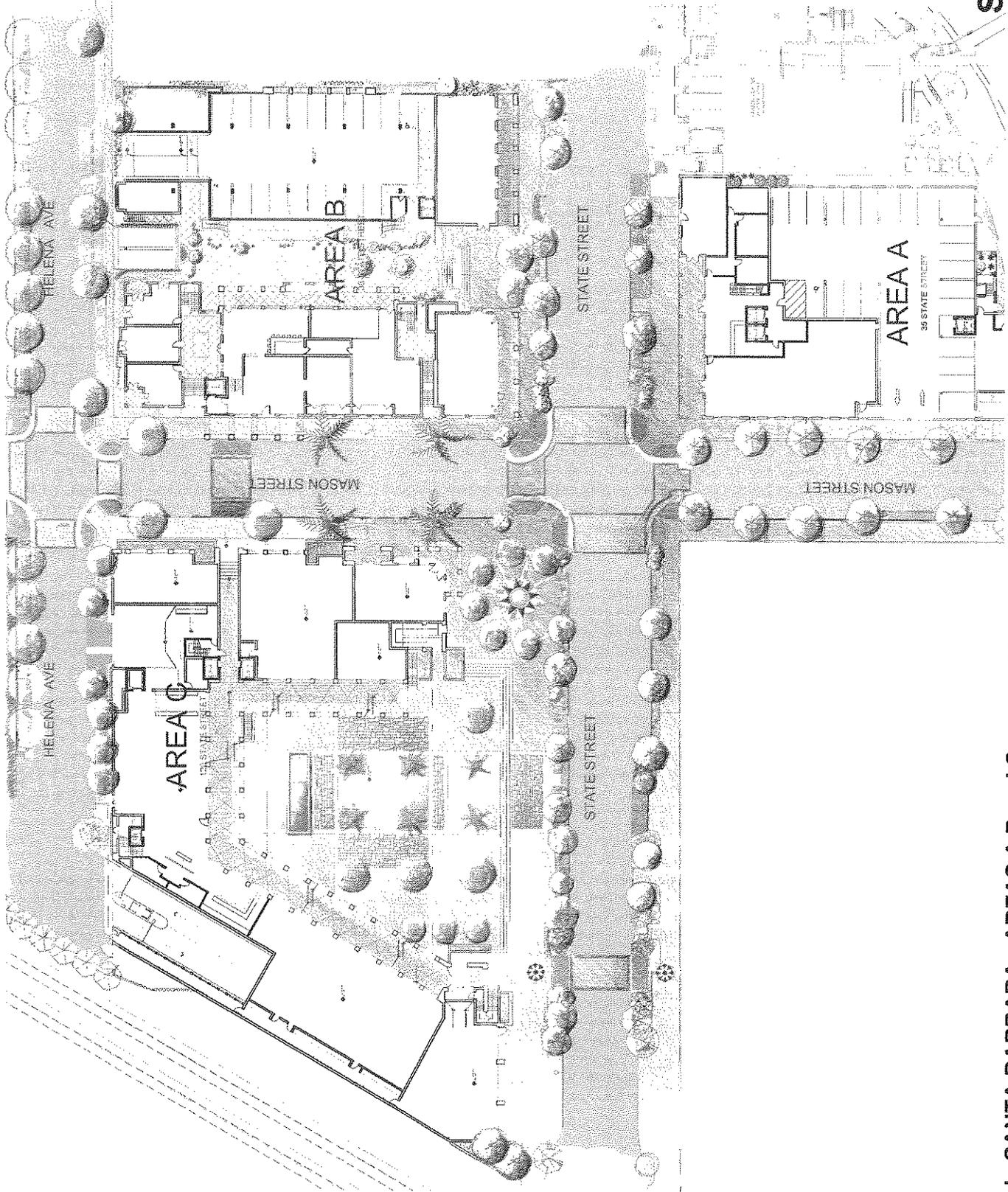
SANTA BARBARA, CALIFORNIA

SCD SUBMITTAL

30-SEPTEMBER-2009

CITY OF SANTA BARBARA PLANNING DIVISION

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SCD001
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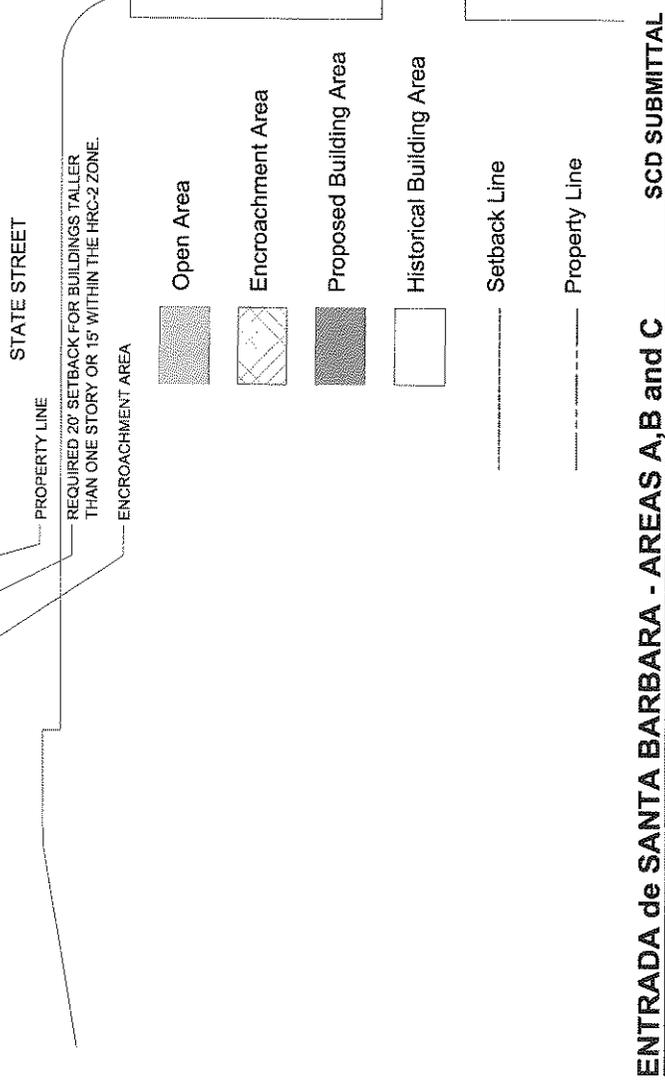
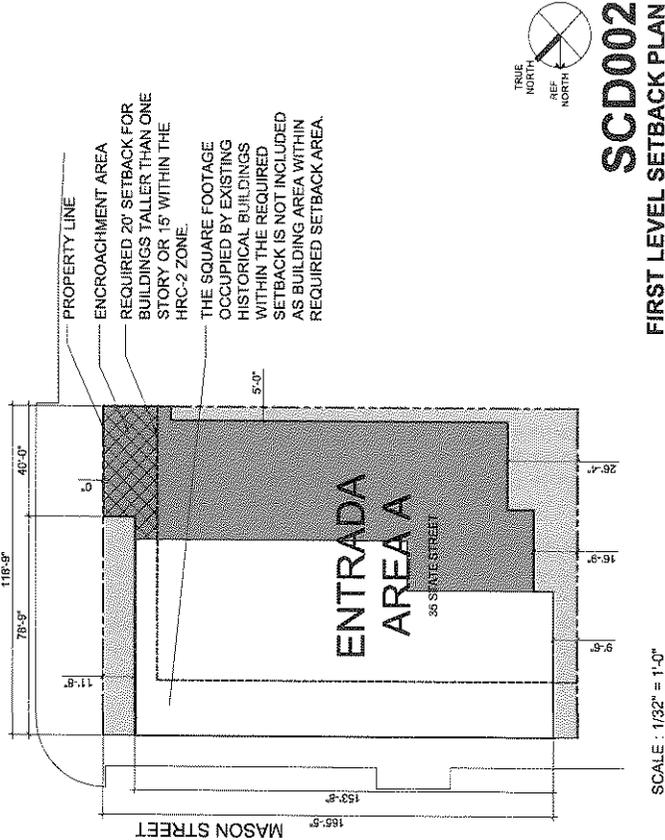
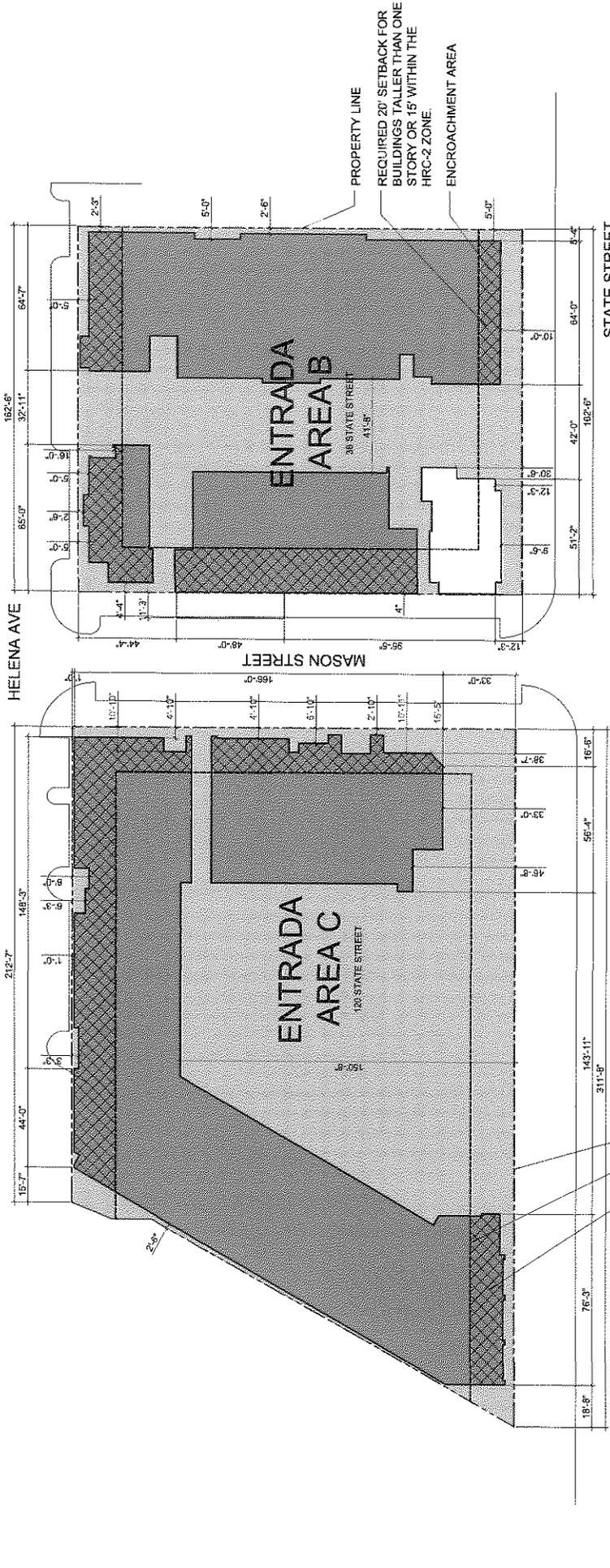
DESIGNARC



SCALE: 1/32" = 1'-0"

SCD SUBMITTAL
 30-SEPTEMBER-2009

ENTRADA de SANTA BARBARA - AREAS A, B and C
 SANTA BARBARA, CALIFORNIA



SCD002

FIRST LEVEL SETBACK PLAN

29 West Calle Laureles
Santa Barbara CA 93105
T: 805.687.1525
F: 805.687.8715

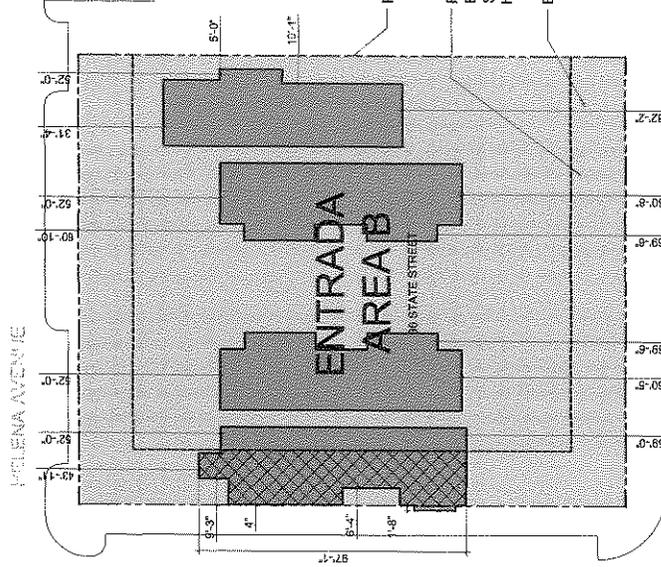
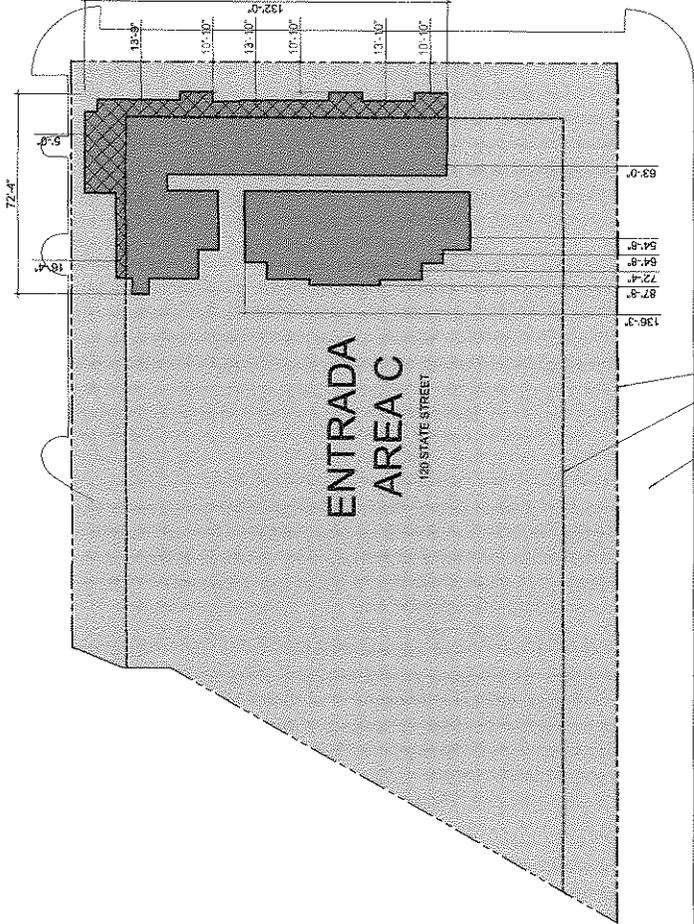
SCALE: 1/32" = 1'-0"

30-SEPTEMBER-2009

ENTRADA de SANTA BARBARA - AREAS A,B and C

SANTA BARBARA, CALIFORNIA

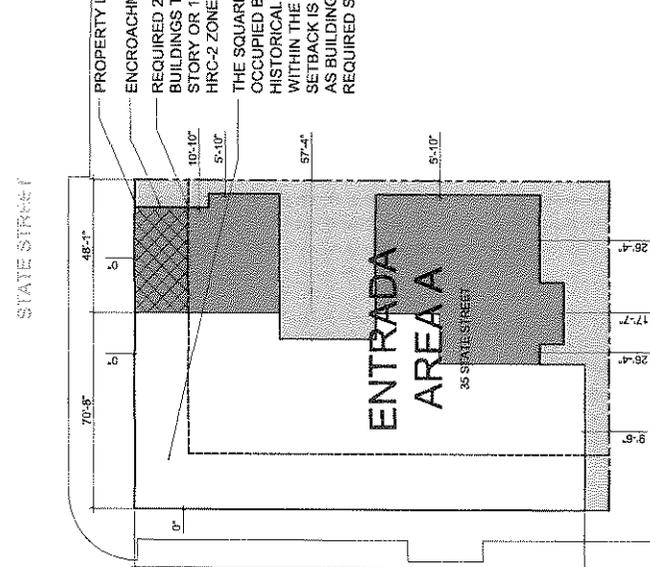
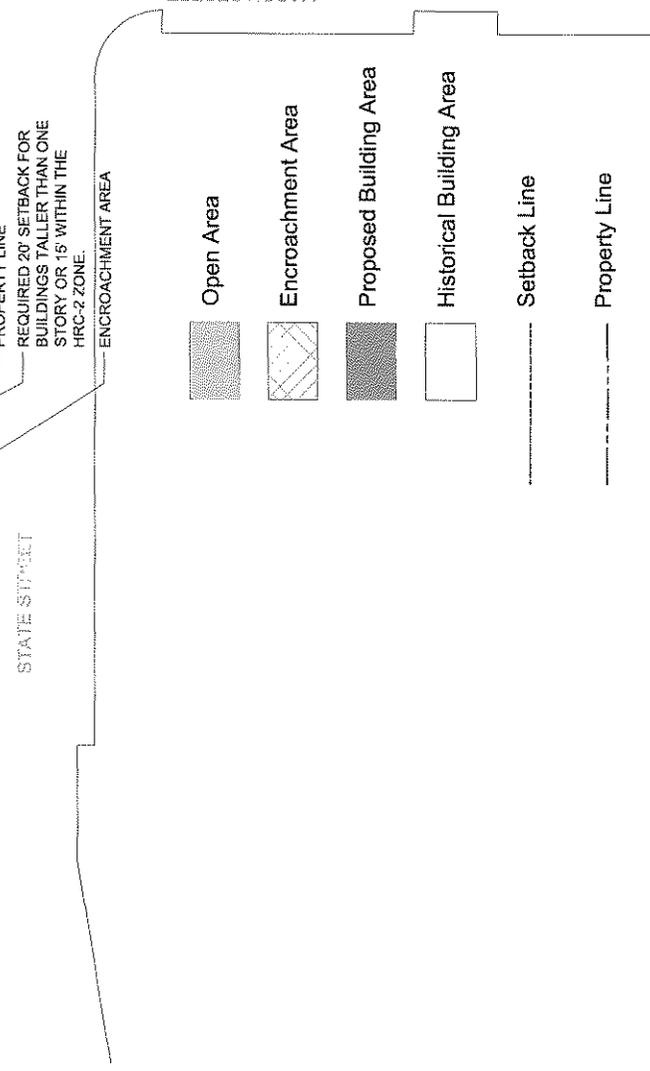
DISCLAIMER



REQUIRED 20' SETBACK FOR BUILDINGS TALLER THAN ONE STORY OR 15' WITHIN THE HRC-2 ZONE.

ENCROACHMENT AREA

PROPERTY LINE



REQUIRED 20' SETBACK FOR BUILDINGS TALLER THAN ONE STORY OR 15' WITHIN THE HRC-2 ZONE.

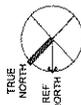
ENCROACHMENT AREA

PROPERTY LINE

REQUIRED 20' SETBACK FOR BUILDINGS TALLER THAN ONE STORY OR 15' WITHIN THE HRC-2 ZONE.

THE SQUARE FOOTAGE OCCUPIED BY EXISTING HISTORICAL BUILDINGS WITHIN THE REQUIRED SETBACK IS NOT INCLUDED AS BUILDING AREA WITHIN REQUIRED SETBACK AREA.

- Open Area
- Encroachment Area
- Proposed Building Area
- Historical Building Area
- Setback Line
- Property Line



SCD004

THIRD LEVEL SETBACK PLAN

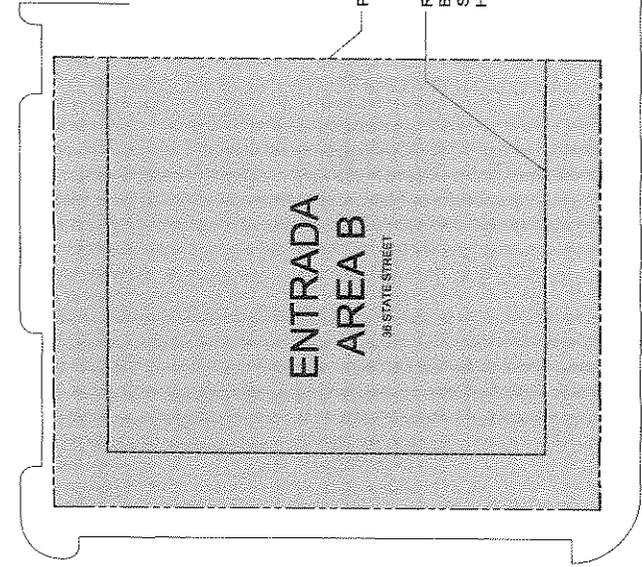
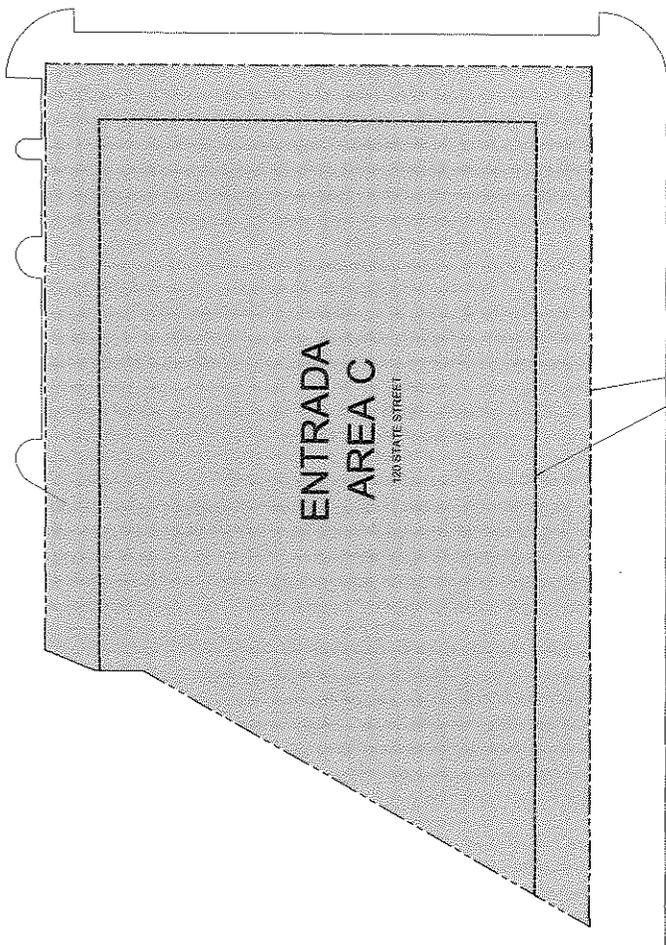
29 West Calle Laureles
Santa Barbara CA 93105
T: 805.687.1525
F: 805.687.8715

SCALE: 1/64" = 1'-0"



DESIGN CENTER

HELENA STREET

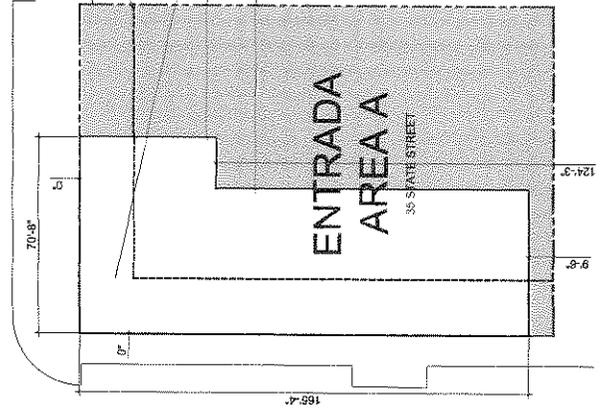
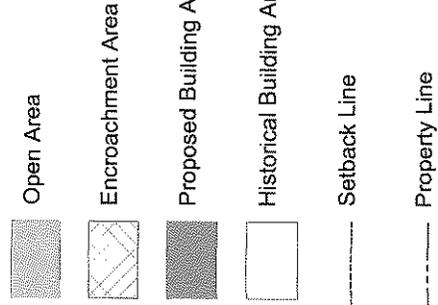


PROPERTY LINE
 REQUIRED 20' SETBACK FOR BUILDINGS TALLER THAN ONE STORY OR 15' WITHIN THE HRC-2 ZONE.

PROPERTY LINE
 REQUIRED 20' SETBACK FOR BUILDINGS TALLER THAN ONE STORY OR 15' WITHIN THE HRC-2 ZONE.

STATE STREET

STATE STREET



PROPERTY LINE
 REQUIRED 20' SETBACK FOR BUILDINGS TALLER THAN ONE STORY OR 15' WITHIN THE HRC-2 ZONE.

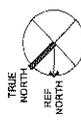
PROPERTY LINE
 REQUIRED 20' SETBACK FOR BUILDINGS TALLER THAN ONE STORY OR 15' WITHIN THE HRC-2 ZONE.

THE SQUARE FOOTAGE OCCUPIED BY EXISTING HISTORICAL BUILDINGS WITHIN THE REQUIRED SETBACK IS NOT INCLUDED AS BUILDING AREA WITHIN REQUIRED SETBACK AREA.

ENTRADA de SANTA BARBARA - AREAS A, B and C

SCD SUBMITTAL
 30-SEPTEMBER-2009

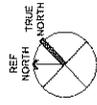
SCALE: 1/64" = 1'-0"



SCD005
FOURTH LEVEL SETBACK PLAN

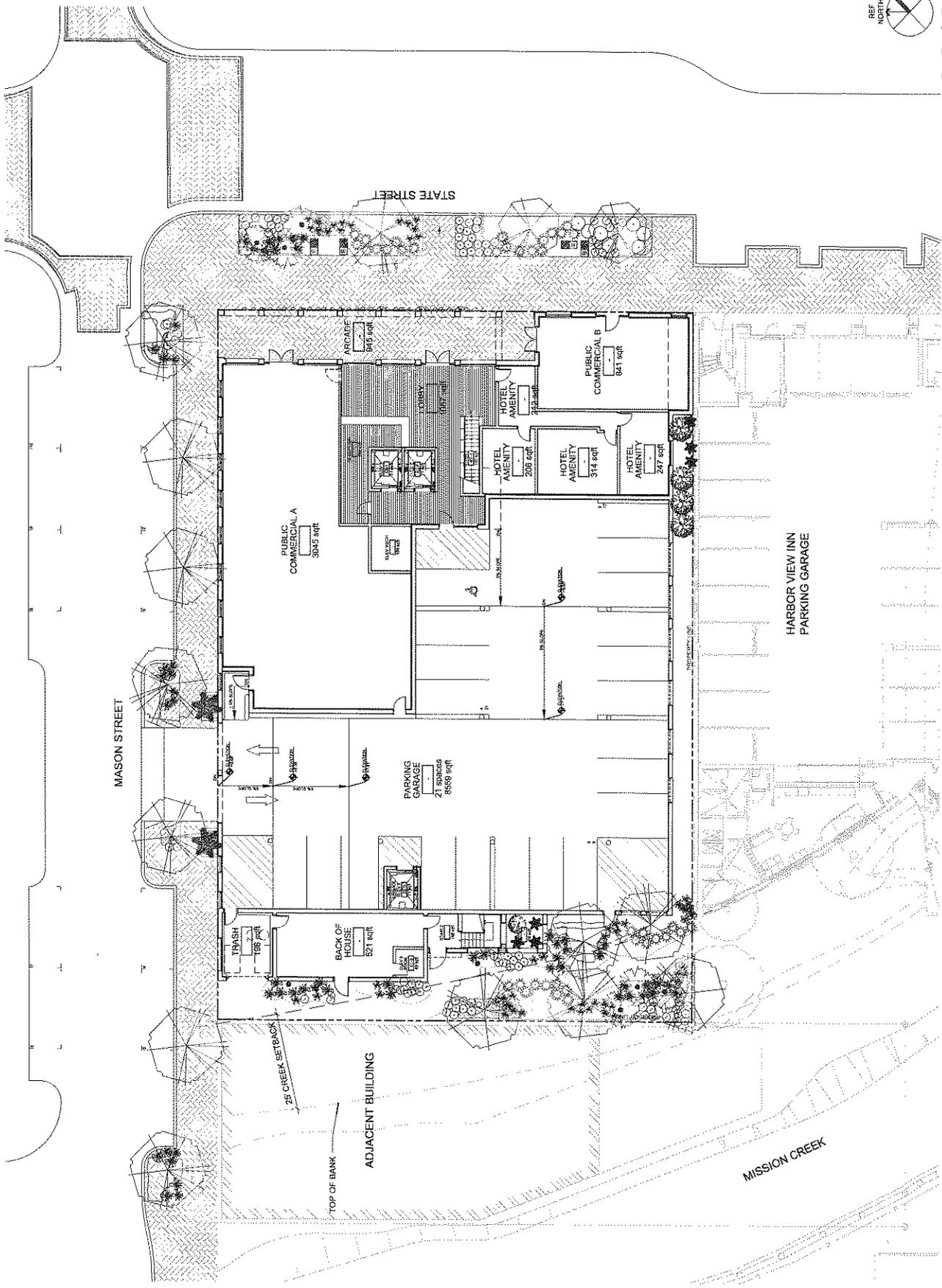
DESIGNARC

28 West Calle Laureles
 Santa Barbara CA 93105
 T: 805.687.1525
 F: 805.687.8715



AA101 GROUND FLOOR PLAN

29 West Calle Laureles
Santa Barbara CA 93105
T. 805.887.1525
F. 805.887.8715



DESIGNARC

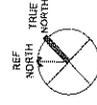
SCALE: 1/16" = 1'-0"

SCD SUBMITTAL
30-SEPTEMBER-2009



ENTRADA de SANTA BARBARA - AREA A

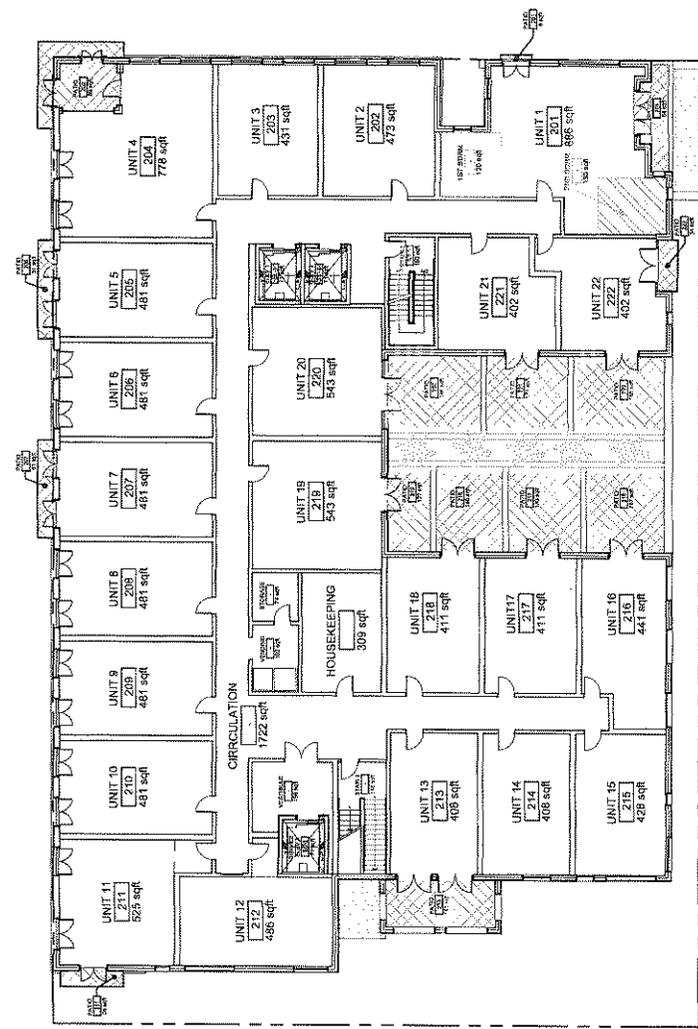
SANTA BARBARA, CALIFORNIA



AA102

SECOND LEVEL PLAN

26 West Calle Laureles
Santa Barbara CA 93105
T: 805.687.1525
F: 805.687.8715



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30-SEPTEMBER-2009

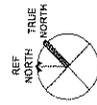
ENTRADA de SANTA BARBARA - AREA A

SANTA BARBARA, CALIFORNIA

SCALE: 1/16" = 1'-0"

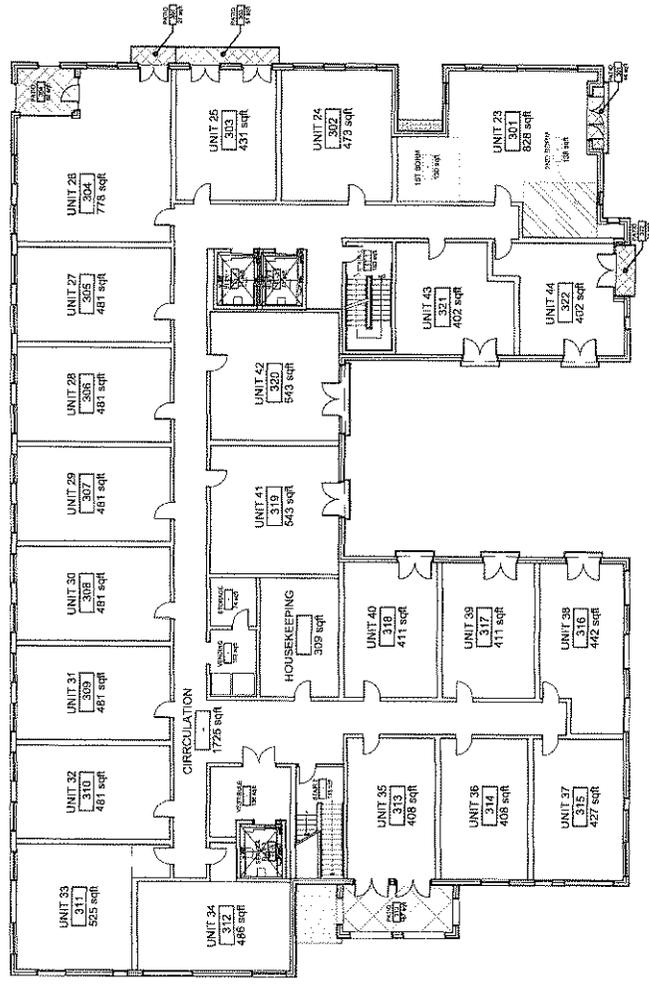


DesignARC



AA103 THIRD LEVEL PLAN

29 West Gate Laureles
Santa Barbara CA 93105
T: 805.687.1525
F: 805.687.9715



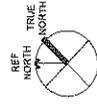
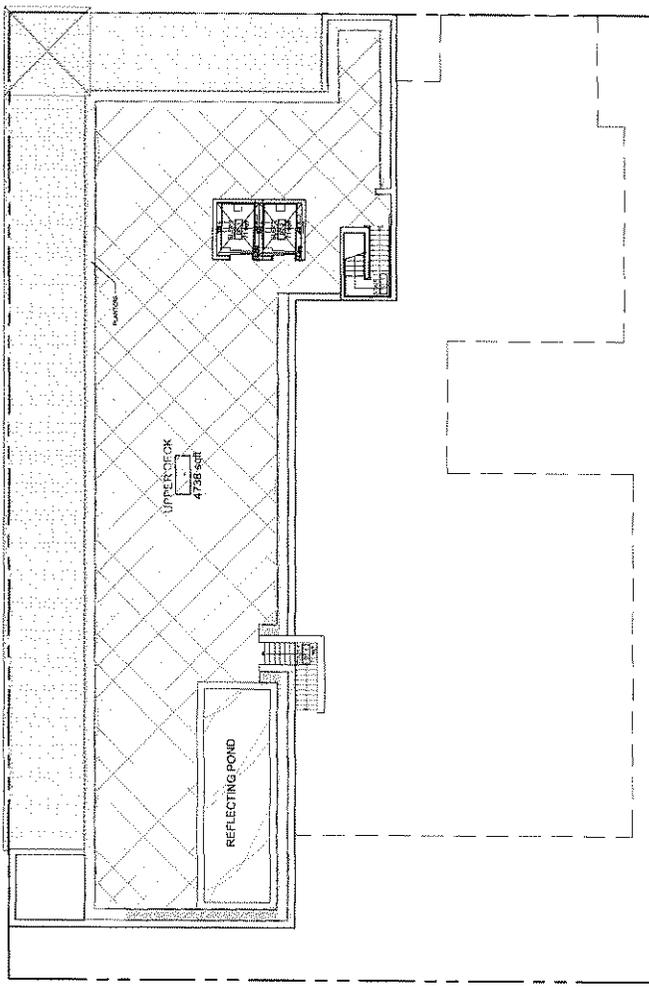
SCD SUBMITTAL
30-SEPTEMBER-2009

ENTRADA de SANTA BARBARA - AREA A
SANTA BARBARA, CALIFORNIA

SCALE: 1/16" = 1'-0"



DesignARC



AA105
UPPER DECK LEVEL PLAN
 29 West Calle Laureles
 Santa Barbara CA 93105
 T: 805.687.1525
 F: 805.687.8715

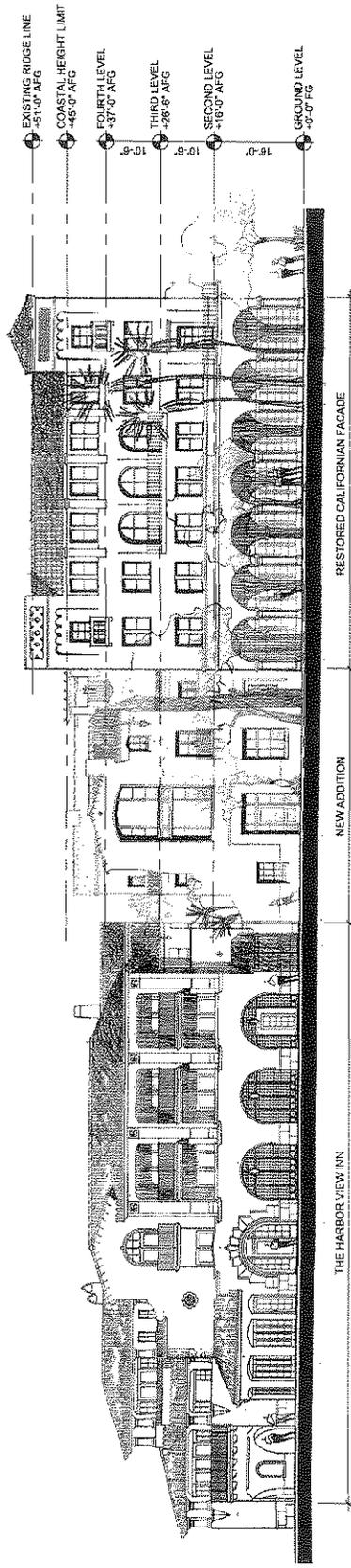
DesignARC

SCALE: 1/16" = 1'-0"

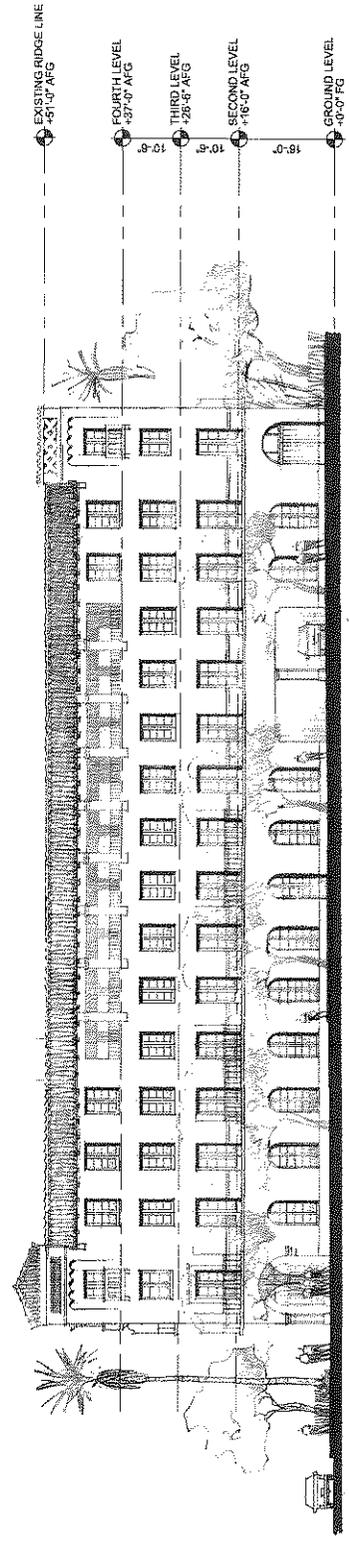


SCD SUBMITTAL
 30-SEPTEMBER-2009

ENTRADA de SANTA BARBARA - AREA A
 SANTA BARBARA, CALIFORNIA



STATE STREET ELEVATION
SCALE: 1/16" = 1'-0"

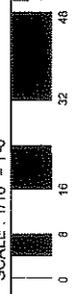


MASON STREET ELEVATION
SCALE: 1/8" = 1'-0"

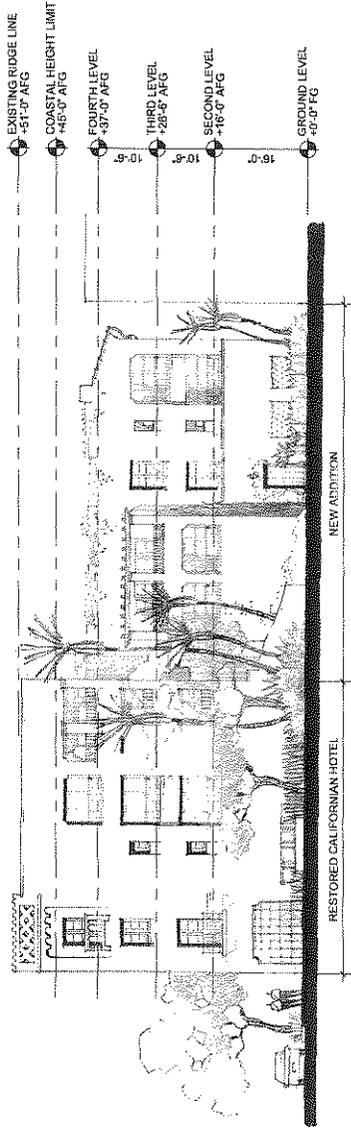
ENTRADA de SANTA BARBARA - AREA A
SANTA BARBARA, CALIFORNIA

SCD SUBMITTAL
30-SEPTEMBER-2009

SCALE: 1/16" = 1'-0"

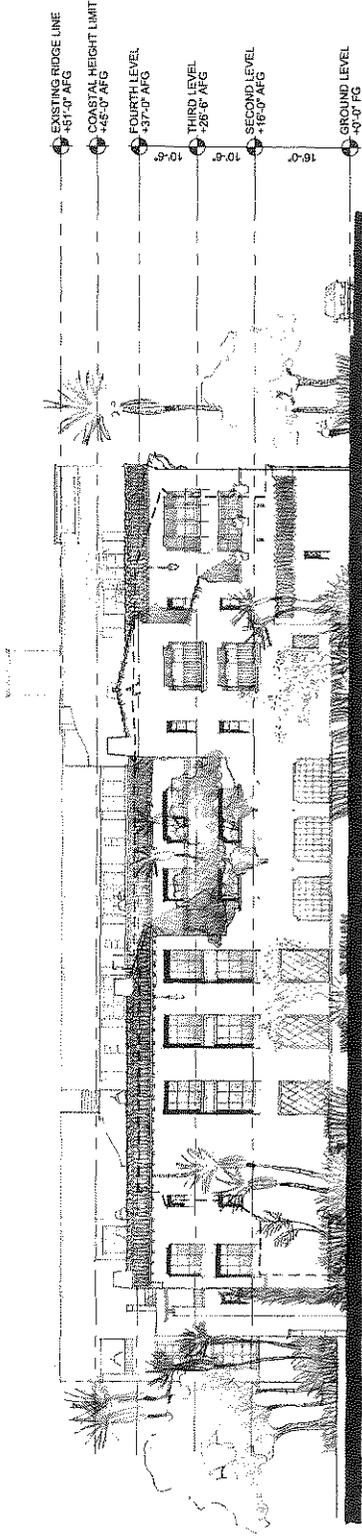


AA300
STATE AND MASON ELEVATIONS
DESIGN FOR ARCO
25 West Calle Laureles
Santa Barbara CA 93105
T: 805.667.1525
F: 805.667.8715



WEST ELEVATION
SCALE: 1/16" = 1'-0"

1



SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

2

ENTRADA de SANTA BARBARA - AREA A

SANTA BARBARA, CALIFORNIA

SCD SUBMITTAL

30-SEPTEMBER-2009

SCALE: 1/16" = 1'-0"

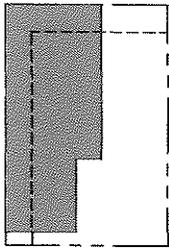


DesignARC

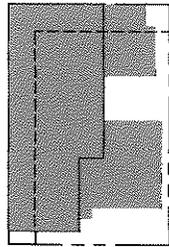
SOUTH AND WEST ELEVATIONS

AA301

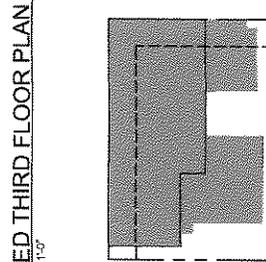
29 West Calle Laureles
Santa Barbara CA 93106
T: 805.687.1525
F: 805.687.8715



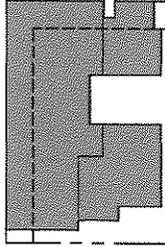
ENTITLED FOURTH FLOOR PLAN 8
SCALE 1/8" = 1'-0"



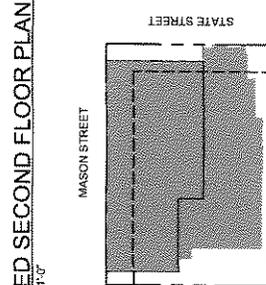
PROPOSED FOURTH FLOOR PLAN 4
SCALE 1/8" = 1'-0"



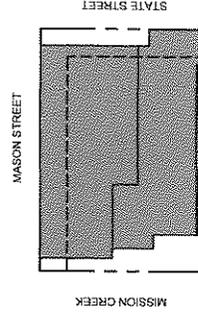
ENTITLED THIRD FLOOR PLAN 7
SCALE 1/8" = 1'-0"



PROPOSED THIRD FLOOR PLAN 3
SCALE 1/8" = 1'-0"



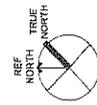
ENTITLED SECOND FLOOR PLAN 6
SCALE 1/8" = 1'-0"

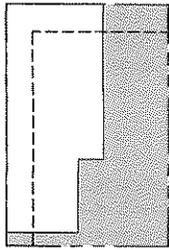


PROPOSED SECOND FLOOR PLAN 2
SCALE 1/8" = 1'-0"

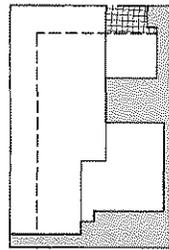
ENTITLED FIRST FLOOR PLAN 5
SCALE 1/8" = 1'-0"

PROPOSED FIRST FLOOR PLAN 1
SCALE 1/8" = 1'-0"

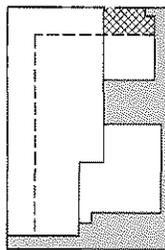




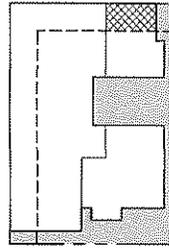
ENTITLED FOURTH FLOOR PLAN
SCALE 1/8" = 1'-0"



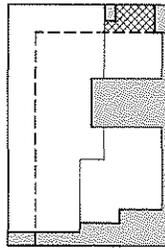
PROPOSED FOURTH FLOOR PLAN
SCALE 1/8" = 1'-0"



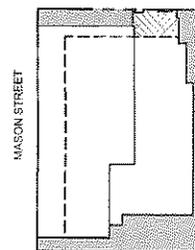
ENTITLED THIRD FLOOR PLAN
SCALE 1/8" = 1'-0"



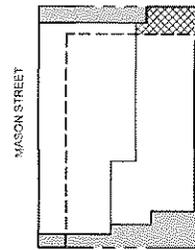
PROPOSED THIRD FLOOR PLAN
SCALE 1/8" = 1'-0"



ENTITLED SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"



PROPOSED SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"

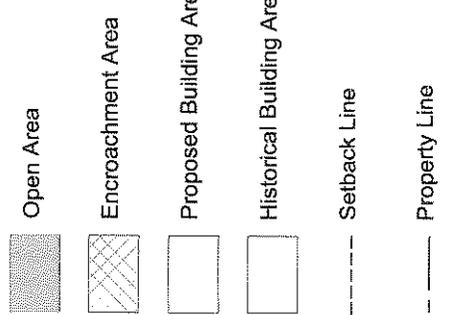


PROPOSED FIRST FLOOR PLAN
SCALE 1/8" = 1'-0"

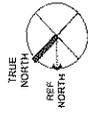
PROPOSED FIRST FLOOR PLAN
SCALE 1/8" = 1'-0"

SETBACK & OPEN SPACE ANALYSIS
PREVIOUSLY APPROVED VS. PROPOSED

Area	ENTITLED FLOOR PLAN				PROPOSED FLOOR PLAN				VARIANCE											
	Previous	Proposed	Variance	%	Previous	Proposed	Variance	%	Previous	Proposed	Variance	%								
Area A	Street Level	1,866 sf	629 sf	238 sf	38%	2,616 sf	2,355 sf	-431 sf	-16%	3,952 sf	2,696 sf	-659 sf	-16%							
	Second Level	1,988 sf	718 sf	-71 sf	-10%	4,102 sf	3,401 sf	-761 sf	-18%	4,952 sf	3,922 sf	-600 sf	-12%							
	Third Level	1,866 sf	549 sf	743 sf	39%	4,102 sf	3,389 sf	-793 sf	-19%	4,952 sf	3,794 sf	-657 sf	-13%							
SUBTOTAL													12,822 sf	12,822 sf	0 sf	0%	12,822 sf	12,822 sf	0 sf	0%
Area B	Street Level	6,040 sf	4,719 sf	1,280 sf	21%	9,313 sf	8,688 sf	-625 sf	-7%	13,014 sf	12,009 sf	-1,005 sf	-8%							
	Second Level	9,207 sf	4,229 sf	584 sf	6%	14,336 sf	10,689 sf	-3,647 sf	-25%	17,533 sf	13,591 sf	-3,942 sf	-22%							
	Third Level	27,442 sf	11,478 sf	3,108 sf	3%	33,369 sf	28,112 sf	-5,257 sf	-16%	41,843 sf	31,309 sf	-10,534 sf	-25%							
SUBTOTAL													42,689 sf	20,426 sf	15,972 sf	37%	57,018 sf	47,489 sf	-9,529 sf	-17%
Area C	Street Level	17,235 sf	5,214 sf	3,500 sf	20%	25,688 sf	17,639 sf	-8,049 sf	-31%	33,123 sf	24,674 sf	-8,449 sf	-25%							
	Second Level	13,856 sf	4,148 sf	-417 sf	-3%	19,409 sf	15,455 sf	-3,954 sf	-20%	25,963 sf	19,898 sf	-6,065 sf	-23%							
	Third Level	13,856 sf	3,985 sf	1,426 sf	10%	21,465 sf	10,274 sf	-11,191 sf	-52%	29,156 sf	14,934 sf	-14,222 sf	-49%							
SUBTOTAL													44,947 sf	13,347 sf	4,429 sf	33%	54,562 sf	43,168 sf	-11,394 sf	-21%
Total	Street Level	22,883 sf	10,202 sf	1,858 sf	8%	34,646 sf	28,692 sf	-5,954 sf	-17%	46,089 sf	39,679 sf	-6,410 sf	-14%							
	Second Level	24,713 sf	8,377 sf	1,386 sf	5%	33,744 sf	26,144 sf	-7,600 sf	-22%	43,497 sf	35,489 sf	-8,008 sf	-18%							
	Third Level	24,254 sf	6,254 sf	3,534 sf	14%	30,688 sf	20,611 sf	-10,077 sf	-33%	40,743 sf	27,219 sf	-13,524 sf	-33%							
SUBTOTAL													71,850 sf	24,833 sf	6,778 sf	9%	103,078 sf	84,300 sf	-18,778 sf	-18%



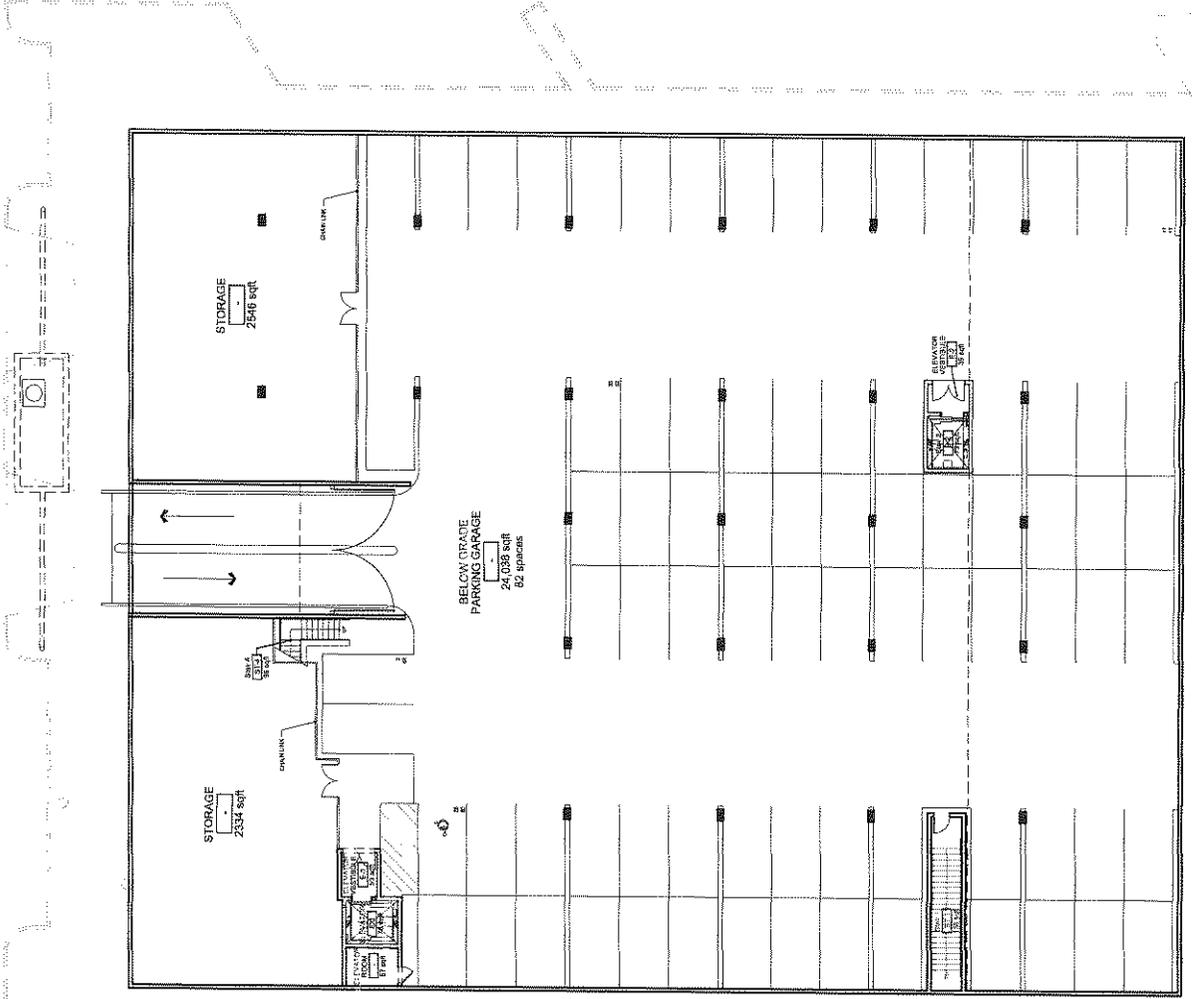
AA810
 SET BACK AND OPEN SPACE COMPARISON
 28 West Calle Laureles
 Santa Barbara CA 93105
 T: 805.667.1525
 F: 805.667.6715



BA100

BELOW GRADE PARKING GARAGE PLAN

29 West Calle Laureles
Santa Barbara CA 93105
T: 805.687.1525
F: 805.687.8715



SCD SUBMITTAL

SCALE: 1/16" = 1'-0"

30-SEPTEMBER-2009

ENTRADA de SANTA BARBARA - AREA B

SANTA BARBARA, CALIFORNIA

HELENA AVENUE

MASON STREET

STATE STREET

ENTRADA de SANTA BARBARA - AREA B

SANTA BARBARA, CALIFORNIA

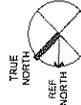
SCD SUBMITTAL

30-SEPTEMBER-2009

SCALE: 1/16" = 1'-0"



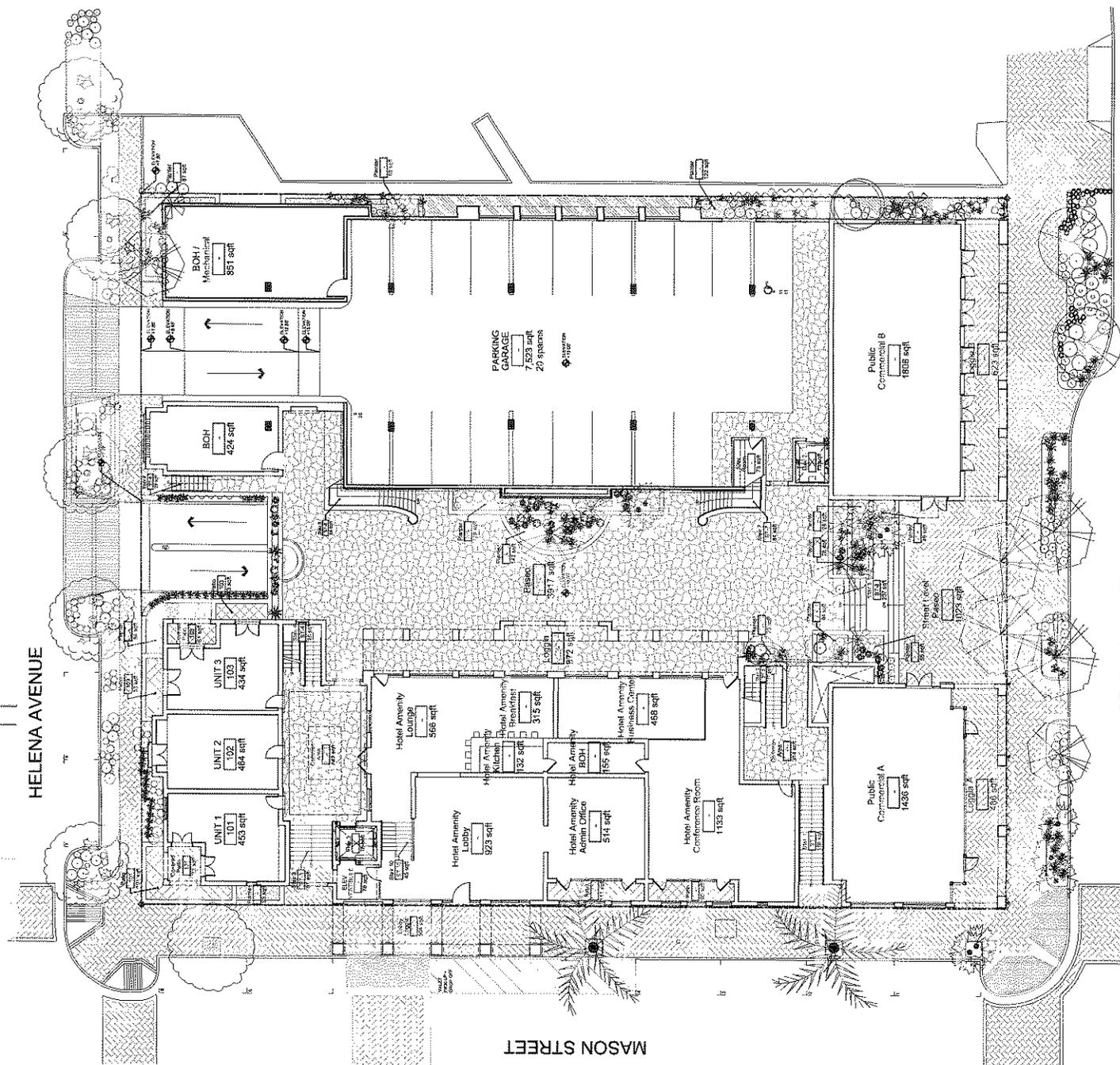
DESIGNVAR



BA101

GROUND LEVEL PLAN

29 West Celia Lauroles
Santa Barbara CA 93105
T. 805.687.1525
F. 805.687.9715

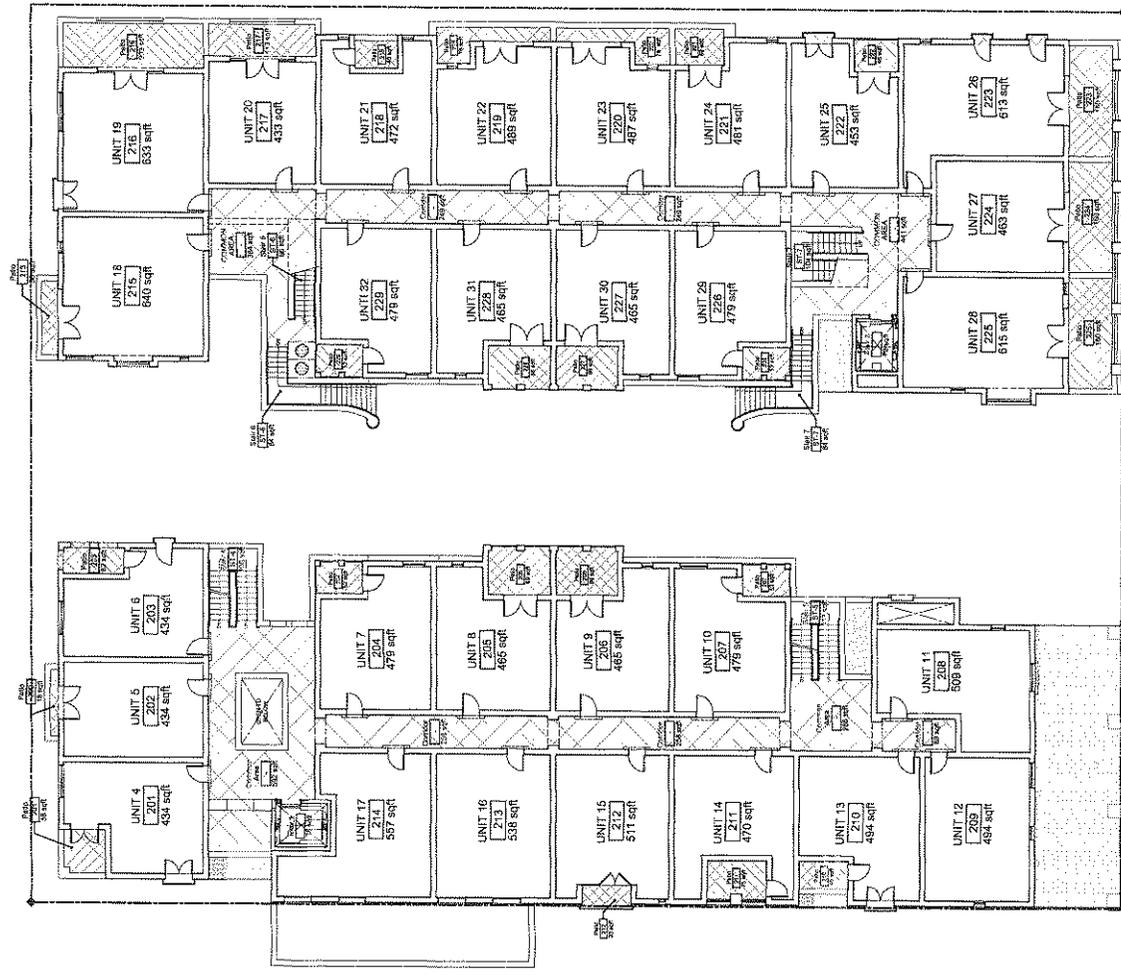




BA102

SECOND LEVEL PLAN

29 West Catio Laureles
Santa Barbara CA 93105
T: 805.667.1525
F: 805.667.8715



SCD SUBMITTAL

30-SEPTEMBER-2009

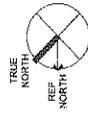
ENTRADA de SANTA BARBARA - AREA B

SANTA BARBARA, CALIFORNIA

SCALE: 1/16" = 1'-0"

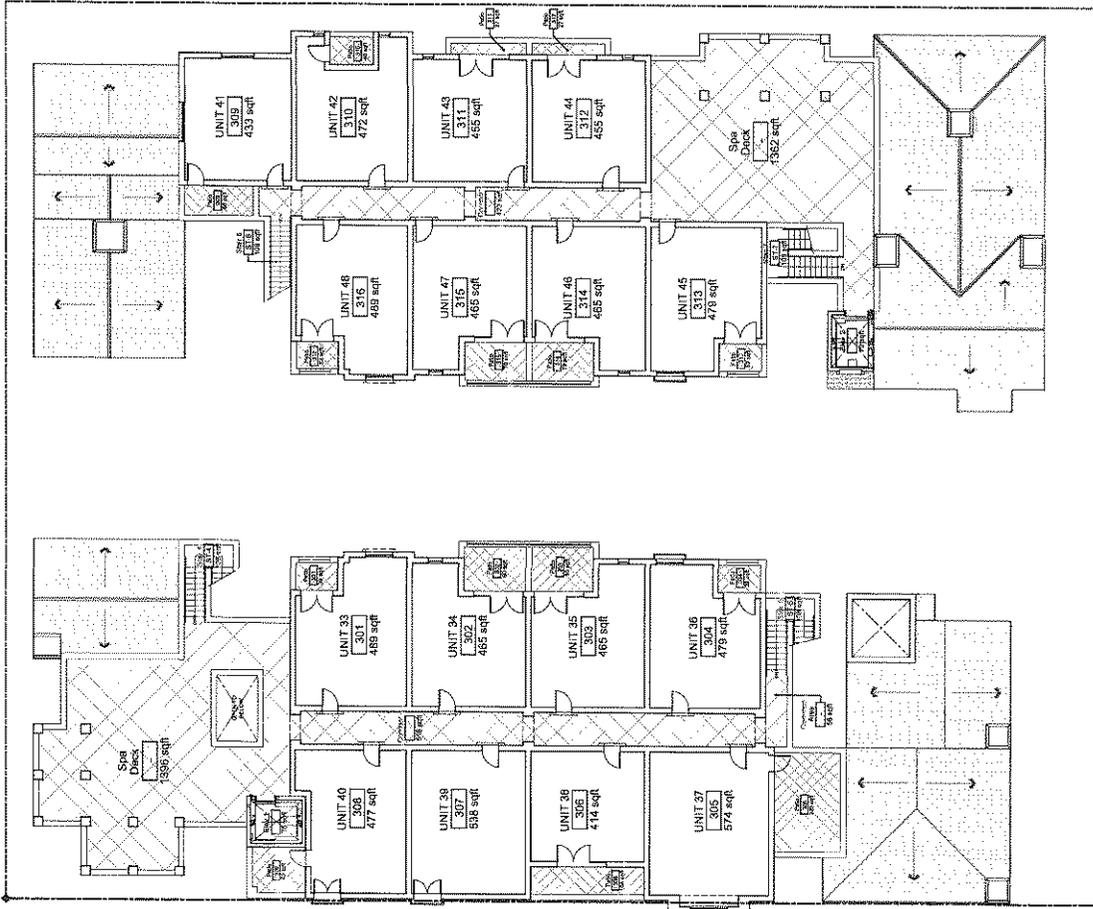


DATE: 09/30/09



BA103 THIRD LEVEL PLAN

29 West Calle Laureles
Santa Barbara CA 93105
T: 805.687.1525
F: 805.687.8715



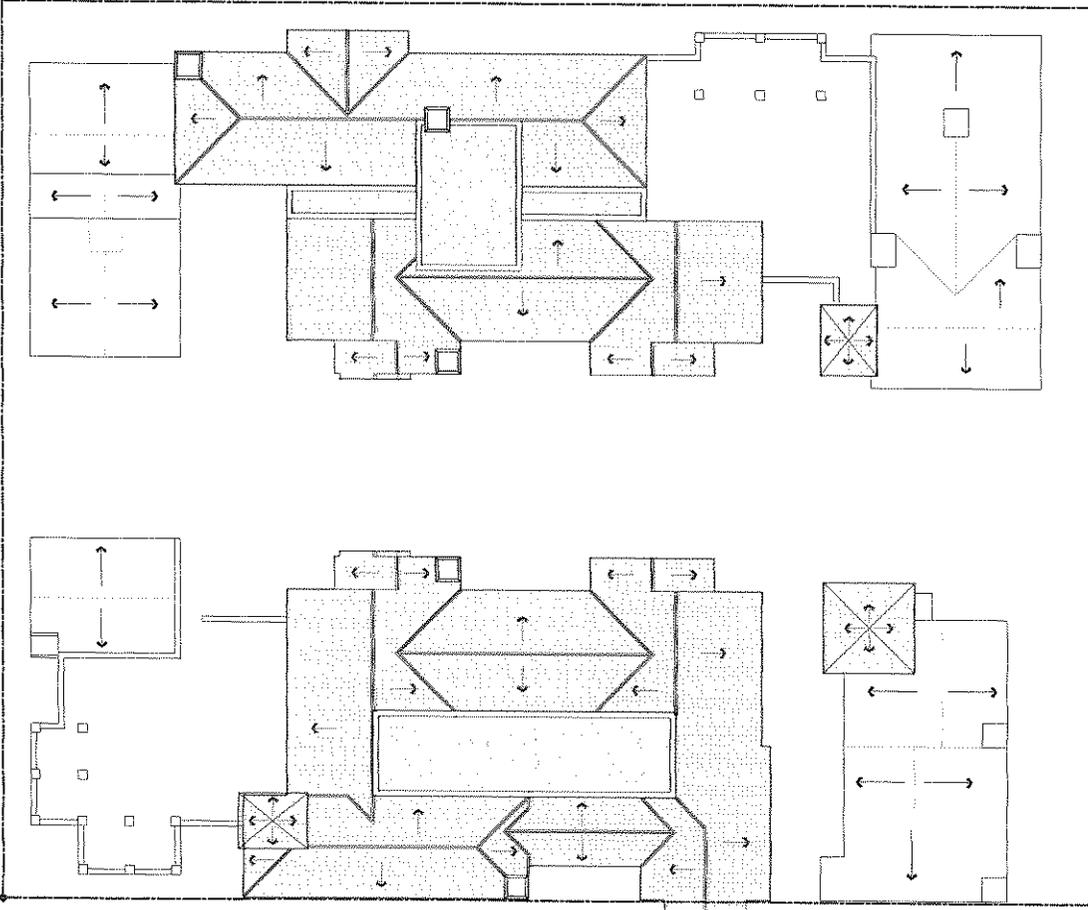
SCALE: 1/16" = 1'-0"

SCD SUBMITTAL
30-SEPTEMBER-2009

ENTRADA de SANTA BARBARA - AREA B

SANTA BARBARA, CALIFORNIA





BA104
ROOF LEVEL PLAN

29 West Calle Laureles
 Santa Barbara CA 93105
 T: 805.687.1525
 F: 805.687.8715

DESIGNARC

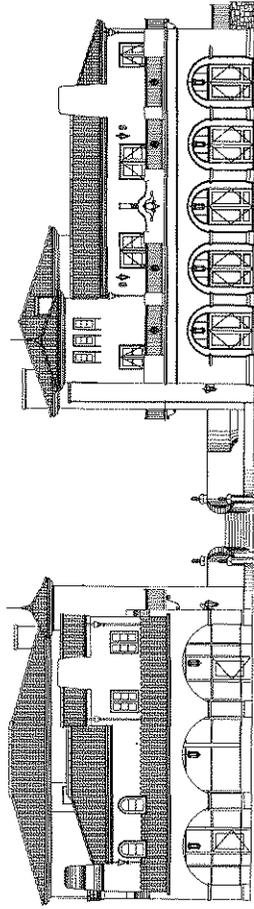


SCALE: 1/16" = 1'-0"

SCD SUBMITTAL
 30-SEPTEMBER-2009

ENTRADA de SANTA BARBARA - AREA B

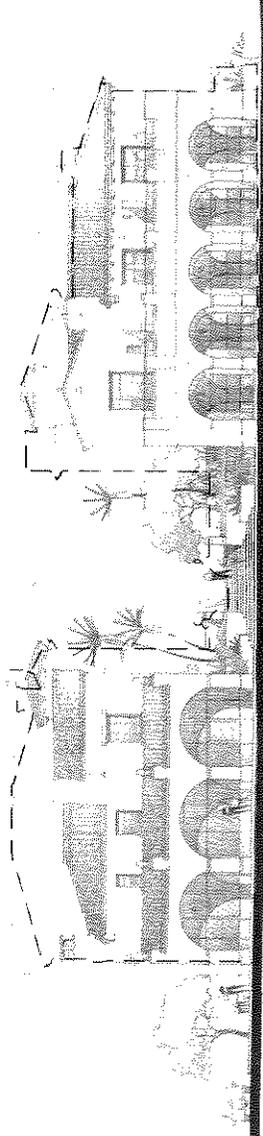
SANTA BARBARA, CALIFORNIA



ENTITLED STATE STREET ELEVATION

SCALE 1/16" = 1'-0"

1



COMPOSITE ENTITLED AND PROPOSED STATE STREET ELEVATION

SCALE 1/16" = 1'-0"

2

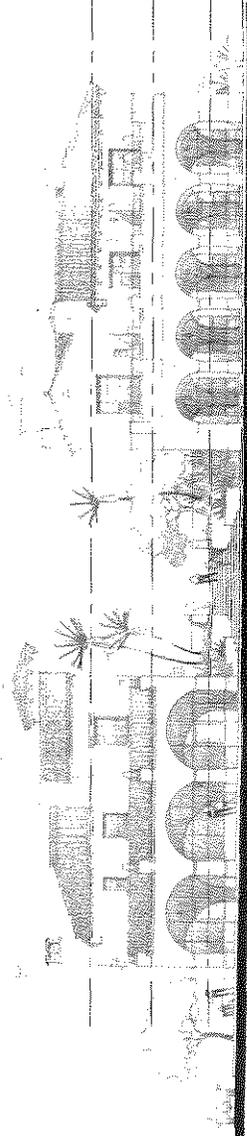
MAX RIDGE HEIGHT
48'-3" AFG

THIRD LEVEL
27'-5" AFG

SECOND LEVEL
16'-8" AFG

PLAZA LEVEL
5'-6" AFG

GROUND LEVEL
0'-0" PG

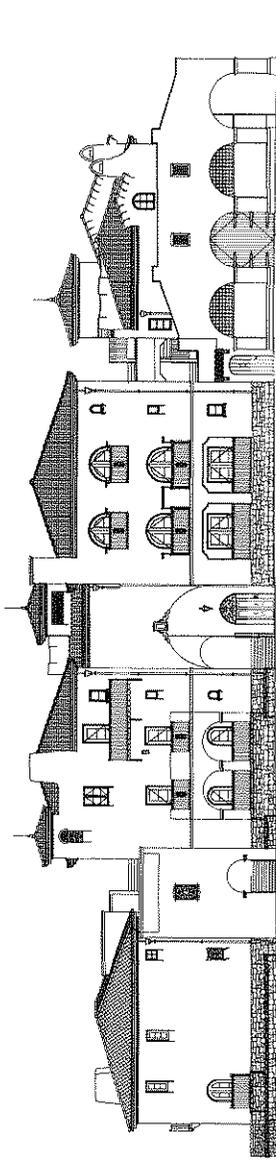


PROPOSED STATE STREET ELEVATION

SCALE 1/16" = 1'-0"

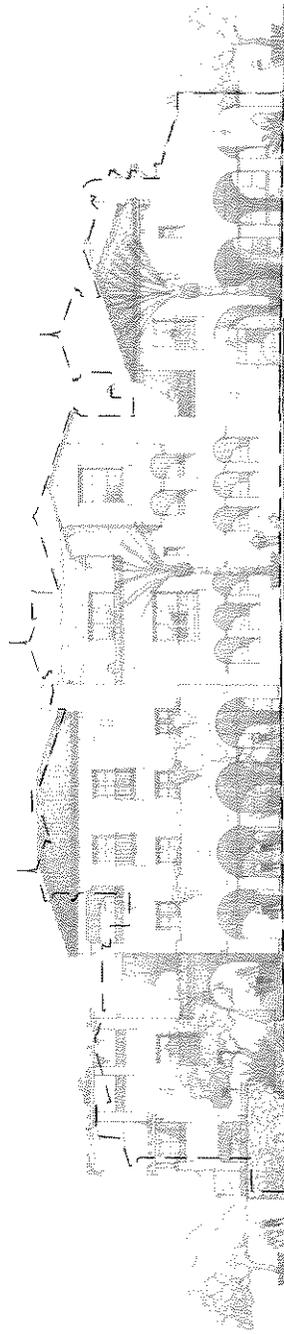
3





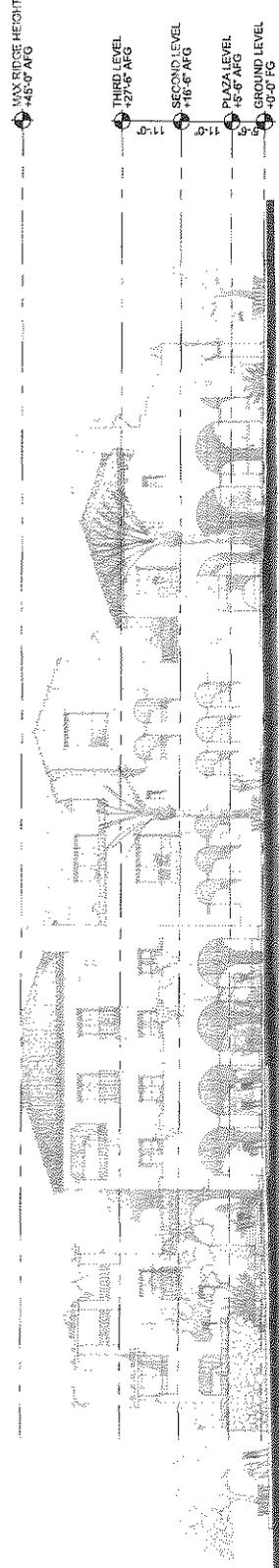
ENTITLED MASON STREET ELEVATION
SCALE 1/16" = 1'-0"

1



COMPOSITE ENTITLED AND PROPOSED MASON STREET ELEVATION
SCALE 1/16" = 1'-0"

2



PROPOSED MASON STREET ELEVATION
SCALE 1/16" = 1'-0"

3

MAX RIDGE HEIGHT
+45'-0" AFG

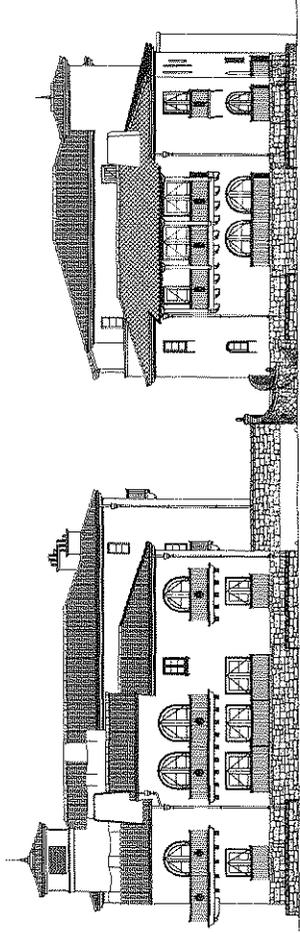
THIRD LEVEL
+27'-6" AFG

SECOND LEVEL
+18'-6" AFG

PLAZA LEVEL
+5'-6" AFG

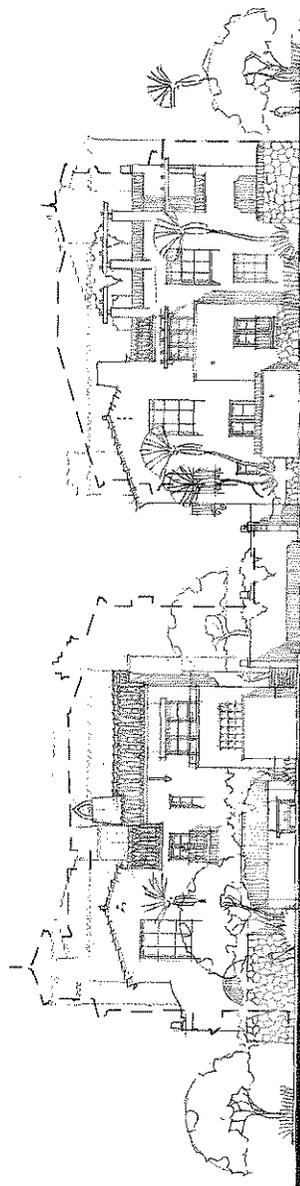
GROUND LEVEL
+0'-0" FG





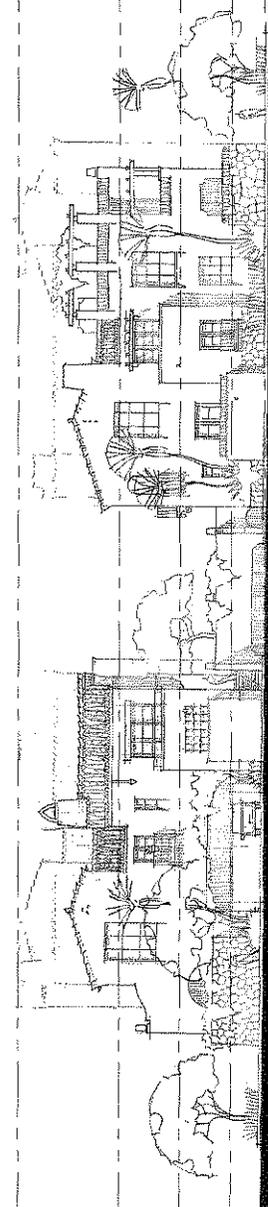
ENTITLED HELENA AVENUE ELEVATION
SCALE 1/16" = 1'-0"

1



COMPOSITE ENTITLED AND PROPOSED HELENA AVENUE ELEVATION
SCALE 1/16" = 1'-0"

2

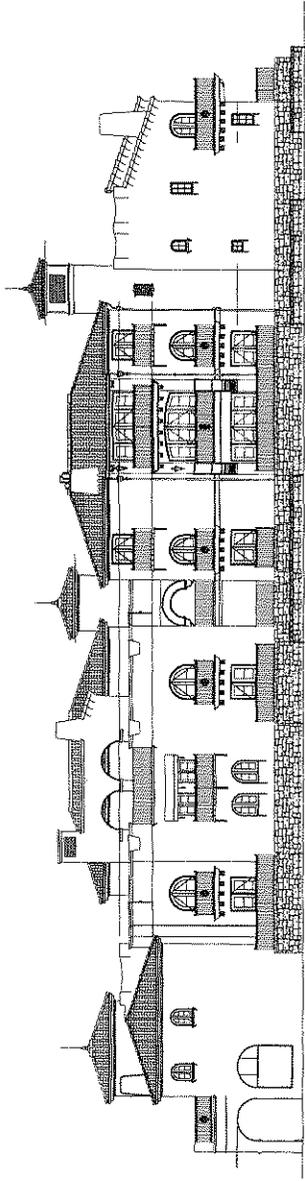


PROPOSED HELENA AVENUE ELEVATION
SCALE 1/16" = 1'-0"

3

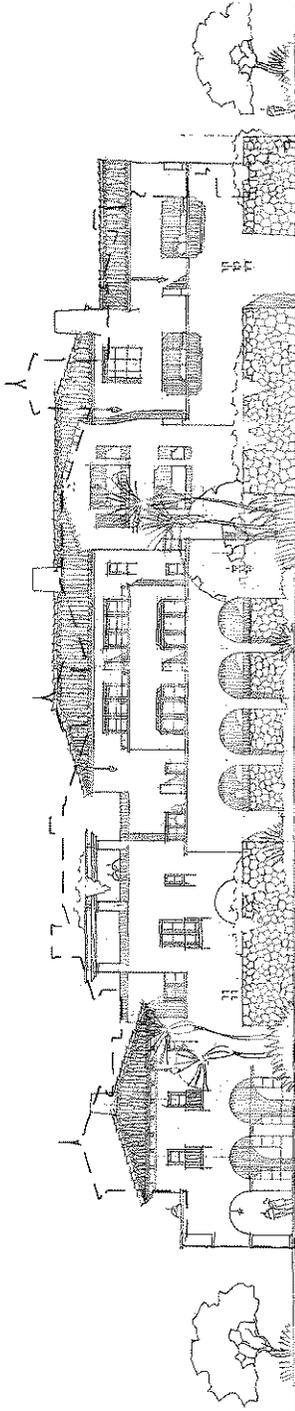
- MAX ROOF HEIGHT
+45'-0" AFG
- THIRD LEVEL
+27'-9" AFG
- SECOND LEVEL
+18'-9" AFG
- PLAZA LEVEL
+5'-5" AFG
- GROUND LEVEL
+0'-0" FG





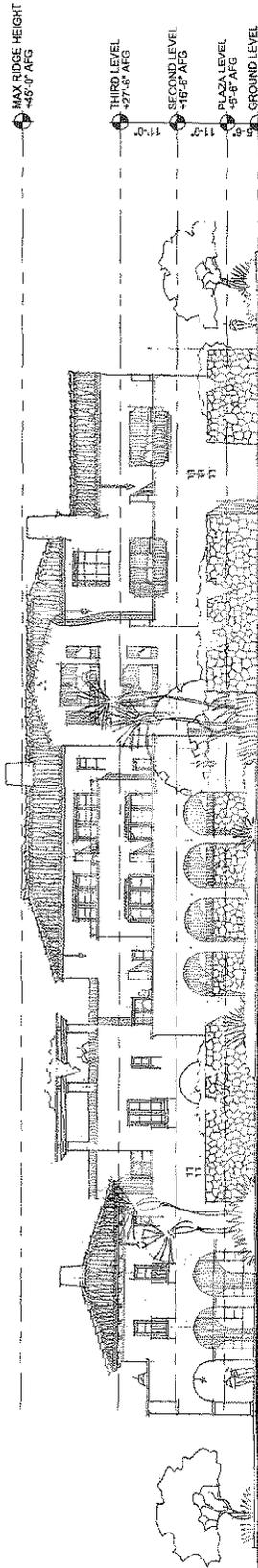
ENTITLED SOUTH ELEVATION
SCALE 1/16" = 1'-0"

1



COMPOSITE ENTITLED AND PROPOSED SOUTH ELEVATION
SCALE 1/16" = 1'-0"

2



PROPOSED SOUTH ELEVATION
SCALE 1/16" = 1'-0"

3

MAX RIDGE HEIGHT
-45'-0" AFG

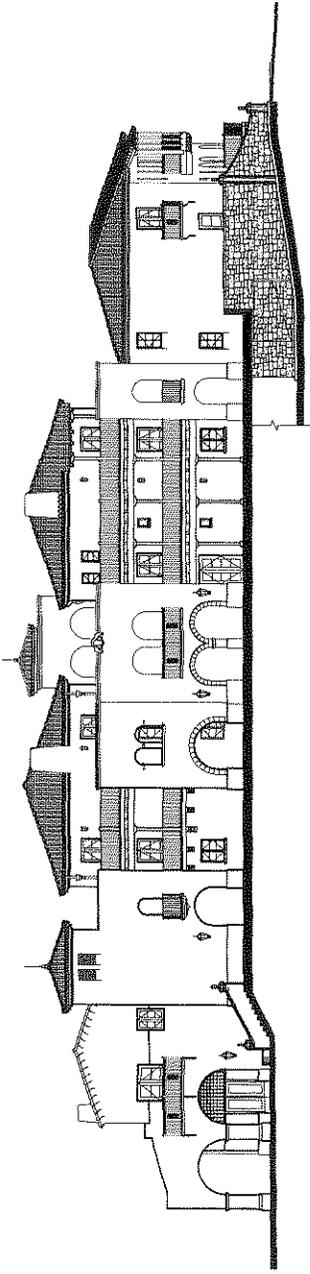
THIRD LEVEL
-27'-8" AFG

SECOND LEVEL
-16'-2" AFG

PLAZA LEVEL
-5'-8" AFG

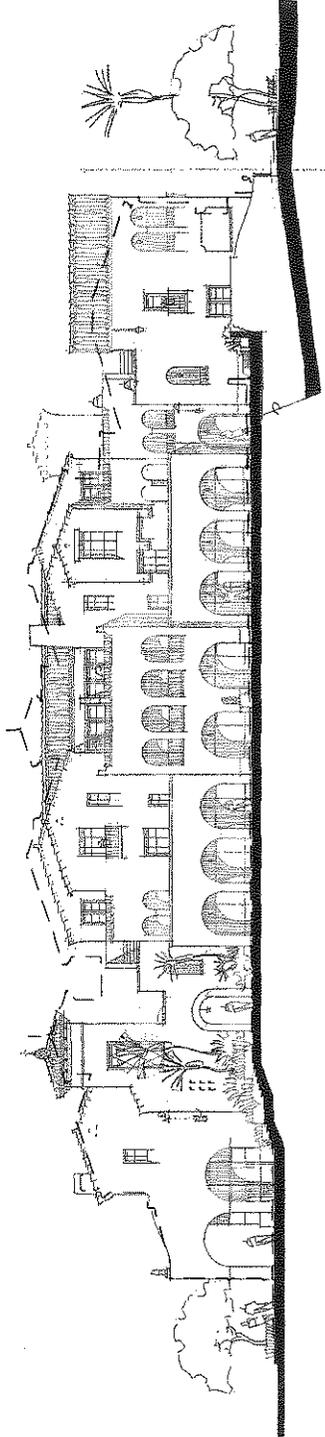
GROUND LEVEL
-0'-0" PG





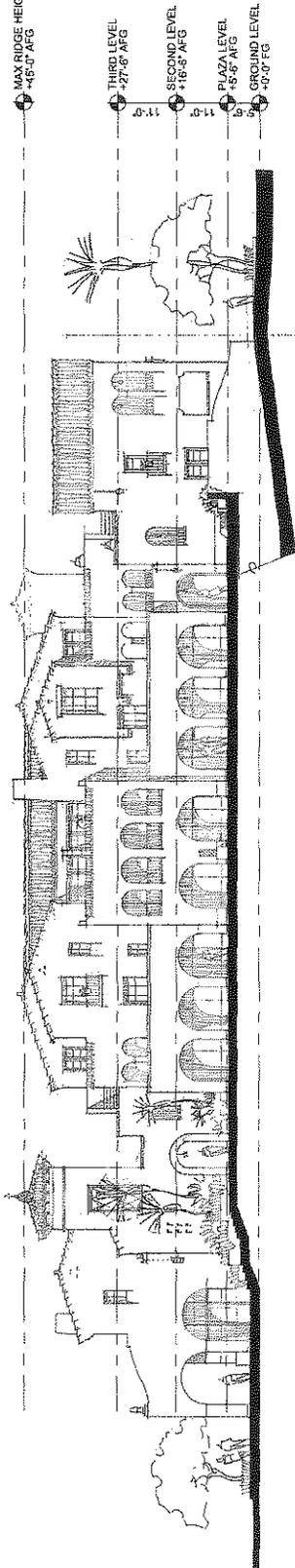
ENTITLED PASEO ELEVATION - SOUTH
SCALE 1/16" = 1'-0"

1



COMPOSITE ENTITLED AND PROPOSED PASEO SOUTH ELEVATION
SCALE 1/16" = 1'-0"

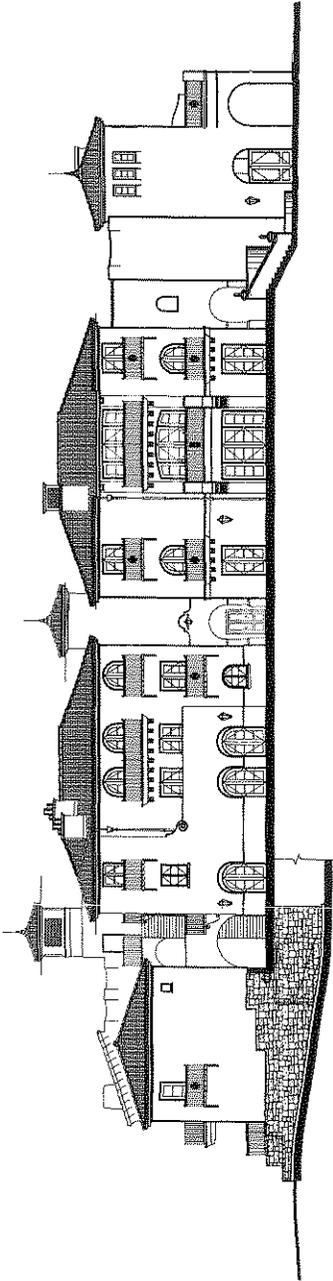
2



PROPOSED PASEO - SOUTH ELEVATION
SCALE 1/16" = 1'-0"

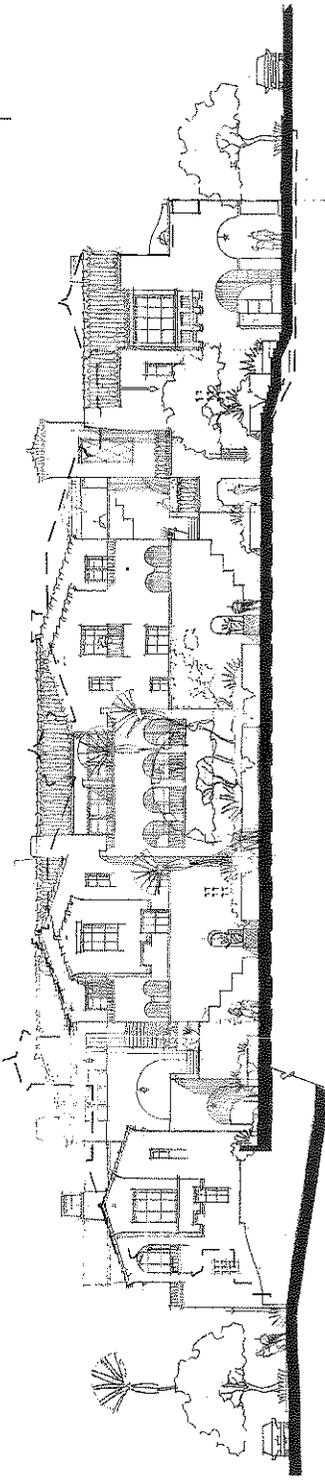
3





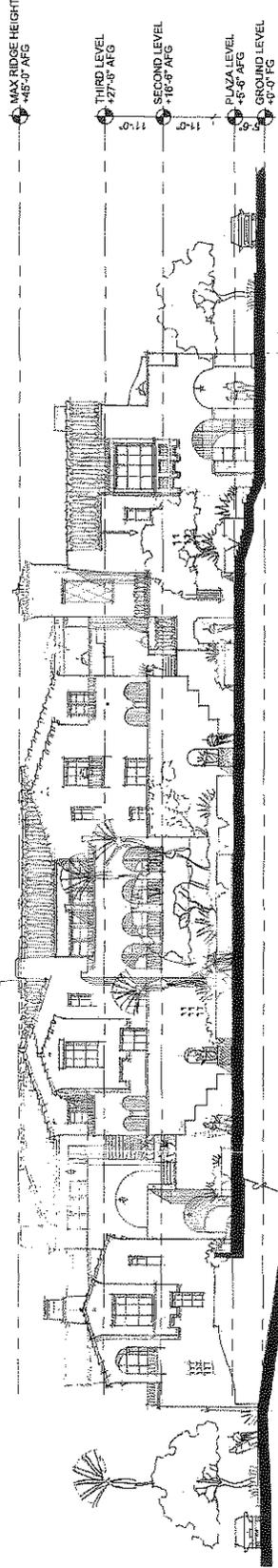
ENTITLED PASEO ELEVATION - NORTH
SCALE 1/16" = 1'-0"

1



COMPOSITE ENTITLED AND PROPOSED PASEO NORTH ELEVATION
SCALE 1/16" = 1'-0"

2



PROPOSED PASEO - NORTH ELEVATION
SCALE 1/16" = 1'-0"

3

MAX RIDGE HEIGHT
+45'-0" AFG

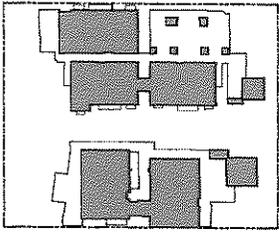
THIRD LEVEL
+27'-0" AFG

SECOND LEVEL
+16'-0" AFG

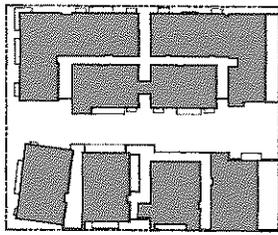
PLAZA LEVEL
+6'-0" AFG

GROUND LEVEL
+0'-0" FG

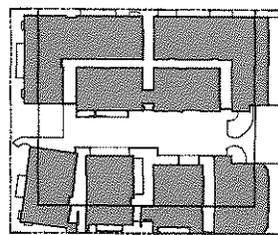




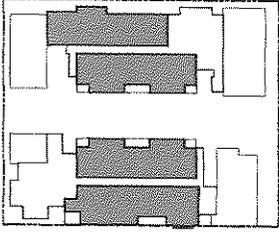
PERMITTED THIRD FLOOR PLAN 6
SCALE 1/64" = 1'-0"



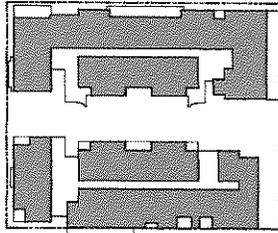
PERMITTED SECOND FLOOR PLAN 5
SCALE 1/64" = 1'-0"



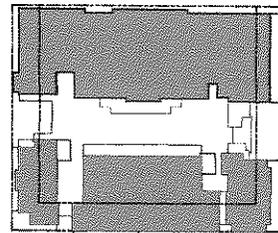
PERMITTED FIRST FLOOR PLAN 4
SCALE 1/64" = 1'-0"



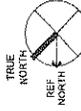
PROPOSED THIRD FLOOR PLAN 3
SCALE 1/64" = 1'-0"



PROPOSED SECOND FLOOR PLAN 2
SCALE 1/64" = 1'-0"



PROPOSED FIRST FLOOR PLAN 1
SCALE 1/64" = 1'-0"



BA800
BUILDING MASS COMPARISON
29 West Calle Laureles
Santa Barbara CA 93106
T: 805.687.1525
F: 805.687.8715

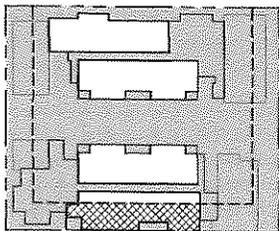
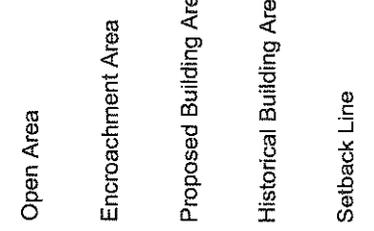
SCD SUBMITTAL
30-SEPTEMBER-2009

ENTRADA de SANTA BARBARA - AREA B
SANTA BARBARA, CALIFORNIA

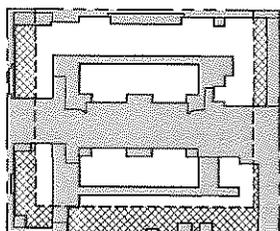


SETBACK & OPEN SPACE ANALYSIS
PREVIOUSLY APPROVED VS. PROPOSED

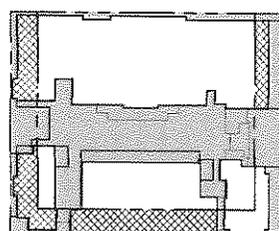
Area	Area A				Area B				Area C				Total			
	Previous	Proposed	Variance	%	Previous	Proposed	Variance	%	Previous	Proposed	Variance	%	Previous	Proposed	Variance	%
Street Level	1,188 sf	623 sf	228 sf	36%	2,616 sf	2,335 sf	-431 sf	-16%	2,695 sf	2,695 sf	0 sf	0%	12,009 sf	12,009 sf	0 sf	0%
Street Level	1,188 sf	941 sf	-71 sf	-6%	4,182 sf	3,470 sf	-761 sf	-18%	4,971 sf	3,242 sf	-1,729 sf	-35%	12,455 sf	11,465 sf	-990 sf	-8%
Street Level	3,044 sf	2,341 sf	-703 sf	-23%	11,145 sf	10,132 sf	-1,053 sf	-9%	12,648 sf	10,413 sf	-2,235 sf	-18%	47,854 sf	45,252 sf	-2,602 sf	-5%
Street Level	8,040 sf	4,719 sf	1,289 sf	37%	9,243 sf	8,659 sf	-655 sf	-7%	10,014 sf	10,014 sf	0 sf	0%	42,029 sf	42,029 sf	0 sf	0%
Street Level	9,701 sf	5,078 sf	884 sf	20%	10,226 sf	10,029 sf	-195 sf	-2%	11,052 sf	11,052 sf	0 sf	0%	45,024 sf	45,024 sf	0 sf	0%
Street Level	27,342 sf	11,876 sf	3,169 sf	24%	33,820 sf	30,182 sf	-3,638 sf	-11%	38,545 sf	31,100 sf	-7,445 sf	-19%	151,101 sf	143,656 sf	-7,445 sf	-5%
Street Level	13,855 sf	6,714 sf	350 sf	6%	5,308 sf	17,629 sf	11,845 sf	183%	12,425 sf	24,924 sf	11,499 sf	93%	48,924 sf	86,848 sf	37,924 sf	78%
Street Level	13,855 sf	3,295 sf	1,428 sf	10%	4,715 sf	15,455 sf	10,724 sf	228%	21,483 sf	47,293 sf	25,810 sf	120%	81,463 sf	129,141 sf	47,678 sf	59%
Street Level	40,885 sf	14,330 sf	11,275 sf	78%	30,982 sf	21,045 sf	-9,937 sf	-32%	38,463 sf	104,237 sf	65,774 sf	171%	154,337 sf	258,978 sf	104,641 sf	68%
Total	22,863 sf	10,361 sf	1,850 sf	18%	18,117 sf	28,908 sf	10,790 sf	60%	30,005 sf	39,629 sf	9,624 sf	32%	114,455 sf	149,811 sf	35,356 sf	31%
Street Level	21,524 sf	9,138 sf	3,288 sf	15%	22,024 sf	35,876 sf	14,904 sf	74%	38,333 sf	54,847 sf	16,514 sf	43%	129,141 sf	183,624 sf	54,483 sf	42%
Third Level	24,524 sf	6,251 sf	3,848 sf	16%	40,264 sf	30,611 sf	-10,295 sf	-25%	55,024 sf	71,297 sf	16,273 sf	29%	129,141 sf	132,653 sf	3,512 sf	3%



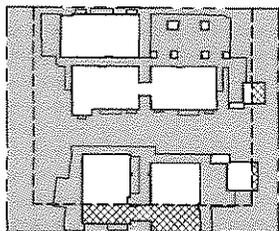
PROPOSED THIRD FLOOR PLAN
SCALE 1/64" = 1'-0"



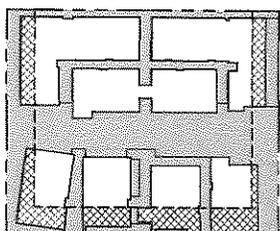
PROPOSED SECOND FLOOR PLAN
SCALE 1/64" = 1'-0"



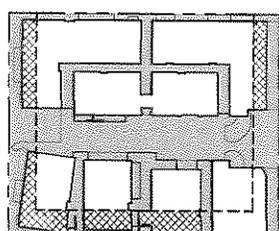
PROPOSED FIRST FLOOR PLAN
SCALE 1/64" = 1'-0"



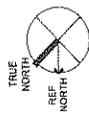
PERMITTED THIRD FLOOR PLAN
SCALE 1/64" = 1'-0"



PERMITTED SECOND FLOOR PLAN
SCALE 1/64" = 1'-0"



PERMITTED FIRST FLOOR PLAN
SCALE 1/64" = 1'-0"



BA810

SET BACK AND OPEN SPACE COMPARISON

28 West Calle Laureles
Santa Barbara CA 93105
T: 805.687.4525
F: 805.687.8715

DesignARC

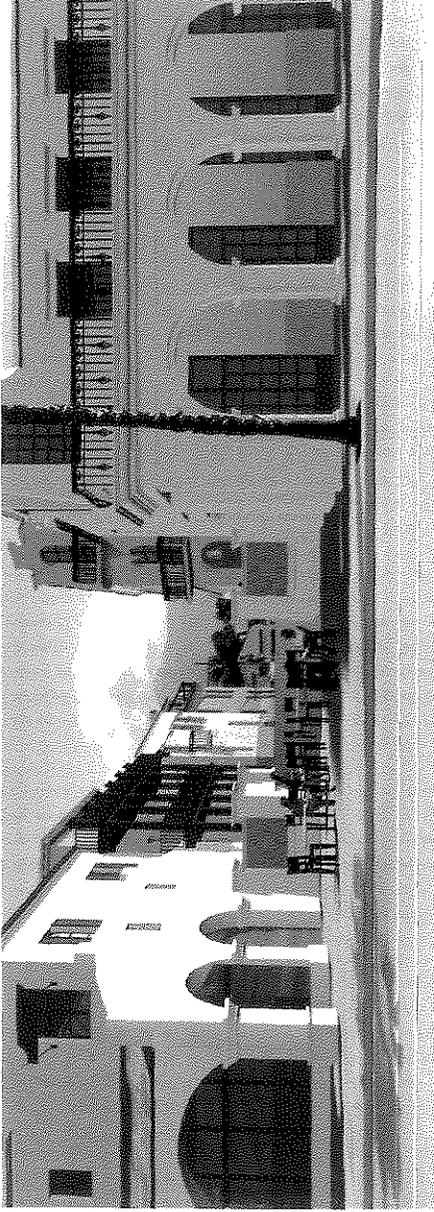
SCALE: 1/64" = 1'-0"

30-SEPTEMBER-2009

ENTRADA de SANTA BARBARA - AREA B

SANTA BARBARA, CALIFORNIA





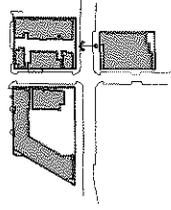
ENTITLED ENTRADA SB B IMAGE
NTS

2



PROPOSED ENTRADA SB B IMAGE
NTS

1



ENTRADA de SANTA BARBARA - AREA B

SANTA BARBARA, CALIFORNIA

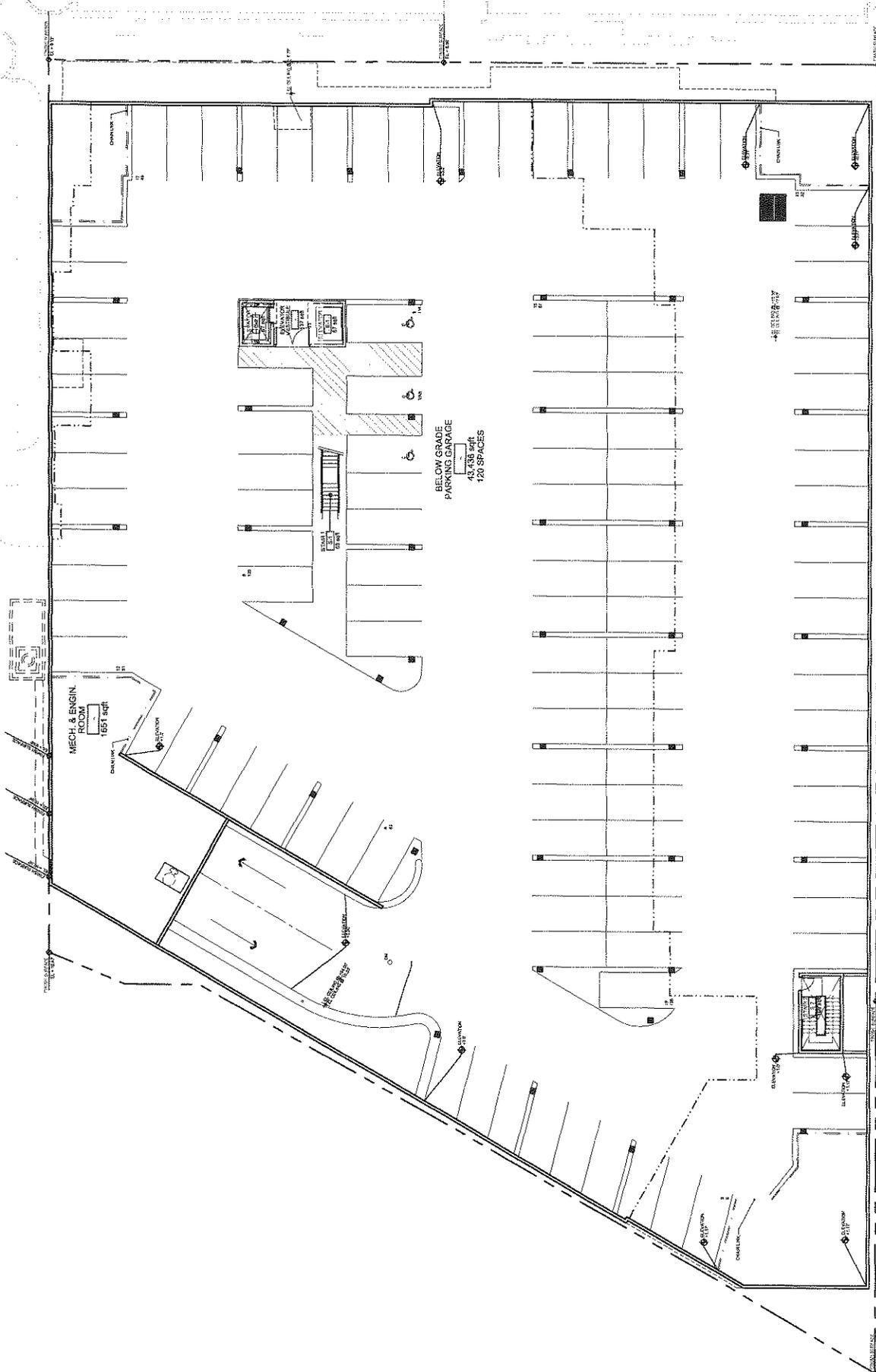
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30-SEPTEMBER-2009

DesignARC

BA820
VIEW STUDY

29 West Gate Laureles
Santa Barbara CA 93105
T: 805.887.1525
F: 805.887.8715



CA100
 29 West Calle Laureles
 Santa Barbara CA 93105
 T: 805.867.1525
 F: 805.867.8715

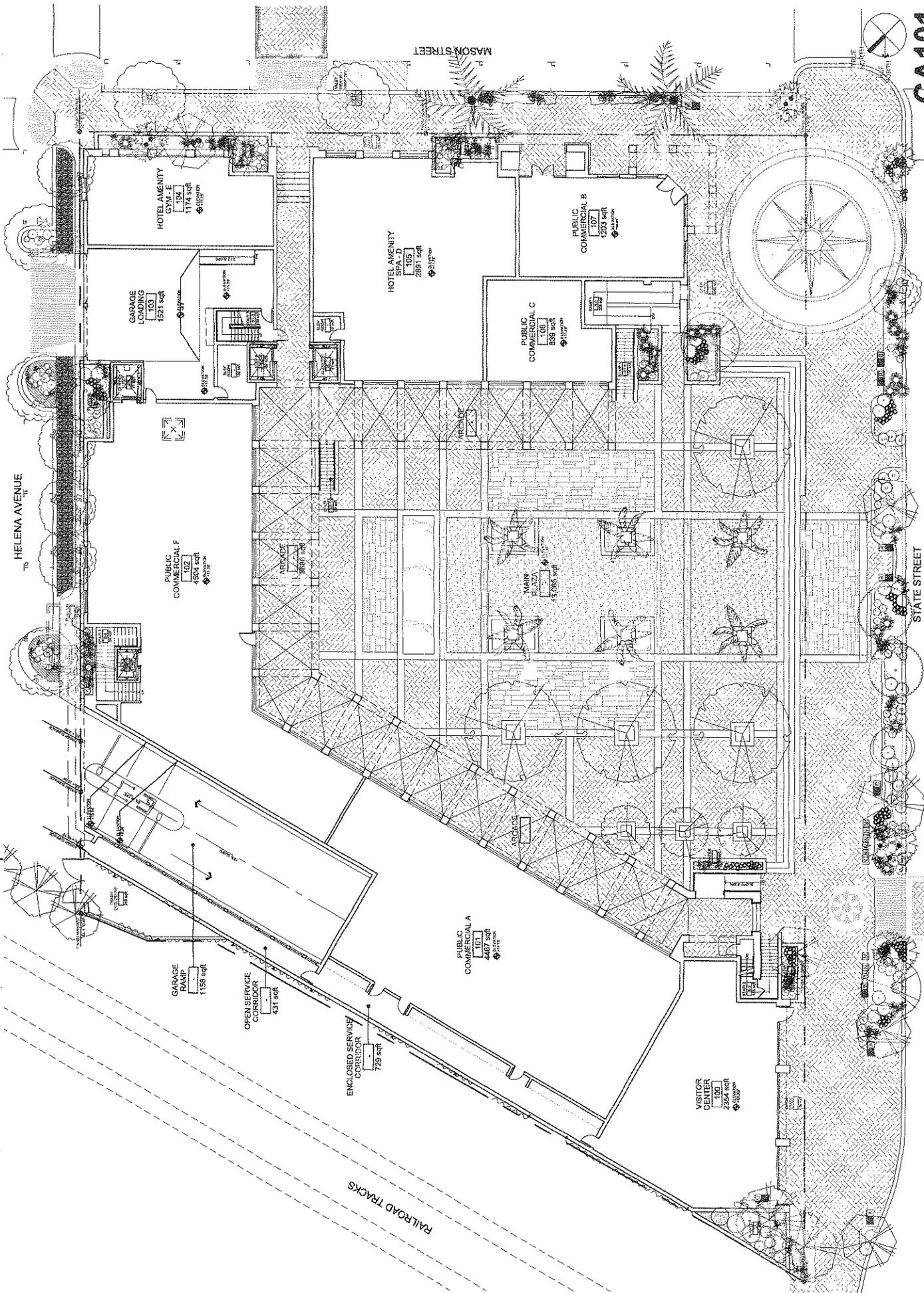
ENTRADA de SANTA BARBARA - AREA C
 SANTA BARBARA, CALIFORNIA

SCD SUBMITTAL
 30-SEPTEMBER-2009

BELOW GRADE PARKING GARAGE PLAN
 SCALE: 1/16" = 1'-0"



DESIGN GROUP



CA101

GROUND LEVEL PLAN

DESIGNARC

29 West Gaila Laureles
 Santa Barbara CA 93105
 T: 805 667-1525
 F: 805 667-8715

SCALE: 1/16" = 1'-0"

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ENTRADA de SANTA BARBARA - AREA C

SANTA BARBARA, CALIFORNIA



CA102

SECOND LEVEL PLAN

28 West Calle Laureles
Santa Barbara CA 93105
T: 805.687.1525
F: 805.687.8715

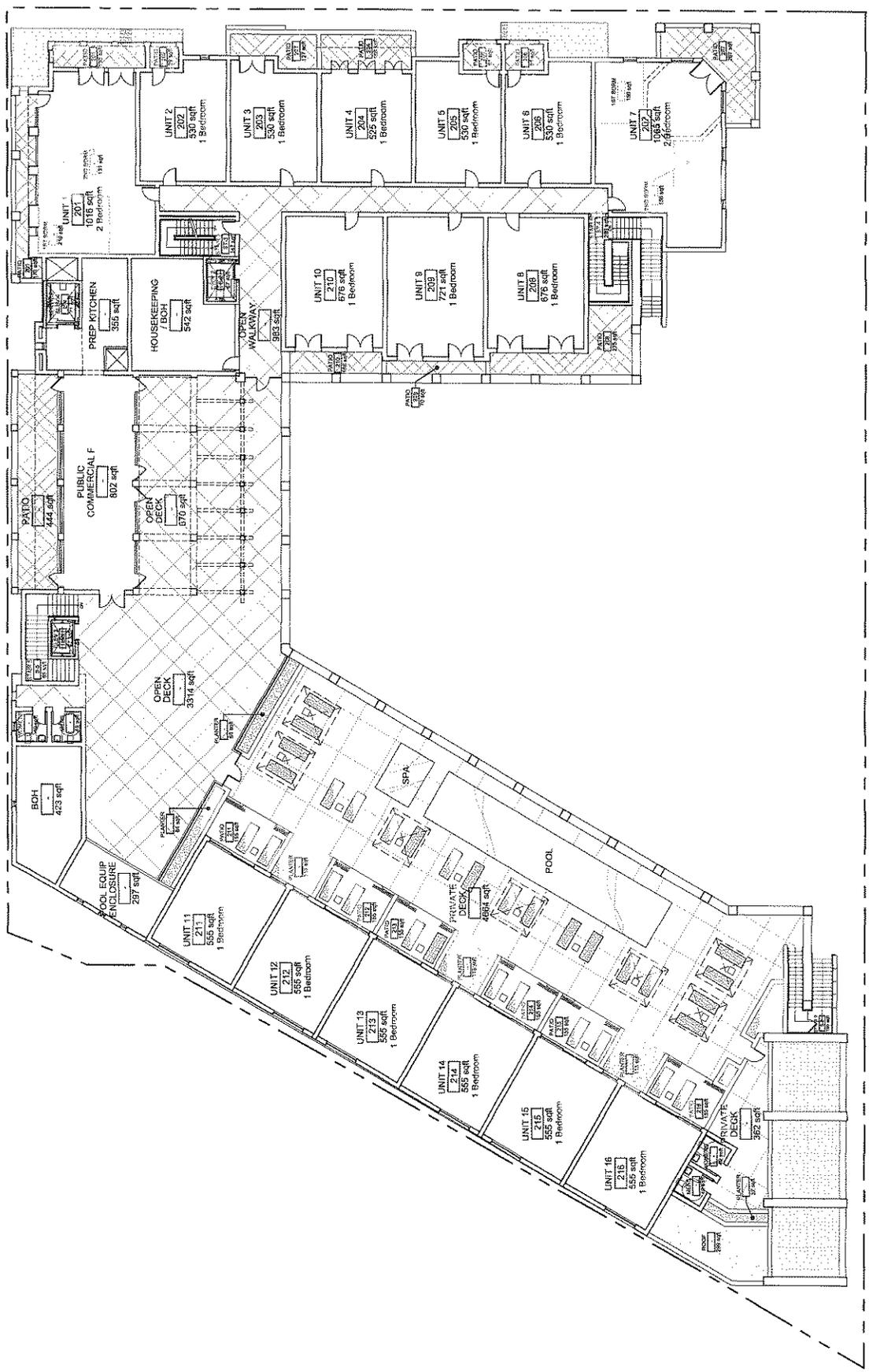
30-SEPTEMBER-2009

SCALE: 1/16" = 1'-0"

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ENTRADA de SANTA BARBARA - AREA C

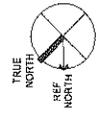
SANTA BARBARA, CALIFORNIA



30-SEPTEMBER-2009

ENTRADA de SANTA BARBARA - AREA C

SANTA BARBARA, CALIFORNIA



CA103 THIRD LEVEL PLAN

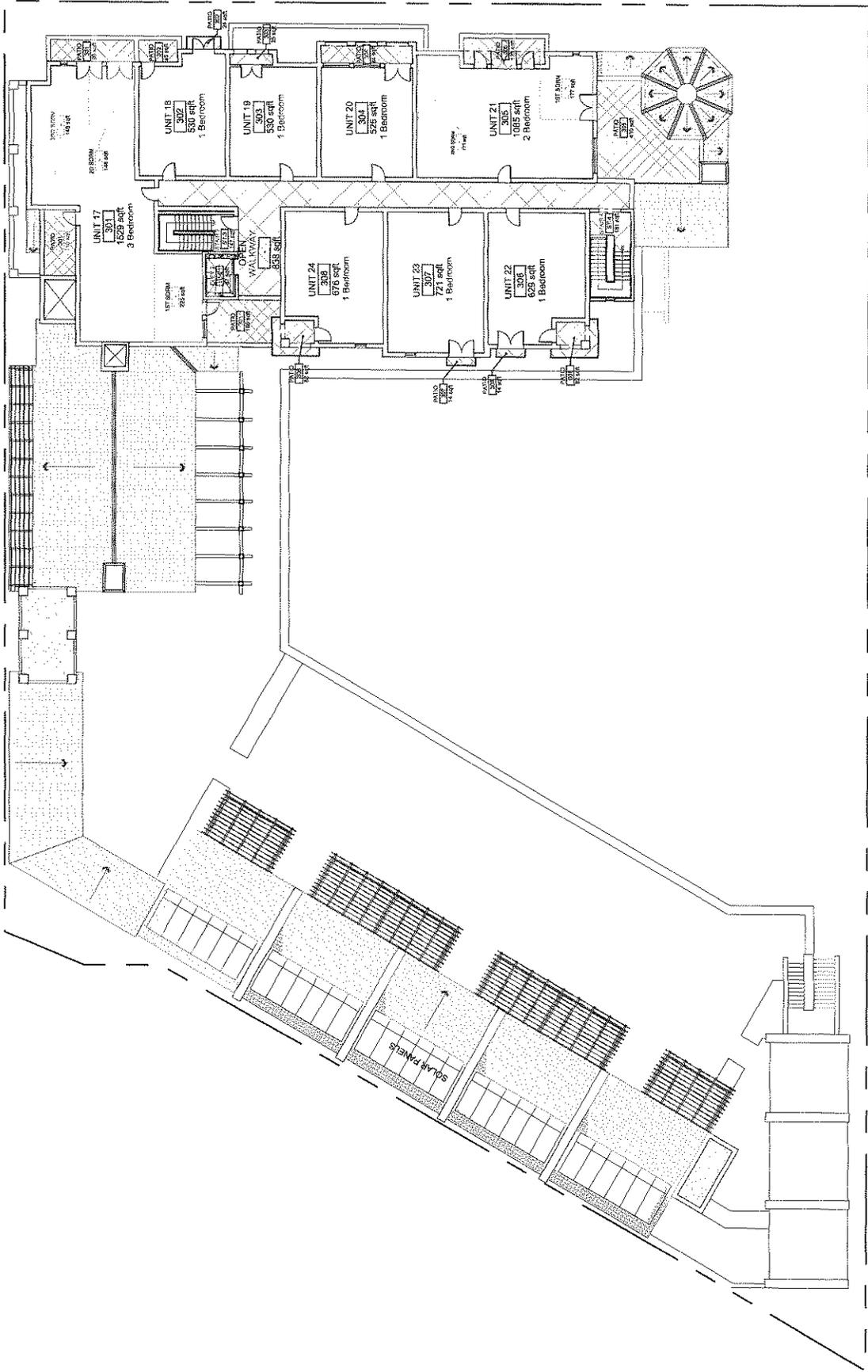
29 West Calle Laureles
Santa Barbara CA 93105
T: 805.687.1525
F: 805.687.8715

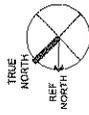
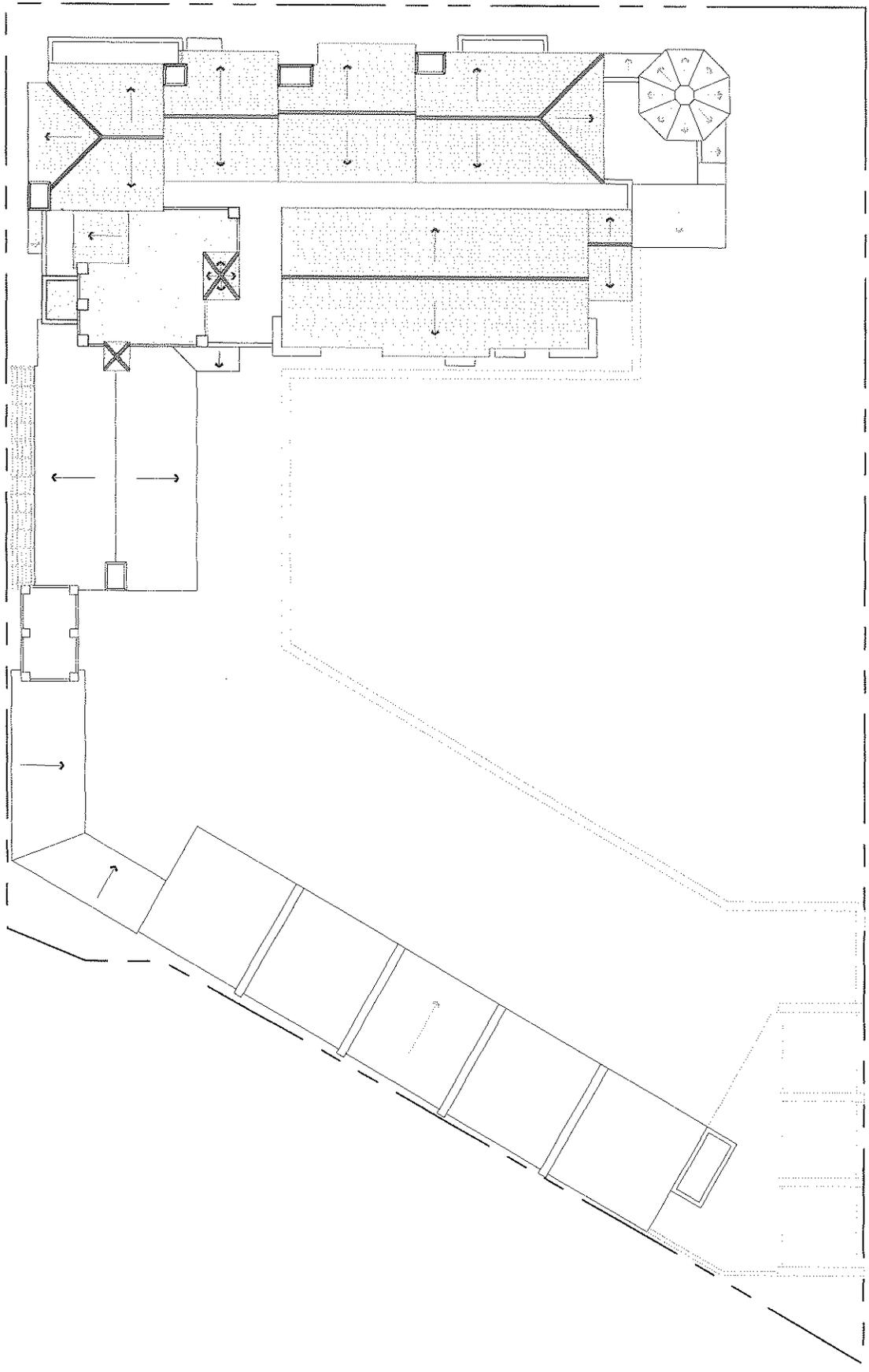
DESIGNARC

SCALE: 1/16" = 1'-0"

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30-SEPTEMBER-2009

ENTRADA de SANTA BARBARA - AREA C
SANTA BARBARA, CALIFORNIA





CA104
ROOF PLAN

29 Wasi Catia Laureles
Santa Barbara CA 93105
T: 805.687.1525
F: 805.687.8715

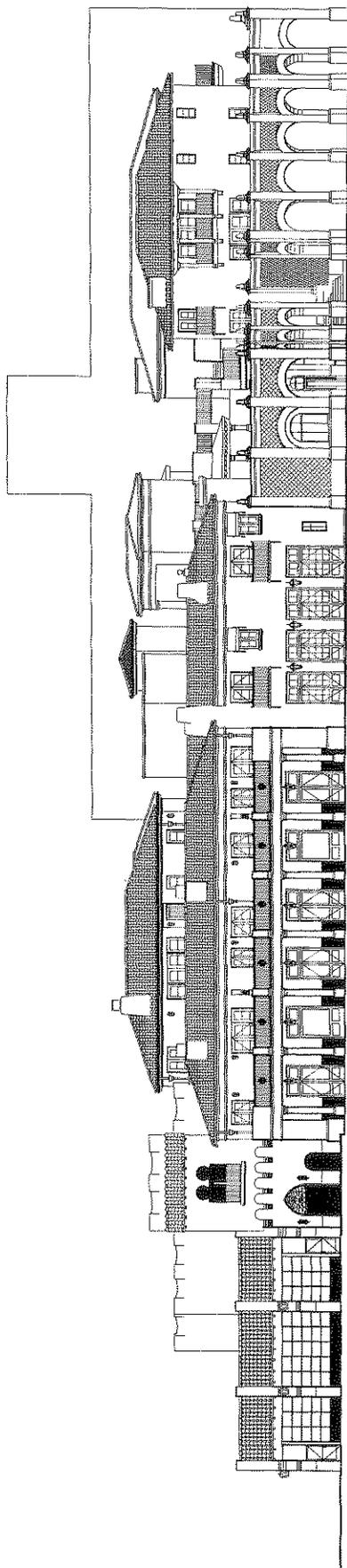
SCD SUBMITTAL
30-SEPTEMBER-2009

ENTRADA de SANTA BARBARA - AREA C
SANTA BARBARA, CALIFORNIA

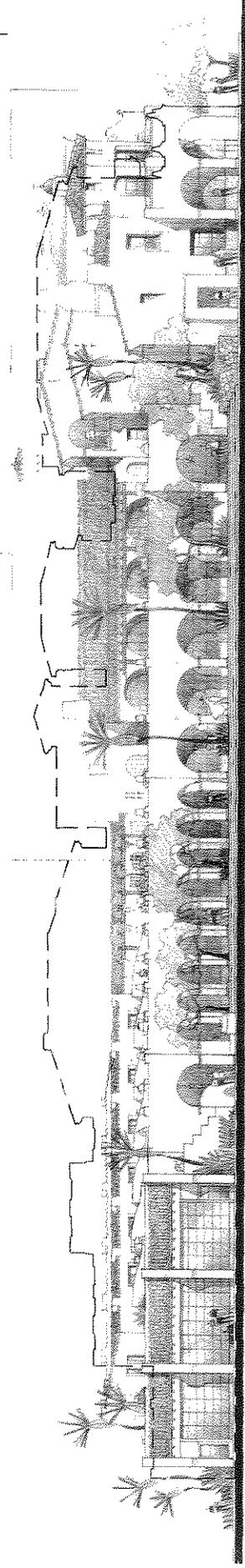
SCALE : 1/16" = 1'-0"



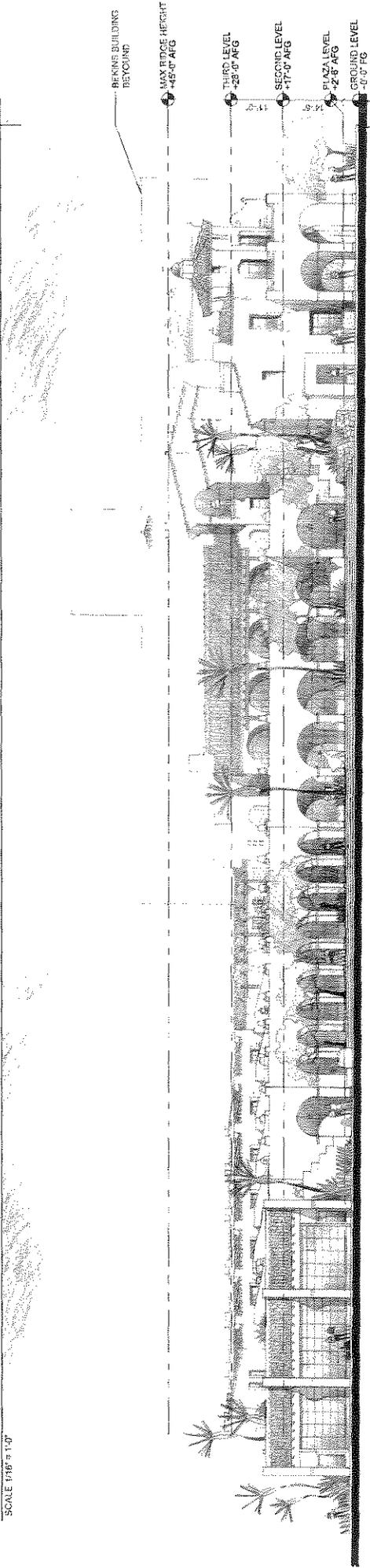
DESIGNARC



1
 PERMITTED AND IN CONSTRUCTION STATE STREET ELEVATION
 SCALE 1/16" = 1'-0"



2
 COMPOSITE PERMITTED AND PROPOSED STATE STREET ELEVATION
 SCALE 1/16" = 1'-0"



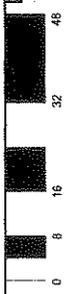
3
 PROPOSED STATE STREET ELEVATION
 SCALE 1/16" = 1'-0"

BEHIND BUILDING BEYOND
 MAX RIDGE HEIGHT
 45'-0" AFG
 THIRD LEVEL
 25'-0" AFG
 SECOND LEVEL
 17'-0" AFG
 PLAZA LEVEL
 2'-6" AFG
 GROUND LEVEL
 0'-0" FG

ENTRADA de SANTA BARBARA - AREA C
 SANTA BARBARA, CALIFORNIA

SCD SUBMITTAL
 30-SEPTEMBER-2009

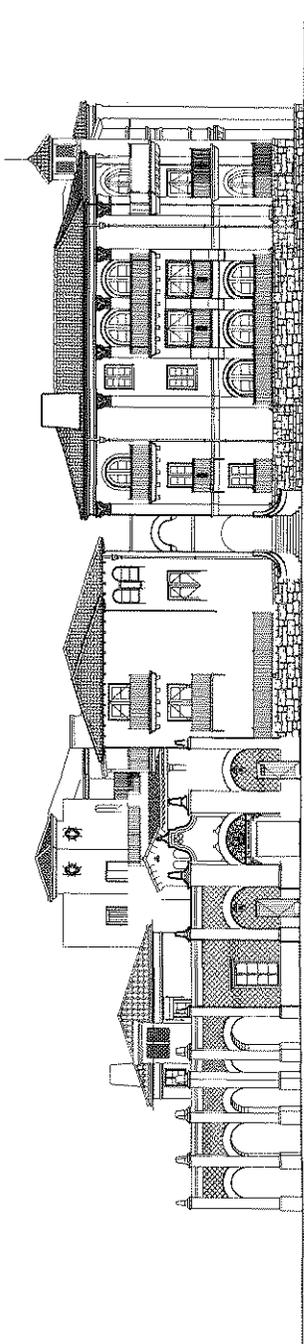
SCALE: 1/16" = 1'-0"



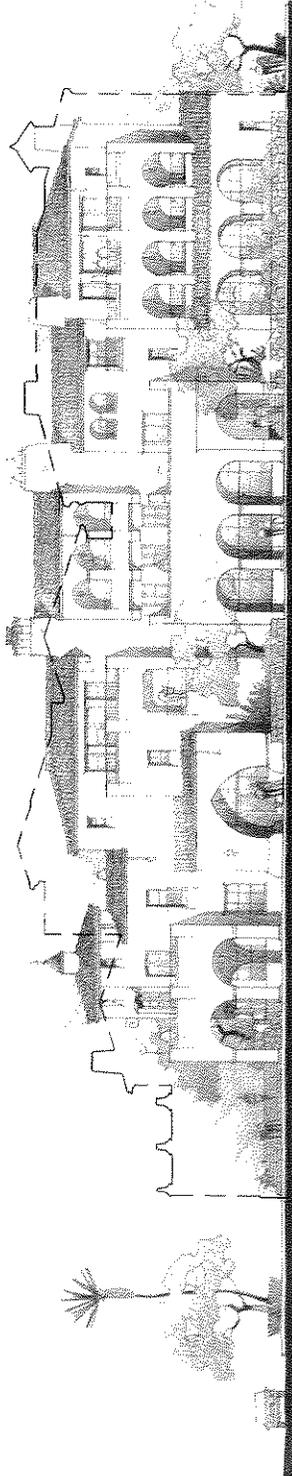
Design R.C.

CA300
 STATE STREET ELEVATION

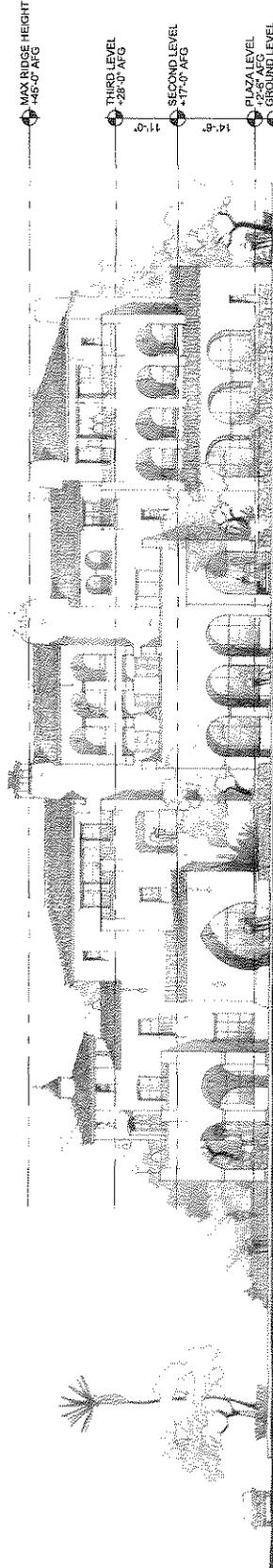
29 West Catio Laureles
 Santa Barbara CA 93105
 T: 805.687.1929
 F: 805.687.8715



1
 PERMITTED AND IN CONSTRUCTION MASON STREET ELEVATION
 SCALE: 1/16" = 1'-0"



2
 COMPOSITE PERMITTED AND PROPOSED MASON STREET ELEVATION
 SCALE: 1/16" = 1'-0"



3
 PROPOSED MASON STREET ELEVATION
 SCALE: 1/16" = 1'-0"

MAX RIDGE HEIGHT
 +48'-0" AFG
 THIRD LEVEL
 +28'-0" AFG
 SECOND LEVEL
 +17'-0" AFG
 PLAZA LEVEL
 +10'-0" AFG
 GROUND LEVEL

ENTRADA de SANTA BARBARA - AREA C

SCD SUBMITTAL

30-SEPTEMBER-2009

SCALE: 1/16" = 1'-0"

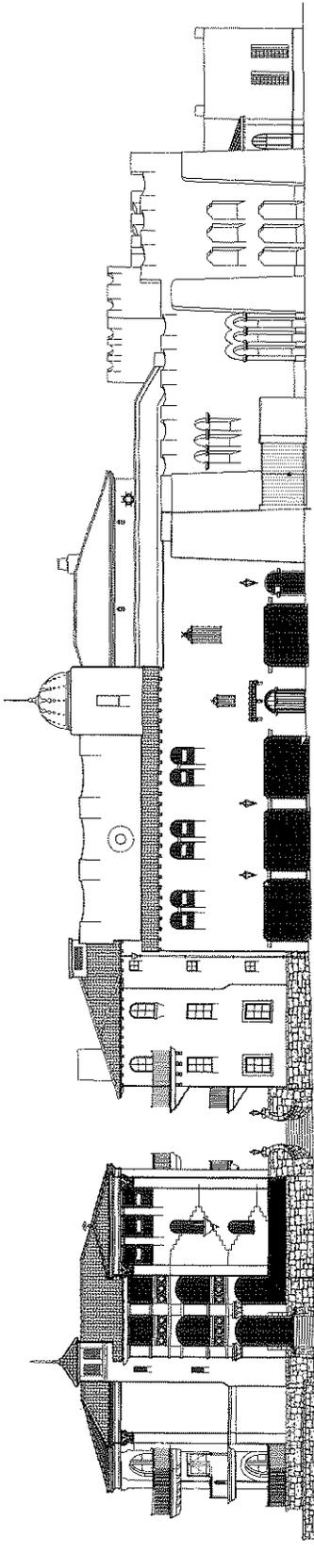


DESIGNARC

MASON STREET ELEVATION

CA301

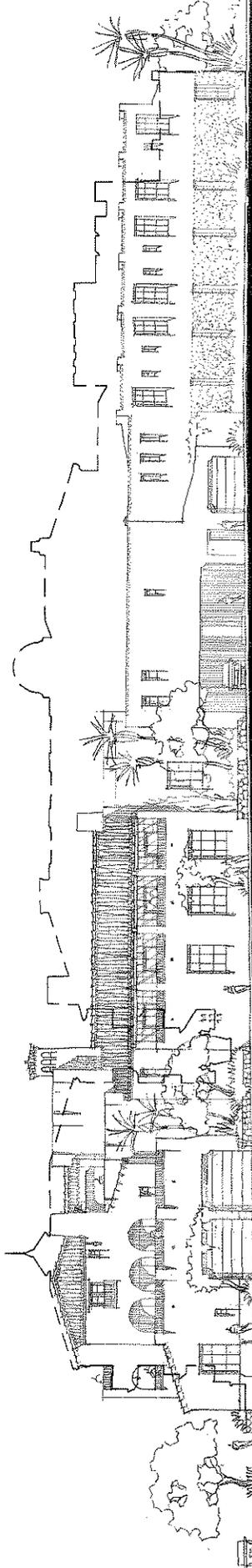
29 West Calle Laureles
 Santa Barbara CA 93105
 T: 805.687.1525
 F: 805.687.8715



PERMITTED AND IN CONSTRUCTION HELENA AVENUE ELEVATION

SCALE 1/16" = 1'-0"

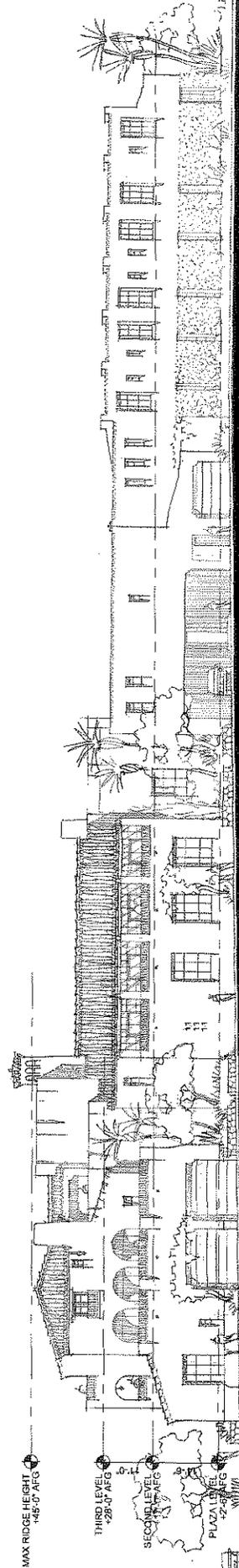
1



COMBINED PERMITTED AND PROPOSED HELENA AVENUE ELEVATION

SCALE 1/16" = 1'-0"

2



PROPOSED HELENA AVENUE ELEVATION

SCALE 1/16" = 1'-0"

3

ENTRADA de SANTA BARBARA - AREA C

SANTA BARBARA, CALIFORNIA

SCD SUBMITTAL

30-SEPTEMBER-2009

SCALE: 1/16" = 1'-0"

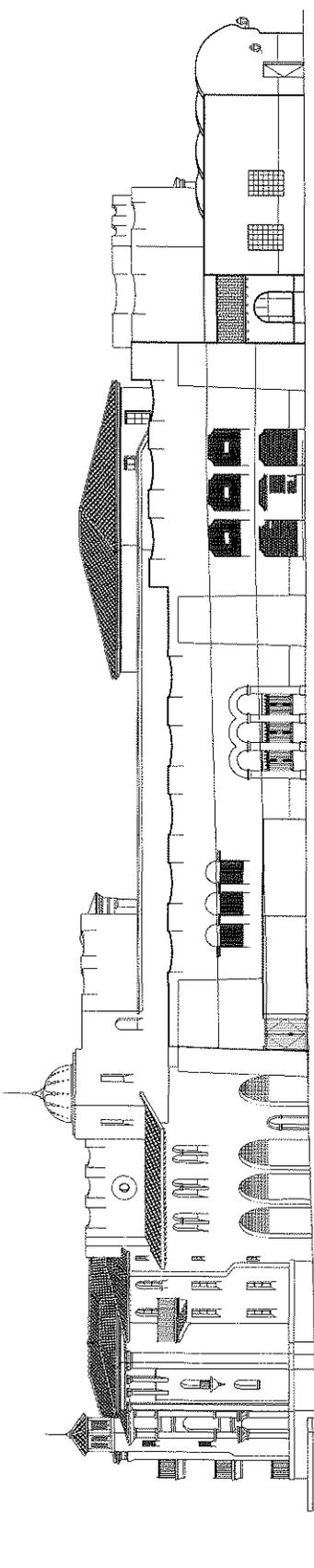


DESIGNARCH

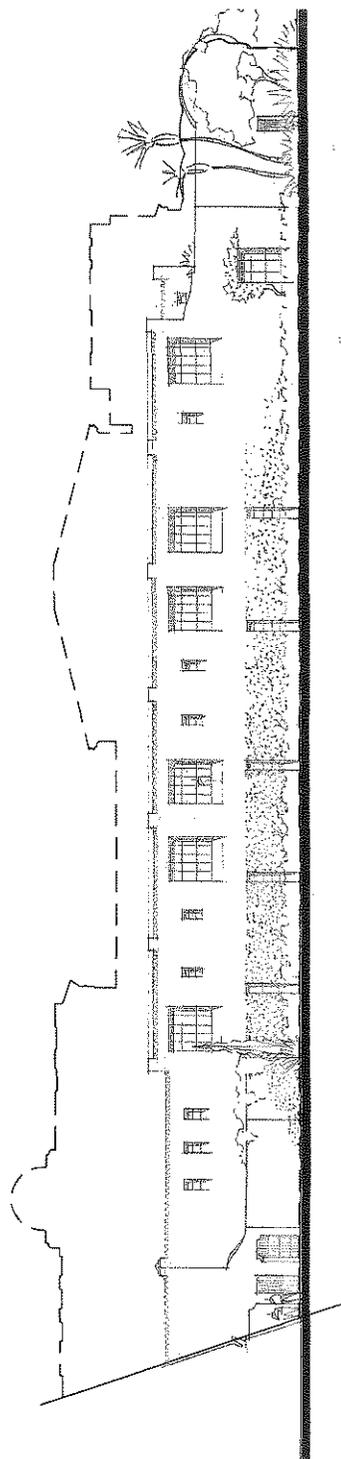
HELENA AVENUE ELEVATION

CA302

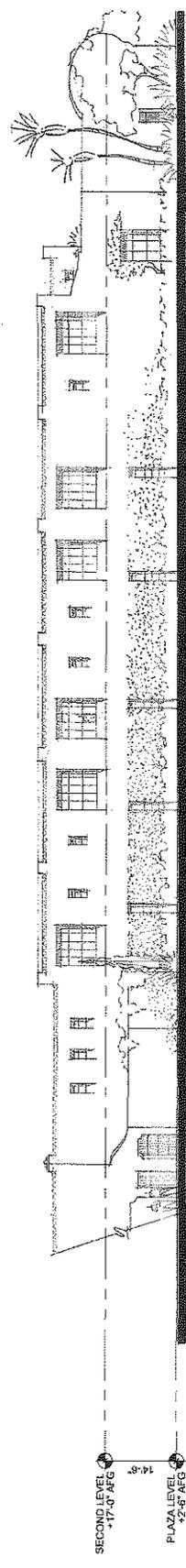
29 West Catalina Laureles
Santa Barbara CA 93105
T: 805-687.1525
F: 805-687.8715



1
 PERMITTED AND IN CONSTRUCTION RAILROAD TRACK ELEVATION
 SCALE 1/16" = 1'-0"



2
 COMBINED PERMITTED AND PROPOSED RAILROAD TRACK ELEVATION
 SCALE 1/16" = 1'-0"



3
 PROPOSED RAILROAD TRACK ELEVATION
 SCALE 1/16" = 1'-0"

SECOND LEVEL
 +17'-05" AFG
 14'-5"
 PLAZA LEVEL
 +2'-05" AFG

ENTRADA de SANTA BARBARA - AREA C

SANTA BARBARA, CALIFORNIA

SCD SUBMITTAL

30-SEPTEMBER-2009

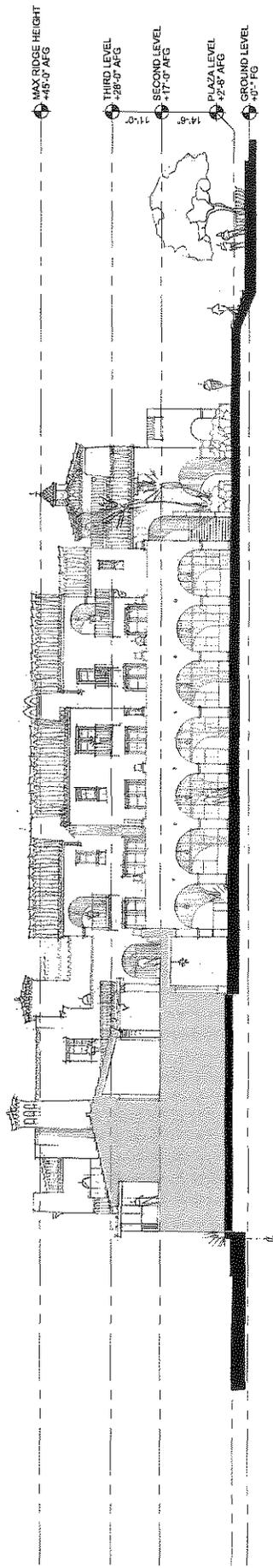
SCALE : 1/16" = 1'-0"



CA303
 RAILROAD TRACK ELEVATION

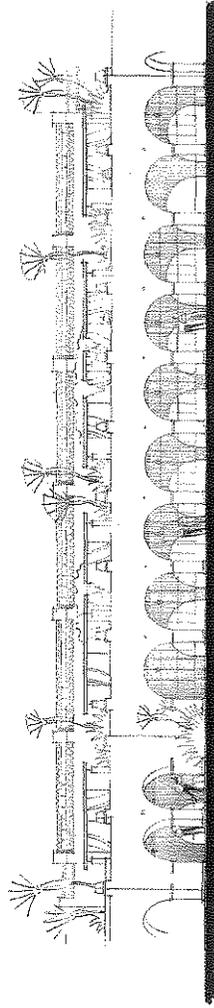
DESIGNED BY

29 West Gate Laureles
 Santa Barbara CA 93105
 T: 805.667.1525
 F: 805.667.8715



PROPOSED PLAZA NORTH ELEVATION
SCALE 1/16" = 1'-0"

1



PROPOSED PLAZA SOUTH ELEVATION
SCALE 1/16" = 1'-0"

2

ENTRADA de SANTA BARBARA - AREA C
SANTA BARBARA, CALIFORNIA

SCD SUBMITTAL
30-SEPTEMBER-2009

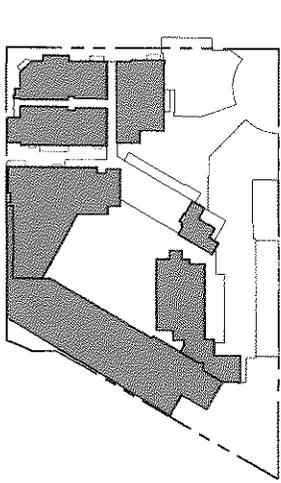
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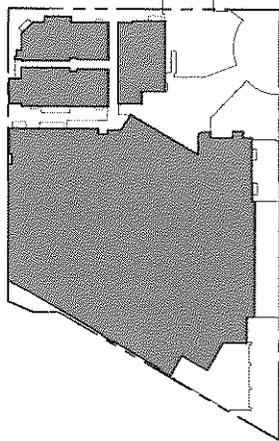
DESIGNARC

CA304
PLAZA ELEVATION

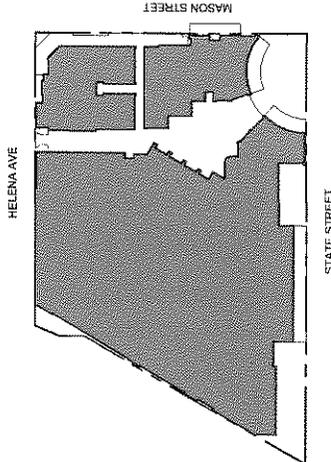
28 West Calle Laureles
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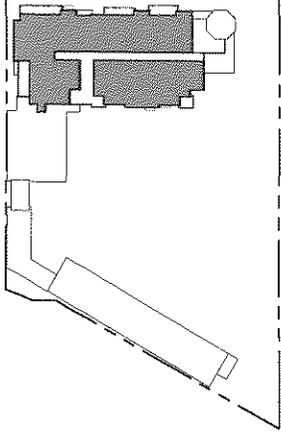
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PERMITTED THIRD FLOOR PLAN
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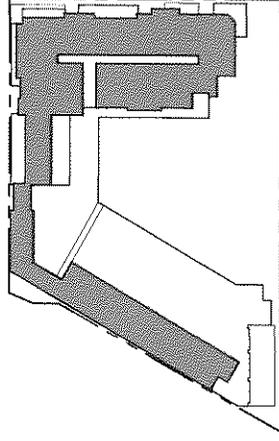
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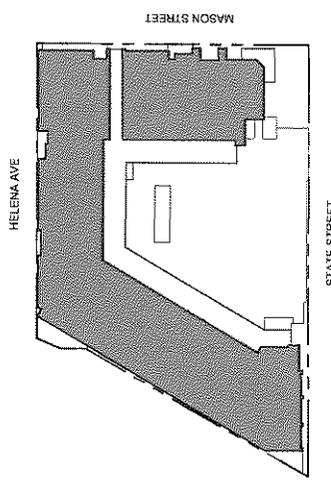
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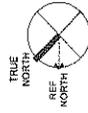
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SCALE 1/64" = 1'-0"



2
PROPOSED SECOND FLOOR PLAN
SCALE 1/64" = 1'-0"



1
PROPOSED FIRST FLOOR PLAN
SCALE 1/64" = 1'-0"



CA800
BUILDING MASS COMPARISON
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30-SEPTEMBER-2009

ENTRADA de SANTA BARBARA - AREA C
SANTA BARBARA, CALIFORNIA

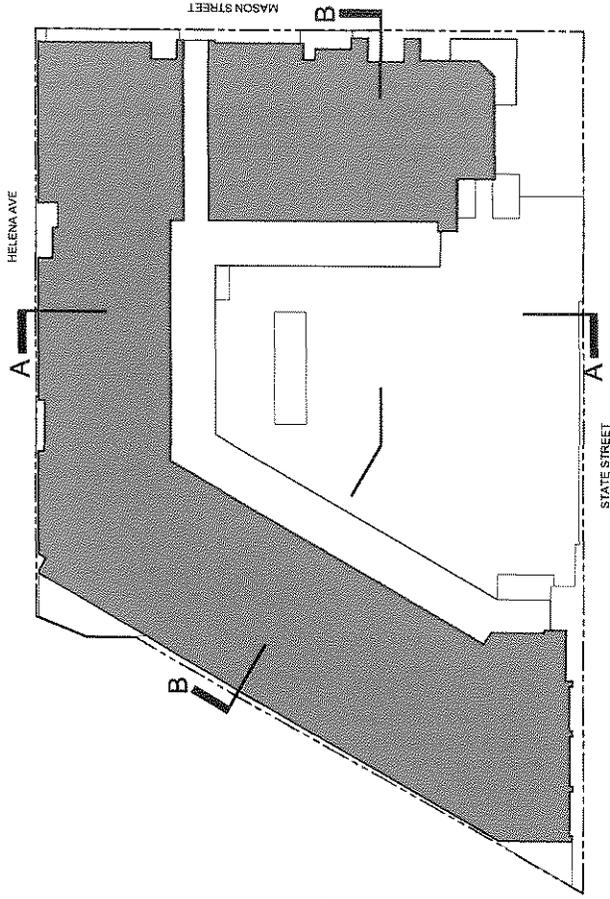
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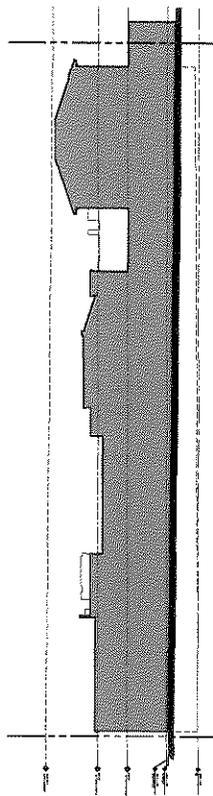
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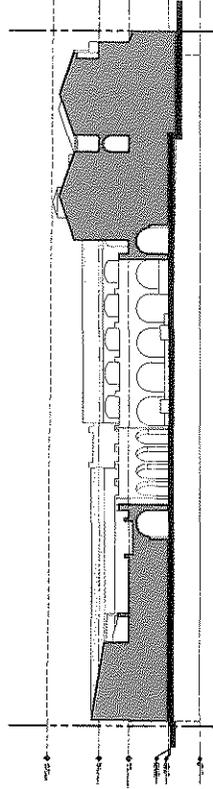
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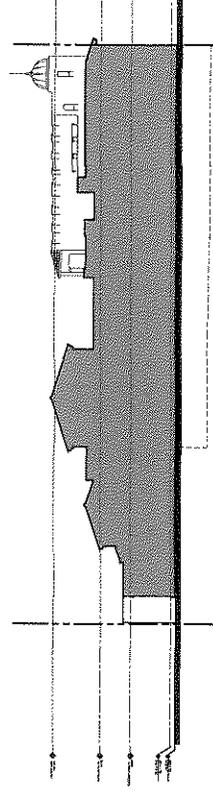
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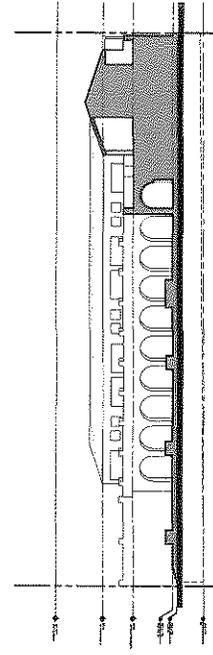
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4



SECTION 'A'
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1



CA801
BUILDING MASS COMPARISON

ENTRADA de SANTA BARBARA - AREA C

SCD SUBMITTAL

SCALE: 1/64" = 1'-0"

SANTA BARBARA, CALIFORNIA

30-SEPTEMBER-2009

DesignARC

256

128

64

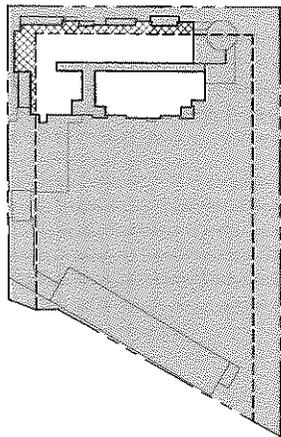
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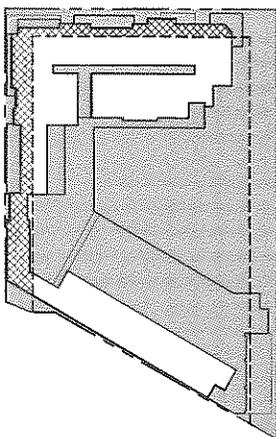
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SETBACK & OPEN SPACE ANALYSIS
PREVIOUSLY APPROVED VS. PROPOSED

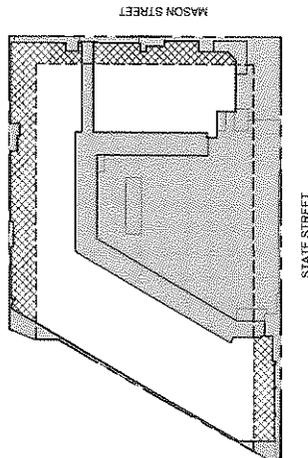
Area	NEWLY PROPOSED SETBACKS				EXISTING SETBACKS				TOTAL PROPOSED SETBACKS			
	Previous	Proposed	Variance	%	Previous	Proposed	Variance	%	Previous	Proposed	Variance	%
Area A												
Street Level	1,896 sf	628 sf	228 sf	38%	2,516 sf	2,365 sf	-151 sf	-6%	3,395 sf	17,000 sf	-13,605 sf	-40%
Second Level	1,080 sf	715 sf	-365 sf	-34%	4,102 sf	3,401 sf	-701 sf	-17%	4,812 sf	15,891 sf	-11,079 sf	-23%
Third Level	1,080 sf	655 sf	-425 sf	-39%	4,102 sf	3,300 sf	-802 sf	-20%	4,812 sf	12,591 sf	-7,779 sf	-16%
Area B												
Street Level	8,510 sf	3,438 sf	4,719 sf	57%	9,313 sf	8,698 sf	-615 sf	-7%	13,914 sf	17,000 sf	-3,086 sf	-22%
Second Level	8,701 sf	4,235 sf	5,079 sf	59%	9,313 sf	10,699 sf	1,386 sf	15%	14,626 sf	15,891 sf	-1,265 sf	-9%
Third Level	8,701 sf	3,817 sf	4,884 sf	56%	9,313 sf	15,493 sf	6,180 sf	67%	17,626 sf	25,300 sf	7,674 sf	43%
Area C												
Street Level	13,855 sf	6,214 sf	5,852 sf	42%	5,852 sf	17,633 sf	11,781 sf	201%	13,479 sf	21,623 sf	8,144 sf	60%
Second Level	13,855 sf	3,294 sf	3,294 sf	24%	5,852 sf	10,466 sf	4,614 sf	79%	10,466 sf	14,481 sf	4,015 sf	38%
Third Level	13,855 sf	3,405 sf	3,405 sf	25%	5,852 sf	11,257 sf	5,405 sf	92%	11,257 sf	15,891 sf	4,634 sf	29%
Total												
Street Level	22,863 sf	10,367 sf	18,894 sf	83%	18,117 sf	28,095 sf	10,799 sf	60%	35,020 sf	39,620 sf	4,600 sf	12%
Second Level	24,524 sf	9,139 sf	9,507 sf	39%	22,634 sf	33,874 sf	11,240 sf	49%	33,874 sf	54,824 sf	20,950 sf	62%
Third Level	24,524 sf	8,221 sf	3,648 sf	15%	47,967 sf	30,811 sf	-17,156 sf	-36%	55,034 sf	71,751 sf	16,717 sf	30%
Total	71,911 sf	27,727 sf	46,958 sf	65%	88,718 sf	132,769 sf	44,051 sf	50%	127,661 sf	166,295 sf	38,634 sf	30%



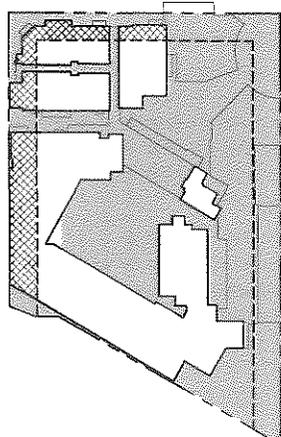
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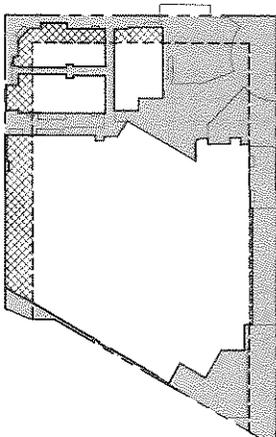
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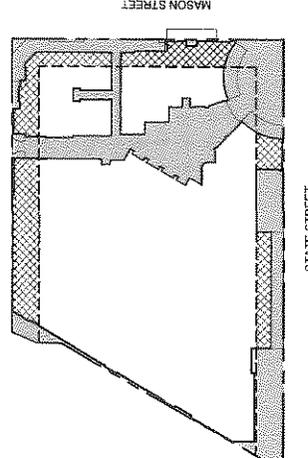
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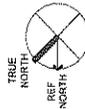
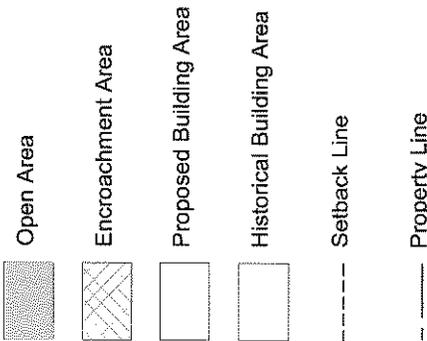
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SCALE 1/64" = 1'-0"



PERMITTED SECOND FLOOR PLAN
SCALE 1/64" = 1'-0"



PERMITTED FIRST FLOOR PLAN
SCALE 1/64" = 1'-0"



CA810

SETBACK AND OPEN SPACE COMPARISON

ENTRADA de SANTA BARBARA - AREA C



PROPOSED ENTRADA SB C - AERIAL VIEW OF PLAZA
NTS

ENTRADA de SANTA BARBARA - AREA C

SANTA BARBARA, CALIFORNIA

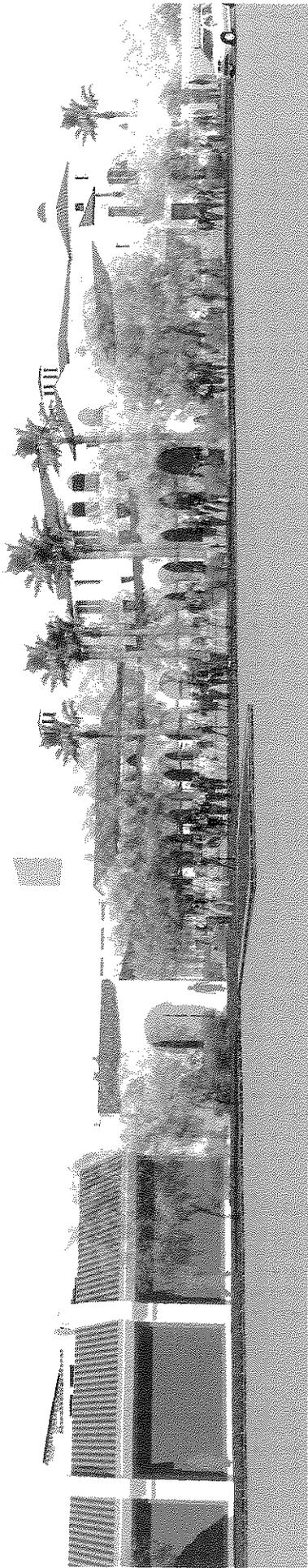
SCD SUBMITTAL

30-SEPTEMBER-2009

DESIGNARC

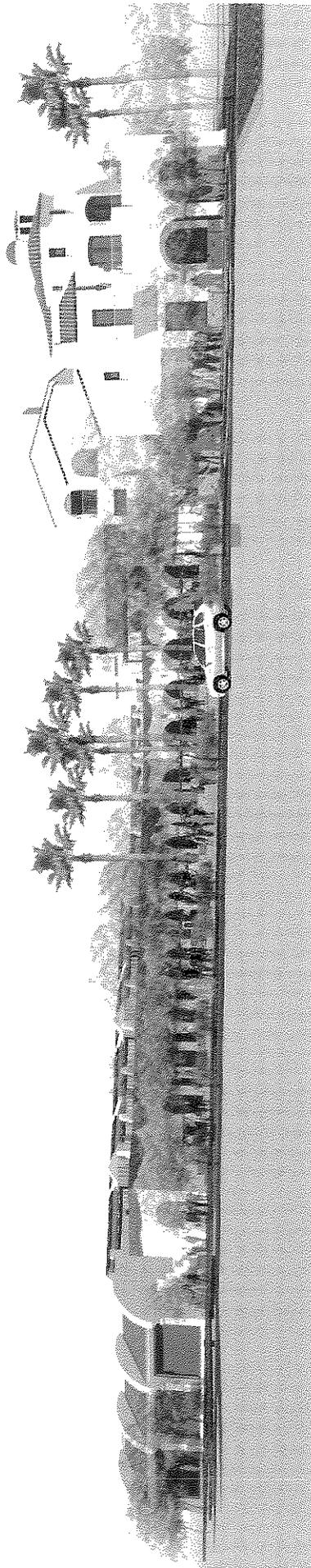
CA820
ADDITIONAL VIEWS

29 West Calle Laureles
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PROPOSED ENTRADA SB C - STREET VIEW NEAR NEW VISITOR'S CENTER

1



PROPOSED ENTRADA SB C - STREET VIEW FROM NEAR CORNER OF STATE AND MASON

2

ENTRADA de SANTA BARBARA - AREA C

SANTA BARBARA, CALIFORNIA

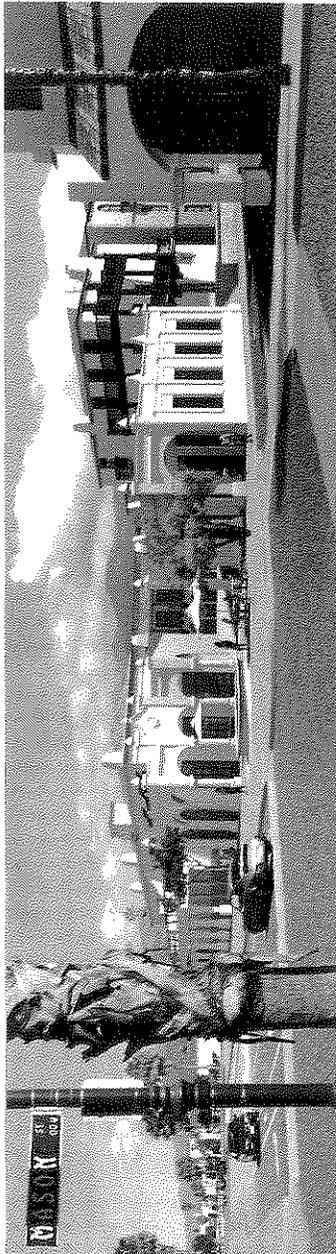
SCD SUBMITTAL

30-SEPTEMBER-2009

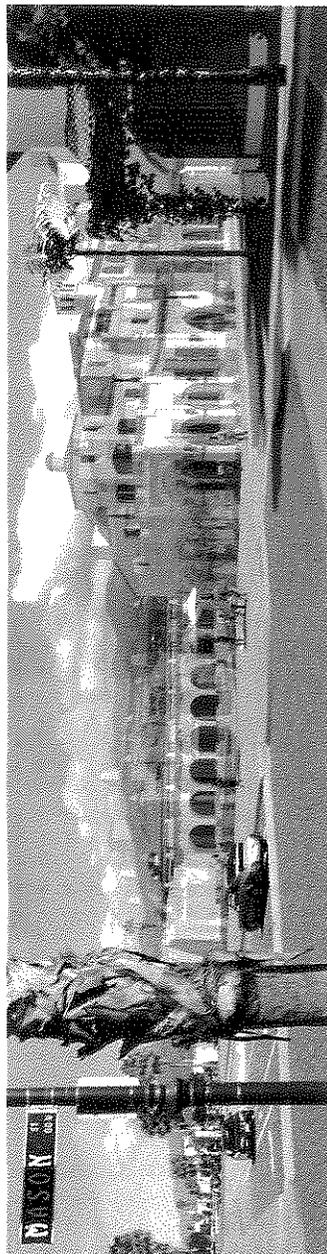
DesignARC

CA821
ADDITIONAL VIEWS

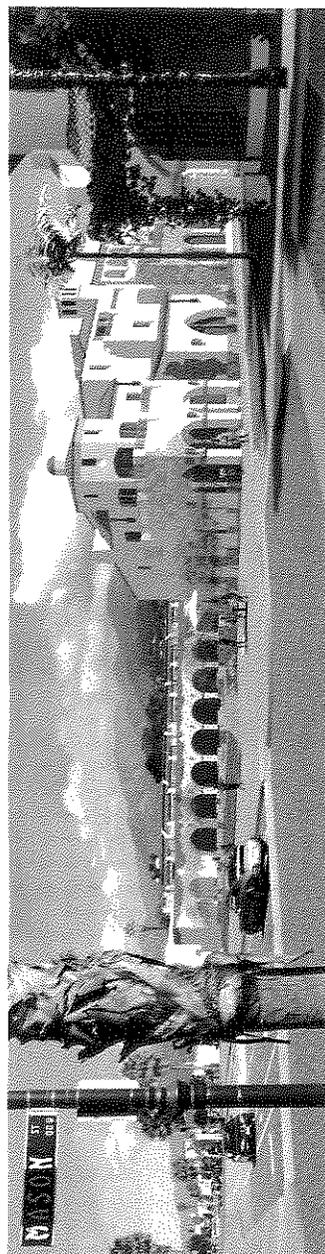
29 West Calle Laureles
Santa Barbara CA 93105
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F: 805.687.8715



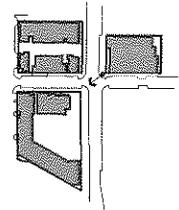
3 ENTITLED ENTRADA SB C IMAGE
NTS



2 COMPOSITE ENTITLED AND PROPOSED ENTRADA SB C IMAGE
NTS



1 PROPOSED ENTRADA SB C IMAGE
NTS



CA822
VIEW STUDY

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ENTRADA de SANTA BARBARA - AREA C
SCD SUBMITTAL
30-SEPTEMBER-2009

DesignARC

DUDEK

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July 14, 2009

Mr. Paul Casey
Community Development Director
City of Santa Barbara
630 Garden Street
Santa Barbara, Ca 93101

RECEIVED
JUL 14 2009
CITY OF SANTA BARBARA
PLANNING DIVISION

Re: *Request for Determination of Substantial Conformance of Proposed Revisions to the Original Approved Entrada de Santa Barbara Project and the Subsequent SCD Approved RCCSB Project; 22-120 State Street, 15 E. Mason Street, and the State Street Right of Way Between the Mission Creek Bridge and the Union Pacific Railroad Right of Way; MST 97-00357*

Dear Paul:

The purpose of this submittal is to request that you, as Community Development Director, find and determine that the modifications and revisions which are described in this letter and the attachments are in substantial conformity with the original Approved Entrada Project.

As you are aware, Santa Barbara Beach Properties, the original Applicant for the Entrada Project, no longer owns the subject property or the rights to develop the same.

The subject property and the rights to develop the same are owned by MF Santa Barbara, LLC ("MFSB"), which acquired the Property and rights to develop the Property pursuant to a foreclosure sale.

In evaluating how to proceed with this project, MFSB has concluded that the development of Area C as approved was not as aesthetically pleasing as it could be. They also concluded that with some minor revisions to Area B (which do not compromise the original design or views) Area B could be built more efficiently.

Finally, MFSB is now proposing that the majority (approximately 93%) of the units (114 of the 123 units) would be typical hotel rooms and only 9 units (approximately 7%) would be developed and sold as timeshare/fractional units.

We trust this letter, the attached Exhibits, and the Plans prepared by DesignARC Architects will demonstrate the changes requested by MFSB are a substantial improvement over the previously approved Project and are in substantial conformity with the original approved Entrada Project and the Subsequent SCD Approved RCCSB Project, and remains in compliance with and or is an improvement with respect to: view issues, Measure E requirements, traffic, and parking parameters.

EXHIBIT B

Mr. Paul Casey
Re: Entrada de Santa Barbara Project
July 14, 2009
Page 2

It should also be noted that the Proposed Revisions to the Original Approved Entrada de Santa Barbara Project and the Subsequent SCD Approved RCCSB Project ("Revised MFSB, Project") now ensures that all project requirements for Back-of-House are located on the subject properties (not at an off-site location as was the case with the previous projects) and includes a dramatic increase in public open space in Area C.

The modifications and revisions to the August 21, 2001 Approved Entrada Project and the February 12, 2004 Substantial Conformity Determination (SCD) and the December 9, 2005 SCD for Project Phasing are as follows:

Reconfiguration of Rooms/Type of Units

The project owners, MF Santa Barbara, LLC propose to modify the room configuration and the type of units to create more, smaller units that are financially feasible in today's economy, while still maintaining the approved Measure E allowances/restrictions. Additionally, the owners are proposing to modify the program to include a majority of hotel units in Areas A, B, and C with a small ratio of timeshare/fractional units in Areas A and C.

The Project was originally approved with 112 "keys" (units which can be separately occupied); the proposed SCD is contemplating 123 units (which is a 10% increase from the original approval of 112 units) of which 114 units are hotel rooms, and 9 are timeshare/fractional units.

Revised MFSB Project (July 13, 2009 SCD)

MF Santa Barbara wishes to reconfigure units into studio, one, two and three bedroom units. A complete breakdown of the number of units, the number of bedrooms and the square footage of the units is attached hereto as Exhibit "A". Please see the site plan, floor plans, elevations and photo-simulations for each Area to show orientation of rooms/units. The following is a summary of the reconfiguration of the units with respect to bedrooms, keys and unit size:

AREA A

51 Units (58 bedrooms) (46 hotel rooms and 5 timeshare/fractional units)	51 keys (46 hotel rooms, 3 two- bedroom timeshare/fractional units, and 2 three-bedroom timeshare/fractional units)	The 46 hotel rooms range from 402 to 543 square feet and the 5 timeshare/fraction al units range from 828 to 1,443 square feet
--	--	---

AREA B

48 Units (59 bedrooms) (48 hotel rooms)	48 keys (48 hotel rooms)	The 48 hotel rooms range from 414 to 640 square feet
--	-----------------------------	---

AREA C

24 Units (32 bedrooms) (20 hotel rooms and 4 timeshare/fractional units)	24 keys (20 hotel rooms, 3 two- bedroom timeshare/fractional units, and 1 three-bedroom timeshare/fractional units)	The 20 hotel rooms range from 525 to 721 square feet and the 4 timeshare/fraction al units range from 1,016 to 1,529 square feet
--	--	---

TOTAL

123 Units (135 bedrooms) (114 hotel rooms and 9 timeshare/fractional unit)	123 keys (114 hotel rooms, 6 two- bedroom timeshare/fractional units, and 3 three-bedroom timeshare/fractional units)	The 114 hotel rooms range from 402 to 721 square feet and the 9 timeshare/fraction al units range from 828 to 1,529 square feet
--	--	--

Mr. Paul Casey
Re: Entrada de Santa Barbara Project
July 14, 2009
Page 4

Unoccupied Storage Space

The second element of the Revised MFSB Project includes the provision of storage space for the 9 timeshare/fractional unit owners where they may store their personal effects when they are not staying in the facility, but which would be available for the owner's use and comfort when they are staying at the facility.

In order to create this storage space, the respective Areas were modified as follows:

- Area A. The storage space of 2,158 square feet was removed in the mezzanine of the Garage and 521 square feet on the first floor was retained; see sheets labeled Area A Floor Plans on the attached set of plans.
- Area B. Two basement level storage spaces were added to Area B's parking garage. The area of Storage Area No.1 is 2,344 square feet and Storage Area No.2 is 2,546 square feet; see sheets labeled Area B Subterranean Level on the attached set of plans. Another storage space was added on the first floor garage level of 805 sf. These storage spaces are enclosed by a chain-link fence and accordingly are not Measure E space.
- Area C. Three basement level storage spaces were added to Area C. The area of Storage Area No.1 is 484 square feet, Storage Area No.2 is 484 square feet, and Storage Area No.3 is 974 square feet; see sheets labeled Area C Subterranean Level on the attached set of plans. Similarly to Area B, these storage spaces are enclosed by a chain-link fence and accordingly is not Measure E

Housekeeping/ Back-of-House

When the MF Santa Barbara team evaluated the available housekeeping/back-of-house (BOH) space in the Approved Project, they concluded it was inadequate. In order to address this inadequacy and to ensure the project would be self-contained on-site, additional housekeeping /BOH space was added as follows:

- **Area A.**
Level One: 521 square feet
Level Two: 485 square feet
Level Three: 485 square feet

The location of the added housekeeping/BOH space in Area A is located on the attached set of plans.

- **Area B.**
Level One: 579 square feet

The location of the additional housekeeping/BOH in Area B is located on the attached set of plans.

- **Area C.**
Level Two: 1,083 square feet

The location of the additional housekeeping/BOH space in Area C is located on the attached set of plans.

Hotel Amenities

When the MFSB team redesigned the program to primarily a hotel project, additional amenities were created on all three sites such as conference room, business center, gym, spa, lounge and breakfast area; the breakdown by site is as follows:

- **Area A.**
Level One: 979 square feet

The location of the hotel amenity space in Area A is located on the attached set of plans.

- **Area B.**
Level One: 2,482 square feet

The location of the hotel amenity space in Area B is located on the attached set of plans.

- **Area C.**
Level Two: 4,065 square feet

The location of the additional amenity space in Area C is located on the attached set of plans.

**Analysis of Project Square Footage Uses Not-Occupied by Hotel Rooms or
Timeshare/Fractional Units**

The following is an analysis of the various square footage facilities outside the hotel rooms and timeshare/fractional units.

•	<u>Area A.</u>		
•	<u>Level One</u>		
•	Public Commercial A	3,045 square feet	
•	Public Commercial B	841 square feet	
•	Lobby	1,087 square feet	
•	Reception/Admin off.	259 square feet	
•	Hotel Amenity (Business Center)	206 square feet	
•	Hotel Amenity (Conference Rm)	314 square feet	
•	Hotel Amenity (Gym)	247 square feet	
•	Other Amenity	212 square feet	
•	Elev. Mech. + Storage	108 square feet	
•	BOH	521 square feet	
•	Trash Enclosure	196 square feet	
•	Elev. Room	49 square feet	
•	Stairs	309 square feet	
•	Elevators	213 square feet	
•	<u>Level Two</u>		
•	Enclosed Circulation	1,722 square feet	
•	Elevator Vestibule	156 square feet	
•	Housekeeping	485 square feet	
•	<u>Level Three</u>		
•	Enclosed Circulation	1,722 square feet	
•	Elevator Vestibule	156 square feet	
•	Housekeeping	485 square feet	
•	<u>Level Four</u>		
•	Restrooms	73 square feet	
	TOTAL	<u>12,406 square feet</u>	

- **Area B.**
 - **Basement**
 - Elevator Rooms 67 square feet
 - Elevator Vestibule 92 square feet
 - Elevators 149 square feet
 - **Level One**
 - Public commercial 3,244 square feet
 - Lobby 923 square feet
 - Admin Office 514 square feet
 - Hotel Amenity (Conference Rm) 1,133 square feet
 - Hotel Amenity (Lounge) 566 square feet
 - Hotel Amenity (Breakfast Area) 315 square feet
 - Hotel Amenity (Business Center) 468 square feet
 - Kitchen 132 square feet
 - BOH 155 square feet
 - Elevator Room 75 square feet
 - Housekeeping / BOH 424 square feet

TOTAL 8,257 square feet

- **Area C.**
 - **Basement**
 - Elevator Vestibule 137 square feet
 - Stairs 169 square feet
 - Elevators 134 square feet
 - **Level One**
 - Visitor Center 2,354 square feet
 - Public Commercial A 4,467 square feet
 - Public Commercial B 1,203 square feet
 - Public Commercial C 839 square feet
 - Public Commercial F 5,661 square feet
 - Hotel Amenity (Spa) 2,891 square feet
 - Hotel Amenity (Gym) 1,174 square feet
 - Elevator Room 184 square feet
 - Service Corridor 729 square feet
 - Stairs 232 square feet
 - Elevators 118 square feet
 - **Level Two**
 - Housekeeping / BOH 542 square feet
 - Storage / BOH 521 square feet
 - Restrooms 98 square feet

TOTAL 21,453 square feet

Mr. Paul Casey
Re: Entrada de Santa Barbara Project
July 14, 2009
Page 8

A complete description of the Revised MFSB Project statistics (Square Footage Breakdown By Site/Unit Mix/Parking) are attached as Exhibit "B". A complete analysis of the changes in the key components and square footage of the elements of the Proposed SCD are described in the Summary Sheet attached as Exhibit "C".

Parking Analysis

No substantive valet service changes are anticipated as part of the Revised MFSB Project, however, all proposed hotel and timeshare/fractional unit parking will be performed via valet. All private parking spaces for these units will be located within an underground and above grade parking area located on Area B and at the first floor level of Area A; there will be no private parking in Area C's parking garage, as this is now dedicated solely to public parking.

Area "A"

21 parking spaces are now proposed in Area A; which will accommodate a portion of the required parking demand for the hotel and timeshare/fractional units in Area A. Parking associated with the remaining parking demand for the hotel and timeshare/fractional units in Area A is provided in Area B's private parking lot. Parking associated with public commercial retail space located in Area A is provided in the 120 space underground public parking lot on Area C.

Area "B"

102 parking spaces are now proposed in Area B; which will accommodate all required hotel and timeshare/fractional unit parking demand for Areas A, B and C. Parking associated with Area B's public commercial retail space is provided in the 120 space underground public parking lot on Area C.

Area "C"

120 parking spaces are now proposed in Area C in a single level underground parking garage; which will accommodate all required commercial retail parking demands for Areas A, B and C, the Visitor Information Center parking demand (in addition to that required for the Children's Museum parking offset), and the loss of public parking spaces on West Mason Street and Helena Avenue, as well as an additional 20 excess public parking spaces. The Revised MFSB Project exceeds all required parking based on demand and City Ordinances.

Mr. Paul Casey
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Main Lobby Entrance Revision

The main Lobby, presently approved to be located on West Mason Street (between State Street and Helena Avenue, in Area C) is proposed to be moved across the street to Area B, and closer to Helena Avenue. The reason for this is to improve circulation for patrons coming to the site and to increase the "stacking" capacity for cars along the Project's frontage.

A review of the attached plans shows how the Arrival Area has been relocated from Area C to Area B.

Guaranteed Completion of Area C's Underground Parking Structure

As part of the proposed SCD request, MF Santa Barbara, LLC proposes to guarantee the completion of Area C's underground 120 space public parking garage. In order to ensure its completion, MF Santa Barbara, LLC proposes to provide a completion guaranty acceptable to the City for the full construction amount of the Area C public parking garage as part of the continued build-out of the first phase of development (Area C).

Phasing

The December 9, 2005 SCD approved for phasing (Area C first, then Area B and finally Area A); no changes are being proposed to that Phasing Plan; however since the Revised MFSB Project is now proposed primarily as a hotel project (as opposed to a 100% solely timeshare project), the actual phased construction is now anticipated to be completed within a much shorter timeframe than was previously anticipated.

Measure E Analysis

We have prepared and have attached as Exhibit "D", a new Measure E Analysis to demonstrate that there is adequate Measure E square footage (including room for room transfers) to satisfy the requirements of the modifications and revisions requested by MF Santa Barbara, described herein. This new Measure E Analysis has been prepared in the same format and uses the same principals as the Measure E Analysis which was prepared for the Approved Project.

Finally, we have attached as Exhibit "E", a list of Project Benefits which would occur as a result of the Revised MFSB Project.

Mr. Paul Casey
Re: Entrada de Santa Barbara Project
July 14, 2009
Page 10

If you have any questions, need further documentation, or wish to further discuss this request with the Applicant, please do not hesitate to contact me.

Sincerely yours,

A handwritten signature in black ink that reads "Kenneth E. Marshall". The signature is written in a cursive style with a large, stylized initial "K".

Kenneth E. Marshall, AICP
Principal

Enclosures

cc: Stephen P. Wiley, Esq. (w/enclosures)
Ms. Debra Andaloro (w/enclosures)
Ms. Allison De Busk
Mr. Ray Wicken
Douglas E. Fell, Esq.
Ms. Melisa Cinarli

EXHIBITS

EXHIBIT A

SITE PLAN /FLOOR PLANS/ELEVATIONS/PHOTO-SIMULATIONS

EXHIBIT B

SQUARE FOOTAGE BREAKDOWN BY SITE/UNIT MIX/PARKING

ENTRADA DE SANTA BARBARA - TOTAL AREA TABULATION - NET SF

Area	Floor	Number	NET Commercial SF	NET Common Areas SF	NET Core Areas SF (Stair Tower, Elevator)	NET Non-Residential SF
AREA A						
Above Grade	Mezzanine		0 sf			0 sf
Above Grade	1		3,886 sf	3,199 sf	678 sf	7,763 sf
Above Grade	2		0 sf	2,363 sf	0 sf	2,363 sf
Above Grade	3		0 sf	2,366 sf	0 sf	2,366 sf
Above Grade	4		0 sf	73 sf	0 sf	73 sf
	Subtotal		3,886 sf	8,001 sf	678 sf	12,565 sf
AREA B						
Below Grade	-1		0 sf	159 sf	149 sf	308 sf
Above Grade	1		3,244 sf	4,705 sf	0 sf	7,949 sf
Above Grade	2		0 sf	0 sf	0 sf	0 sf
Above Grade	3		0 sf	0 sf	0 sf	0 sf
	Subtotal		3,244 sf	4,864 sf	149 sf	8,257 sf
AREA C						
Below Grade	-1		0 sf	137 sf	303 sf	440 sf
Above Grade	1		14,524 sf	4,978 sf	350 sf	19,852 sf
Above Grade	2		0 sf	1,161 sf	0 sf	1,161 sf
Above Grade	3		0 sf	0 sf	0 sf	0 sf
	Subtotal		14,524 sf	6,276 sf	653 sf	21,453 sf
TOTAL AREA FOR A + B + C			21,654 sf	19,741 sf	1,480 sf	42,275 sf
Less VIC			19,300 sf			

ENTRADA DE SANTA BARBARA - UNIT MIX - NET SF

UNIT TYPES	Area A	Area B	Area C	TOTAL A+B+C	TOTAL BR	Unit %
1 Bedroom Std Hotel Room	44 units (462 sf avg.)	48 units (487 sf avg.)	20 units (583 sf avg.)	112 units (495 sf avg.)	112 BR	91%
1 Bedroom Suite Hotel Room	2 units (778 sf avg.)	units	units	2 units (778 sf avg.)	2 BR	2%
2 Bedroom Timeshare/Fractional	3 units (964 sf avg.)	units	3 units (1,055 sf avg.)	6 units (1,010 sf avg.)	12 BR	5%
3 Bedroom Timeshare/Fractional	2 units (1,425 sf avg.)	units	1 units (1,529 sf avg.)	3 units (1,460 sf avg.)	9 BR	2%
TOTAL BR	49 BR	48 BR	26 BR	123 BR	135 BR	100%
Total Units	51 units	48 units	24 units	123 units (648 sf avg.)	135 BR	100%

UNIT MIX ANALYSIS

ENTRADA DE SANTA BARBARA - AREA B - UNIT MIX + SF SUMMARY

Use	Details	NET SF	Total SF Ex Floor
Commercial SF	Commercial A	1,436 sf	
	Commercial B	1,808 sf	3,244 sf
	Change Level	67 sf	
	Elev. 1 Room	58 sf	
	Elev. 1 Vest.	39 sf	159 sf
	Elev. 2 Vest.	39 sf	
Common Areas SF	1st Floor		
	Lobby	323 sf	
	Admin Office	514 sf	
	Hotel Amenity (Conf. Room)	1,133 sf	
	Hotel Amenity (Lounge)	560 sf	
	Hotel Amenity (Breakfast)	315 sf	
	Hotel Amenity (Business Cen)	468 sf	
	Kitchen	132 sf	
	BOH	155 sf	
	Elev. Room	78 sf	
	BOH (Paseo)	424 sf	4,705 sf
	2nd Floor		
	3rd Floor		
Core Areas SF (Elevators + Stairs)	Garage Level		
	Elevator 1	76 sf	149 sf
	Elevator 2	73 sf	

Unit Mix	Unit Number	NET SF	Apartment Count	Unit Count	Average Unit Size SF	Unit %
	101	453 sf	1 BR			
	102	484 sf	1 BR			
	103	434 sf	1 BR			
	201	434 sf	1 BR			
	202	434 sf	1 BR			
	203	434 sf	1 BR			
	204	479 sf	1 BR			
	205	465 sf	1 BR			
	206	465 sf	1 BR			
	207	479 sf	1 BR			
	208	509 sf	1 BR			
	209	494 sf	1 BR			
	210	484 sf	1 BR			
	211	470 sf	1 BR			
	212	511 sf	1 BR			
	213	538 sf	1 BR			
	214	557 sf	1 BR			
	215	540 sf	1 BR			
	216	523 sf	1 BR			
	217	433 sf	1 BR			
	218	472 sf	1 BR			
	219	489 sf	1 BR			
	220	487 sf	1 BR			
	221	481 sf	1 BR			
	222	453 sf	1 BR			
	223	613 sf	1 BR			
	224	463 sf	1 BR			
	225	615 sf	1 BR			
	226	479 sf	1 BR			
	227	465 sf	1 BR			
	228	465 sf	1 BR			
	229	470 sf	1 BR			
	301	469 sf	1 BR			
	302	465 sf	1 BR			
	303	465 sf	1 BR			
	304	479 sf	1 BR			
	305	574 sf	1 BR			
	306	414 sf	1 BR			
	307	538 sf	1 BR			
	308	477 sf	1 BR			
	309	433 sf	1 BR			
	310	472 sf	1 BR			
	311	455 sf	1 BR			
	312	455 sf	1 BR			
	313	479 sf	1 BR			
	314	465 sf	1 BR			
	315	465 sf	1 BR			
	315	487 sf	1 BR			
TOTAL		23,395 sf	48 BR	48 units	487 sf	100%

ENTRADA DE SANTA BARBARA - AREA C - UNIT MIX + SF SUMMARY

Area	Description	Net SF	Total SF
Commercial SF	1st Floor		
	Visitor Center	2,354 sf	
	Commercial A	4,467 sf	
	Comm. F - Rest. 1st flr	4,504 sf	
	Comm. F - Rest. 2nd flr Deck	802 sf	
	Comm. F - Rest. 2nd flr Prep. Kic.	355 sf	
	Commercial B	1,203 sf	
	Commercial C	839 sf	14,524 sf
	Garage Level		
	Elev. Vestibule	137 sf	137 sf
Common Areas SF	1st Floor		
	Hotel Amenity D - Spa	2,891 sf	
	Hotel Amenity E - Gym	1,174 sf	
	Elev. 1 Room	52 sf	
	Elev. 2 Room	132 sf	
	Service Corridor	729 sf	
	2nd Floor		4,878 sf
Core Areas SF (Elevators & Stairs)	BOH + Housekeeping	542 sf	
	BOH + Rest. Bathrooms	521 sf	
	Pool Bathrooms	98 sf	1,151 sf
	3rd Floor		
	Garage Level		0 sf
	Elevator 1	67 sf	
	Elevator 2	67 sf	
	Stair 2	169 sf	303 sf
	1st Floor		
	Elevator 3	47 sf	
Elevator 4	71 sf		
Stair 3	147 sf		
Stair 5	65 sf	350 sf	

Unit Mix	Unit Number	Net SF	Bedroom Count	Additional Bedroom SF Breakdown	Unit Count	Average Unit Size	Unit %
	202	530 sf	1 BR				
	203	530 sf	1 BR				
	204	525 sf	1 BR				
	205	530 sf	1 BR				
	206	530 sf	1 BR				
	208	676 sf	1 BR				
	209	721 sf	1 BR				
	210	676 sf	1 BR				
	211	565 sf	1 BR				
	212	565 sf	1 BR				
	213	565 sf	1 BR				
	214	565 sf	1 BR				
	215	565 sf	1 BR				
	216	565 sf	1 BR				
	302	530 sf	1 BR				
	303	530 sf	1 BR				
	304	525 sf	1 BR				
	305	629 sf	1 BR				
	307	721 sf	1 BR				
	308	676 sf	1 BR				
	201	1,016 sf	2 BR	Bedroom 2	20 units	583 sf	83%
	207	1,065 sf	2 BR	Bedroom 2		196 sf	
	306	1,085 sf	2 BR	Bedroom 2	3 units	1,055 sf	13%
	301	1,529 sf	3 BR	Bedroom 2 Bedroom 3	1 units	146 sf	
Total		10,394 sf	29 BR	3 Add. Bedrooms	24 units	1,529 sf	4%
				Avg. Bedroom's		150 sf	100%

EXHIBIT C

SCD SUMMARY SHEET

EXHIBIT D

MEASURE E ANALYSIS

MF SANTA BARBARA, LLC Measure E Analysis

July 13, 2009

Area A

Available Existing Square Footage/Rooms

Rooms	96
Non-residential Square Footage	
Existing	13,648
.25 lot area for 1 vacant	2,050
1000 sq ft minor addition x 2	2,000
TEDR To Area C	-5,133
	12,565

Required Square Footage/Rooms

Rooms	58 bedrooms
Non-residential Square Footage	12,565

Analysis

Rooms	58 bedrooms covered by room-for-suite/bedroom ¹ transfer
Non-residential Square Footage	12,565 – 12,565 = 0

TEDR

Rooms	25 to Area B 13 to Area C
Non-residential Square Footage	5,133 to Area C

Notes:

¹ Overall the project will provide a total of 123 units each comprised of living area and one, two, or three bedrooms. For Measure E purposes, a room-for-suite/bedroom transfer was applied.

MF SANTA BARBARA, LLC Measure E Analysis

July 13, 2009

Area B

Available Existing Square Footage/Rooms

Rooms	0
Non-residential Square Footage	
Existing	12,600
.25 lot area for 1 vacant	2,251
1000 sq ft minor addition x 3	3,000
TEDR To Area C	-1,751
	16,100

Required Square Footage/Rooms

Rooms	48 bedrooms
Non-residential Square Footage	8,257

Analysis

Rooms	25 bedrooms covered by room-to-suite/bedroom ¹ TEDR from Area A 23 bedrooms at an average size of 341 sq.ft. = 7,843
Remaining Non-residential Square Footage	$16,100 - 8,257 - 7,843 = 0$

TEDR

Rooms	25 from Area A
Non-residential Square Footage	1,751 to Area C

E

MF SANTA BARBARA, LLC

Measure E Analysis

July 13, 2009

Area C

Available Existing Square Footage/Rooms

Rooms	0
Non-residential Square Footage	
Existing	12,670
.25 lot area for 1 vacant	2,501
1000 sq ft minor addition x 5	5,000
TEDR From Area A	5,133
TEDR From Area B	1,751
	27,055

Required Square Footage/Rooms

Rooms	29 bedrooms
Non-residential Square Footage	21,453

Analysis

Rooms	13 bedrooms covered by room-for-suite/bedroom ² TEDR from Area A 16 bedrooms at an average size of 341 sq.ft. = 5,456
Remaining Non-residential Square Footage	$27,055 - 21,453 - 5,456 = 146$

TEDR

Rooms	13 from Area A
Non-residential Square Footage	5,133 From Area A 1,751 From Area B

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EXHIBIT E
PROJECT BENEFITS

MF SANTA BARBARA, LLC
Project Benefits
July 13, 2009

Public Benefits

- New expansive public plaza in Area C (which energizes the area and promotes enhanced public access and usage)
- Improved vehicular circulation associated with additional vehicular stacking areas along East Mason Street as a result of a re-location of the lobby onto Area B (from the original location on Area C), and reduced trip lengths/maneuvers for valet parking to the private parking garage
- Enhanced pedestrian accessibility between Areas B and C
- Improved pedestrian connection across State Street (from Area C) to the proposed Children's Museum
- Increased public parking garage capacity (increase in public parking spaces)
- Separation of public versus private parking areas (reduced parking conflicts)

Fiscal Benefits

- Majority (approximately 93%) of the units are hotel units (as opposed to the original Timeshare Project) will dramatically increase "transient occupancy tax" (bed tax)
- Additional hotel units (via smaller rooms, such that overall height bulk and scale is actually reduced when compared to the original project) which will add to the City's tourist resource base and will increase property taxes beyond that associated with the original Project
- Additional retail space (although overall height bulk and scale is actually reduced when compared to the original project) which will add to City sales taxes and property taxes beyond that associated with the original Project
- Guaranteed completion of the 120 space public parking garage in Area C (project applicant proposes to provide a completion guaranty acceptable to the City for the full construction amount of the Area C public parking garage) as part of the continued build-out of the first phase of development (Area C)

Improved Views / Improved Architecture

- Dramatic increase in views in Area C (views of the mountains)
- Increase in the view shed associated with Area B
- No reduction in view shed associated with Area A
- Reduced building mass on Area C, especially along State Street
- Reduced building mass on Area B, especially on the "corners" along Helena Avenue

BOH in the project vs. off site

25,000 sf less above grade sf than entitled project

Complies with all Measure E, parking, traffic and trips analyses



ASSOCIATED TRANSPORTATION ENGINEERS

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Since 1978

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

July 9, 2009

08119L05.wpd

Ken Marshall
Dudek & Associates
621 Chapala Street
Santa Barbara, CA 93101

SUBSTANTIAL CONFORMITY DETERMINATION ANALYSIS FOR THE ENTRADA DE SANTA BARBARA PROJECT - CITY OF SANTA BARBARA

The following letter presents the substantial conformity determination (SCD) analysis completed by Associated Transportation Engineers (ATE) for the Entrada de Santa Barbara Project. The analysis compares the traffic generation estimates for the Approved Entrada Project (2001) to the traffic estimates for the currently proposed Entrada SCD Project.

Project Background

The Mitigated Negative Declaration (MND) prepared for the Entrada Project analyzed a project consisting of 17,532 square feet (SF) of commercial uses, 81 vacation ownership units each with a lock-out unit (162 total units) and a 2,500 SF visitor information center. The MND analysis assumed that the existing development on the ground included a 96-room hotel and 36,850 SF of retail space. The traffic study prepared for the project found that the MND Project generated less traffic than the existing development on the ground. Table A, which is attached to this letter, summarizes the traffic data from the MND. The Entrada Project was then approved by the City with a reduced entitlement to build 112 timeshare units and 16,864 square feet (SF) of retail space.

The current Entrada SCD Project is proposing to develop 9 timeshare units, 114 hotel rooms, and 19,300 SF of retail space. The City of Santa Barbara has requested an analysis comparing the traffic from the Approved Entrada Project with the Proposed SCD Entrada Project to ensure that the proposed project will not result in an increase of traffic.

Previous Entrada Project Trip Generation Assumptions

In 2001, Kaku Associates completed a Trip Generation and Parking Demand Study¹ for a revised Entrada Project, which consisted of 16,684 SF of retail uses and 56 timeshare units. The traffic forecasts developed by Kaku Associates for the revised Entrada Project utilized the rates presented in the 6th Edition of the Institute of Transportation Engineers (ITE) Trip Generation report (1996). The Kaku study used the ITE rates for "Residential Condominiums-Townhouses" to forecast traffic for the Timeshare component of the project, as the 6th Edition ITE report did not have rates for Timeshare units at that time. The Kaku analysis utilized the ITE rates for "Shopping Centers" for the existing and proposed retail uses and the rates for "Hotels" for the existing hotel that was to be removed. A copy of the data contained in the Kaku study is attached for reference.

Updated Trip Generation Assumptions

The ITE Trip Generation report has been updated several times since the traffic study for the Approved Entrada Project was completed. The current 8th Edition of the ITE Trip Generation report² contains new traffic data for Timeshare land-uses and updated rates for retail and hotel uses. The updated rates presented in the ITE 8th Edition report were therefore used for this analysis. The average rates for Timeshare units (Land Use Code #265), Shopping Centers (Land Use Code #820), and Hotels (Land Use Code #310) were used to estimate the trip generation for the Approved Entrada Project and the currently proposed Entrada SCD Project.

It is noted that the traffic study completed by Kaku Associates for the Approved Project assumed a 37.5 % mixed-use reduction for the proposed retail uses. In order to provide a conservative analysis, no mixed-use reductions are used for this study.

Table 2 presents the Weekday trip generation comparison and Table 3 presents the Weekend trip generation comparison. Detailed calculation worksheets are attached for reference.

¹ Trip Generation and Parking Demand Analysis-Entrada de Santa Barbara, Kaku Associates, June 20, 2001.

² Trip Generation, Institute of Transportation Engineers, 8th Edition, 2008.

Table 2
Weekday Trip Generation Comparison - No Reductions

Land Use	Size	ADT		P.M. Peak Hour	
		Rate (a)	Trips	Rate (a)	Trips
<u>Approved Project</u>					
Timeshare	112 Units	10.03	1,123	0.75	84
Retail	17,532 SF	42.94	753	3.73	65
<i>Sub-Total</i>			1,876		149
<u>Proposed SCD Project</u>					
Timeshare	9 Units	10.03	90	0.75	7
Hotel	114 Rooms	8.17	931	0.59	67
Retail	19,300 SF	42.94	829	3.73	72
<i>Sub- Total</i>			1,850		146
Net New Trips			-26		-3

(a) ITE 8th Edition Rates for Timeshares, Hotels, and Shopping Centers.

Table 3
Weekend Trip Generation Comparison - No Reductions

Land Use	Size	ADT		P.M. Peak Hour	
		Rate (a)	Trips	Rate (a)	Trips
<u>Approved Project</u>					
Timeshare	112 Units	10.05	1,126	0.92	103
Retail	17,532 SF	49.97	876	4.89	86
<i>Sub-Total</i>			2,002		189
<u>Proposed SCD Project</u>					
Timeshare	9 Units	10.05	90	0.92	8
Hotel	114 Rooms	8.19	934	0.72	82
Retail	19,300 SF	49.97	964	4.89	91
<i>Sub- Total</i>			1,989		185
Net New Trips			-13		-4

(a) ITE 8th Edition Rates for Timeshares, Hotels, and Shopping Centers.

Table A summarizes the trip generation information for the project as presented in the Final MND prepared for the Entrada de Santa Barbara Project (May 5, 1999). The MND analyzed a project that included 162 timeshare units, 17,532 SF of retail uses, and a 2,500 SF visitor information center (VIC). The existing baseline uses assumed in the MND included a 96-room hotel and 36,850 SF of commercial uses. The trip generation estimates were developed based on data contained in the Traffic and Parking Study prepared for the Entrada de Santa Barbara Project by Kaku and Associates in 1998.

Table A
Final MND Project Trip Generation Analysis Summary
(May 5, 1999)

Land Use	Size	Weekday w/ Reductions		Sunday w/ Reductions	
		ADT	P.H.T.	ADT	P.H.T.
<u>MND Project</u>					
Timeshare ("Resort Share")	162 Units	-	-	-	-
Retail	17,532 SF	-	-	-	-
VIC	2,500 SF	-	-	-	-
Total	-	2,417	221	2,039	224
<u>Existing Uses</u>					
Hotel	96 Rooms	-	-	-	-
Retail	36,850 SF	-	-	-	-
Total	-	3,547	312	3,820	424
Net Trips		-1,130	-91	-1,781	-200

KAKU ASSOCIATES

A Corporation

Transportation Planning

Traffic Engineering

Parking Studies

MEMORANDUM

TO: Debra Andaloro, City of Santa Barbara
Rob Dayton, City of Santa Barbara

FROM: Pat Gibson

SUBJECT: Trip Generation and Parking Demand Analysis
Entrada de Santa Barbara
Revised Project Description

DATE: June 20, 2001

REF: 1083

Entrada de Santa Barbara is a proposed mixed use development planned for the waterfront area along Lower State Street at Main Street in Santa Barbara. The project, approved by the Planning Commission and the City Council of Santa Barbara in 1999, has been reduced in scope to further address issues of size, bulk and scale.

This memo summarizes the trip generation and the parking demands of the revised project. The memo also compares the trip generation and the parking demands of the revised project to the previously approved project.

PROJECT DESCRIPTION

The project proposes to construct a "resort share" timeshare development accommodating 56 timeshare units. In addition, a total of 16,864 square feet of ground level retail space would be constructed as part of the development. The project would also include a 2,500 square foot Visitor Center for a total gross leasable area of 19,364. (The trip generation of the Visitor Center is not considered in this memo because it has been judged to be an existing use in the area and therefore would have no effect on trip generation. Its parking demand will be accommodated in a municipal parking lot across State Street from the Entrada project.) The

EXHIBIT I

1453 Third Street, Suite 400
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(310) 450-9916 Fax (310) 394-7663

Debra Andoloro
Rob Dayton
June 20, 2001
Page 2

timeshare units are capable of being divided into two units on a "lockout" basis wherein each of the 56 units could serve two guests/families on any given night.

Both of these land use elements represent a reduction of intensity as compared to the previously approved project that included 81 timeshare units and 17,530 square feet of retail space. In the previous project version, the 81 timeshare units could also be operated in the lockout mode as described above.

The revised project would provide off-street parking to accommodate 210 vehicles. This is the same parking supply approved by the City for the larger previously approved version of the project.

REVISED PROJECT TRIP GENERATION ANALYSIS

Weekday Analysis

Table 1 shows a comparison of the trip generation from the previously approved project and the revised land use plan. The top portion of Table 1 shows that the previously approved project resulted in a net reduction of 1,371 daily trips and 116 afternoon peak hour trips when compared to the potential trip generation of the existing land uses on the site. Based on these reductions, the project was found to cause no impacts on the street system.

Trip generation rates for the land uses in Table 1 and 2 are taken from the Institute of Transportation Engineers Trip Generation Manual, Sixth Edition.

The bottom portion of Table 1 shows that the revised land uses in the proposed project will result in a trip reduction even greater than the original proposal. The revised proposal would

Debra Andaioro
Rob Dayton
June 20, 2001
Page 3

reduce daily traffic by 1,745 trips and afternoon peak hour traffic by 149 trips. Both of these reductions are greater than the previously approved project.

Weekend Analysis

Table 2 shows that the revised project would also result in a reduction in trips when compared to the approved project. The previously approved project would result in a Weekend daily reduction of 1,093 trips and a peak hour trip reduction of 115 trips when compared to the trip generation potential of the existing land uses on site.

The revised proposal reduces Weekend daily traffic by 1,409 trips and reduces the peak hour by 146 trips.

Conclusion

Since the revised project results in even a greater traffic reduction than the previously approved proposal and since the previous proposal did not cause any impacts, it follows that the revised project will also not cause any project specific nor cumulative impacts. The revised project reduces traffic intensity by generating fewer trips than the original proposal. The revised project will retain all intersection cross-sections and traffic control device installations as designed in the approved project.

Because the traffic capacity is retained from the approved project, traffic is better dispersed in the revised proposal and the trip generation is reduced by the revised land uses. The conclusion of "no project specific nor cumulative impacts" will also apply to the revised project.

Debra Andoloro
Rob Dayton
June 20, 2001
Page 4

SHARED PARKING ANALYSIS

This portion of the memo summarizes the parking demand likely to be generated by the revised project and compares that demand to the proposed supply to be constructed with the development. The analysis methodology is identical to that used in the May 1999 report by Kaku Associates.

The basic methodology used calculates the parking supply that might be required by the City Parking Code and then uses the Urban Land Institute's (ULI) Shared Parking (1983) analysis to measure the likely parking demand of the mixed use project.

CODE REQUIREMENTS

Table 3 shows an application of the City Parking Code to the revised land uses in the project. Treating the timeshare units as hotel rooms and taking the most conservative position that all lockout units would be occupied on the same night as all the base units, a parking requirement of 1.0 spaces per room was applied to all 112 rooms. The ULI study found that the typical mode split for hotel units was 80% by automobile and 20% by taxi, transit, drop-off, etc. Since the project is located adjacent to the train station and taxi service to the airport will be available, this mode split seems appropriate for this location.

The 16,864 sf of retail/commercial space requires 4 spaces per 1,000 sf in the City Code. Because of its location (on the transit system and adjacent to both the downtown and the beach) and the mixed use nature of the development, the Entrada de Santa Barbara is very likely to attract a number of pedestrian, transit and internal trips to its commercial elements. A conservative estimate of 40% was applied to the City Code requirements to reflect the unique nature of this location and mixed-use development.

Debra Andaloro
Rob Dayton
June 20, 2001
Page 5

Under the City Code, modified by the timeshare mode split and the retail/commercial mode split and internal capture, the project would require 90 spaces for the timeshare units and 41 spaces for the retail/commercial space for a total requirement of 131 spaces.

Even if the transit and pedestrian/internal capture adjustments were not taken as suggested in the top portion of Table 3, the zoning code parking requirement for the revised project would be 112 spaces for the timeshare units and 68 spaces for the retail space. The total parking requirement for the revised project, absent any adjustments, would be 180 spaces.

The project proposes to supply 210 spaces on site. Thus, the revised project would meet the Zoning Code parking requirements.

SHARED PARKING ANALYSIS

The shared parking concept recognizes that a variety of land uses within a mixed-use development may be able to share parking spaces. Because of the variations in parking demand by hour of the day and by seasons of the year, it may be possible to serve a particular combination of land uses with a smaller parking supply than would be required if all the land uses were located separately. For example, an office building and a cinema may be able to share a parking lot with the office workers parking in the daytime and the cinema visitors using the same spaces at night.

Table 4 shows the results of a shared parking analysis of the revised land use plan. For the analysis in Table 4, the timeshare units were assumed to be fully occupied (all 112 units) and the ULI national average of 1.25 spaces per unit has been used as the peak parking rate.

The 16,684 sf of retail had a peak parking rate of 4.0 spaces per 1,000 sf on a Saturday and 3.8 spaces/1,000 sf on a weekday, consistent with ULI national averages.

Debra Andoloro
Rob Dayton
June 20, 2001
Page 6

No discounts were taken for retail mode split, pass-by trips or internal capture. Therefore the parking demand estimate shown in Table 4 represents worst-case conditions.

The results in Table 4 show the hourly parking demand for the month of July – one of the two peak months of the year for the project parking demand. The peak parking on a weekday occurs at 8 p.m. when the retail has some parking demand and the timeshare units are almost at their peak. The parking demand at this time of day is 143 spaces.

On a weekend, the peak parking demand again occurs late in the evening. At 10 p.m. the peak parking demand is 132 spaces.

Table 5 shows the peak parking demand for weekday and weekend for each month of the year. The peak always occurs late in the evening when the timeshare units experience high parking demand. As shown, July and August are the peak parking months of the year. The Appendix of this report contains the monthly shared parking analysis worksheets.

Visitor Center Parking

The revised land use plan for the project includes the relocation of the existing Visitor Center to the site. A public parking lot with 41 spaces will be built across State Street from the Visitor Center and it will be connected to the project by a signalized crosswalk located near the northern boundary of the project. It should be noted that this 41-space parking lot is not included in the 210-space on-site parking supply.

The parking demand of the Visitor Center is expected to peak at 10 spaces. The Center will be most active in the middle of the day during the summer months. As shown in Table 4, the parking supply of the revised project is only about one-half occupied during the middle of the

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day, and therefore the 10-space demand generated by the Visitor Center could easily be accommodated on site within the project.

Parking Conclusion

The revised land use plan will generate less parking demand than the previous proposal and this reduced project parking demand can be accommodated within the 210 on-site spaces proposed. The project reduces the on-street parking supply along Mason Street by 11 spaces, but the on-site parking supply has enough additional capacity to accommodate this demand. The 10-space demand generated by the Visitor Center can be accommodated on site because it occurs at a time of the day when ample parking is available on site. Therefore, a parking modification is not required.

The parking supply proposed by the project is adequate to accommodate project parking demand, and the reduction of 11 on-street spaces is not expected to result in any areawide or localized parking impacts.

SUMMARY

The revised description for the Entrada de Santa Barbara project would reduce the number of timeshare units from 81 to 56 while reducing the 17,530 square feet of gross leasable area of retail space to 16, 864 sf. The project parking supply of 210 spaces has not been reduced and still offers the same parking supply offered as a part of the larger, previously approved project. Likewise, the roadway improvements and the traffic control devices proposed to be part of the previously approved project are still included in the project description for the revised project - despite its size reduction.

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The revised project would result in fewer trips generated than the previously approved project. This is true for both weekday and Sunday conditions. Since the project trip generation will decrease, the conclusion that the project would not cause any project-specific or cumulative impacts is still valid.

The proposed 210-space on-site parking supply meets City Parking Code requirements and would be adequate to accommodate full project parking demand during all months of the year

TABLE 1
ENTRADA DE SANTA BARBARA
WEEKDAY TRIP GENERATION COMPARISON

APPROVED PROJECT

	SIZE	DAILY TRIPS	WEEKDAY PM PEAK HOUR TRIPS		
			TOTAL	IN	OUT
Proposed					
"Resort Share"	162	949	87	59	28
Retail	17,530	<u>2,123</u>	<u>191</u>	<u>92</u>	<u>99</u>
TOTAL		3,072	278	151	127
Existing					
Hotel	96	(856)	(68)	(33)	(35)
Retail	36,850	<u>(3,587)</u>	<u>(326)</u>	<u>(156)</u>	<u>(170)</u>
Total		(4,443)	(394)	(189)	(205)
NET NEW TOTAL		(1,371)	(116)	(38)	(78)

REVISED LAND USE

	SIZE	DAILY TRIPS	WEEKDAY PM PEAK HOUR TRIPS		
			TOTAL	IN	OUT
Proposed					
"Resort Share"	112	656	61	41	20
Retail	16,864	<u>2,042</u>	<u>184</u>	<u>89</u>	<u>95</u>
TOTAL		2,698	245	130	115
Existing					
Hotel	96	(856)	(68)	(33)	(35)
Retail	36,850	<u>(3,587)</u>	<u>(326)</u>	<u>(156)</u>	<u>(170)</u>
Total		(4,443)	(394)	(189)	(205)
NET NEW TOTAL		(1,745)	(149)	(59)	(90)

TABLE 2
ENTRADA DE SANTA BARBARA

WEEKEND TRIP GENERATION COMPARISON

APPROVED PROJECT

	SIZE	DAILY TRIPS	WEEKDAY PM PEAK HOUR TRIPS		
			TOTAL	IN	OUT
Proposed					
"Resort Share"	162	784	73	36	37
Retail	17,530	<u>1,943</u>	<u>236</u>	<u>116</u>	<u>120</u>
TOTAL		2,727	309	152	157
Existing					
Hotel	96	(814)	(72)	(39)	(33)
Retail	36,850	<u>(3,006)</u>	<u>(352)</u>	<u>(172)</u>	<u>(180)</u>
Total		(3,820)	(424)	(211)	(213)
NET NEW TOTAL		(1,093)	(115)	(59)	(56)

REVISED LAND USE

	SIZE	DAILY TRIPS	WEEKDAY PM PEAK HOUR TRIPS		
			TOTAL	IN	OUT
Proposed					
"Resort Share"	112	542	51	25	26
Retail	16,864	<u>1,869</u>	<u>227</u>	<u>111</u>	<u>118</u>
TOTAL		2,411	278	136	142
Existing					
Hotel	96	(814)	(72)	(39)	(33)
Retail	36,850	<u>(3,006)</u>	<u>(352)</u>	<u>(172)</u>	<u>(180)</u>
Total		(3,820)	(424)	(211)	(213)
NET NEW TOTAL		(1,409)	(146)	(75)	(71)

ENTRADA DE SANTA BARBARA (#08119)

Weekday Comparison

Land-Use	Size	Multi-Trip	ADT		P.M.	
			Rate	Trips	Rate	Trips
<i>Approved Project (Kaku)</i>						
Time Share (a)	112	1.00	10.03	1,123	0.75	84
Retail (b)	17,532	1.00	42.94	753	3.73	65
Project Total:				1,876	149	

(a) ITE 8th Edition Time Share Rates

(b) ITE 8th Edition Shopping Center Rates

Land-Use	Size	Multi-Trip	ADT		P.M.	
			Rate	Trips	Rate	Trips
<i>Revised Project</i>						
Time Share (a)	9	1.00	10.03	90	0.75	7
Hotel (b)	114	1.00	8.17	931	0.59	67
Retail ©	18,550	1.00	42.94	797	3.73	69
Project Total:				1,818	143	
Net Change:				-58	-6	

(a) ITE 8th Edition Time Share Rates

(b) ITE 8th Edition Hotel Rates

© ITE 8th Edition Shopping Center Rates

Weekend Comparison

Land-Use	Size	Multi-Trip	ADT		P.M.	
			Rate	Trips	Rate	Trips
<i>Approved Project (Kaku)</i>						
Time Share (a)	112	1.00	10.05	1,126	0.92	103
Retail (b)	17,532	1.00	49.97	876	4.89	86
Project Total:				2,002	189	

- (a) ITE weekend rates for Timeshare unavailable. Rates developed based on ITE relationship between weekday and weekend Hotel rates (ADT = 1.002 factor / P.M.= 1.22 factor).
- (b) ITE 8th Edition Shopping Center Rates

Land-Use	Size	Multi-Trip	ADT		P.M.	
			Rate	Trips	Rate	Trips
<i>Revised Project</i>						
Time Share (a)	9	1.00	10.05	90	0.92	8
Hotel (b)	114	1.00	8.19	934	0.72	82
Retail (c)	18,550	1.00	49.97	927	4.89	91
Project Total:				1,951	181	
Net Change:				-51	-8	

- (a) ITE weekend rates for Timeshare unavailable. Rates developed based on ITE relationship between weekday and weekend Hotel rates (ADT = 1.002 factor / P.M.= 1.22 factor).
- (b) ITE 8th Edition Hotel Rates
- © ITE 8th Edition Shopping Center Rates

