



PLANNING & PERMITTING SERVICES, INC.

PRINCIPAL PLANNERS  
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23 September 2011

Planning Commission  
City of Santa Barbara  
630 Garden Street  
Santa Barbara, CA 93101

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CITY OF SANTA BARBARA  
PLANNING DIVISION

**RE: 125 State Street – Children's Museum of Santa Barbara  
Applicant Letter/Project Description**

Dear Commissioners,

On behalf of the Children's Museum of Santa Barbara, applicants of 125 State Street, we are pleased to submit this Applicant Letter/Project Description for your review as part of the project consideration.

#### **I. Background**

Since the late 1990s, the Children's Museum of Santa Barbara (CMSB) has been seeking a suitable location to develop their museum. In 2002, the portion of the property adjacent to City Parking Lot #6, owned by the City of Santa Barbara Redevelopment Agency (RDA), was evaluated as a potential site. In fact, RDA provided a grant of \$25,000 to the CMSB to fund half of the cost of a Feasibility Study to determine the need and market for the project. The year-long study concluded that there was definitely a need and market for a children's museum. However, when construction on the Granada Parking Garage was temporarily halted late in the year, the Children's Museum Board of Directors decided to seek another location.

In June 2007, the RDA staff suggested that the CMSB consider the parcel at 125 State Street to locate the museum. In December 2007 the Children's Museum made a compelling presentation on its vision to the City Council who voted unanimously to direct Agency staff to move forward in exclusive negotiations with the CMSB for the development of a children's museum at 125 State Street.

The project site is especially suitable for the CMSB for a variety of reasons. It is centrally located in the City's Waterfront and is readily accessible to families that reside in both the lower Westside and Eastside neighborhoods by an established transportation corridor. It is also surrounded by other cultural and recreational uses in

the Waterfront that will encourage visitors to enjoy a diversity of experiences while visiting the museum. It will bring a vitality to this portion of the downtown that has been absent for a number of years due to pending development.

In acknowledgement of this project's potential of becoming a considerable community benefit, this project received a unanimous Preliminary Community Priority Designation by City Council on April 7, 2009.

## **II. Project Description**

The subject property is an irregularly shaped lot and is bound by State Street to the east and Kimberly Avenue to the west. The property is located in the Lower State Street neighborhood of downtown Santa Barbara, and is adjacent to the Railroad Depot to the north and the newly renovated State House Hotel to the south. The project site has a buildable area of 22,343 square feet (net) and is located in the El Pueblo Viejo Landmark District (EPV). An historic "Signalman's Building"<sup>1</sup>, exists on the site that is eligible for listing in the National Register of Historic Places.

The project consists of a new predominately two-story structure 40 feet in height with a small third story element (storage and restrooms, 343 net square feet and 45 feet in height) with a total net floor area of 16,691 square feet (17,774 gross square feet). This new structure will contain numerous hands-on exhibits for children, with indoor and outdoor galleries, a courtyard, and roof terrace complete with a seasonal garden. The Signalman's building will be surrounded on its south, east and west sides by a fence. The fence design will be based on the historic pipe style railings that characterize the depot complex and meet preservation guidelines. On-site parking is accessed off of Kimberly Avenue and includes two ADA compliant parking spaces and a loading area for deliveries. School bus drop off is proposed along the Kimberly right-of-way. In order for the children to have an optimum opportunity to explore, discover and learn, the museum schedule includes two school buses each day, four times a week (refer to the Traffic and Parking Analysis dated April 18, 2011 prepared by Associated Transportation Engineers for additional detail). Tour buses will not be scheduled to visit the museum. Pedestrian access is provided on both sides of the proposed structure, providing a pedestrian connection between State Street and Kimberly Avenue. Additional parking will be accommodated in the adjacent Railroad Depot parking lot via an off-site parking agreement. The project proposes

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<sup>1</sup> Built in 1910, the Signalman's Building is set parallel to the south side of the railroad tracks. With its tile roof, stuccoed walls, and arched door openings, the building is a modest example of the Mission Revival style. The Signalman's building was placed on the City of Santa Barbara Potential Historic Structures/Sites List "after 1991" (MEA Guidelines, page 51 of 60, City of Santa Barbara, Potential Historic Structures/Sites List: 2002). The Signalman's Building was determined eligible for listing in the National Register of Historic Places in 1994.

to remove three trees on the Kimberly Avenue property frontage, removal of two trees on the State Street property frontage, and the installation of four street trees along Kimberly, two street trees along State Street in addition to several trees on the project site.

The Children's Museum of Santa Barbara will provide a unique learning environment where children, families, and the community come together to learn through play. CMSB will offer services and programs for young children and their families, teens and tweens, grandparents, caregivers, and professional educators. A silver-level LEED certification is proposed as CMSB intends to highlight the sustainable elements of their building in order to demonstrate that environmental sustainability is important and achievable. The Children's Museum is planning to partner with more than 20 community organizations, including Boys and Girls Clubs, the Housing Authority, Storyteller, as well as SBCC and UCSB, to share resources and expand and enhance opportunities for children and families.

In addition to the engaging learning experiences for children, the project will also provide an on-site commemoration of the Signalman's Building by the creation of the "Signalman's Placita" which honors the building's historic function and association with the Santa Barbara Train Depot and the Southern Pacific Railroad.

### **III. Discretionary Approvals for Consideration**

The CMSB project requires City approval of three modifications, a Development Plan Approval, a Coastal Development Permit Approval, and Final Designation of a Community Priority project. Further description is provided below:

1) Modification of the front setback along State Street to allow the ADA access ramp and bike posts to encroach into the front setback per SBMC §28.22.

2) Modification of the front setback along Kimberly Avenue to allow the ADA access ramp, bike posts, and trash enclosure to encroach into the front setback per SBMC §28.22.

3) Modification to provide fewer than the required number of parking spaces per SBMC §28.90.

4) Development Plan Approval to allocate 16,691 square feet from the vacant lot, minor, small additions (11,585 SF) and Community Priority (5,106 SF) categories per SBMC §28.87.300.

5) Coastal Development Permit to allow construction in the Non-Appealable jurisdiction of the Coastal Overlay Zone SBMC §28.44.

6) Final Designation of Community Priority project development status per SBMC §28.87.300.

#### **IV. Public Benefits**

As previously mentioned, the Children's Museum of Santa Barbara has been recognized as a significant community benefit as evidenced by the Santa Barbara City Council unanimous vote to grant a Preliminary Community Priority Designation and the City's redevelopment agency's decision to rent the land to the CMSB for a nominal fee. A Community Priority project must be found to meet a "present or projected need directly related to public health, safety or general welfare."

The mission and goals of the CMSB are aligned with the intent and purposes of a Community Priority project. The public benefits of such a facility are far reaching and will positively impact the entire Santa Barbara community. The following is a list of just some of the community benefits that will be provided by the CMSB.

##### **A. A Unique Educational Opportunity for Children, Teens, Families, and the Community**

- The CMSB will provide a unique educational opportunity where children, teens, parents, grandparents, and educators can come together to interact and learn in a creative and innovative environment.
- CMSB will be able to fill an important gap in our region's education system by offering activities that are not available in most classrooms.
- The Children's Museum has established relationships with youth-serving agencies and organizations, including Boys & Girls Clubs, Girls, Inc., SB Housing Authority, First 5 Santa Barbara County, Family Service Agency, Community Action Commission, Storyteller, A-OK Program, Carpinteria Main School Family Center and others. The CMSB will offer free admission for youth groups during after school hours and summer camps and will offer Free Family Passes.
- CMSB will partner with the agencies to offer meaningful activities for middle and high school students during after school hours and weekends. Each year, middle school students, recommended by the agencies, will be able to earn community service credits by volunteering at the Children's Museum and high school students, recommended by the agencies, will be eligible for paid positions as floor staff.

**B. Support for Schools, Teachers, and Educators**

- The Children's Museum is committed to serving teachers, schools, and educators, especially those serving disadvantaged students and communities.
- Title 1 elementary schools in Santa Barbara County public schools will be eligible for discounted school field trip programs.
- Thousands of the school children that visit will receive a Free Family Pass to return to the museum with their family.
- Students at SBCC and UCSB will earn graduation credits through CMSB internships.

**C. Economic Stimulus for Santa Barbara and Lower State Street**

- The Children's Museum will serve as an economic stimulus to lower State Street, generating revenue for the adjacent businesses and for the City.
- Locals will increase patronage at nearby businesses and restaurants.
- Tourists will travel to Santa Barbara to visit CMSB and during their visit will patronize local hotels, restaurants, and other businesses.
- The construction and operation of CMSB will create much-needed jobs.

**D. Community Model for Environmental Sustainability**

- The Children's Museum will serve as an example for the community and for tourists that environmental sustainability is important and achievable and that the City of Santa Barbara is at the forefront of these efforts.
- The CMSB building is proposing to be the first LEED-certified museum in Santa Barbara and will serve as an exhibit itself, highlighting the green elements in creative and fun ways.
- CMSB green operations will set new benchmarks for environmental sustainability in the Community.
- Located conveniently near bus and shuttle routes and in close proximity to other family attractions such as the Zoo, Maritime Museum, Sea Center, Skater's Paradise, and Chase Palm Park, CMSB will reduce waterfront traffic by offering discounted admissions for visitors that don't travel in cars.

**V. Environmental Considerations**

The following section provides a summary of the technical studies included in the DART submittal package for evaluation of the existing site conditions relative to potential environmental impacts as a result of the proposed project.

### **Soil Remediation**

A Phase II Environmental Site Assessment (ESA) was conducted at the request of the City of Santa Barbara Redevelopment Agency by Rincon Consultants, dated July 15, 2009, as part of the City's Site Remediation project (the Phase II report is included in the DART submittal package). Said report detected the presence of elevated concentrations of total lead, STLC lead, TPH, and PNAs in the soil samples collected. A remedial action plan was developed for the property which involved excavation of soil to depths over 6 feet below grade. All excavated areas were backfilled with clean imported fill material and covered with a 4-inch thick layer of mulch, extending 3 feet beyond the disturbed area. This work was completed in August 2010.

The City Redevelopment Agency contracted with TRAK Environmental Group to provide an independent review of the project summary report prepared by Rincon Consultants, Inc. TRAK concurs with the Rincon findings that, "The remedial excavation has removed soils impacted with lead, TEPH, and PNA concentrations exceeding site cleanup goals." Additionally, the TRAK memo accurately describes the proposed Children's Museum project in that there is limited exposed soil and that the majority of the site consists of the structure and hardscape. Further, the required foundation construction methods will include a minimum of five (5) feet of compacted soil below the proposed mat foundation system. The mat foundation system also consists of 6" to 8" thick concrete slab.

### **Archaeological**

As part of the site remediation work described above, a Phase 1 Archaeological Resources Report was required. The Phase 1 Archaeological study detected no cultural resources within the project site. There have been previous infrastructure-related disturbances within the project site since at least 1892, at various depths below grade. Recent soil remediation activities have disturbed the soil to depths of more than six (6) feet and no cultural resources were detected during and of these operations. For this and other reasons, the archaeologist has concluded that there is a low possibility for *in situ* cultural resources on the site, based on the results of archival research, field survey, previous studies, and known previous disturbances within the proposed project site.

A Letter Report Confirming No Archaeological Resources dated November 10, 2010 was prepared to analyze the proposed CMSB project. The Letter Report further confirms that no known prehistoric or historic archaeological resources will be impacted by the proposed project. No mitigation measure were recommended or required.

### **Historical Resources**

A Historic Structures/Sites Report (HSSR) was prepared by *Post/Hazeltine Associates* to evaluate the proposed project with respect to historic resources. This HSSR was accepted with comments by the Historical Landmarks Commission on February 17, 2010. The primary issue regarding the proposed building is its bulk, scale, and massing in relation to the scale of the Signalman's Building. According to this report, the features that clearly differentiate the proposed Children's Museum from the Signalman's Building are:

- The museum building would not obscure, through new construction or related development, the existing sight line from the vantage point of the Southern Pacific Train Depot towards the Signalman's Building.
- The museum has been set back a minimum of 16 feet on the first floor and 22 feet from the second floor, from the north elevation of the existing building to allow the Signalman's Building to visually read as a separate structure.
- The setting of the Signalman's Building viewed from the train depot will not be altered.

In its conclusion, the HSSR determined that the proposed construction of the Children's Museum of Santa Barbara at 125 State Street would not result in significant impacts to historic resources. The proposed project would have a Class III (less than significant) impact and it would not result in a material impairment to significant historic resources. Additionally, the HSSR provided advisory recommendations including "photo-documenting the Signalman's Building and its setting prior to its alteration, and to provide onsite commemoration of the Signalman's Building, its history, function, and association with the Santa Barbara Train Depot and the Southern Pacific Railroad." The project incorporates each of these advisory recommendations. Please refer to Final HSSR dated March 11, 2010 which incorporates HLC comments.

### **Traffic and Circulation**

A Traffic and Parking Analysis dated April 18, 2011 was prepared by Associated Transportation Engineers (ATE). Potential traffic and parking impacts associated with the project were assessed based on operational data provided by museum staff. It is important to note that the museum intends to only have two (2) school buses scheduled each day, four (4) days a week. In this way, the children will have the best opportunity to fully experience and explore the exhibits. Tour buses will not be dropping off visitors to the museum.

The operational data defines attendance patterns for visitors as well as employee/volunteer schedules for three time periods: non-summer weekdays, summer weekdays, and summer weekends. The attendance data developed by museum staff show that there will be different attendance patterns at the facility during the summer and non-summer periods. Due to the project location on lower State Street, it is anticipated that some visitors to the museum will be a result of "walk-in" trips. Additionally, some children will arrive via buses or carpools from local schools and will enter the building at the Kimberly Avenue side of the museum (the public will enter the main entrance off of State Street). Bus access to the site is provided along Kimberly Avenue in the public right of way adjacent to the project site.

The attendance patterns provided by museum staff indicate that the museum would experience its peak visitation during the summer weekend period. Parking demands will range from 13-26 spaces on weekdays and 31 spaces on weekends. The project provides two (2) parking spaces adjacent to the Children's Museum building and additional parking demands will be met in the Railroad Depot parking lot via an off-site parking agreement. This parking lot is located north of the site and provides 158 parking spaces. According to data provided by City staff, this parking lot is typically 30% occupied during the weekdays and approximately 60% occupied during the weekends. As a result, there is adequate parking supply to accommodate parking space demands forecast for this project.

The project is also proposing to implement a transportation management plan (TMP) which will offer incentives to employees as well as visitors, to use public transit, or alternative means of transportation. These incentives include discounted admission, travel packages associated with Amtrak, and subsidies for staff to purchase bicycles or to carpool. Please see ATE's traffic analysis for more detailed information.

### **Noise**

A Sound Level Assessment was conducted by David Lord, Ph.D. of 45dB.com, Acoustics Consulting in July 2009. Due to design and layout changes to the project, Dr. Lord revised his former report in May 2010. The primary Sound Level Measurement Location was selected at the northeast boundary of the site near State Street and the railroad tracks. The sound level was cross-checked at other points on the site to confirm potential noise from the distant freeway and other streets. The existing noise environment and future impacts on the proposed commercial development were determined by means of the noise measurement survey and by acoustic modeling.

According to his analysis, Mr. Lord concluded that the exterior noise levels at the first floor, second floor and roof terrace levels along the north boundary of the site and within the site are within the allowable LDN level for outdoor activity and no noise

mitigation measure are required. In addition, construction of the proposed development will result in interior LDN sound levels of less than 50 dBA. Please see the enclosed Sound Level Assessment for more information.

### ***Grading and Drainage***

The project site is relatively flat and will not require large amounts of grading or retaining walls. The existing topography of the site has less than 2% slope in any direction. The proposed project will result in a maximum slope of 5% in any direction. Minor grading of 100 cubic yards of cut and 850 cubic yards of fill is proposed in order to facilitate drainage from the site to the existing storm drain system. A Preliminary Hydrology and Storm Water Management Report has been prepared by Flowers and Associates, dated November 5, 2010, provides the pre and post-project drainage condition of the site. The proposed project improvements will be able to retain the volume difference between the pre-project and post-project 25-year, 24-hour storm event. These measures will remove the primary pollutants of concern and reduce storm water runoff from the site, thereby satisfying water quality requirements for the project. The enclosed civil plans incorporate the City's Storm Water Treatment Guidelines and Policies.

The project site is located in the 100-year floodplain and as a result will require the finished floor elevation of the structure to be at least three (3) feet above the existing grade. A base flood elevation (BFE) determination was processed and is included in the submittal package.

### ***Visual Resources***

Photo simulations have been prepared demonstrating how the proposed project may impact public view sheds (please refer to enclosed photos prepared by Todocad). The design team has made every effort to soften the proposed building's mass from every perspective by giving it whimsical character, by stepping back the second floor, and by incorporating generous landscaping around the building perimeter. The project's State Street façade is compatible with the surrounding structures in the neighborhood and creates an attractive gateway from Lower State Street into the main Downtown area.

At the HLC hearing on February 17, 2010, the HLC conducted the required compatibility analysis in order for the project to proceed into the City's formal application process. The analysis is intended to communicate to the Planning Commission that the project is appropriate in terms of its mass, bulk, and scale, that the project is compatible with the desirable architectural qualities and characteristics of Santa Barbara and the project neighborhood, and that the project

is appropriately sensitive to adjacent historic resources, in this case the Railroad Depot and Signalman's Building.

On May 11, 2011, the project team presented the landscape plan to the HLC and provided updated elevations that incorporated the comments received from the previous hearing. The Commission reiterated their comments related to size, mass, bulk, height and scale relative to neighborhood compatibility and they expressed appreciation regarding how the project had responded to the Commission's previous comments.

Taking into consideration the City's criteria for significant visual resources, it is our opinion that the project does not result in potential impacts to visual resources in that there are no significant public views from the project site or the immediate surrounding area that would be altered. Currently portion of the site contains the Signalman's Building with the remaining portion undeveloped. It is secured by a locked chain link fence located on the perimeter of the property. The view corridor to the lower foothills and Santa Ynez Mountains from State Street would not be altered; this view corridor is effectively established by State Street. The proposed building is set back from the street and is consistent with the scale of the structures surrounding the site. The view from Kimberly affords a glimpse of the Santa Ynez mountain range, but this is not considered a significant public view as Kimberly Avenue does not exhibit high volumes of either pedestrian or vehicular traffic as compared to the level of activity along State Street. Further, the project site is located outside of the visual resources map, "Visual Resources in the Coastal Zone" which delineates and qualifies view potential from various station points located along transportation corridors within the coastal zone.

In fact, the project *creates* a new visual resource by providing a public space between the Signalman's Building and the Children's Museum building referred to as the Signalman's Placita. From vantage points on either side of the Signalman's Building, a view corridor toward the mountain range will exist that does not today. Additionally, the project design incorporates an observation deck on the second floor toward the mountains, and a roof top that will have virtual panoramic City mountain and ocean views.

## **VI. General Plan and Zoning Consistency**

The designated Land Use Zone of the project site is HRC-2/SD-3, Hotel and Related Commerce Zone/Coastal Overlay Zone. The General Plan Land Use Designation is Hotel and related commerce. The HRC-2 zone "strives to promote, maintain and protect visitor-serving and commercial recreational uses. Tourist and traveler related uses shall be encouraged in this zone" (§28.22.010). The Children's Museum of Santa

Barbara is consistent with the intent of this zone as it will serve tourist related uses, as well as the community by providing familial educational and recreational opportunities.

The proposed draft General Plan anticipates that the site will continue to be devoted to Hotel and Related Commercial Uses. According to the City of Santa Barbara Land Use Element, hotel and related commercial development would provide a business and tourist link between the central business district and the oceanfront (Land Use Element, page 6). The proposed Children's Museum has the potential of becoming a popular location in Downtown Santa Barbara, and could provide a physical link from tourists' oceanfront-oriented activities and into the central business district.

The proposed project also meets the intention of the General Plan's goals with respect to Parks and Recreation by way of a "Special Use Facility". Such facility "provides space for a single activity, although it may accommodate several closely related activities and is not generally considered as part of the park system, even though it may provide a type of recreational activity. Examples include: [...] museum. Such a special use facility does not include the necessary ingredients to qualify as a park and therefore is developed in addition to and for the purpose of supplementing the park and recreation program" (City of Santa Barbara Land Use Element, pg. 23). Because the City is deficient in neighborhood and community parks, special use facilities such as the proposed Children's Museum of Santa Barbara, helps to satisfy the intention of the City's park and recreation program.

As mentioned above, the project site has a General Plan land use designation of Hotel Related Commerce. According to the DRAFT General Plan, said project site will be designated as "Ocean Related Commercial/Medium High Density Residential", which is described as follows:

*"This designation is applied to much of the hotel and limited residential areas between Cabrillo Boulevard and the freeway, with a residential density of 15-25 units per acre. The areas bordering Cabrillo and Castillo Street do not allow residential uses and allow primarily hotels and motels as well as other auxiliary uses for hotel guests [...]. The existing zoning varies between HRC-1, HRC-2 [...] and O-C. [...] The area below the railroad tracks [...] is zoned for primarily ocean dependent and ocean oriented uses, **commercial recreational uses, arts and related uses, restaurants, and small stores**" (Emphasis added).*

The CMSB project is consistent with the existing and proposed General Plan land use designation as it would provide arts and related uses and other auxiliary uses for hotel guests.

## **VII. Modification Requests**

### Front Setback

The subject site is a through-lot and is subject to two front setback requirements as there are two property lines that are parallel to a public street. This type of configuration is typically recognized as a site constraint relative to fulfilling development standards. The proposed project requires two modification requests to allow ADA access ramps, bike posts and stairs to encroach into both front setbacks.

The first modification request is to allow the ADA access ramp, bike posts and the trash enclosure to encroach in the front setback along the Kimberly Avenue frontage. This modification request is appropriate given the recognized site constraint of two front setback requirements and that the provision of the ramp fulfills ADA accessibility compliance by providing an ADA-accessible path of travel and entry. Further, the proposed development would provide visual relief from the public right-of-way on Kimberly Avenue as the building itself is setback 20 feet and meets the required front yard setback with the proposed planters providing additional visual buffer.

The second modification request is to allow the ADA access ramp and bike posts to encroach into the front setback along State Street. This modification request is appropriate given that: a) it assists in the fulfillment of ADA accessibility compliance by providing an ADA-accessible path of travel and entry; and, b) the base flood elevation requires that the finished floor elevation to be above the existing grade. Additionally, the building façade is setback more than 20 feet thereby meeting setback requirements while providing visual relief from the public right-of-way.

### Parking

As described above, the project parking demand ranges from 13-26 spaces on weekdays and 31 spaces on weekends. The project site is constrained in that it is irregularly shaped and it contains a significant historic resource, the Signalman's Building which necessitated a considerable buffer between the structures. Based on data provided by City staff the Depot parking lot is typically 30% occupied during the week and during the weekend the lot is 60% occupied. The project requires a parking modification; however, the parking supply in the adjacent parking lot provides adequate parking to meet the project demands. The project provides two (2) parking spaces adjacent to the Children's Museum building and additional parking demands will be met in the Railroad Depot parking lot via an off-site parking agreement. We also expect that museum visitors would park once and visit other businesses and points of interest in the vicinity including Stearn's Wharf, Chase Palm

Park, the Harbor, and area restaurants which is consistent with many of the Circulation Element Policies and Implementation Strategies for parking in and around the Coastal Zone relative to alternative approaches to meeting parking demand without impacting public spaces available for shoreline and beach access.

### **VIII. Project Justification and Findings**

The CMSB would not only provide a visitor-serving use (which is consistent with the goals of the City's Local Coastal Plan), but it would a benefit to the local community. With the approval of the proposed zoning modifications, the project would be consistent with the zoning ordinance and will serve as an example of sound community planning. Additionally, the project would be subject to additional review and approval by the Historic Landmarks Commission in accordance with the Commission's design, mass, bulk, scale and neighborhood compatibility standards.

The project is also consistent with new visitor serving development in the Coastal Zone in that it creates a public view corridor on a property that is not accessible, it provides an open space area adjacent to the Signalman' building, and incorporates walkways on both sides of the building for pedestrian circulation between State Street and Kimberly Avenue. The project includes bike racks and has incorporated incentives for alternative means of transportation in order to minimize circulation impacts.

The proposed project meets all required findings for both Coastal Development Permit and Development Plan approvals according to SBMC §28.44.150, and §28.87.300. The project is consistent with all applicable policies and guidelines of the City's Local Coastal Plan as well as the California Coastal Act. The project is also consistent and compatible with the size, bulk and scale of its immediate surroundings as evidenced by comments made by the Historical Landmarks Commission. The CMSB project does not result in any adverse impact to water resources, traffic, or the affordable housing stock in the area.

The mission and goals of the CMSB are aligned with the intent and purposes of a Community Priority designation. A Community Priority project must be found to meet a "present or projected need directly related to public health, safety or general welfare." The mission of the Children's Museum is to provide unique learning environment where children, families, and the community come together to learn through play. It is clear that the general welfare of the community will benefit by providing experiences and opportunities where children, teens, parents, grandparents, and educators can come together to interact and learn in a creative and innovative environment.

This concludes our Applicant Letter/Project Description as part of the Children's Museum of Santa Barbara project consideration. Please do not hesitate to call me or any of the project team if you have any questions or require additional information related to our submittal.

On behalf of the applicant and project team, we thank you for your consideration of this project.

Sincerely,  
**SUZANNE ELLEDGE**  
**PLANNING & PERMITTING SERVICES**

A handwritten signature in cursive script, appearing to read "Trish A", written in black ink.

Trish Allen, AICP  
Senior Planner