City of Santa Barbara
California

PLANNING COMMISSION
STAFF REPORT

REPORT DATE: April 4, 2007

AGENDA DATE: April 12, 2007

PROJECT: UPPER STATE STREET STUDY

TO: Planning Commission

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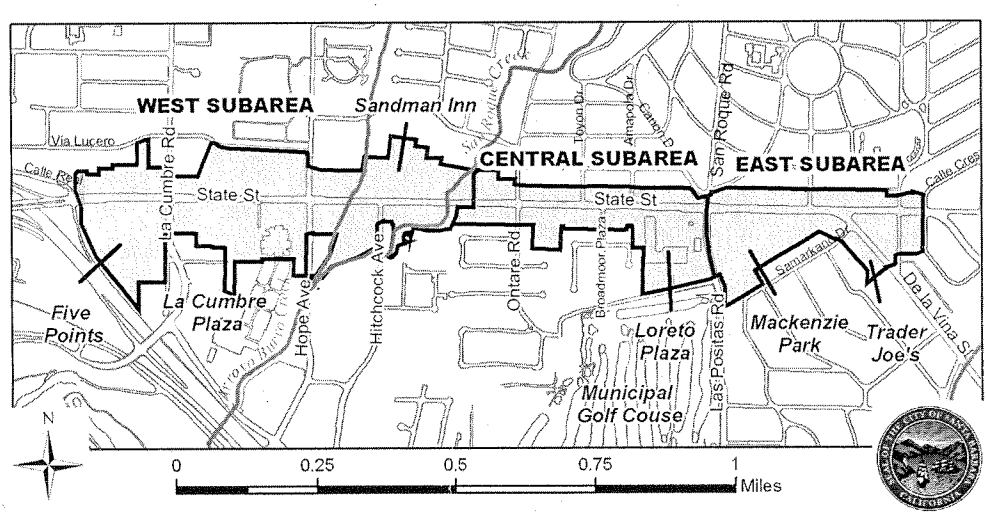
I. PROJECT DESCRIPTION

The Upper State Street Study is a focused study of the commercial corridor to identify near-term improvements to benefit urban design and traffic circulation. The *Upper State Street Study Report* summarizes existing conditions, public comment received, and recommended circulation network improvements and amendments to development standards and design guidelines that could be done within the context of existing City land use and circulation policy. Urban Design topics addressed are area character, public streetscape, scenic views, open space, creeks, building setbacks, and building sizes. Transportation issues are intersection traffic levels, mid-block congestion and safety, pedestrian/bicycle, transit, and parking facilities. The Study Report also identifies longer-term future improvements to consider.

Study Area – The Upper State Street Study Area includes properties fronting both sides of 1½-miles of State Street within the 3100-3900 blocks, between the Highway 101/ Calle Real northbound on-ramp on the west, to the De la Vina and Calle Laureles area on the east.



II. STAFF RECOMMENDATIONS

That the Planning Commission recommend that City Council:

A. Approve the *Upper State Street Study Report* recommendations (see *Exhibit A, Summary of Study Recommendations*);

B. Direct staff to return to Council with a proposed work program to proceed with implementation measures for recommended improvements (see *Exhibit B, Implementation Summary*), including:

- Special District S-D-2 Zone amendments
- Upper State Street Area Design Guidelines amendments
- Architectural Board of Review Ordinance amendment
- Street Tree Master Plan amendment
- Public Works Standards amendments
- Access and Parking Design Guidelines amendments
- City Public Works Transportation program additions
- City Capital Improvement Program project additions

C. Provide interim direction for review of pending development projects in the Upper State Street study area in accordance with approved *Study Report* recommendations.

III. STUDY AND PROCESS OVERVIEW

In April 2006, with consideration of community concerns about development activity in the corridor, City Council initiated a focused study of urban design and transportation issues in the Upper State Street commercial corridor, (See *Exhibit C, Pending Projects*).

The Planning and Transportation Divisions, along with two consultant firms, conducted a study process that included discussions with City advisory boards, preparation of an *Information Booklet*, an independent traffic, circulation, and parking study, a public walking tour, two community workshops, and a joint Planning Commission/TCC traffic work session. Numerous public comments, cards and letters were received.

The *Upper State Street Study Report* (March 2007) was issued, along with the associated traffic consultant report *Upper State Street Traffic, Circulation, and Parking Study* (Meyer, Mohaddes Associates, February 2007). The *Study Report* recommends near-term physical and operational improvements, and amendments to development standards and design guidelines, to benefit urban design and traffic circulation within the corridor.

Study recommendations would inform the review of development proposals in the area. Following City Council action, there would be follow-up implementation activities to amend the S-D-2 Zone, *Upper State Street Area Design Guidelines*, and City capital improvement program.

Because the Upper State Street area is already developed, improvements would occur over time as opportunities arise and funding becomes available. Physical improvements could be funded and implemented as part of private developments, or through City capital improvement programs

if funding and priority were established. Some identified measures present challenges in already developed areas and may not be feasible in all locations.

Larger related citywide issues such as highway traffic, land use and density changes, commercial and residential growth and growth management, and environmental sustainability are outside the scope of this focused study, and will continue to be addressed through other City programs, the development review process, and the upcoming *Plan Santa Barbara* General Plan update process. Longer-range improvements would also receive further study over time.

IV. SUMMARY OF STUDY REPORT RECOMMENDATIONS

Please see *Exhibit A, Recommendations Summary,* briefly recapped here.

General Recommendations. Overall direction for Study Area improvements:

1. Maintain and enhance the unique character of Upper State Street, including the public streetscape, open space, creeks, views, site design, and building aesthetics.
2. Improve traffic, circulation, pedestrian and bicycle connectivity, and parking.
3. Preserve longer-range future improvement opportunities.

Urban Design Recommendations. Recommended actions would include amendments to refine development standards and design guidelines in the *Special District S-D-2 Zone*, *Upper State Street Area Design Guidelines*, *Architectural Board of Review Ordinance*, *Public Works Standards*, *Access and Parking Design Guidelines*, and *City Street Tree Master Plan* to recognize area character; improve the public streetscape, landscaping and openness; protect scenic views and creeks; refine and clarify standards for building setbacks from the street and building sizes.

Transportation Recommendations. Incorporation of improvements into City programs and capital improvements process is recommended to address traffic signal and service level improvements (signal phasing changes, new traffic signal at McCaw/Las Positas, traffic volume monitoring, Intelligent Transportation System (ITS) traffic control measures); mid-block congestion and safety improvements (shared driveway access and parking, access management and driveway spacing guidelines, more raised medians); pedestrian/bicycle facility improvements (pedestrian/bike route improvements, sidewalk improvements, mid-block pedestrian connections, relocation of State Street/Calle Palo Colorado crosswalk, reconfiguration of State Street/De la Vina Street intersection, streetscape improvements such as sidewalk expansions, relocation of obstructions, bicycle hitching posts, pedestrian-attractive intersections/crosswalks, street trees; and crossing timers), transit facility improvements (increased bus service, better rider information, signal modifications for buses, bus stop relocations, more bus turnout pockets, bus pull-out priority); and parking facility improvements (public/private parking efficiency program, site lay-out for parking, parking spaces requirements, and mixed use development provisions).

Longer-Term Future Improvements. General Plan Update and Citywide Programs - La Cumbre Plaza Specific Plan; Land Uses and Density Standards; Environmental Sustainability; Affordable and Workforce Housing; Creek Improvement Programs; Development Impact Fees. Traffic and Circulation Improvements - Hope/State Intersection Eastbound Right-Turn Lane and Sidewalk; Two-Way Calle Real/ Junipero Bridge; Alternative East-West Routes; New Off-Street Pedestrian/ Bike Trail; Parking Structures; Shuttles; Transit Center; Transit Lane.

V. PUBLIC COMMENT RECEIVED

Written comments received since the March release of the *Study Report* through the staff report date of April 4th are attached here as *Exhibit D.*

Public comments were received at the public walking tour, community workshops, traffic work session, and via comment cards, letters, emails, and telephone. Please see the *Study Report Appendix A, Summary of Public Workshop Comments,* briefly recapped below.

Area Identity and Character. Substantial community support was expressed for maintaining the existing open character of the corridor as distinct from the more urban pattern downtown, while a strong minority of opinion supported establishing urbanist, "smart growth" standards.

Pedestrian Connections. There was widespread support for improving pedestrian facilities throughout the area, including sidewalks along streets, pedestrian routes across and between commercial sites, more paseos and plazas, and more linkages between the commercial corridor and surrounding neighborhoods with sidewalk improvements and off-street paths.

Open Space and Landscaping. Many commenters recommended establishing more open space within the corridor, such as pocket parks, more landscaped medians and parkways along roads, and more open space and landscaping within site developments.

Creeks. Arroyo Burro and San Roque Creeks were recognized as important assets, with substantial support for creek buffers, creekside trails, and improving water quality and habitat.

Scenic Mountain Views. The value of mountain views to the north was broadly recognized as a community asset. Maintaining view corridors and carefully considering views when siting new development was supported. Opinion varied on specific locations and methods of implementing scenic view protection, with substantial support expressed for building height limitations.

Building Setback Distances. Public opinion received was split on whether building setbacks from the street should be increased, decreased, or kept to current standards in various locations or in the corridor as a whole. It was recognized that improved pedestrian facilities and landscaping would require setback space in some locations.

Building Size. Many comments supported maintaining the Upper State Street commercial corridor overall at lower-density, more "suburban" building heights and scales, while others supported taller and denser structures within the commercial area. A number of commenters supported variation in building sizes across the corridor.

Traffic and Circulation Improvements. Many concerns were expressed about the traffic effects of development proposals. Many comments supported roadway network improvements that could improve traffic flow and safety, including reducing mid-block friction by sharing driveway access, more vehicle connections between adjacent properties, improved pedestrian, transit, and bicycle facilities to lessen potential conflicts and encourage non-auto transport, and development of alternate routes.

Parking. Support was expressed for increasing shared parking, and for providing additional parking in more popular or congested areas and for new developments. Opinion was split on locating parking behind, in front of, or to the side of buildings.

VI. ADVISORY BOARDS AND COMMISSIONS

A. CREEKS ADVISORY COMMITTEE

On March 14, 2007, the City Creeks Restoration and Water Quality Improvement Program Citizens Advisory Committee considered the *Upper State Street Study Report* (see *Exhibit E, Memo from Creeks Advisory Committee*).

The Committee supported the *Study Report* Creeks Recommendations to (1) protect and restore creek environments, (2) orient development toward creeks, (3) establish creek side pedestrian paths as feasible in appropriate locations, and (4) improve the "street presence" of creeks along State Street to increase public awareness and provide points of orientation along the corridor.

The Committee offered the following additional recommendations:

- In Creeks Recommendation 1 (Creeks Protection), include reference to use of water quality Best Management Practices, use of native plants, and Integrated Pest Management/ pesticide-free practices next to creeks.
- The Committee concurred with including street signage at creek locations along State Street within the City capital improvements program.
- The Committee recommended that the City find programs and incentives, working with property owners, to achieve the Study goals.
- The Committee further recommended that City Council see the Upper State Street creeks measures as a stepping stone for developing and implementing more detailed creek–protective development standards citywide.

B. TRANSPORTATION AND CIRCULATION COMMITTEE

The City Transportation and Circulation Committee (TCC) considered the *Upper State Street Study Report* at their meeting of March 22, 2007 (see *Exhibit F, Memo from TCC.)* The following is a summary recap of Committee member comments:

Area Identity

- Agree that Upper State is not Downtown; needs to retain easy vehicle access for locals.
- Appreciate subareas; solutions may be different for each subarea.

Traffic Analysis

- Traffic analysis was well done.
- Also need longer-term scenario that addresses larger regional and freeway issues (as part of general plan update).
- Traffic projections are not a perfect tool; demographic and technology trends may be bigger issues and may be different than envisioned now.

Traffic Congestion/Intersections

- Agree with small improvements for road network.

Mid-Block Congestion

- Agree mid-block congestion is an issue.
- Agree with consolidating driveways.
- Generally favor medians, but concerned about effects on business at Five Points. Could there be a signal there to enter?
- Back alleys help for business access (east and central subareas).

Pedestrian/Bicycle

- Support pedestrian streetscape improvements; will help with vehicle traffic.
- Sidewalk consistency per Pedestrian Master Plan standards is important to become walkable.
- West subarea development pattern is difficult to make pedestrian-friendly; breaking up large blocks would help.
- Need more paseos, especially at north end, e.g., Via Lucero and San Remo.
- Support pedestrian and bike paths, some near-term, some longer-term.
- Creekside trails near San Roque Creek have easement issues.

Transit

- Generally favor bus turnouts, but recognize trade-off on time; best if also have signal extensions and pull-out priority.

Parking

- Note that shared parking also increases parking capacity; effect on traffic.
- Concern with constrained parking; locals and East Goleta residents will go elsewhere.
- Suggest reduce parking to accommodate wider sidewalks.
- Move some parking behind buildings with redevelopment.

Implementation/Funding

- Will need to get creative to find funding for capital improvements.

Pending Projects

- Consider reducing large pending projects to keep parking conditions as is.
- In favor of workforce housing, but not to point of adding substantial traffic to State St.

Longer-Range

- With freeway traffic looming, more east-west connectors is the solution.
- Transit terminal may not be needed or cost effective.
- For dedicated transit lane, should consider monorail per Seattle.

C. PARK AND RECREATION COMMISSION

On March 28, 2007, the Park and Recreation Commission considered the *Upper State Street Study Report*. (See *Exhibit G Memo from Parks and Recreation Commission).*

The Commission supported the *Study Report* recommendations regarding open space, creeks, and parks, and offered the following comments and recommendations:

- Creek buffers should never be a trade off because they are too important.
- When the Street Tree Master Plan is evaluated, the Park and Recreation Commission and Street Tree Advisory Committee should meet jointly and do site visits, as this issue needs to be carefully considered.
- The study area is looking at increased densities. When looking at park amenities, consider serving all ages; e.g., tot lots, skate parks, dog walking areas, and alternatives for people with pets to use instead of the creek areas.
- Public open spaces are missing in the area. We need careful consideration of open spaces and who they are serving: the neighborhood, people that come to shop or recreate, or both. Look for opportunities for *public* plazas.
- The Commission was very supportive of the landscaping part of the *Study Report.*
- The Commission supports the McCaw signal, which will be a great asset for people crossing over to McKenzie Park.

D. ARCHITECTURAL BOARD OF REVIEW

The Architectural Board of Review (ABR) considered the Upper State Street Study Report at their meeting of April 2, 2007 (see *Exhibit H, Draft Minutes).* ABR members were generally pleased with the study report. The following is a brief recap.

The ABR discussed the following issues and questions:

- Are there locations along the corridor that are urban design/streetscape examples to emulate?
- How can we coordinate view corridors on the north and viewing locations on the south?
- Will the study guidance be timely for the review of pending projects?
- Would locations identified for future parks be feasible?
- Would new pedestrian and bike paths be feasible given easement issues?
- What is the relationship between activity node/gathering place locations with traffic levels and parking needs?

ABR members made the following comments:

- Modification Findings: It will be important to understand what constitutes a community benefit or an equitable trade off in granting a modification. The criteria for the new guidelines should be as specific as possible. There is a concern that some modifications may be granted too easily, and under the new guidelines, potentially only a small concession could be provided to obtain a modification.
- Character/ Architecture: In identifying the unique characteristics of Upper State Street, it will be important to identify architectural styles that are supported, and which styles are appropriate within the context of the different subareas.
- Traffic: There are not many solutions for traffic other than the grid system. The opportunity to create alternative routes should be studied further.

- Parking: Designating the location of parking structures is important to encourage pedestrian activity.
- Building Setbacks: ABR member is not in agreement with the proposed change to setback standard to allow 10-foot at first floor and step back to 20 feet at upper floors. If 20 feet is provided at the first story, there is more room for streetscape improvements and buildings would be more attractive; this would provide for a better sense of place and spatial quality.
- Implementation: The ABR will need clear direction through guideline amendments in order to implement the study on a project-by-project basis.

E. METROPOLITAN TRANSIT DISTRICT (MTD) BOARD

At their April 10, 2007 meeting, the MTD Board is scheduled to consider the *Upper State Street Study Report*. A verbal summary of MTD comments will be provided as part of the staff presentation.

VII. ISSUES

The following are issues Staff suggests the Planning Commission discuss and consider as part of their recommendations.

A. PUBLIC STREETSCAPE

The existing public streetscape along Upper State Street varies. Some areas have landscaping and shade trees, and others have little vegetation and no shade trees. Wide, well-maintained sidewalks exist in some locations, and in other sections, sidewalks are narrow and obstructed, with many crossing driveways. There was widespread community support for improving the pedestrian streetscape with wider sidewalks, more landscaping and open space, and better connections between properties.

Implementation of the already-adopted City Pedestrian Master Plan standards would provide for a 4-foot landscaped parkway along the street and an 8-foot sidewalk. Installation of replacement sidewalks and parkways would occur gradually over time as opportunities arise through private redevelopment. Alternatively, City programs could be undertaken to retrofit blocks of Upper State Street with specified improvements, should funding sources and priority be established.

Streetscape Issues:

- Need for easements and new right-of-way dedications
- How should these improvements proceed?
- How should these improvements be funded?

B. BUILDING SETBACKS

The S-D-2 overlay zone requires that any proposed new buildings have a 10-foot or 20-foot front yard setback, depending on the height of the building. Currently, there is a large

variation in setbacks from State Street by subarea, depending in large part on the sizes and widths of individual parcels.

Community opinion was split on whether setbacks should be increased, reduced, or kept to current standards. Currently, if a building is proposed as two or three stories, the entire building is required to be set back the entire 20 feet. The *Study Report* recommends amending the S-D-2 zone to allow the first-story portion of a building that is 15 feet or less in height to be set back 10 feet while any second- and third-story portion is set back 20 feet. This option of allowing the first story to have a 10-foot setback (consistent with the City one-story building standard) and then "stepping back" the second and third stories to the required 20-foot setback standard, addresses in part those who would like to strictly maintain existing standards and in part those who favor lesser setbacks. Variation in setback distances allows for opportunities for view corridors.

With recognition that the eastern subarea has smaller parcels and has historically been developed with no building setbacks or minimal setbacks, the *Study Report* recommends that reduced setbacks for this area could be supported, depending on lot size, and as long as there is room for landscaping improvements along the front of the building. Rear alley access could also provide a basis for support.

Another recommendation is that any future setback modifications be considered only if the project includes community benefits, such as public/private open space, pedestrian connections/paseos through the parcels, creek buffers and/or orientation towards the creek, substantial view corridors, parking at the back or side of the parcel, or an alley at the rear of the parcel.

Setback Issues:

- Should setback requirements be amended as proposed, remain as they are, or be otherwise amended?
- Should new findings be required for modifications?

C. Scenic Views and Building Heights

Building heights on the north side of Upper State Street affect mountains views. However, many other factors also affect these views including setbacks, massing, and landscaping. Given the level of controversy building heights have generated of late, a central question is: What is the objective of limiting building heights?

From staff's position, the objective of further regulating building heights is to preserve and/or create openness and mountain view corridors. Staff is not recommending further height limitation to two stories on the north side of State Street, as some public comments have suggested. Because the area has a variety of parcel sizes, depths, and configurations, as well as varied circulation and other site design issues, a case-by-case analysis of site-specific conditions provides more flexibility to identify the best site designs for a given set of site conditions. The City's extensive design review process along with improved guidelines is the better approach to protect and/or create views, openness, sense of place, and visual character.

With this in mind, the first step is to update the existing urban design guidelines to reflect a priority for view preservation on the north side of State Street, and the continued provision of viewing locations on the south side. Currently, view preservation is not mentioned in the guidelines, let alone emphasized as a priority consideration in site layout, building design and building height.

The second step is to understand the site-specific opportunities and constraints that lend themselves to views of the mountains. The addition of "Form-Based" Guidelines can provide examples of appropriate design approaches. A positive "as-built" example is the AG Edwards building that is setback from San Roque creek at an angle which both protects the creek and preserves the view. Other important considerations which can be combined to preserve/create mountain views include open space and paseo amenities.

The third step is to require a special finding in the S-D-2 zone for any third story elements to clearly demonstrate through appropriate site layout, building massing, building heights, and strategically-sited open space and paseo elements that view corridors will be provided. Together, an amended set of design guidelines, some creative designs by the architectural community, a special finding requirement for any third story elements, and oversight by the Architectural Review Board, would produce the desired objective – view corridor protection.

If the objective of limiting building heights is to reduce the amount of commercial growth and hence alleviate traffic and parking conditions, this objective is not within the scope of this study, but rather is a General Plan discussion. At the outset of this process one year ago, the scope of this study was specified to be limited to urban design and circulation issues that could be addressed within the "current policy framework", i.e. existing General Plan policies and Charter provisions. Clearly, growth management and the future of Measure E will be front and center when the *Plan Santa Barbara* workshops begin in earnest on June 13th to update the General Plan.

Scenic Views/Building Heights Issues:

- In addition to setback amendments and improved design guidelines, should height standards of the S-D-2 Zone be further regulated as proposed?

D. SITE DESIGN – PARKING LOCATION

As a general practice, parking is ideally preferred behind buildings and not visible from the street. Much of the Upper State Street area was developed in the 1950s when strip mall development required the parking to be between the main road and the building. While unsightly, it has resulted in having buildings set further back from the street, which allows not only views of the mountains on the north side of State Street, but also viewing opportunities on the south side. For example, some of the best mountain views can be seen from the interior of the Loreto Plaza parking lot. If all future redevelopment on the south side occurred with a 10-20 foot setback and no parking in the front setback, some view opportunities would be threatened. While placing parking lots behind or next to buildings is generally encouraged for circulation and aesthetics, community trade-offs need to be carefully considered on a case-by-case basis when reviewing site plans.

Screening of parking when located in the front or at the side of buildings must be enforced. Currently, there are parking areas on the south side of State Street that overhang onto the sidewalk. If the 10 foot front yard standard is applied to parking, with landscape screening in front of the parking, the overhang issue will be avoided. Landscaping is an important component of site development and is recognized throughout the ordinance as a way to buffer differing uses and screen parking areas.

Parking Location Issues:

- Should policies and codes encourage parking behind buildings to improve the public streetscape, in front or to the side of buildings to protect view or viewing locations, or analyzed on a site-specific basis?

E. FORM-BASED GUIDELINES

Many of the Urban Design recommendations would be incorporated into improved *Upper State Street Area Design Guidelines*. Staff recommends considering new approaches to revising the existing design guidelines, to include form-based design concepts.

Form-based guidelines would concentrate on the visual aspects of development, including building height and bulk, façade treatments, the location of parking, and the relationship of buildings to the street and to one another. Additional emphasis on graphics and photos is provided to help explain the detail of zoning requirements and provide examples of appropriate application of zoning requirements, possibly with examples useful for each subarea.

Staff is not recommending zoning code changes that would subsume land use regulation to urban design, which is the usual approach with form-based coding. Form-based coding could also be too much of a "cookie cutter" approach to design, which may not be best for already-developed areas with a variety of lot sizes, configurations, and ownership patterns. The City's design review process will continue to provide due consideration of site-specific design that also considers land use, local context, and environmental factors. The suggested form-based design guidelines would provide additional direction for the appropriate form and scale of development within the range of development permitted under zoning. Design issues would include addressing the relationship between building facades and public spaces, and the form and mass of buildings in relation to one another.

Form-Based Guidelines Issues:

- Should Form-Based Design Guidelines, absent any zoning or land use changes, be pursued?

F. TRAFFIC CONGESTION/ INTERSECTIONS AND SIGNALS

Traffic congestion continues to be an important public issue and a primary reason for the Upper State Street Study. As demonstrated by the Meyer, Mohaddes traffic study, existing and projected traffic levels at several Upper State Street signalized intersections over the next ten years are approaching or worse than the City standard for acceptable intersection traffic levels during peak travel times (State/Hitchcock, State/Las Positas/San Roque, and Calle Real/Las Positas).

To address existing and future intersection congestion levels, the *Study Report* recommends signal phasing modifications at six locations to provide right-turn arrows concurrent with all signal phases where the right turn is protected; installation of a new traffic signal at McCaw Avenue and Las Positas Road; regular monitoring of traffic volumes; and the modified use of Intelligent Transportation System (ITS) measures such as signal timing, electronic message boards, and connection to the Caltrans traffic monitoring system. These near-term traffic improvements will address peak-hour congestion at problem intersections on Upper State Street.

However, the report also discusses the fact that the volume of vehicles using State Street is dependent upon whether there are free-flow freeway conditions or not. When freeway conditions drop to stop-and-go congestion, some traffic diverts to Upper State Street. Freeway conditions are projected by the Santa Barbara Association of Governments (SBCAG) to continue deteriorating over time, which will also affect Upper State Street traffic. This is ultimately a *Plan Santa Barbara* general plan update issue, and a longer-range traffic analysis would be included with that study process.

Traffic Congestion/ Intersections Issues:

- Do you concur with the recommended improvements?
- Are there other improvements that should be considered?

G. TRAFFIC FLOW VS. ACCESS CONVENIENCE

In addition to signalized intersection congestion, mid-block "friction" due to starting, stopping, and slowing contributes to vehicle delay, traffic congestion, and potential safety conflicts in the Upper State Street area. The existing development pattern and circulation network has multiple driveways, bus stops, and frequent spacing of traffic signals and cross walks, which causes mid-block operational friction.

To address mid-block congestion and safety conflicts, the *Study Report* recommends a public/private program for retrofitting existing developments to provide more shared driveway access and parking; access management and driveway spacing guidelines for new development; and additional raised medians to prohibit left turns. The median location between La Cumbre Road and Calle Real will improve an already existing safety issue associated with difficult left turning during periods of heavy traffic volumes. Other identified locations for new medians are between Hitchcock Way and Ontare Road, and between Ontare Road and Toyon Drive.

Over time, incremental changes to reduce the number of driveways, create more uniform spacing, minimize the number of conflict points with through traffic, and move driveways away from intersections would benefit traffic flow, reduce delay, and improve safety.

The trade-off is that these measures would also lessen the number of direct access points to businesses along State Street and prohibit left turns. For example, additional medians will reduce mid-block congestion, but will also reduce access to certain business, require U-turns or alternate routes, and potentially impede ease of access for emergency response

vehicles in some locations. It may also be challenging to obtain cooperation from adjacent owners to establish easements for shared access as a result.

Traffic Flow vs. Access Convenience Issues:

- Which is higher priority: better mid-block vehicle flow, or retaining widespread access and left-turn convenience?

H. TRAILS AND EASEMENTS

The public expressed support for improving pedestrian and bicycle trail links within the commercial corridor, and between the corridor and surrounding neighborhoods, including routes across commercial properties. A parallel path to State Street was envisioned along the southerly edge of the corridor.

Near Term: An alternative route to State Street is recommended for pedestrians and bicyclists to travel between the Five Points and MacKenzie Park areas south of State Street. (See *Upper State Street Study Report* Figure 9). The route would largely use existing roadways and sidewalks, connecting a few gaps where easements through private properties would be required. There is a recommended pedestrian and bicycle trail between Hope Avenue and Hitchcock Way which could connect to public streets. Park and Recreation Department staff have recommended that the pedestrian and bicycle paths in this area near the creek be separate, with the bicycle path further from the creek areas.

Long Term: A longer-term improvement identified for consideration is the development of a new pedestrian path/bicycle trail extending between Hope Avenue and Las Positas Road south of State Street to provide non-motorized access between Las Cumbre Plaza and MacKenzie Park. The trail would be paved and provided with security lighting and would include both private (requiring easements) and City-owned properties, including the western portion of the golf course (see *Upper State Street Study Report* Figure 10).

There is recognition that it would not be easy to add a public trail in this area and a number of constraints and concerns would have to be overcome, including topography, land ownership, safety, liability, and maintenance responsibilities. Because some of the trail would run adjacent to the back property lines of existing residences, there are concerns about safety, security, liability, trash, noise, and night lighting.

A portion of the route would use the golf course service road, and the City Park and Recreation Department staff has raised similar concerns. Opening the road to public access across the golf course and its facilities could create problems with transient use, facility and equipment security, public safety and liability, and maintenance issues.

Trails and Easement Issues:

- Should these near-term and long-term trails be part of the recommended Upper State Street implementation actions even if there are potential constraints?

I. PARKING IMPROVEMENTS

The analysis of existing parking conditions characterized the amount of parking to be generally adequate for the Upper State Street corridor as a whole, with a few locations

experiencing constrained parking during peak periods. Mixed commercial sites with busy restaurants, and some smaller commercial sites on the eastern end of the corridor were most constrained.

The *Study Report* recommends a public/private program to improve the efficiency of existing parking management, with strategies such as shared parking, employee parking policies, parking pricing, better parking lot signs and circulation, and Intelligent Transportation Systems (ITS), such as real-time indicators showing available spaces at larger centers. Also recommended are site lay-out strategies for new development, adjustments to the parking requirements for new development, mixed-use policies, parking demand reduction programs, and on-street parking retention.

There is a trade-off between traffic flow and the amount of parking, because parking opportunities can influence trip generation and arrival times,. These recommendations for parking improvements respond to the public's desire to protect the transportation flow on Upper State Street. However, constrained parking is also a public concern. Unfortunately, policies that provide ample free parking can create congestion around popular sites and tie up the main arterial.

Parking Improvement Issues:

- How do we reconcile the desire for more convenient parking when the result is more cars and traffic congestion on Upper State Street?
- Should we stay the course with the current Circulation Element policy approach of limiting parking supplies to help regulate traffic congestion, or are parking supplies more important than traffic flow?

J. LONGER-TERM IMPROVEMENTS AND CITYWIDE PROGRAMS

Some issues raised during the study process extend beyond the scope of the Upper State Street Study, and were identified in the *Study Report* as items to be addressed as part of other on-going City programs or the upcoming City General Plan update:

- La Cumbre Plaza Specific Plan Update
- Land Uses and Density Standards
- Environmental Sustainability
- Affordable and Workforce Housing
- Creek Improvement Programs
- Development Impact Fees

Some traffic and circulation improvements require either altered land use/transportation patterns and/or substantial funding, and do not appear viable in the near-term, and were identified in the Study Report as Longer-Term Improvements:

- Hope/State Intersection Eastbound Right-Turn Lane and Sidewalk
- Two-Way Calle Real/Junipero Bridge
- Alternative East-West Routes

- New Off-Street Pedestrian/Bike Trail
- Parking Structures
- Shuttles
- Transit Center
- Transit Lane

Longer-Term/Citywide Issues:

- Do you agree that these measures should receive further consideration in future planning?
- Are there other longer-term measures that should be included?

K. IMPLEMENTATION AND FUNDING

Following initial City Council action on the *Upper State Street Study Report*, staff will return to Council with a work program for follow-up actions to implement recommendations directed by Council, including staffing, funding, and schedule considerations.

Please see *Exhibit B, Implementation Summary*, which lists implementation actions for *Study Report* recommendations, to amend the S-D-2 Zone, Upper State Street Area Design Guidelines, Architectural Board of Review Ordinance, Street Tree Master Plan, Public Works Standards, Access and Parking Design Guidelines, and City Capital Improvement Program. The Planning Division Design Review staff would contract with a professional services consultant and work with the ABR and public over the next year in a process to amend the S-D-2 zone, Design Guidelines, and ABR Ordinance. The Public Works Department would process Capital Improvement Program additions, amendments to Public Works Standards, Access and Parking Design Guidelines, and transportation programs.

Implementation of near-term urban design and transportation improvements would occur incrementally over time as opportunities arise through private redevelopment of property along Upper State Street. In the interim, the direction provided in the *Study Report* would inform the review of current development applications until the Study provisions can be incorporated into the various City ordinances and guidelines used for the review of development. Streetscape improvements would occur gradually over time as redevelopment occurs, or could be accomplished with a more proactive City program if funding could be found.

Once City Council directs which specific physical roadway and other improvements will be pursued, improvements would be added to the City capital improvement program list. Priority for improvements would be established among improvements throughout the City. For projects included on the City capital improvements program list, the process generally would start with a Public Works Department study of right-of-way locations and dedications.

Funding for improvements would need to be identified, and could be provided through various sources. The list of improvements can be used as a menu for private development

projects to offset impacts of the projects. A development fee program could be considered; however this is not likely to work in Santa Barbara where the objective is to reduce traffic trips, not increase them. Non-residential development growth is limited by Measure E provisions, and most developments are replacing existing buildings and not resulting in substantial increases in traffic trips, so such a fee program would not generate sufficient funds for the improvements. Establishment of a Business Improvement District, similar to the parking district Downtown, could occur if agreed to by a majority of the business and land owners. Grants to fund improvements could be sought from a number of sources, including Measure D, the Traffic Congestion Relief Programs, the Surface Transportation Program, the State Gas Tax and Motor Vehicle Subvention, and Safe Routes to School.

Implementation and Funding Issues:

- Funding and priority of capital improvements and new City transportation programs is a citywide issue. Fortunately, some of the recommended projects involve a minor level of cost and effort and/or may be funded through pending projects, and are therefore likely to proceed. Realistically, other recommended measures may likely be part of larger citywide funding concerns.

VIII. PENDING PROJECTS

A URBAN DESIGN ISSUES

One of the primary objectives of this study was to provide relatively immediate design direction for the pending project applications along the Upper State Street corridor. Design Review findings and Planning Commission findings are based on sound community planning principles, and consider the effect on community facilities and resources, including aesthetics, parking, streets, traffic, and parking. These are critical elements of the development review process. The recommendations presented in the Study Report will begin to immediately guide applicants and Boards and Commissions to shape findings on key issues identified by the community.

Some of the recommendations and implementation measures will take time to be fully developed and codified. Nevertheless, simply identifying and emphasizing the importance of these key issues and considerations will, in and of itself, begin to empower the decision makers to make the best of current opportunities. A Council Resolution approving the study gives weight to these issues.

B. TRAFFIC ANALYSIS AND MITIGATION

At the onset of the Upper State Street Study, it was determined that the Study would include a cumulative traffic, circulation, and parking study of the area, but that individual development applications would remain responsible for the funding preparation of environmental review documents required under the California Environmental Quality Act (CEQA). Several projects are proceeding with Environmental Impact Reports that will include traffic analyses.

The Upper State Street traffic analysis prepared by Meyer, Mohaddes Associates included existing traffic counts conducted in the field, and via equipment for City-controlled traffic signals. Potential future traffic levels were calculated by adding in potential traffic that could occur within existing commercial buildings due to increased intensity of use, traffic associated with pending and approved development applications, and a yearly background traffic increase to account for incremental increases. The future cumulative traffic identified the potential for peak-hour congestion levels to be worse than the City congestion standard at three intersections over the next decade.

A further analysis showed that with implementation of near-term improvements identified in the Study recommendations, future cumulative traffic levels at these intersections would be better than the City standard. The Upper State Street traffic analysis will inform the traffic impact analyses of individual projects. The identified roadway improvements may be considered as a menu of potential mitigation measures for development proposals that would have traffic impacts.

Further cumulative analysis of Upper State Street traffic into the longer-term future will be included as part of the City General Plan update process, and will assist in considering longer-term transportation improvements.

IX. ENVIRONMENTAL REVIEW

The *Upper State Street Study Report* received a Review for Exemption in accordance with State *CEQA Guidelines* Section 15061 provisions.

The staff environmental analyst determined the Study to be Categorically Exempt from further CEQA review under State *CEQA Guidelines* Section 15301-Existing Facilities, Section 15303-New Construction of Small Structures, Section 15304-Minor Alterations to Land, and Section 15305-Minor Alterations in Land Use Limitations.

The *Study Report* identifies potential improvements that could benefit traffic, circulation connections, circulation safety, parking operations, and urban design features such as openness, visual aesthetics, and function of the Upper State Street commercial corridor. Improvements would be located within an already developed urban area, and would be expected to occur gradually over time. Recommended improvements are consistent with existing City land use and circulation policies, as identified in the General Plan and Pedestrian Master Plan, and would not involve changes in land use or increases in density.

Recommended physical improvements and amendments to development standards and design guidelines are identified in the Study Report at a conceptual level, and have not been fully designed, evaluated, funded, approved, or scheduled. It is currently unknown whether improvements would be ultimately determined feasible or in exactly what locations or forms, whether they would be finally approved and implemented, or when.

As identified at the conceptual level, identified improvements and amendments would be beneficial to the environment, would not result in significant environmental impacts, and would be exempt from CEQA review and documentation under the cited State and City CEQA Guidelines sections. The traffic analysis for the study (Meyer, Mohaddes Associates, February 2007) demonstrated that implementation of identified roadway and traffic operations

improvements would improve intersection traffic levels of service, mid-block congestion, and vehicle and pedestrian safety. In some cases, safety improvements may reduce the convenience of access; however this would not constitute a significant environment effect. Temporary localized construction effects of identified physical improvements would be subject to standard City construction conditions to minimize effects associated with geology and grading, water quality, traffic and parking, noise, air quality, hazardous materials, and biological resources, and would not involve significant impacts.

For improvements receiving direction from City Council to be further pursued, more detailed design and review would be required either as a part of City or private project approval processes, which may potentially include further environmental impact review under CEQA at that time.

X. CONSISTENCY WITH CITY POLICY PLANS

A. MEASURE E – CHARTER SECTION 1508 GROWTH CONTROL

The 1989 voter-passed Measure E created City Charter Section 1508, which limits the amount of new non-residential development to three million square feet until the year 2010. This provision was adopted in response to residents' concerns about living within existing resources available to Santa Barbara, and the preservation of the City's quality of life. The *Upper State Street Study Report* recommendations are consistent with both the intent and implementing provisions of Measure E. The upcoming *Plan Santa Barbara* General Plan update process will engage the community in establishing updated growth policies for the next period of 2010-2030.

B. LAND USE AND HOUSING ELEMENTS

The General Plan Land Use Element adopted in 1964 describes Upper State Street as *"an intensely developed commercial strip,..."*, calls for a *"mix of office and hotel uses combined with general commercial uses"*, and discusses potential circulation issues that could arise from major shopping center locations. The *Upper State Street Study Report* recommendations do not address land use or density changes, do not conflict with the existing land use policy framework, and provide recommended circulation improvements to address existing and future traffic and circulation issues.

Housing Element strategy 4.8.1 states:

> *"Encourage new ideas and concepts for additional housing opportunities that will be explored following technical resource and 'carrying capacity' studies in the context of the upcoming General Plan Update."*

Some of the concepts listed under this strategy are also contemplated in the Longer-Range Improvements section of the *Upper State Street Study Report*, including: Reuse/redevelopment of La Cumbre Plaza as an "Urban Village", Outer State Street Mixed –Use Specific Plan, off-site communal subterranean parking, regional light rail system, and parking structures. The *Upper State Street Study Report* also compiles information on existing conditions and provides some technical resource information that will assist in further study of housing issues in the Upper State Street area.

B. CIRCULATION ELEMENT AND PEDESTRIAN MASTER PLAN

The goal and vision statement of the 1998 General Plan Circulation Element provides the basis for Element policies and implementation strategies:

> *"While sustaining or increasing economic vitality and quality of life, Santa Barbara would be a city in which alternative forms of transportation and mobility are so available and so attractive that use of an automobile is a choice, not a necessity. To meet this challenge, the City is rethinking its transportation goals and land use policies, and focusing its resources on developing balanced mobility solutions."*

The Circulation Element also emphasizes that traffic congestion is a constraint to achieving the goals of its vision statement:

> *"The current method for determining traffic impacts acts as a development constraint in areas where intersections are at or near the maximum allowable capacity. Impacted intersections are typically located near freeway on/off-ramps, Downtown, or near commercial centers. Ironically, it is these compact and higher density areas that will most easily facilitate transit and alternate modes of transportation. In addition, the inability of small businesses to expand in locations at or near impacted intersections may result in the relocation of those businesses to lower density or outlying areas that may not be as suitable for alternative modes of transportation. This will, in turn, increase the reliance on the automobile in these areas and possibly contribute to a sprawling development pattern. In addition, the charter section requirement that new development occur only where it does not cause a significant and unmitigated adverse impact on traffic also acts as a constraint."*

Policy 5.1 of the Circulation Element identifies Upper State Street as a location for improved pedestrian access. Policy 5.4 indicates that the Upper State Street Area Design Guidelines should be revised to emphasize pedestrian-friendly design. The adopted Pedestrian Master Plan further refines these policies with detailed design guidelines and specific sidewalk/parkway dimensions.

Language under Policy 3.1 of the Pedestrian Master Plan reads:

> *"While protecting the street's vehicle capacity, Upper State Street should become increasingly pedestrian friendly. As redevelopment occurs, sidewalks should become wider (eight-foot sidewalks with a four-foot buffer zone) and street crossings more attractive. Bus stops should be integrated into buildings along with other amenities such as news stands, coffee shops, and walk-up banking. Paseos should also be investigated and recommended in redevelopment projects in order to increase pedestrian access."*

Policy 3.1 of the Circulation Element supports increased bus service while Policy 3.2 addresses improved bus stop facilities.

The Circulation Element states that innovative parking management strategies should be developed to support the Vision Statement of making alternative forms of transportation

and mobility available and attractive. This is confirmed in Policy 7.3, and Policy 7.2 speaks to creating partnerships and cooperation between private parking resources.

The Upper State Street Study Report recommendations for roadway improvements to improve traffic flow and safety, mid-block friction reducers, streetscape improvements and pedestrian connections, bicycle facility improvements, transit facility and service improvements, and parking facility improvements and operations management are consistent with the existing policy direction of the Circulation Element and Pedestrian Master Plan.

C. OPEN SPACE AND CONSERVATION ELEMENTS

The purpose and goal of the Open Space Element is stated as follows:

> *"It is to protect the character of Santa Barbara, as defined in the section of this report on principles and goals, by conserving and providing significant open and natural landforms through and around the community."*

The Conservation Element states as its intent:

> *"The basic goal of this Element is to outline a comprehensive program to achieve and maintain a healthful natural environment which reflects a balance between human activities and natural processes."*

Conservation Element Visual Resource goals and policies also direct the protection and enhancement of the scenic character of the City, restoration of creekside environments, and protection of open space and scenic view corridors.

The Upper State Street Study Report recommendations are consistent with this policy direction, including measures to recognize open space as an important community value within the Area Design Guidelines, provide for increased open space within the corridor through inclusion within private redevelopment, provide increased landscaping along streets and next to buildings, provide additional pocket parks and plazas, provide improved creeks corridors and creekside paths, and protect scenic mountain views and viewing locations.

EXHIBITS:

A. Recommendations Summary

B. Implementation Summary

C. Pending Projects

D. Public Comment letters received March 8- April 4, 2007

E. Creeks Advisory Committee Memo March 20, 2007

F. Transportation and Circulation Committee Memo, April 4, 2007

G. Park and Recreation Commission Memo, March 29, 2007

H. Architectural Board of Review, Draft Minutes for Meeting of April 2, 2007

City of Santa Barbara

UPPER STATE STREET STUDY REPORT

SUMMARY OF RECOMMENDATIONS

March 2007

A. GENERAL RECOMMENDATIONS

1. Maintain and enhance the unique character of Upper State Street, including the public streetscape, open space, creeks, views, site design, and building aesthetics.
2. Improve traffic, circulation, pedestrian and bicycle connectivity, and parking.
3. Preserve longer-range future improvement opportunities.

B. URBAN DESIGN RECOMMENDATIONS

1. Corridor Identity and Character

a. **Summary Direction**: Preserve and enhance the unique character of Upper State Street and its subareas and neighborhoods.

b. **Recommendations:** Amend S-D-2 Zone, ABR Ordinance, and Upper State Street Area Design Guidelines to incorporate references and findings to address:

1) Key Characteristics
2) Activity Nodes
3) Paseos
4) Neighborhood Compatibility
5) Zoning Standard Variations

2. Public Streetscape

a. **Summary Direction:** Improve the public streetscape and adjacent pedestrian connections.

b **Recommendations:** Enforce landscape requirements; amend Upper State Street Area Design Guidelines to incorporate guidance on the following issues, and consider whether to pursue a capital improvement program.

1) Development Design
2) Parking Placement
3) Landscaping
4) Pedestrian Buffers
5) Paseo Connections
6) Street Trees
7) Sidewalk Standards

3. Mountain Views

a. **Summary Direction:** Maintain or establish mountain view corridors and viewing locations wherever feasible.

b. **Recommendations:** Amend the S-D-2 Zone to include special findings for 3-story buildings; amend the Upper State Street Area Design Guidelines to address the following:

1) Building Height Limits

2) View Corridors
3) Step Buildings
4) Intersection Views
5) Parking Placement
6) Viewing Locations
7) Landscaping and Trees

4. **Open Space**

a. **Summary Direction:** Maintain, enhance and create open space wherever feasible.

b. **Recommendations:** Amend the Upper State Street Area Design Guidelines to reference the importance of the following elements when siting development; consider locations for future public parks.

1) Open Spaces
2) Plaza Elements

5. **Creeks**

a. **Summary Direction**: Protect and enhance San Roque and Arroy Burro Creeks.

b. **Recommendations:** Amend Upper State Street Area Design Guidelines to address the following:

1) Creek Protection
2) Development Orientation
3) Creekside Paths
4) Street Presence

6. **Building Setbacks**

a. **Summary Direction:** Require any building setback variation to meet the S-D-2 findings, as amended.

b. **Recommendations:** Amend S-D-2 Zone to establish finding for modifications only with community benefit; and to allow 1st story 10-foot setback with 2nd and 3rd story 20-foot setback for buildings of 15 feet or less; amend Upper State Street Area Design Guidelines to address:

1) Building Setback Reductions
2) Stepped Back Building Design
3) Eastern Subarea Setbacks
4) Setback Measurement
5) Site Plan Variations
6) Building Dimensions and Spacing Requirements

7. **Building Size**

a. **Summary Direction:** Encourage variation of building sizes, and require the height, bulk, mass and scale of buildings to be compatible within the context of respective blocks and subareas, proportional to parcel size, and consistent with the Upper State Street Area Design Guidelines, as amended.

b. **Recommendations:** Amend Upper State Street Area Design Guidelines to incorporate:

1) Compatibility Findings
2) Form-Based Guidelines
3) Taller Buildings Criteria

C. TRANSPORTATION RECOMMENDATIONS

1. Traffic Signal/ Intersection Level of Service Improvements

a. **Summary Direction:** Maintain or improve vehicle traffic flow and intersection service levels along Upper State Street.

b. **Recommendations:** Implement the following improvements through private development, City capital improvements program, and City programs and operations:

1) Signal Phasing Modifications
2) Traffic Signal at McCaw/ Las Positas
3) Traffic Volume Monitoring
4) Intellegent Transportation System (ITS)

2. Mid-Block Congestion and Safety Improvements

a. **Summary Direction:** Reduce access points to Upper State Street that conflict with through travel.

b. **Recommendations**: Amend Public Works standards and Parking Design Guidelines to incorporate access and driveway guidelines; public/private program to improve existing access and parking; implement medians through private projects or City capital projects.

1) Shared Driveway Access and Parking at Existing Development
2) Access Management Guidelines
3) Driveway Spacing Guidelines
4) Additional Raised Medians

3. Pedestrian/ Bicycle Facility Improvements

a. **Summary Direction:** Improve pedestrian and bicycle facilities within the corridor, and increase connectivity between parcels and between the commercial corridor and surrounding neighborhoods.

b. **Recommendations:** Implement streetscape improvements and pedestrian and bicycle connections through private projects or district, City program, or public/private; amend Access and Parking Design guidelines to incorporate pedestrian and bicycle guidelines; City operations program for sidewalk maintenance and bicycle hitching posts.

1) Pedestrian/ Bike Route
2) Pedestrian Connections
3) Relocate State Street/ Calle Palo Colorado Crosswalk
4) Reconfigure State Street/ De la Vina Street Intersection
5) Traffic Signal at McCaw/ Las Positas
6) Streetscape Improvements
7) Crossing Timers Program

4. Transit Facility Improvements

a. **Summary Direction:** Improve transit facilities and service, and encourage increased ridership.

b. **Recommendations:** Implement physical and operational improvements through private projects, City program, or public/private partnership.

1) Increase Bus Service
2) Rider Information
3) Extend Signal Time for Buses
4) Relocate Bus Stops
5) Additional Bus Turnout Pockets
6) Bus Pull-Out Right-of-Way

5. **Parking Improvements**

a. **Summary Direction:** Develop parking policies and management strategies that help reduce Upper State Street congestion.

b. **Recommendations:** Amend S-D-2 Zone parking requirements; amend Upper State Street Area Design Guidelines to address parking design; public/private parking efficiency program; ongoing City policies and programs on mixed use and parking demand reduction.

1) Public/ Private Parking Efficiency Management Program
2) Site Lay-Out for Parking
3) Parking Requirements
4) Mixed Use Development Policies
5) Parking Demand Reduction Programs
6) Retain On-Street Parking

D. LONGER-TERM IMPROVEMENTS

1. **General Plan Update and Citywide Programs**

a. La Cumbre Plaza Specific Plan
b. Land Uses and Density Standards
c. Environmental Sustainability
d. Affordable and Workforce Housing
e. Creek Improvement Programs
f. Development Impact Fee

2. **Traffic and Circulation Improvements**

a. Hope/State Intersection Eastbound Right-Turn Lane and Sidewalk
b. Two-Way Calle Real/ Junipero Bridge
c. Alternative East-West Routes
d. New Off-Street Pedestrian/ Bike Trail
e. Parking Structures
f. Shuttles
g. Transit Center
h. Transit Lane

IMPLEMENTATION SUMMARY
FOR NEAR-TERM IMPROVEMENTS

Special District S-D-2 Zone Amendments (Planning Division)

Character and Identity
- Update legislative intent to reference Upper State character and sense of place
- Establish required finding that modifications to development standards supported only when community benefits included

Streetscape
- Confirm landscape requirements
- Establish that setbacks are measured from back of required right-of-way

Views
- Incorporate special findings for 3-story buildings to be supported only with community benefits

Building Setbacks
- Step backs: For a building 15 feet or less in height, provide a 10-foot setback for the first story, and 20-foot setback for the second and third stories

Parking
- Clarify or amend parking policies and requirements, including provisions for parking maximums, parking pricing, residential and mixed use, and restaurant parking

Upper State Street Area Design Guidelines Amendments (Planning Division)

Character and Identity
- Include key characteristics that define Upper State Street, its subareas, and neighborhoods
- Incorporate recommendations for activity nodes, and plaza and paseo elements in redevelopment
- Specify that projects will be reviewed within the context of the block and subarea location
- Strengthen compatibility standards to identify design criteria for residential uses, including buffering from commercial through building orientation, setbacks, landscaping, etc.

Public Streetscape
- Encourage pedestrian activity with site layout and building design, and encourage pedestrian amenities such as landscaping, plazas, paseos, fountains, furniture, lighting, trash receptacles
- Encourage parking lot placement behind or next to buildings and make building entrances inviting from the street, unless front parking placement is needed for scenic view considerations
- Incorporate landscaping at building frontages to improve pedestrian environment, screen automobiles, and provide shade
- Buffer pedestrian facilities from automobiles
- Establish paseos where appropriate and feasible, considering public safety and maintenance
- Provide appropriate street tree species to best provide for pedestrian safety, maintenance, shade, views, and aesthetics
- Provide for sidewalk upgrades consistent with Pedestrian Master Plan standards

Mountain Views
- Provide that three-story buildings would only be supported with community benefits
- Protect existing view corridors or create new view corridors when siting new development
- Encourage buildings to step second and third stories back to allow views
- Parking in front of building may be supported if design allows for preserving view corridors or viewing locations, and design provides visual screening of parking
- Redevelopment of parking lots on the south side of State Street must consider lost opportunities for views to the north
- Landscape plans should consider framing but not substantially blocking views

Open Space

- Reference the importance of including public and private open space when siting new development

Creeks

- Development to incorporate opportunities for creek restoration, reduction of impervious surfaces, and increased creek buffers and building setbacks
- Orient development toward creeks as well as toward State Street to better incorporate creeks as part of the landscape and public open space
- Include creekside pedestrian paths where feasible within the commercial corridor to improve circulation and connectivity
- Establish better street presence of creek locations on State Street to increase public awareness and provide points of orientation along the corridor

Building Setbacks

- Specify criteria for reduction of building setbacks
- Reference stepped back building designs
- Allow reduced first-story setbacks for buildings of 15 feet in height or less in the eastern subarea, recognizing small lots, historical development pattern and ample sidewalks
- Clarify that setbacks are measured from the back of dedications for sidewalks and other public rights-of-way
- Identify typical types of site plan lay-outs that are encouraged and discouraged
- Identify maximum building depths and minimum space requirements between two- and three-story buildings

Building Size

- Strengthen provisions for compatibility findings of development within the context of blocks, subareas, and neighborhoods
- Provide form-based guidelines for appropriate form and scale of development in consideration of the relationship of a building to other buildings, views, and public spaces
- Identify characteristics where taller buildings can be appropriate for a site, and review criteria

Parking

- Site lay-out for parking: Address how parking relates to access, circulation, and traffic, and encourage underground parking

Architectural Board of Review Ordinance Amendment (Planning Division)

Require finding of compliance with Upper State Street Area Design Guidelines

Street Tree Master Plan Amendment (Park Department, in coordination with Planning Div)

Provide for updated guidance for appropriate street tree species along Upper State Street, in consideration of pedestrian safety, shade, views, and aesthetics

Public Works Standards and Parking & Access Design Guidelines Amendments

(Transportation Div)

Access management guidelines
Driveway spacing guidelines
Pedestrian and bicycle site access and circulation guidelines

City Transportation Programs and Operations Amendments (Transportation Division)

Signal Phasing
Traffic Volume Monitoring
Intelligent Transportation System (ITS)
Shared Driveway Access and Parking Program at Existing Development
Bus Pull-Out Right-of-Way

Private/Public Parking Efficiency Management Program

- Shared Parking
- Employee Parking
- Parking Pricing
- Signs and Circulation
- Intelligent Transportation System (ITS) Measures

Parking Demand Reduction Programs/ Alternative Mode Programs

City Capital Improvement Program Amendments (Transportation Division)

Traffic Signal Modifications
Traffic Signal at McCaw/Las Positas
Additional Raised Median
Pedestrian/Bike Route
Pedestrian Connections
Relocate State Street/Calle Palo Colorado Crosswalk
Reconfigure State Street/ De la Vina Intersection
Streetscape Improvements

- Sidewalk In-Fills
- Sidewalk Expansions
- Sidewalk Obstructions Relocation
- Bicycle Hitching Posts
- Pedestrian-Attractive Intersections/Crosswalks
- Street Trees

Crossing Timers
Extend Signal Time for Buses
Relocate Bus Stop
Bus Turnout Pockets
Creek Signage

Upper State Street Study Area

Major Pending Projects

3880 State St	La Sumida	2-story, 12,349 SF office, 8 rentals
3714 State St	Sandman Inn	1-3 story, 112-room hotel, 73 condos
3757 State St	Circuit City/Whole Food	1-3 story, 65,700 SF commercial, 15 condos
15 S. Hope Ave	Mixed Use Project	3-story, 1590 SF commercial, 16 condos
3885 State St	State Street Lofts	2-story, 8,845 SF commercial, 55 condos
100 S. La Cumbre	Vacant Gas Station/ Commercial Project	1-story, 6,745 SF commercial

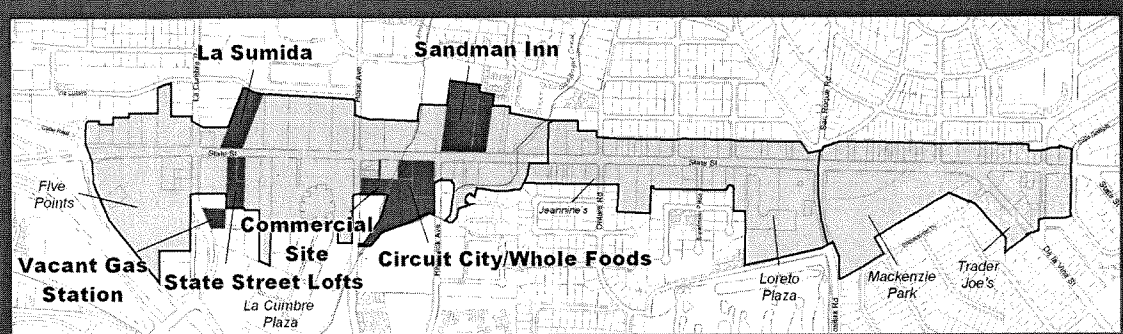


EXHIBIT C
Major Pending Projects

EXHIBIT D

Public Comment Letters Received
March 8 – April 4, 2007

Ramirez, Beatriz

From: Beverly Herbert [bsherbert@msn.com]
Sent: Wednesday, March 07, 2007 9:13 AM
To: Upper State Street
Subject: Comments of local resident on the Upper State Street proposals

Before there are new building designs implemented, I feel that serious study needs to go into the traffic issues of the area. These are my observations after 10 years of living near Five Points:

1. There is almost never any parking at Five Points after noon. I have begun driving 3 or 4 miles out of my way to Turnpike for grocery shopping, even though I am within a mile of Five Points.

2. There is gridlock most of the time on State between 154 and Las Positas.

3. The small parking lots along Upper State are dangerous. Much of the time UPS. FEDEX, and other service vehicles are double parked, resulting in blocking of a lane, and drivers being forced to confront each other in a head-on situation.

The situation has become worse every year for the past ten years.

I recommend an uptown shuttle, like the downtown shuttle, to travel the length of State from Las Positas to 154. I would certainly take it for my shopping, banking, and dining. I could also take it to the YMCA in the same neighborhood.

I also suggest widening the bicycle lanes to give riders a little more safety. This was the area near the recent death of twelve year old Jake Boysel.

Thank you. Beverly Herbert, 575 Lorraine Ave, Santa Barbara, Ca, 93110.
(964-6343)

Ramirez, Beatriz

From: 2Palleys [2palleys@cox.net]
Sent: Saturday, March 10, 2007 7:52 AM
To: Upper State Street
Subject: Upper State street

Attention: Beatriz Ramirez
City Planning Division
P. O. Box 1900
Santa Barbara, CA, 93102

Dear Ms. Ramirez,

I am very pleased to see the city Of Santa Barbara seeking public input as to the future design of upper State Street. I have begun frequent bike commuting to Sansum clinic on Hitchcock from "Noleta" and my route takes me up State street from Calle Real to Hitchcock Way. It is currently not terrible, but could use significant improvements. Not being a traffic engineer I am hard pressed to give specifics but I trust your very able traffic engineers working with Santa Barbara bicycle coalition and others can come up with good ideas. Clearly marked and widened bike lanes, more bike racks and other such ideas would definitely help. I strongly support al efforts to give pedestrians preference to cars. I would like to see much more greenery and natural landscaping. I am strongly opposed to any increase in building height limits and would support larger setbacks from the street for any new construction. All new construction must have enough off street parking included to meet the needs not only of the expected number of vehicles anticipated for the present but for the inevitable increase over the next 20 years. Once a project is built new parking will be difficult or impossible to provide later on as the need increases.

I work on Hitchcock Way and am concerned that the planned Whole Foods and condos project will cause severe traffic impacts to a street that already has problems. Particularly dangerous is the area where Sansum Clinic faces the YMCA. I hear the screeching of car breaks frequently as the visibility to oncoming traffic to and by people entering or leaving the parking lots from the clinic and the YMCA is poor. I'd suggest that there be no exits or entrances to the planned project from Hitchcock Way, but rather improved access via State Street.

In short my vision is to make the upper state Street area much more friendly to pedestrian and bicyclists and slow down and decrease the amount of motor vehicles traffic to the extent feasible, while at the same time improving traffic flow and decreasing congestion for motor vehicles. it is a tall order and won't be easy but I wish you the best of luck.

Respectfully
Ken Palley
567 Pintura Dr.
Santa Barbara, CA 93111
967-9938

Ramirez, Beatriz

From: Robert Weber [cyclistsb@hotmail.com]
Sent: Saturday, March 10, 2007 1:34 PM
To: Upper State Street
Subject: Upper State for us (not meaning 'USA'!) residents

Upper State in the past five years or so has become more and more congested, and I urge you not to approve any further intensive (large) developments in the future so as to preserve what is left of its almost gone friendly atmosphere for the locals who live in the San Roque area. Only several years ago we used to be able to walk to the San Roque Post Office, to Gelson's, the Santa Barara Bank and Trust without having to wait intemrinably at street corssings where there were no traffic signals. Nowadays one takes his/her life in his/her hands by even attempting to cross at a corner (where there is an imlpied in law crosswalk). When walking from one of the above sites to another, cars speed by, make turns when the predestrian light is flashing in taffic-signal-controlled pedestrian lanes and the fumes are ever increasingly wafting their deadly fumes into streets beyond State. Now I drive, adding to the traffic congestion and pollution but I feel safer than walking--unfortunately. Leave Lower State to the businesses there and leave Upper State to our neighborhood.
Robert J. Weber
3628 Sunset Drive
SB. CA 93105

Get a FREE Web site, company branded e-mail and more from Microsoft Office Live!

Ramirez, Beatriz

From: michael russell [michael@sbcproperties.com]
Sent: Monday, March 12, 2007 11:24 AM
To: Upper State Street
Subject: upper state st. study
Attachments: michael russell.vcf

To whom it may concern,

Please note we at Watabun USA Inc. owners of the Galleria at the corner of state and LaCumbre have a small request and concern over what is happening with the upper state st. corridor.
#1 if Barry Burkus plan for the property next to ours the old motel and office building is approved we feel the impact on the traffic will get out of control. Anytime a project is approved as you well are aware even with a Traffic Impact report does not address future Traffic congestion. IT seems to only affect at the time being written taking into account a increase of the proposed project. But as history dictates those impacts seem to increase as time moves on. We are just asking for you to really give this some serious thought. Not only will traffic be a problem, I have noticed nowhere in any reports the impact on our current outdated sewer system. This too should not be overlooked.

#2. The current bus stop in front of our building is a trash dump and eye sore. IT is a major problem with us. The shopping carts are placed on our property, there are many times we have to clean up human feeces in and around our bushes. The trash is disgusting, and the filth I dont see how Metro can allow this to be in its daily condition. I propose should Burkus be allowed to develope this new project that this bus stop be moved to his location to further accomodate his project. At the time it was established the Galleria was used as a Hi-End retail commercial Tenant building. Please note we are currently a complex now of professional offices due to the fact all the Hi End retail tenants moved out for complaints of poor ingress and egress into the Galleria.

We are sorry we are always in and out of the country when your public meetings occur. But we would greatly appreciate more thought and concern with the City Planning on how they will approve the Burkus developement.

And please we want to initiate some sort of process to have this bus stop relocated even if to the Church site where it seems it would benefit all those involved with its use. One more item with the Bus stop in the afternoons the buses drop off many students who come to the Galleria with their skate boards, loud music, playing in and around our escalators and elevators, this too has gotten out of control to where we have had to hire security guards to keep them out.

Thank you for your kind review of our concerns.

Sincerely yours

Michael Russell
Watabun USA Inc./Santa Barbara Commercial Properties.

Ramirez, Beatriz

From: Shelton, Barbara
Sent: Monday, March 12, 2007 12:12 PM
To: Ramirez, Beatriz; Ledbetter, John; Dayton, Rob
Subject: Upper State Comment - San Roque resident

FYI

Dr. Hemingway, Retired dentist, San Roque resident, walks area every day, saw article in SBNP.

(Summary) They are trying to force too many projects and cars into area, and not enough parking. For example - Hitchcock Say and San Remo - very crowded bumper to bumper every day. Businesses, such as along area of Farmer Boy, have employees park on streets going further and further into neighborhoods, because there is not enough parking for employees and customers. Trader Joe's parking situation is terrible. Whole Foods would have the same problem. Berkus did Galleria - a non-fuctional design that remained vacant for much of its time, so should be concerned about proposed new condo project. Fidelity project - who approved that with the electrical boxes in the middle of the sidewalk - someone really missed the boat. Have seen elderly try to cross State at around Gelsons and get stuck half way - the crossing time is not long enough.

Ramirez, Beatriz

From: Roger Manasse [rmanasse@silcom.com]
Sent: Monday, March 12, 2007 1:11 PM
To: Upper State Street
Subject: Comments on Upper State St. Study

To: Beatriz Ramirez, City Planning Division
From: Roger Manasse
Subject:: Comments on Upper State St. Study

I have reviewed this report and have some comments. As we all know, traffic on upper State St. is bad and gradually getting worse. Some mitigation of the problem has been obtained by diverting traffic to other large shopping areas (e.g., Big Box, Goleta) and by opposing new businesses which would draw in large volumes of traffic (e.g., Ralphs). I support this approach.

I strongly oppose any changes which act as an impediment to the flow of traffic. As a resident of the San Roque area for 40 years I have a wealth of personal experience on the local traffic situation.

Unfortunately, the record of our City Management over the years in making planning decisions on traffic flow is not good, and I could cite many examples where changes were made, at taxpayer expense, which only served to impede the free flow of traffic and promote road congestion (e.g., road narrowing, elimination of right turn lanes, round-abouts where these are not needed, etc.).

The study report has much to recommend it. However, I disagree strongly with the recommendations for new raised medians on State St. which I believe will impede traffic flow and promote congestion. Drivers trying to reach locations across the street will have to make a U-turns or take some circuitous route. Increased U-turns mean more delay. For example, traveling east on State on my way home I try to make a left on Ontare (using the left turn signal), but the delays are often excessive. My option is then to turn left on Toyon from State, but the new median will prevent this and I will be forced to turn left at the very crowded State-Las Positas intersection. These new medians will also needlessly complicate traffic flow during non-peak hours.

I was very happy to see the right turn on State to De la Vina is being maintained as is.

Sincerely
Roger Manasse, Physicist
234 Canon Dr.

Ramirez, Beatriz

From: Glorianna Buynak [Glorianna@glorybessences.com]
Sent: Monday, March 12, 2007 10:42 PM
To: Upper State Street
Subject: whole foods

Just wanted to let you know how excited I am to have a Whole Foods come to Santa Barbara. I am totally in support of healthy food and believe that Whole Foods will be a wonderful addition to the city. I also live in the San Roque area and will be doing less traveling to get my food as a result.

So please realize that there is a lot of support for this new market.

Thanks, Glorianna Buynak

RECEIVED

MAR 12 2007

CITY OF SANTA BARBARA
PLANNING DIVISION

Beatriz Ramirez
City Planning Division
P. O. Box 1900
Santa Barbara, CA, 93102

Dear Ms. Ramirez,

I am very pleased to see the city Of Santa Barbara seeking public input as to the future design of upper State Street. I have begun frequent bike commuting to Sansum clinic on Hitchcock from "Noleta" and my route takes me up State Street from Calle Real to Hitchcock Way. It is currently not terrible, but could use significant improvements. Not being a traffic engineer I am hard pressed to give specifics but I trust your very able traffic engineers working with Santa Barbara bicycle coalition and others can come up with good ideas. Clearly marked and widened bike lanes, more bike racks and other such ideas would definitely help. I strongly support al efforts to give pedestrians preference to cars. I would like to see much more greenery and natural landscaping. I am strongly opposed to any increase in building height limits and would support larger setbacks from the street for any new construction. All new construction must have enough off street parking included to meet the needs not only of the expected number of vehicles anticipated for the present but for the inevitable increase over the next 20 years. Once a project is built new parking will be difficult or impossible to provide later on as the need increases.

I work on Hitchcock Way and am concerned that the planned Whole Foods and condos project will cause severe traffic impacts to a street that already has problems. Particularly dangerous is the area where Sansum Clinic faces the YMCA. I hear the screeching of car breaks frequently as the visibility to oncoming traffic to and by people entering or leaving the parking lots from the clinic and the YMCA is poor. I'd suggest that there be no exits or entrances to the planned project from Hitchcock Way, but rather improved access via State Street.

In short my vision is to make the upper state Street area much more friendly to pedestrian and bicyclists and slow down and decrease the amount of motor vehicles traffic to the extent feasible, while at the same time improving traffic flow and decreasing congestion for motor vehicles. It is a tall order and won't be easy but I wish you the best of luck.

Respectfully
Ken Palley
567 Pintura Dr.
Santa Barbara, CA 93111
967-9938

Kenneth Palley

Ramirez, Beatriz

From: Courtney Andelman [courtneyandelman@hotmail.com]
Sent: Tuesday, March 13, 2007 5:18 PM
To: Upper State Street
Subject: Madrona Drive Concerns and Upper State Street

Dear City Planning Commission,

I would like to see the character, safety, and tranquility of the streets neighboring State Street preserved.

My name is Courtney Andelman. I love this neighborhood I have been a part of for over 29 years now. I grew up in San Roque and consider myself very fortunate to be a homeowner on Madrona Drive.

I and my neighbors on Madrona Drive are ever-increasingly concerned with the traffic increase, as well as the recklessness and speed of drivers using our sweet residential street as an alternative route to State Street. We can see from one end to the other of Madrona drive and observe the immense numbers of drivers on our street who 1) are only on Madrona to bypass State St. traffic 2) run our stop signs and 3) who speed. Nearly every home on Madrona drive is a home to a child, elderly individual, cat or dog or combination of those. We cherish the ability to walk down our street with strollers, dogs, and walkers in tow--but with increasing fear of and anger towards needless, reckless traffic.

We would like the Upper State Street Plan to incorporate ways to reduce this dangerous traffic on Madrona Drive.

We support your planned efforts for making the area more pedestrian friendly.

Please make Madrona Drive a safer place for us all.

Thank you,

Courtney Andelman, Jim Andelman, Parker Andelman & CJ Andelman

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Find a local pizza place, movie theater, and more....then map the best route!

RECEIVED

MAR 14 2007

CITY OF SANTA BARBARA
PLANNING DIVISION

March 13, 2007

Beatrice Ramirez
City Planning Division
P. O. Box 1990
Santa Barbara, CA 93102

Dear Ms. Ramirez:

I am writing to ask you to do whatever you can to prevent our upper State Street area from being "over" developed.

PLEASE no high-rises or mountain-blocking-view-buildings. And please give good thought to parking space when considering new development! In general, please make our area more pedestrian-friendly for those of us who live here and enjoy walking to places of business.

Thank you in advance for your help in this important matter.

Very truly yours,

Marie Mocny

Marie Mocny (Mrs. A.J.)
3222 Calle Rosales
Santa Barbara, CA 93105-2833

March 21, 2007

FYI – Summary of phone conversation received March 21, 2007.

Mr. James Brady called. He is very concerned with three stories and 45 feet as the height limit being allowed in the Outer State Street area. This height would completely block mountain views and there aren't three story buildings there now.

Ramirez, Beatriz

From: Shelton, Barbara
Sent: Friday, March 23, 2007 11:31 AM
To: Ramirez, Beatriz; Ledbetter, John; Dayton, Rob
Cc: DeBusk, Allison L.; Hubbell, Jan; Andaloro, Debra; Foley, Steven
Subject: Public Comment - Upper State and Whole Foods

FYI - Summary of phone conversation

Jim Eliot called, a resident of Monterey off Hitchcock. He and his neighbors are very concerned with the Whole Foods project due to traffic impacts. While they would love to see a Whole Foods in SB, a different location should be found. Already the neighborhood has difficulty turning on to Hitchcock due to traffic congestion. The project would negatively affect their quality of life.

He will plan to attend April 12 PC hearing on Upper State Study to comment on traffic and projects.

Ramirez, Beatriz

From: Richard Solomon [sschihorich@verizon.net]
Sent: Saturday, March 24, 2007 4:12 AM
To: Upper State Street
Cc: Casey, Paul; Blum, Marty
Subject: Comments

We are pleased with all of the obvious hard work that went into producing the Upper State Street Study. It is well thought out and clearly delineated via the use of photos, charts, etc.
We support many elements of this plan. For example,

The plans to enhance and to protect the creeks are good.

The following traffic recommendations seem sensible and helpful:

- Increasing the schedule of buses and developing the use of shuttles.
- Putting in a signal at McCaw and Las Positas.
- Reconfiguring the de la Vina and State St intersection.
- Phasing modifications for right turn lanes.
- More medians on State Street.
- Better and more access via shared driveways.

While the following are good ideas, they must be implemented very carefully so as not to make things better rather than more congested.

- A right turn lane from East State Street onto South Hope St must not overcrowd the pedestrian sidewalk as happened at State and La Cumbre (in front of the Ameritrade bldg).
- Building a transit/shuttle center where the US Army Reserve bldg is now would be great but it MUST be set far back from the street and have lots of open space around it.

Our biggest concern is about setbacks.

- We strongly urge the City Council to mandate that the S-D-2 ordinance require at least a 10 foot setback for the first floor and 20 foot setbacks for the second and third floors of <u>any and all</u> buildings. There should be NO case by case approach to projects in regards to this policy because it will allow for loopholes that will let projects slip by that are too large.
  - The Fidelity and the Ameritrade/Peet's Coffee buildings are two examples of what NOT to do. These are much too close to the sidewalk with too little space for landscaping so as to make one feel as if the building is right on top of you.
  - The Citi Bank building has lovely large trees that have grown up around it over the years but it is another example of how a 3 story building is much too close to the street.
- We strongly oppose any new developments where the Sandman Inn or Circuit City are now that will end up producing a "canyonization" effect on the street.

- The bank buildings on the north side of State between Hitchcock and Hope are set back far enough with plenty of landscaping around them so as to keep them from overpowering the area.
- The Galleria is another example of a more balanced development with enough trees and grass in front and on the side of it so it does not dominate the corner of La Cumbre and State.

Underground parking for employees and/or for customers should be considered for any new development. But this should not be done as an excuse to make larger buildings that obstruct mountain views or rob us of important open space.

The new buildings going up on Chapala St. are examples of 3 story developments that are much too large for the space on which they are being built. Upper State Street must not be developed in that way!

Thank you for your attention to these comments. We shall be watching very closely to see how this evolves in the coming months.

Chihoko Solomon
Richard Solomon

Ramirez, Beatriz

From: Walt Wilson [wwilson@alternativecopy.com]
Sent: Saturday, March 24, 2007 6:04 PM
To: Upper State Street
Subject: traffic issues

The flow of traffic on upper State St. coud be significantly improved by vigorously maintaining the timing of traffic lights. Sometime I drive down the street smoothly. Other times it is stop and go, and it has nothing to do with traffic. Of course, I assume that the signals are timed. I would appreciate knowing if they are not.

Elimination of a couple of parking spaces near the intersection of Calle Laureles and addition of a left turn lane would improve flow at this intersection.

These improvements would be relatively inexpensive, and could improve traffic flow by a lot, maybe 20 to 50 percent. This could mitigate increased traffic flows anticipated by future development.

My observations are based on traveling this boulevard frequently since 1983 when I established an office on upper State St.
Walt Wilson
The Alternative
3887 State St. #12
Santa Barbara, CA 93105
805-569-2116

Ramirez, Beatriz

From: militon mckenna [mikki125@cox.net]
Sent: Wednesday, March 28, 2007 5:38 PM
To: Upper State Street
Subject: Traffic

Dear Sirs And Mesdames
I am writing as a resident Of The Monterey Pines apartment complex. The traffic on upper state , as I am sure you know, is extremely heavy during the normal business hours.To increase the traffic would lead to worsen already unacceptable levels.If you want mixed homes and business areas you must allow for the residents to be able to lead a reasonable comfortable life. I urge you, as much as I can in a polite way, to plan to reduce the present traffic not increase it. respectfully Milton McKenna 3720 Monterey Pine St.

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MAR 29 2007
CITY OF SANTA BARBARA
PLANNING DIVISION

AMERICAN INSTITUTE OF ARCHITECTS
SANTA BARBARA CHAPTER

March 25, 2007

AIA's Response to Upper State Street Study Report

The Santa Barbara Chapter of the American Institute of Architects would like to commend the City of Santa Barbara's Planning staff for it's excellent Upper State Street Study Report published in March 2007.

Our comments are largely based upon the information there. We look forward to you considering our opinions both as professionals and community members.

We ask the City Planning Staff to implement strategies that facilitate Urban rather than Suburban design. This will result in an area that is more dynamic for both pedestrian and vehicular activities.

For example, the north side of the 3700 block of upper State Street currently has tall office and bank buildings with twenty foot landscaped set backs. Without retail and restaurant uses which often spill into the setback between the right of way and the building, they do not encourage pedestrian traffic. Because these buildings also have parking lot driveways with State Street access, this a version of suburban office- park planning and design.

A smaller setback for buildings from the right of way would encourage pedestrian traffic ('walkability') and emphasize the urban experience.

In short, smaller setbacks for buildings from the street have the following advantages:

- **Engage pedestrians on the sidewalk with the building**
- **Allow more land area for parking behind the building**
- **Allow the building to act as a noise buffer for residences behind State Street**
- **Provides a visual urban model of development**

Safer for vehicles because sight lines are limited to intersections and more focused driving.

A dynamic Urban Design strategy would be to allow a Variable Volume of buildings' mass, bulk, and scale relative to the setback and the whole of the building envelope.

In addition to a wide sidewalk, a building should be allowed to be placed close to the right of way for a portion of its length along the frontage provided in other places it is setback further. Also, its volume should be allowed to fluctuate up to the height limit of 45 feet. This can result in exciting Urban Design which will attract pedestrians.

Literal example of Variable Volume are on our own Anacapa Street. Consider the Wells Fargo building in the 1000 block, or the old Presidio restaurant in the 800 block next to the main Post Office, or the very tall (for Santa Barbara) Lobero Theatre in the 900 block. None of these examples could be construed as creating a 'canyon' effect because of landscaping, variable setbacks, and variable volumes along the street front.

Mountain views in the Upper State Street area are as important there as the view of the ocean is downtown. Think of the view of the ocean from the Mission steps. This is what people saw from just about everywhere downtown prior to buildings and landscaping. Those views are still dominant when driving down Anacapa and State Street. That's because culturally and historically downtown is oriented to the waterfront.

Historically Upper State Street is our entrance from Goleta and North County because of Highway 101 and the San Marcos Pass road. The views of La Cumbre, Cathedral, and Gibraltar peaks are awesome. However, those views are best seen from the street intersections of State Street. To suggest buildings block views that are otherwise dominant from intersections is a red herring for other issues that would be better solved with Variable Volume ordinances and the like.

Classic urban design models encourage prominent buildings at intersections to foster civic pride. It has been suggested by some street corner parcels be limited in height. We do not agree with this strategy for a number of reasons, the central one being

that it results in a taking of property rights that are allowed by the adjacent parcel.

We have thought of alternate ideas. Variable Volume is one, whereby the building would continue to be allowed its ordinance allowed maximum volume. Another idea would be to allow TDR's (transfer of development rights) from the corner parcel to another mid-block one.

Finally, it is very important to preserve and protect the existing residential neighborhoods from adverse effects change may cause. These suburban neighborhoods provide a way of life that is desirable. Altering the physical fabric of Upper State Street to an Urban Model without changing the suburban nature of the neighborhoods to the north could enhance the quality of life there because it would become a more attractive to walk and bike to State Street.

Just as shopping malls are 'anchored' with large department stores at either end, the City of Santa Barbara needs to anchor it's west end with a comprehensive plan to sustain it's cultural and economic development for years to come. This is particularly important where State Street crosses Highway 101. Right now 'there is no there there.'

The Santa Barbara Chapter of the American Institute of Architects thanks City Planning & Development for allowing us to share ideas with you for our city.

Santa Barbara Chapter American Institute of Architects – Joe Andrulaitis, Peter Walker Hunt, Greg Rech, Paul Zink, others.

Ramirez, Beatriz

From: Patsy Brock [pelbe@sbceo.org]
Sent: Monday, April 02, 2007 12:32 PM
To: Upper State Street
Subject: Please help traffic

Dear Planners,

Regarding Upper State Street traffic - If Whole Foods is permitted to build-

Entrance into that Circuit City "mall" can be made from State Street only if traveling eastward. If going west, the center meridian makes it impossible to enter. Perhaps all that in traffic will come in off Hitchcock???

Were you here during the Painted Cave Fire? Those residents who must turn onto Hitchock or Calle Real could not enter either street because traffic was blocked. How will emergency vehicles move???

Where will the big vans enter and exit that proposed new market???

Thank you for your attention,

Patsy L. Brock,

I am a registered voter in Santa Barbara.

League of Women Voters of Santa Barbara

Date: April 4, 2007
From: Cathie McCammon, League of Women Voters, Land Use Consultant
RE: Comments on the City of Santa Barbara Upper State Street Study

The League of Women Voters of Santa Barbara commends the City for undertaking this process and the major efforts that were made to solicit public opinion outside the usual public hearing process.

As stated on page 2-3 "The two primary objectives of this study are to provide better guidance for the development review of private projects, and more specific direction as to the type of physical improvements the community desires along the Upper State Street corridor." In other words, the purpose of this study was to address design review improvements and circulation improvements that can be implemented now prior to addressing the major policy initiatives that will be dealt with in the general plan update.

Let's Preserve Upper State Street Unique Qualities

The League believes that this Study accomplished what it set out to do. We were pleased to see that the Study reinforced that this area has a unique character and that this is recognized in the first recommendation on page 2-3: "1. Maintain and enhance the unique character of Upper State Street including the public streetscape, open space, creeks, views, site design and building aesthetics." We hope that this recognition of the uniqueness of this area will put to bed the idea that the Upper State Street area is a blank slate. However, the League is a bit concerned that the Study in some of its recommendations and text is some what schizophrenic on what exactly this area is and who it is for and thus seems to negate important aspects of its unique character. For example this area is at its very heart a commercial corridor. It is used by local people who tend to do business here, maybe stop to eat, but then leave. They want the area to be aesthetically pleasing with safe unencumbered sidewalks, but they are not particularly interested in strolling and having paseos and activity nodes to gather in. The same applies to those who use this area as a connection between Santa Barbara and Goleta. While they may stop to run errands they to do not plan to linger.

The League is pleased to see that the community was outspoken in its belief that this area should <u>not</u> be like downtown. This is a belief that we have long shared. By this we do not mean just the architectural styles, but the low density suburban size and scale of buildings, the importance of views and the more laid back lifestyle of this area. Critical recognition must be given that this area is not for tourists but is a small scale commercial area that is used by local people. Care must be taken that this area not be overtaken by the smart growth principles that are more prevalent in the downtown. The economic importance of this area to local residents should not be jeopardized.

Lets Not Force Housing Here

It becomes more and more apparent and is reinforced by this Study that there is an underlying sub-text that the City is trying to force housing onto Upper State Street. This became apparent with the Whole Foods project, where housing was not part of the developers original project. Several of the Study's recommendations regarding pedestrians, transit and parking are not geared toward the existing users of the Upper State Street area, but cater to a new affluent group who will live on State Street. These units will not be affordable housing and thus are not for Upper State Street workers. They also do not appear to be family housing. Are we to assume that the City has given up on its existing residents? Will traffic become so bad that only those who live there and can walk to the area will use it? More important, we do not see housing as the silver bullet some may think it is. The community will end up with a new groups of people adding to the already existing congestion. We believe that decisions such as encouraging more housing on Upper State Street should be part of the discussions in the General Plan Update and the City should not encourage any more housing until the General Plan Update process has finished.

Let's Enforce the SD-2 Requirements

We are pleased to see that SD-2 Zone Standards are given recognition they deserve and the study recommends that they be reaffirmed. We support amending it to include in the intent the importance of the Upper State Street character and sense of place, Page 3-4. However, we are very concerned about the recommendations for modifications."Allow variation from zoning standards only for important trade-offs such as preservation or creation of mountain views, creek buffers, pedestrian streetscape amenities or to maximize the rear of the site for alley access and/or parking." We do not particularly like the notion of "trade-offs" and fear this concept may morph into an entitlement. We believe that most of these items listed are already requirements of city policies. Care must be taken to not reward what is already required and expected to be done under normal circumstances. Any modifications must be strictly saved for what is above and beyond normal standards and expectations.

We strongly oppose amending the SD-2 in regards to three story buildings. While we prefer two story buildings, three story buildings are permitted now under the SD-2 as long as they do not exceed the square footage of a two story building. Also we do not like the idea that the setbacks be changed to allow a two or three story building to just set back only the first story at 10 feet. If the building has more than one story it needs to be set back 20 feet. Both of these proposals ignore the legislative intent of the SD-2 Zone Designation. The intent is to impose traffic restrictions greater then the base zone. The ordinance does this by limiting square footage and height. The basic concept here is that there is a nexus between square footage and traffic generation as any increase in square footage will generate more traffic, congestion and air pollution. The proposed amendments are contrary to the legislative intent of this ordinance. We believe that the community wants the SD-2 to be reaffirmed and enforced and not be gutted.

Let's Require Generous Setbacks

There is an integral relationship between the streetscape and setbacks and we believe that this should have been clearly pointed out in the Study. While we believe that this area should remain largely a suburban commercial corridor primarily for locals and the area will remain auto

oriented, this does not preclude wanting a decent, aethetically pleasing and safe streetscape for pedestrians.

There is a direct relationship between enforcing the setback requirements of the SD-2 and having a wide decent setback. With 10 feet and in some cases a 20 foot setback, there is room for a more pedestrian oriented sidewalk and buffer. We believe that the local community deserves better then we have now. There needs to be a landscape buffer between the street and the pedestrians and another landscape buffer between the buildings or parking lots and the sidewalk. With a 20 foot setback, the landscaping can be more lush and pleasing to the eye. The current sidewalk is less than satisfactory and should be wide enough to accommodate more than two people at a time.. At the very least the sidewalk needs to be safe. The sidewalk need to be continuous and the city need to get rid of the encumbrances in the sidewalk - utility boxes, news racks and tree wells that one can trip over.

We do support reducing the number of mid-block driveways and curb cuts. We believe that this will help pedestrians as well as relieve congestion. We agree that the shopping areas should be entered from the side streets and that "spite" barriers such as those between Loretta Plaza and the adjoining area should be eliminated.

Let's Preserve the Mountain Views

We are pleased to see that the preservation of the unique views in this area is given recognition as an important aspect of the character of this area. However, the idea of "view corridors" can too easily be interpreted as glimpses or peek-a-boo views. The community wants panoramic views because this is what makes this area special. Here again there is a direct relationship between preserving views and the SD-2 Zoning. Maintaining building height to two stories with occasional three stories as permitted by the SD - 2 and wider setbacks will allow for more positive proactive preservation of the important views of the Santa Ynez Mountains. This is especially important on the north side of State Street. Many of the participants at the community walks and workshop talked about how important preserving mountain views was to the character of the area.

Lets Be Realistic About Traffic

The document does an excellent job of describing the existing conditions and the problems of the area: the lack of a grid to provide alternative routes and the fact that intersections are either at or near capacity.
We support most of the recommendations under Traffic Signal and Intersection Level of Service Improvements. We support Mid-Block Congestion and Safety Improvements. Here we note and support under Access Management Guidelines, the first recommended General Guideline is 1) Require larger minimum lot frontages. Page 4-7. This is again referred to on Page 4-15 under a. Sidewalk Expansion Programs and a new standard of 12 feet from curb to building is recommended. However, we question the recommendation regarding the establishment of a Business Improvement District and what impact and cost this will have on the small local

merchants. If the small businesses are forced out, customers may go to other areas to shop.

We also support Development Fees, but we are puzzled that the study says on page 4-11, that they are said not to work in Santa Barbara as "the goal is to reduce traffic trips, not increase them". Any new project will certainly add to the cumulative number of trips in the area. Whole Foods immediately comes to mind. We see a incongruity here with this goal and the recognition that this area is a commercial corridor. At best this is a bit of self deception. The goal of commercial enterprises is to increase customers and like it or not people will continue to drive.

Lets Provide Enough Parking

Please remember if the City is serious about preserving the area as a place where locals, who may come from Goleta or and a variety of Santa Barbara neighborhoods, do business and shop, provision must be made for parking their cars. As the Study points out convenient, free and easily accessible parking is welcoming. It is not clear that abundant, unpriced parking tends to increase driving and discourage use of alternative modes of transportation. What is the basis for this? What is to prevent shoppers from driving further and going to other locations that they perceive are friendlier? Will shoppers choose to spread out their errands into a number of separate trips rather than doing a bunch of errands on the same trip? Why is it thought that shoppers will use alternative means of transportation? Maybe shoppers will just pull out their catalogues or order on-line from other cities or states. Given the host of alternatives, if shopping is made difficult here, what is so special that the area that people will come despite obstacles?

We see priced parking as a problem for shoppers as well as for the businesses. It may also add to the very congestion that we are trying to reduce. In a situation like downtown, shoppers may limit the amount of time they shop. Rather than linger and maybe do more shopping, they leave so that they don't have to pay parking, or in the worse case, they move their car within the time limit, drive around and then go park again.

The whole issue of parking really points to some more basic questions that need to be answered. Do you want people to come here and shop or not? If you don't want them, then you make parking limited and expensive. Another question is who do you want to shop here? Locals or tourists? Demographics need to be taken into consideration. As the population ages, then convenient parking needs to be provided. If the area totally gentrifies, then you have abandoned both the middle class and those with low incomes. Are you just trying to cater to those who may live in the expensive condos that are coming to the area? Single professionals? Do you want to exclude families? Before changes are made, all of these factors need to be considered and the question as to who you are catering to needs to be answered.

We really question the idea of one parking space per housing unit in the mixed use projects and the degree to which this will make the housing more affordable. For the majority of people, two cars are a necessity. This recommendation for only one space caters to a new group of people, wealthy retirees, singles with money and the young: those who do not need two cars to get around. The discussion on page 4-24 of transit and "Make the bus come to my front door" makes it appear that only those who live on or near Upper State Street count when it comes to

who is Upper State Street for. There is no guarantee that people who live on Upper State Street will not drive as much as the rest of the community. Even if they do drive less then the average 10 trips per household and the trips are cut down to 8 or 6, these trips will just add to the already perceived congestion and the impacted intersections.

Many of the recommendations as presented are not acceptable and seem to abandon a vast segment of the community. There is little attempt to come up with recommendations that will help the people who use the area now. Ideas could be proposed that will ameliorate that situation somewhat. With priced parking, there could be hours when there is no charge. In order to keep people from parking in the neighborhoods there could be a residents' permit program.

In Summary:

We have a vision of what we believe many in the community want for the Upper State Street area. First of all this is a commercial area for local shoppers and local business. This should be our top priority in planning for the future. What we want is a very attractive well landscaped commercial area with one and two story buildings where one can see panoramic views of the mountains. The sidewalks are wide, safe and a pleasant environment in which to walk. Shopping is convenient and easy and the area is not filled with expensive chain stores.

Recommendations that have long term, potentially unintended consequences should be avoided. As this Study is really intended to deal with a short time period, care must be taken to not interfere with future ideas and preclude opportunities. For example if the City decides that a dedicated bus line should be put in, it is important to have wide setbacks so that there will be enough room for this lane. We need to slow down development so we do not use up all of our resources in the short term. The more development we have the more impacts it will generate. Traffic will get worse and air quality will deteriorate. We must get beyond the notion that people will get out of their cars. Time and time again the evidence is just not there. Government has not shown that it can realistically alter peoples' life styles to the degree some would long for. We need long range planning that realistically addresses the needs of the people we have and not those of a pipe dream.

April 2, 2007

City of Santa Barbara Planning Commission
P. O. Box 1990
Santa Barbara, CA 93102-1990

Re: Upper State Street Study

Dear Madame Chair and Planning Commissioners:

I would like to focus my questions and comments to one area – creekside paths and trails. My main concerns are safety, security, privacy and liability, and whether it is appropriate to encourage public use of the creekside environment with paths/trails and bike paths.

Most, if not all, of the creek property within the Upper State Street Study area is private property. (This situation is different from the River Walk area in San Luis Obispo that has been mentioned by some members of the public.) Specifically, my concern is where residential uses are adjacent to the creeks. (I use the term residential uses – rather than residential zoning - because although there are few residential uses in these two creek areas currently there are two projects in the pipeline for residential units, and under pyramid zoning all commercially zoned property is also available for residential use.)

Coming out of the Study are recommendations for encouraging (and requiring) access to the creeks and the creekside environment. I think this is *problematic* for residential uses and creates *conflicts* for residents of these homes in the areas of *safety, security, privacy and liability*. This also brings up the area of design. Will homeowners be able to have walls and fences to delineate their yards and required private open space? How will safety and security be accomplished? (Recently residents of the West Downtown neighborhood have expressed concerns regarding safety and a project is soon to be installed which includes new pedestrian street lighting. I think most would agree that the creek areas are not appropriate for this kind of lighting.)

Regarding liability, how will the City handle liability issues/accidents along these paths. It is logical to assume that people, especially children, will not just stay on the paths. What if someone falls down a creekbank? What does encouraging access and paths include – pedestrians, bikes, dog walking? This liability issue is a very important area

both for individual homeowners and for homeowners associations. How will this affect cost and availability of insurance?

The final question is – is it appropriate to encourage public use of the creeks with paths/trails and bike paths? The Study mentions creek protection. In my opinion encouraging public use is not creek protection.

Sincerely,

Sally Sphar

P. O. Box 1323
Santa Barbara, CA 93102

April 4, 2007

Ms. Beatrice Ramirez
City Planning Division
Community Development Department
City of Santa Barbara
Via e-mail: UpperStateStreet@SantaBarbaraCA.gov

Re: Upper State Street Study, Comments

Ms. Ramirez,

Thank you for this opportunity to comment on the recent Upper State Street Study. I am a resident of the study's central sub-area and participated in both the Public Walking Tour and the Public Workshops. I have the following comments on the Study Recommendations:

General

The narrow confines of the study, within the current Zoning and General Plan parameters, severely restricted it's ability to make true, comprehensive, planning recommendations.

I am also concerned the study, rather than informing the review of development proposals prior to the General Plan Update, will only create more areas of interpretation and have the opposite effect. The general recommendation of "preservation of mountain views" is an example that could be open to wide interpretation.

I hope that the General Plan update will remedy this by creating a true, comprehensive, urban design plan for the area.

Section III, Recommendations For Corridor Identity and Character

1. Key Characteristics.

These need to be identified now if they are to inform the review of area projects.

4. Neighborhood Compatibility.

Neighborhood Compatibility relies too much on existing conditions, many of which, may not be desirable from a larger urban design/planning perspective. Relying so heavily on current conditions begs the question of what could, or *should*, be. It's more reactive than proactive. Lets be proactive and envision what the area should be for the future.

Section III, Recommendations For Mountain Views

1. Building Height Limits

The proposed requirement for "Special Findings" for the support of three storey buildings is in essence a taking of the current right by zoning to three stories within the S-D-2 zone.

This additional requirement is unnecessary given the current zonings restrictions on the third floor size, which the study report recognizes as already the most restrictive height limit of any commercial zone in Santa Barbara. (pg.3-9) This is particularly true given the studies recommendations for stepped back upper floor massing and additional ABR scrutiny

These further restrictions are indeed undesirable given the scale of Upper State. Upper State Street has one of the biggest street right of ways and largest setback requirements in a commercial zone in Santa Barbara and as such can comfortably accommodate three story buildings. From an urban design perspective such a large scale street in fact demands taller structures to give it spatial definition and a sense of place so vital for pedestrian oriented streetscapes. To do less is to create an amorphous, suburban "no mans land" with little, if any, sense of place.

With it's availability of public transit and mix of commercial and service uses, Upper State Street is ideal for mixed use development and workforce housing. Further restrictions on third stories will inhibit the inclusion of additional housing along this vital transit corridor, exacerbating the city's current housing and traffic problems.

2. View Corridors

View Corridors need to be more specifically defined from specific viewing places in a systematic way to be truly useful. Are all mountain views to be preserved from all public places? This would prevent the creation of almost any urban development in the State Street corridor. Downtown has many potential mountain and ocean views, yet we recognize that all such views can not be preserved if we are to have a vital urban place. Sightlines along downtown streets provide views to the water and hills. In a similar way views corridors should be specifically defined in the study area along specific North-South streets and specific mid block locations.

Section III, Recommendations For Building Setbacks

2. Stepped Back Building design

Allow more flexibility and "variable" building setbacks to allow for more spatial variety along the street, rather than a rigid "wedding cake" massing approach. Consider the use of an average setback calculation to accommodate such variety and creativity.

4. Setback Measurements

What trade offs will be offered to landowners to make up for the property lost by increased sidewalk dedications? More flexibility on heights and setbacks are a possible approach.

6. Building Dimension and Spacing Requirements

This needs to be clarified. Is the study suggesting minimum spacing recommendations between buildings on adjacent lots? For what purpose? Too much space between buildings only reinforces an amorphous, spatially ill defined suburban environment. This should be left on a case by case basis under ABR review pending a true area urban design plan.

Section IV, Recommendations For Parking Improvements

3. Parking Requirements

Restaurant uses add much needed activity and vitality to the area. Any restrictions on restaurants based on parking considerations could have unintended consequences of de-activating commercial centers. The city should look to providing the required parking to encourage, not restrict this use.

4. Mixed Use Development Policies

Parking Requirements for Residential

I strongly support the policy of allowing one parking space per residential unit. The Upper State Street area is an ideal location for mixed use development incorporating more housing. Such an approach makes perfect sense along this transportation corridor and will go a long way to encourage the creation of badly needed workforce housing.

I support the many other Transportation recommendation and look forward to continuing to participate in the community effort to plan for the future of this significant district. Thank you for this opportunity to comment on the report and your attention to my feedback.

Sincerely,

Keith Rivera
339 Woodley Ct.
Santa Barbara, CA 93105

CITIZENS PLANNING ASSOCIATION OF SANTA BARBARA COUNTY, INC.
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4 April 2007

Chair Jacobs & Planning Commissioners
Mayor Blum & City Councilmembers
P.O. Box 1990
Santa Barbara, CA 93102-1990

Also sent via email to: <pcsecretary@SantaBarbaraCA.gov>

RE: Upper State Street Study Report

Dear Planning Commissioners & City Councilmembers,

The South Coast Land Use Committee of the Citizens Planning Association (CPA) is pleased to provide you with the following reactions and input regarding the recently released Upper State Street Study Report.

(A) Introduction

CPA'S South Coast Land use Committee fully supports staff's General Recommendations as stated at in Section II, page 2-3 of the Report:

1. ***Maintain and enhance the unique character of Upper State Street including the public streetscape, open space, creeks, views, site design and building aesthetics.***
2. ***Improve traffic, circulation, pedestrian and bicycle connectivity, and parking.***
3. ***Preserve longer-range future improvement opportunities.***

We also support 39 particular recommendations of the Report as they elaborate on the three General Recommendations and/or on majority sentiments expressed in public comments. (See Section C below.)

Such wide-ranging agreements notwithstanding, we have serious concerns about those statements and recommendations in the Report which, we believe, ignore or run counter to the three General Recommendations cited above and/or the majority of public comments generated by the Upper State Street Study. (See Section B below).

(B) Concerns About the Report

Our concerns are stated under five headings: (1) the SD-2 ordinance, (2) air quality, (3) traffic, (4) building heights, front-yard setbacks, mountain views, and (5) parking. We conclude each of the five sections with a request, in italics, for appropriate action.

(1) The Report makes several suggestions for amending the ***SD-2 zoning ordinance*** which established the Upper State Street area as a "special district" in 1979. We believe that any possible revisions should be governed by the environment-friendly legislative intent of the ordinance: "to prevent the volumes of traffic on State Street from exceeding acceptable limits and to limit increased air pollution, due to vehicular traffic."

The ordinance explicitly imposed its special requirements on parking, drive-though facilities, building height, and front-yard setbacks as "traffic related restrictions [...] on new developments in the area." In other words, the main goal was, and should remain, to limit rather than accommodate traffic. After all, more turning lanes or improvements in signal management and such may speed up traffic flow at selected intersections without reducing the number of up to about 32,000 motor vehicles that currently pollute Upper State Street's air every day.

We request that Planning Commission and City Council vote for preserving or further strengthening the present requirements imposed on new developments by the SD-2 ordinance.

(2) We believe that **air quality** is a crucial planning issue and note that the staff's recent Initial Study of the Sandman Inn redevelopment project's environmental impact presents the following bleak picture: Santa Barbara County is "in attainment" of only one relevant standard, namely, the federal eight-hour ozone standard. All other federal and state standards mentioned in the Initial Study are either not attained or their attainment cannot be determined at present due to "insufficient data" (p.8).

In view of this worrisome state of affairs the question arises: Is it wise to site traffic-inducing new developments, and especially residential units, in close proximity to Upper State Street, which is surely one of the county's more challenged locations in terms of air quality? Pedestrians, bicyclists, and motorists have long been complaining about the uptown business district's air quality. But the specific level of air pollution in this heavily traveled traffic corridor cannot be routinely measured as long as the City of Santa Barbara has only one air quality monitoring station which is located four miles away at 700 E. Canon Perdido. If the Santa Barbara County Air Pollution Control District cannot install additional monitoring stations in the foreseeable future, other means ought to be found to monitor air quality in the Upper State Street area.[1]

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[1] The possible inadequacy of having just one air quality monitoring station for the entire city is mentioned in City of Santa Barbara General Plan Update 2030: Conditions, Trends, and Issues, published in August 2005 (Executive Summary, p.vii). Page 188 of this publication cites Policy 4.4 from the General Plan Conservation Element: "Encourage cooperation between city and county jurisdictions to develop additional air quality monitoring stations to obtain better information regarding air quality." Conditions, Trends, and Issues also discusses the connection between "Land Use Siting and Air Quality" and specifically warns against "Particulate Matter" (a category to which latex tire dust accumulating on roadways also belongs) as associated with "increased mortality and aggravation of existing respiratory and cardiovascular disease" (p. 7).

The public health implications of heavy traffic have long been known, but its measurable impact on children's lungs in Southern California are now clearly documented. We wish to call attention to at least half a dozen pertinent studies emerging from the Southern California Environmental Health Sciences Center, established in 1996 through funding from the National Institute of Environmental Health Sciences.[2]

We request that the city explore the area's current kinds and degrees of air pollution and their potential impact in the light of recent scientific studies.

(3) Concerning ***traffic***, we acknowledge the helpful role of Meyer, Mohaddes Associates in suggesting to city staff many of the ideas for circulation improvements with which we register our support below. We were also pleased to see that the final version of the consultant's Upper State Street Traffic, Circulation, and Parking Study (February 2007) pays increased attention to mid-block congestion. We continue to believe, however, that the consultant's study sheds insufficient light on actual present and future congestion in and near Upper State Street for reasons including (but not limited to) the following:

- Excessive reliance on nation-wide averages rather than site-specific conditions in establishing figures for existing and future traffic.
- Reliance on intersection turning movement counts taken on midweek summer days without explicit acknowledgment that Upper State Street is a commercial corridor whose traffic is heaviest on Fridays and seasonally peaks between mid-November and early January. We submit that the cited counts are unrepresentative for the 52 Fridays of each year and for several dozen shopping days between, roughly, Thanksgiving and Christmas.
- Lack of forward glances beyond 2016 in order to indicate when, according to the consultant's methodology, the area's predictably increasing traffic will surpass the city's Volume to Capacity (V/C) policy limit of 0.77. We also miss an analytical comparison of the consultant's benign predictions with the June 2004 forecast by the Santa Barbara County Association of Governments according to which, in 2030, "State Street west of Las Positas Road [will] operate at LOS F with PM peak hour traffic" (City of Santa Barbara's *General Plan Update 2030: Conditions, Trends and Issues*, August 2005, p. 104).

Additionally, we are concerned about the divergence between the different sets of V/C ratios cited in the two versions of the study (September 2006 *versus* February 2007) for some of the same intersections. Why do different methodologies, different counting teams, and/or different days of

---

[2] The most recent such study received front-page coverage in the LA Times under the title "Freeway air damages young lungs: Children living nearby show signs of lifelong harm" (January 26, 2007). A few months earlier, the May 2006 issue of Environmental Health Perspectives included the article "Traffic, Susceptibility, and Childhood Asthma" by USC medical professor Rob McConnell et al. This study is directly relevant to the question whether Santa Barbara should site residential developments within 75 meters (about 82 yards) of traffic corridors for two reasons: the study's pool of 5,341 children included many from the city of Santa Barbara, and residential proximity not only to freeways but also to other "major roads" was included in the examined data. According to the article's Abstract (p. 766): "residence within 75 m from a major road was associated with an increased risk of lifetime asthma, prevalent asthma, and wheeze," and "the higher risk of asthma near a major road decreased to background rates[only] at 150-200 m from the road."

counting yield such widely divergent results as those reported, for example, on Figure 8 of the respective versions?

We request that Planning Commission and City Council consider reducing the policy limit of V/C 0.77 for Upper State Street intersections. The reason for our request is this: It appears possible for traffic studies to claim that most pertinent intersections will remain under the current policy limit for nine more years even though the vast majority of recently gathered public comments reiterates the community's long-standing opinion that the uptown business district's traffic conditions need significant improvement now and should certainly not be permitted to deteriorate further.

(4) The ***building height and setback requirements*** of the SD-2 ordinance were introduced for traffic-related environmental reasons: it was assumed that, other things being equal, the occupants of taller buildings without generous setbacks will generate more traffic and air pollution than the occupants of less tall buildings with more generous setbacks. We believe that such an assumption is justified and therefore favor retaining or perhaps even strengthening the existing requirements. We certainly dislike the granting of ad hoc modifications of the front yard setback requirement and especially worry about the loose interpretation of the height limit:

> Three (3) stories not exceeding forty-five (45) feet and not exceeding the total floor area of a two (2) story building (thirty (30) feet) which could be constructed on the lot in compliance with all applicable regulations.

We have noticed that the permitting process often ignores (as for instance in the case of the ill-fated State Street Lofts application) the need to demonstrate that the required floor/area ratio would be observed" in compliance with all applicable regulations" including the (unmodified) requirements for front, side, and internal setbacks, as well as for the (unmodified) number of required parking spaces and the side walks and driveways needed to access both surface and underground parking.

Furthermore, the possibility of substantial underground parking for new uptown developments was not envisioned by the framers of the SD-2 ordinance. A strict interpretation of the spirit of the building height restriction might therefore demand counting an underground parking garage as a fourth (and therefore unpermitted) level of ostensibly three-story structures.

Even though the stated intent of restricting building heights and requiring generous setbacks was the limiting of traffic and air pollution, a beneficial side effect of the SD-2 ordinance has been the protection of many ***mountain views*** in the area. Even stricter observance of the height and setback standards is needed to avoid a significant deterioration of our visual resources, especially cherished by three growing but often ignored segments of the population: pedestrians, ride sharers, and bus riders. People on sidewalks, particularly when waiting at bus stops on the south side of State Street, are treated to magnificent views of the Santa Ynez mountains, and occasional "view corridors" between newly erected buildings could not replace the sweeping aesthetic experience now afforded to passengers in cars and busses traveling toward downtown.

It should be added that, like most people, we are baffled by the argument that the elimination or radical reduction of setbacks makes streetscapes more pedestrian-friendly. By contrast, we welcome staff's foresighted observation that "retaining substantial setbacks as part of current

streetscape standards" would avoid preempting the possible addition of a dedicated "transit lane (for bus or light rail, bicycles, emergency vehicles)" (5-5).

We request that Planning Commission and City Council vote to preserve or strengthen the height and setback requirements of the SD-2 ordinance and thereby help to improve, or at least keep from deteriorating, the present conditions of traffic, air quality, and natural beauty in the area. One meaningful way of strengthening the building height requirement without significantly affecting property rights would be to restrict building height to two stories not exceeding 30 feet, especially on the aesthetically sensitive north-side of Upper State Street. Indeed, the existing SD-2 ordinance already points in this direction by requiring that the total floor area of any proposed three-story building shall not exceed the total floor area of a two-story building "which could be constructed on the lot in compliance with all applicable regulations."

(5) ***Parking*** conditions in the uptown business district seem to elicit very different responses from the outside consultant (mostly satisfaction), drivers (mostly frustration), and city staff (mostly satisfaction with a certain amount of driver frustration as inducement to embrace alternative forms of transportation).

We believe that the carrot of improved sidewalks, bike paths, and transit service rather than the stick of constrained parking lots should be used to encourage the public to drive less and use shoes, bikes, and buses more for transportation. Therefore, we welcome most proposed improvements in the management of parking facilities along the corridor but caution against some contemplated measures like the assignment of just one parking space per dwelling unit in new residential developments.

Most families occupying units with two or more bedrooms are likely to have more than one motor vehicle, as do some owners and tenants occupying one-bedroom units. Overflow parking from underparked residential developments imposes undue burden on adjacent streets and nearby commercial lots. In particular, the often permitted reduction by half of the residential parking requirement in mixed-use developments tends to result in off-site parking by residents and their visitors, as well as by the owners, employees, and customers of the mixed development's commercial component.

We request, therefore, a careful reexamination of the prevailing mixed-use parking theories about:

(a) business hours in the commercial component,

(b) working hours in the residential component, and

(c) the number of residents wanting to leave their vehicles parked while working at home or taking public transportation to work.

(C) Supported Recommendations

We support the following 39 recommendations of the Report:

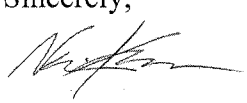
- Recommendations 1 through 4 about Corridor Identity and Character (we find #5 too vague to endorse).

- All recommendations (1 through 7) about Public Streetscape and Adjacent Pedestrian Connections.
- All recommendations (1 and 2) about Open Space.
- All recommendations (1 through 4) about Creeks -- as long as such private or semiprivate viewing areas as balconies and outdoor dining places do not unduly diminish landscaped creek buffers or the public's access to creeks through newly developed trails and other amenities. As an additional recommendation, we wish to propose that Arroyo Burro Creek be daylighted all the way to State Street near the present Taco Bell.
- Recommendation 4 about Building Setbacks ("Clarify that building setback standards are measured from the back of dedications for sidewalks or other rights-of-way.").
- All recommendations (1 through 4) for Traffic Signal/Intersection Level of Service Improvements.
- All recommendations (1 through 4) about Mid-Block Congestion and Safety Improvements even though many details require further study because, as the Report acknowledges, any suggested relief for mid-block congestion would cause other problems. For example, reducing the number of curb cuts that serve shared parking lots would increase traffic through each remaining curb cut and thus add to the difficulties already faced by entering, exiting, and internally circulating vehicles. Likewise, extending the raised medians on State Street could reduce the number of mid-block conflicts and collisions but would increase the number of U-turns (and probably also the number of collisions) at intersections; furthermore, the newly raised medians would prevent emergency vehicles from occasionally utilizing the less congested side of the street for necessary passing maneuvers. In other words, improved traffic management often amounts to rearranging the deck chairs on the Titanic and won't save us from eventually "drowning" in the stormy sea of vehicular traffic.
- All recommendations (1 through 7) for Pedestrian/Bicycle Facility Improvements and all recommendations (1 through 6) for Transit Facility Improvements.

(D) Conclusion

As should be obvious from the foregoing considerations, our vision for the Upper State Street area parallels the Report's vision in many ways but differs from it significantly in some others. We hope that our five sets of requests will be heeded in the co-operative spirit in which they have been offered.

Sincerely,



Naomi Kovacs
Executive Director

CC: Paul Casey, Community Development Director *<pcasey@SantaBarbaraCA.gov>*
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To: *Santa Barbara Planning Commissioners*
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Re: *2007 Upper State Street Study*
aka "Silicone Beach Solar Express LIne 2012"
City and County of Santa Barbara, USA, Earth

Greetings, Planners, Planning Commissioners, City Council Members and Citizens at Large, ! I hope this finds you all alive and well and thank you for looking after this great natural oasis and human habitat--

A year ago, last March of 2006, when I read in the SBNP that an esteemed local/international architect/citizen's proposed project for the well-camoflouged, idyllic, riparian, south-facing ecosystem now a resident motel located on Upper State Street, was denied for being inappropriate for the neighborhood community, I felt hopeful in the direction of our civic leadership.

So then, being an architect, urban designer, regional urban design troubleshooter, and artist (B. Arts, Stanford; M. Architecture, UC Berkeley; licensed architect, State of Hawaii; lead author, urban designer for "Mixed Uses, Urban Design and Zoning, City of Davis, 1978"; managed the State of California San Francisco Bay Conservation and Development Design Review Board in the early 1980's--modern dancer/plein air southwest painter/writer/photographer)--I wondered--what would/could be the ideal scene for us?

What I propose is that we look at ***the Big Picture*** *in order to design detail at the microcosm--*

"Upper State Street" to be one of seven exciting urban plaza/transit hubs: *I envision the planning, design and implementation of "Upper State Street" to be one of seven exciting urban plaza/transit hubs--each capable of providing core community services and celebrations along* ***the "Silicone Beach Solar Express 2012" transit line--a continuous regional urban transit corridor spine--****This lively solar transit trolley car/bus line and transit/commerce/residential corridor would encompass Lower and Upper State Street which melds into Hollister Street and then a turn down Los Cameros Road and then into El Colegio Road into the university's plaza hub. This central core transit line would connect the waterfront/downtown/uptown/moho/oldtown/airport-traindepot/university--all into one continuous entity.*

This transit line is approximately nine miles long and relatively flat--*it is a natural crescent beginning at Point Santa Barbara and connecting to Point Goleta--this natural ecological crescent represents our natural ecosystem oasis--the best weather and our workers and students and commerce and habitats are here at this natural crescent of our SB Tri-County Region--dubbed Silicone Beach!*

Silicone Beach--that silicone which sand is made from, which computer memory system chips are made from, and high tech solar panels are made from...

The seven urban plaza hubs of this natural and logical transit corridor would be the following seven: "the Waterfront/Train Station"; "DownTown"; "UpTown" (aka Upper State Street); "MOHO" aka Modoc/Hollister; "OldTown" (Goleta); "SB Airport/Goleta Train Depot"; and last but not least, the "University".

This significant urban transit line--unified by a simple, colorful, lively modernized open-air trolley car, two-way system--powered by the seven aforementioned plaza hubs would unify this region as never before. Nine flat miles--this is very doable--no new roads, no new tracks to be laid--just a simple bus line system with fabulous graphics of our dear beloved Metropolitan Transit System--embracing of the continuity of a jeweled necklace of which the golden strand is the transit system connecting seven semi-precious jewels of seven unique urban hubs--

I see us doing something incredibly fabulous using necessity, wit and resourcefulness to meet our immediate urban challenges--

I envision that we actually persuade and ***commission our great international artist Jean Claude Cristo to design each of these seven plaza amphitheatre hubs as a continuous glorious civic procession****--using solar powered design and implementing an extremely well thought out and designed solar observatory and thus* ***necessitating collaboration with our great southwest solar architect Edward Mazria****--*

These outdoor urban solar powered sculptural designs with shadow lines commemorating important events *could could mark the rising of the spring and fall equinox sunrise--designs which mark the high noon of summer solstice and the low sunrise of winter solstice--****much like the ancient solar observatory towers along a horizon line found in Peru****--where people went to "great lengths to track the rising and setting of the sun through the seasons as a guide for agriculture, and for seasonal ceremonies and seasonal feasts!--and perhaps invite the great living poet legend of our state, the great Gary Snyder to collaborate on this exchange with nature as well--this would indeed charm Saint Barbara for sure! And the feng-shui of our beloved region would be enhanced exponentially!*

Also, ***adopt Mazria's proposals for increasing our ecological literacy while reducing our carbon footprint*** *as presented to us at the Luke Theatre late September of 2006:*

1. Beginning in 2007 all projects be designed to engage the environment in a way that dramatically reduces or eliminates the need for fossil fuels*.*

2. By 2010: Achieve complete ecological literacy in professional design education.

3. By 2010: Achieve a carbon neutral design school campus:

** implement sustainable design strategies*

- *generate on site renewable power;*
- *purchase renewable energy and/or renewable energy credits.*

plug in hybrids; alternative fuel

Today, building design must rapidly transform!

1. new building projects, major renovations, meet a fossil fuel energy consumption performance

standard of 1/2 the national (or country) average for that building type.

2. That at a minimum an equal amount of existing building area be renovated to use 1/2 the fossil fuel energy they currently consume.

3. New Buildings -50%

2010 60%
2015 70%
2020 80%
2025 90%
2030 100 % Carbon Neutral (no fossil fuel energy to operate)

1. DESIGN AND INNOVATION

passive solar heating
passive cooling
day-lighting
siting
building shape, color and orientation
fenestration location, size and shape
shading
natural ventilation
materials/properties

2. add
technology

solar heat/water
solar photovoltaic
wind microturbines
geothermal
biomass
moveable insulation
mechanized shading
high efficiency systems and appliances
energy management systems

*3. purchase green renewable energy or certified green renewable energy credits (30-%max)_*

wind
solar
geothermal
biomass

US Architects
Call for 50% Reduction of Fossil Fuel Used by Buildings by 2010.

STUDY and ENACT LITERACY ON SOLAR BULK ENVELOPES: *the solar bulk envelope innovative zoning concept was pioneered in the late 1970's by the Solar Energy Research Institute (SERI) out of Boulder, Colorado which was a federal agency implemented under President Carter and later dismantled under President Reagan. The director was Denis Hayes. In this innovative zoning, all existing habitable rooms would be guaranteed four hours of natural daylight on the shortest day of the year--winter solstice--thus all new projects had to engineer their buildings to allow sun to enter existing neighbors' homes. More on this computerized zoning concept in subsequent memo. However, it is a tailored*

zoning concept which replaces the crude existing zoning of basic stepbacks and heights at each story level.

EMBED KIDS' HANDPRINTS IN URBAN HUB: *And within these solar designs we would embed our kids'--their unique handprints from each of these schools and communities located within the influence of these hubs--using graffiti as a temporal art form--a way of communication--our kids, as they grow up, can always return to measure their hands against their former handprints.*

PARKING TRANSFER HUBS: *Along this transit corridor, a minimum of three major parking hubs are required in order for people to transfer out of gas powered vehicles and into smaller rechargeable vehicles and on to our fabulous silicone beach solar express trolley solar buses!*

Design and construction of these parking hubs must be integrated into the fabric of our multiple urban uses--these would be the waterfront parking area, the airport parking area; and the major crossroads of commerce--at the Five Points Shopping Center--sizes of cars will be smaller, much like Europe's Smart Car--5'x by 8'.

In sum, *as oil dries up, and gas prices soar,* ***people will be searching for multiple resourceful ways to travel principally between work and home--***

The 2005 January Floods and MudSlides closing down south Santa Barbara for a few days was a taste of how resourceful an "island culture" could be.

Workers from Ventura County could have the increase options of using the Ventura Ferry to commute to Silicone Beach--hop on the solar express tram and head to work and return in like--or they could drive to a yet to be designated parking hub in Carpinteria, grab their folding bicycle in a bag, hop on to a solar express bus designed for such a thing, and then dropped off at the waterfront of sb or at the sb/goleta airport parking hub and take the silicone beach solar express from there to where ever!or, they can take the train to the sb station or the goleta station, and rent an electric golf cart from there and drive to work!

Creativity, Commerce, Research, Enterprise, Innovation, Solar Powered, Siliconed Chipped, Sustainable, Kids finding meaningful work locally--a showcase of urban ingenuity and design which works!

More on this later,

Sincerely,

TK Chang

Gil Barry, Architect
2026 Cliff drive, Suite 143
Santa Barbara, CA 93109
(805) 569-5600
April 3, 2007

DISTRIBUTED TO: DATE: 04/03/07
PLANNING COMMISSION (7)
SR. PLANNER, ASST. CITY ATTY.
CASE PLANNER APPLICANT('S)
AGENT PC SEC, ENTERED AS INT
PARTY ON DATE:
BY:

RECEIVED
APR 0 4 2007
CITY OF SANTA BARBARA
PLANNING DIVISION

Mayor and City Council
And Planning Commission
City Hall
735 Anacapa Street
Santa Barbara, CA 93109

Re: **Upper State Street**
Traffic, circulation and parking Study

Dear Madam Mayor and Council members, and Planning Commissioners:

This traffic study has a very serious shortcoming in that it leads the council to a faulty conclusion that it may be o.k. to approve all of the projects currently in the pipeline because future traffic conditions on Upper State Street, including the increased traffic generated by all projects in the pipeline, will be at the acceptable level of service C in the future.

This study arrives at this faulty conclusion in three faulty ways:

1. This study only projects the traffic and level of congestion to the year 2016.
2. This study does not take into consideration ANY large future projects other than the ones already in the pipeline.
3. This study uses a faulty and unrealistic low traffic growth rate of only 0.25% per year, instead of the realistic and proper growth rate of 1.0% per year.

Lets look at these one at a time:

1. TIME OF STUDY: This report appears to hide from the reader the time period of the study. Nowhere is the time of the study prominently revealed. It took me 30 minutes of looking through every page in this study several times to determine the time period for the projected levels of service. Finally I found it buried on page 22. It should have been revealed in the introduction. The time period of this study is 2016 which is only 9 years from now, 7 years after the projects in the pipeline are built, and only covers the first six years after the SB2030 general plan update is completed in 2010. The city is currently about to start planning through the year 2030. This study failed to project traffic levels from the period 2016 through 2030. 2016 is the LAST year when levels of service remain under the maximum acceptable level of service C. After 2016 the levels of traffic and the levels of service pass level C and go to level D and then a few years later go to level E.

The goal of the residents off Santa Barbara is to live within our resources, and to be sustainable. The one resource that will have its capacity reached first is our transportation circulation. To live within this resource means to live within the acceptable level of service C. By stopping this study at 2016, instead of properly continuing the traffic growth projections to the year 2030, one is not informed of just when the acceptable level of service C capacity of this transportation system

resource is reached, and exceeded, and you are not informed of the reality that the level of service in the year 2030 will be at level E for the entire upper state street area. SBCAG in the last few years completed two traffic studies, which included projections for the upper State Street area. These studies say that all of upper State Street will be at level of service E in the year 2030.

If you know the amount of development that can be accommodated by our transportation system resource over the next 20 years, then you can divide that total by 20 in order to come up with a yearly maximum allocation of new projects that may be approved. You may decide, in your wisdom, that maybe it's not best for the city to have big projects be approved on a first come first served basis and use up all of our remaining traffic capacity resource in the first 10 years and then have no capacity left for the following 10 years, and thus not be able to approve future projects because they would add trips to a level of service D or E. It might be prudent of you to request that this traffic study be revised to include projections up to the year 2030. This could be accomplished very quickly and easily.

2. FUTURE PROJECTS:

It is a fact that this traffic report did NOT include in its traffic projections any new big projects that may come along during the next 5 or 10 years. It only based its projections on the known projects in the pipeline, plus some currently under-utilized existing buildings, plus an arbitrarily selected background traffic growth rate of only 0.25%, which is unrealistically low.

There most certainly will be applications for many new big projects during the time period of this traffic study and to improperly ignore them produces a misleading and too low result in level of service projections. If future new big projects had been properly taken into account then the levels of service probably would have been an unacceptable level of service D instead of an acceptable level C. There is only one proper way to take into account such future projects and that is to use a background level of service 1.0% instead of the 0.25% used in this study.

3. TRAFFIC GROWTH RATE.

It is a fact that this study projects the future level of service by projecting future traffic by using a 0.25 % traffic annual growth rate. This is stated in page 19 of the report. The number 0.25% is arbitrary and has no basis in fact. 0.25% is way too low and produces an unrealistically low future traffic projection. The proper background traffic annual growth rate to use is 1%.

To find out how many years that it takes for anything to double one divides the number 72 by the % annual growth rate;

Traffic will double in 10 years at 7.2 % growth per year.
Traffic will double in 36 years at 2.0 % growth per year.
Traffic will double in 72 years at 1.0 % growth per year.
Traffic will double in 144 years at 0.5 % growth per year.
Traffic will double in 288 years at 0.25 %growth per year.

One can see how ridiculous it would be to project upper State Street traffic to double in **288 years** by using a background traffic growth rate of only 0.25% , when the population of the south coast is projected by the State and U.S. census bureau to double in the next 50 years.

In addition to the new projects that will be built in the upper State Street area there are several other sources of future increased traffic, which are not taken into account in this study:

1. Increased traffic caused by increased population growth and new development located in Goleta which uses the State Street arterial when going downtown Santa Barbara, and back.

2. Increased traffic caused by increased population growth and new development downtown or on the Mesa which uses the State Street arterial when going to Goleta and back.

3. Increased traffic caused by the future widening of the 101 freeway between Santa Barbara and Ventura. This will allow the 20,000 commuters to reach Santa Barbara in the same half hour instead of the current hour. This will cause all of the Santa Barbara freeway interchanges to go to level E as well as all the arterial streets leading to them along with their intersections, such as State and las Positas.

4. Increased traffic caused when the three lanes 101 becomes congested and drivers decide to take State Street arterial instead. When 101 was a congested two lanes there were 6,000 more cars on upper State Street then there were right after the freeway was widened to three lanes because these 6000 decided to use the freeway instead of State Street to travel east and West. In a few short years when these three lanes become congested, as they are projected to do, then these 6000 cars will decide to use upper State Street instead of the freeway to go east and west. This alone will cause the entire upper State Street to become level E, even without ANY new development on upper state Street.

5. SBCAG in the last few years completed two traffic studies that both included upper state street future traffic projections. They projected and concluded, based on scientific advanced computer modeling, that in 2030 the entire upper state street and all its intersections would be at level E.

Based on the above it would be prudent before approving any of the big new proposed projects in the pipeline to understand more about the future level of service of the upper State Street area than is provided in the traffic study. It would be a simple matter to request that the traffic consultant revise this traffic study to use the proper background traffic growth rate of 1.0% per year when calculating projected level of service instead of the faulty 0.25% growth rate that he arbitrarily used. Also, request the consultant revise his time period of level of service projections to the year 2030. This would be a very quick, easy, and simple thing for him to do. Also, request the consultant to include in the report which year the growth in traffic will pass our maximum level of service C capacity limit of our traffic circulation system resource.

Sincerely,

Gil Barry, Architect

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

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

April 4, 2007 04151L18.WP

Beatriz Ramirez
Planning Division
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93101

COMMENTS ON THE REPORT THE UPPER STATE STREET STUDY - MARCH 2007

Associated Transportation Engineers (ATE) has reviewed the Upper State Street Study Report, dated March 2007, and the Upper State Street Traffic, Circulation and Parking Study prepared by Meyer, Mohaddes Associates (MMA), dated February 2007, and are providing the following comments.

Upper State Street Study

Page 4-2: The level of service discussion states that the State Street/Hitchcock Way intersection is impacted under future cumulative conditions. According to the MMA study, the intersection is forecast to operate at LOS C with a v/c ratio of 0.77, which does not exceed the City's acceptable threshold level of 0.77. The text should be corrected.

The text also states that the intersections of Las Positas Road/State Street and Las Positas Road/Calle Real are impacted. This discussion should clarify that the intersection levels of service were found to be impacted only by not accounting for the right-turn-on-red movements that actually occur at these two locations. If right-turn-on-red volumes are correctly accounted for, both intersections are calculated to operate acceptably.

Page 4-3: ATE has developed an additional improvement strategy for the State Street/Hitchcock Way intersection (restriping the southbound approach), which is discussed below in the comments on the MMA report. It is recommended that this improvement be included in the study recommendations.

MMA Traffic, Circulation, and Parking Study

Table 3, Page 17: Table 3 shows that the vacant office building located at 3760 State Street (adjacent to the north leg of the State/Hitchcock intersection) will generate 57 peak hour trips when it is occupied. ATE verified that 57 peak hour trip estimate was correct based on rates presented in the Institute of Transportation Engineers (ITE) Trip Generation manual[1].

Table 4, Page 19: Table 4 shows the same office building is forecast to generate 81 peak hour trips. The cumulative intersection level of service calculations contained in the MMA report for the State/Hitchcock intersection also show that 81 trips were incorrectly added to the intersection. It is also noted that there is an alley connection from the 3760 State Street site to Hope Avenue to the east. A portion of the traffic generated at the site (10%) should be distributed to this alley connection and not through the State/Hitchcock intersection. The traffic forecasts and level of service calculations should be corrected to reflect the correct trip generation and trip distribution for the 3760 State Street site.

Table 6, Page 21: Table 6 shows a summary of the trip generation estimates for the cumulative projects. The Technical Appendix to the study does not provide the trip generation calculations for the specific cumulative developments. Please provide the calculations for the individual projects in the Technical Appendix so that the methodologies can be reviewed in more detail.

MMA TECHNICAL APPENDIX

Level of Service Calculations - State/Hitchcock Intersection

The intersection LOS calculation sheets contained in the Technical Appendix for the State/Hitchcock intersection assume only one lane on the southbound approach. The southbound approach contains decorative concrete markings (instead of normal lane striping) that are intended to provide two lanes for traffic exiting the bank/office area. The intersection approach generally operates with two lanes of traffic moving through the southbound approach (see attached pictures). The LOS sheets also assumed the addition of 81 trips from the 3760 State Street building as reviewed above.

---

1 Trip Generation, Institute of Transportation Engineers, 7th Edition, 2003.

ATE recalculated the intersection level of service assuming the corrected trip generation (57 trips) and trip distribution (10% to Hope Avenue via the alley) assumptions for the 3760 State Street site, and the corrected geometry for the southbound approach (two southbound lanes). With these adjustments, the intersection operation changes to LOS C with a V/C ratio of 0.73). A worksheet showing the calculations is attached.

Based on this analysis, it is recommended that an improvement be included in the Upper State Street Study to provide enhanced striping at the intersection to more clearly delineate two southbound lanes on the approach.

This concludes our comments on the Upper State Street Study.

Associated Transportation Engineers

Scott A. Schell, AICP
Principal Transportation Planner

SAS:wp

attachments

cc Rob Dayton, City Transportation Division

TABLE 3 *(CONTINUED)*: DRIVEWAY TRAFFIC SURVEYS AND TRIP GENERATION RATES

Project/Parcel	Location/Address	Land Use	Size	Driveway Count			PM Peak Hour			Low Trip Gen Yes/No	Land Use Distribution Used for Trip Generation
				Midday	PM	PM Driveway Rate	Projected ITE Count	ITE Rate	% Difference		
Sandman Motel	3714, 3744 State	Lodging	52,815 SF, 113-rm hotel				66	0.58			100% Motel
Sandman Restaurant	3714, 3744 State	Restaurant	196 Seats				51	0.26			100% High Quality Sit-Down Restaurant
Sandman Total	3714, 3744 State	Restaurant and Lodging		54	54		117		-54%	Yes	
Fidelity Investments	3793 State	Office	4,477 SF			0.00	19	4.21			100% Office
Condominiums	3793 State	Residential	6 Condos				3	0.52			100% Condominium
Fidelity / Condo Site Total	3793 State	Mixed Use		14	6		22		-73%	No	
Lutheran Church	3869 State	Church	13,699 SF	4	3	0.22	9	0.66	-67%	No	100% Church
Barkus Lofts Office	3887 State	Office	22,035 SF office			0.00	61	2.77			100% Office
SRO Motel	3887 State	Lodging	14,990 SF Motel				8	0.58			100% Motel
Barkus Lofts Site Total	3887 State	Mixed Use		16	52		69		-25%	No*	
Rug Shop	15 S. Hope	Retail Speciality	8,288 SF	2	2	0.24	22	2.71	-91%	Yes	100% Specialty Retail
Currently Vacant Sites											
Educated Car Wash (Currently Vacant)	3735 State	Car Service	2,135 SF	0	0		30	14.12		N/A	100% Car Wash
20,000 sf office for lease, Office (non-Institutional - Currently Vacant) - Business, Professional, Research	3760 State	Office	19,961 SF	0	0		57	2.84		N/A	100% Office
La Sumida Nursery (vacant), Not in survey database	3880 State	Commercial	1,432 SF	0	0		5	3.80		N/A	100% Retail Nursery

Source: Land use data - City of Santa Barbara Community Development Department; Trip rates - Trip Generation, 7th Edition, Institute of Transportation Engineers, Washington, D.C.

** Site contains small office space that tends to generate traffic at a lower rate than larger office sites, therefore site is not considered to be a low trip generator.*

TABLE 4: EXISTING LOW TRIP-GENERATING SITES

Project	Address	Driveway Counts PM Peak	Projected ITE Trip Count PM Peak	Difference PM Peak	Pass-By %	Net New Trips
Makenzie Market/Motocycle Shop	3102 State	3	52	51	40%	31
Burger King, Fast-Food Restaurant with Drive-Thru	3707 State	73	133	60	40%	36
Whole Foods Site (Circuit City, Citibank, Taco Bell) *(a)*	3763, 3759, 3771 (3757) State	232	533	301	33%	202
Sandman	3714, 3744 State	54	117	63		63
Educated Car Wash (vacant) *(b)*	3735 State	0	30	30		30
Office Building (vacant)	3760 State	0	81	81		81
3880 La Sumida Nursery (vacant)	3880 State	0	5	5		5
Rug Shop	15 S. Hope	2	22	20		20
Baseline Additional PM Peak-Hour Project Traffic						468

(a) - Pass-by percentage is weighted average for the proposed uses.
(b) - Projected trips based on proposed future use.

Of the full list of projects, 17 were selected as large enough to create measurable increases or decreases in trips in the study area. The assigned added trips were used to identify where impacts from these cumulative projects may have a significant impact or cause an intersection's V/C ratio to exceed the allowable 0.77. Table 6 summarizes these pending projects and the associated future trip generation. Trip generation forecasts are based on the corresponding ITE average trip rate for each land use. These data were used in the development of the future traffic forecasts using the computer traffic model. As shown, the cumulative projects could generate a total of 545 added PM peak hour trips. All of the trips for these selected projects within the study area were added to the study area streets and intersections, while a portion of the trips generated by parcels outside the study area would travel on other non-study street and intersections.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hitchcock Way at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.6
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Hitchcock Way						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 20 Jun 2006 << 4:30-5:30PM												
Base Vol:	101	20	207	42	27	15	34	1062	80	163	899	25
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	104	20	212	43	28	15	35	1089	82	167	921	26
Added Vol:	33	0	8	14	0	54	10	29	0	20	5	3 = 81 Trips
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	20	220	57	28	69	45	1118	82	187	926	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	20	220	57	28	69	45	1118	82	187	926	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	20	220	57	28	69	45	1118	82	187	926	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	137	20	220	57	28	69	45	1118	82	187	926	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	0.13	1.00	0.37	0.18	0.45	1.00	1.86	0.14	1.00	1.94	0.06
Final Sat.:	1391	209	1600	592	287	720	1600	2981	219	1600	3104	96
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.14	0.04	0.10	0.10	0.03	0.37	0.37	0.12	0.30	0.30
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.19	0.19	0.05	0.13	0.13	0.06	0.50	0.50	0.16	0.60	0.60
Volume/Cap:	0.75	0.51	0.71	0.71	0.75	0.75	0.50	0.75	0.75	0.75	0.50	0.50
Delay/Veh:	44.8	35.7	34.3	71.1	68.3	50.5	38.7	16.8	31.2	39.0	8.9	14.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	35.7	34.3	71.1	68.3	50.5	38.7	16.8	31.2	39.0	8.9	14.0
DesignQueue:	8	7	10	8	8	8	2	18	18	9	11	11

Note: Queue reported is the number of cars per lane.

HITCHCOCK WAY/STATE STREET - SOUTHBOUND APPROACH WITH 2 LANES

HITCHCOCH WAY/STATE STREET - SOUTHBOUND APPROACH WITH 2 LANES

UPPER STATE STREET STUDY **REF: 1PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***OCTOBER 2006***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***HITCHCOCK WAY***

E/W STREET: ***STATE STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) FUTURE	137	20	220	53	28	48	41	1118	82	187	926	28

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LT R	LT R	L T TR	L T TR

TRAFFIC SCENARIOS

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	137				0.09 *					
NBTL	1	1600	157				0.10					
NBR *(a)*	1	1600	108				0.07					
SBL	0	0	53				-					
SBT	1	1600	28				0.05 *					
SBR *(b)*	1	1600	36				0.02					
EBL	1	1600	41				0.03					
EBT	2	3200	1118				0.38 *					
EBR *(c)*	0	0	82				-					
WBL	1	1600	187				0.12 *					
WBT	2	3200	926				0.30					
WBR *(d)*	0	0	25				-					
						LOST TIME:	0.10 *					
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.73**					
						SCENARIO LEVEL OF SERVICE:	**C**					

NOTES:

RTOR: *(a) 51%*
(b) 25%
© 0%
(d) 10%

Printed: 04/04/07

City of Santa Barbara
Parks and Recreation Department

Memorandum

DATE: March 20, 2007

TO: City Council
Planning Commission
Park and Recreation Commission

FROM: Creeks Restoration and Water Quality Improvement Program
Citizens Advisory Committee

SUBJECT: **RECOMMENDATIONS FOR UPPER STATE STREET STUDY**

On March 14, 2007, the Creeks Restoration and Water Quality Improvement Program Citizens Advisory Committee (Creeks Committee) conducted a public meeting to discuss and make recommendations on the Upper State Street Study Report. In addition to receiving a presentation by Barbara Shelton, Project Planner, the Creeks Committee discussed the Study Report and took action on a series of recommendations regarding creek-related issues presented in the Study Report. The purpose of this memorandum is to advise the City Council, Park and Recreation Commission, and the Planning Commission of its recommendations. The Creeks Advisory Committee concurs with:

1. Implementation 1, incorporating Recommendations for Creeks 1, 2, 3, and 4 (as listed on Page 3-14 of the Study Report) into the Upper State Street area design. The Committee recommends that Recommendation 1 have a greater emphasis on water quality efforts and a larger repertoire of BMPs, as well as an emphasis on native planting and integrated pest management. (5/0)

2. Implementation 2, regarding street signage. (5/0)

The Creeks Advisory Committee also discussed adding recommendations to the report, and took action regarding these items. The Committee recommends:

1. Encouraging the City to implement programs and incentives to work with property owners to achieve goals stated in the Study Report Recommendations. (5/0)

EXHIBIT E
Creeks Advisory Committee Memo

2. That City Council see these Recommendations and Implementations as the stepping stone for citywide implementation of creek protective development guidelines. (5/0)

cc: Nancy L. Rapp, Parks and Recreation Director
Jill E. Zachary, Assistant Parks and Recreation Director
Paul Casey, Community Development Director
John Ledbetter, Principal Planner
Barbara Shelton, Project Planner

EXHIBIT E
Creeks Advisory Committee Memo

City of Santa Barbara

Transportation & Circulation Committee

Memorandum

DATE: April 4, 2007

TO: Planning Commission (PC) Members

FROM: Transportation & Circulation Committee

SUBJECT: Upper State Street Study TCC Committee Member Comments

---

Recommendation

That the PC be provided with TCC Committee comments and recommendations on traffic, circulation, and parking issues as discussed in the Upper State Street Study Report.

Background

On March 22, 2007, the TCC met to discuss the results of the Upper State Street Study. The Committee was guided to comment on issues such as mid-block congestion and safety improvements, pedestrian/bicycle facility improvements, transit facility improvements, parking improvements, and traffic and long-term improvements. The following comments are excerpts from the Minutes of the March 22, 2007 meeting of the TCC.

Mid-Block Congestion and Safety Improvements (p. 4-6):

TCC Committee Comments:

Mr. Bradley commented that he felt the medians in the west corridor were a good idea. He also suggested instead of making a left out of Five Points, to make a right onto the freeway off-ramp from the Five Points parking lot.

Mr. Coffman-Grey favors medians and feels that they will help congestion mid-block, but he is concerned with medians in regards to stopping the left turn out of Five Points. He feels that an easier, long-term solution is to put in a signal like La Cumbre Plaza's to help congestion. He is concerned with making Five Points more difficult to navigate because of the already congested parking lot. He does not want the businesses to suffer. He also feels that in other areas mid-block medians enhance the beauty of the street, but is concerned with impeding emergency vehicles. He would like to see more information regarding medians and emergency vehicles before he can support them.

Mr. Tabor commented that he would like Upper State Street to flow like Anacapa.

Pedestrian/Bicycle Facility Improvements (p. 4-12):

Committee Comments

Mr. Coffman-Grey stated that pedestrian paseos and bike improvements encourage alternative transportation because if it's a nicer walk or an easier route to take a bike or to walk, than a person will be more inclined to leave their car at home. Incorporating paseos and bike paths are critical when redeveloping especially at the north end, west suburbia and central suburbia; for example, access from Via Lucero and San Remo to State Street. He also commented on the consistency of sidewalks. He cited Chapala Street as setting the standards for sidewalks; and Upper State Street is not conforming. He suggested mid-block cutouts and doing whatever is necessary to consolidate driveways. An example of this is the Burger King driveway—it is sharp and dangerous for those in wheelchairs.

Mr. Tabor likes the alley access behind the businesses in the east sub area and feels that there is more pedestrian activity in this area than anywhere else. He feels that alley access would also benefit the central sub area. He commented that the central sub area feels like a strip mall. He also feels that the west sub area needs more pedestrian friendliness. One way to improve pedestrian friendliness is by breaking up the large blocks in the this area and getting more connections.

Mr. Cooper would like to see alternative bike routes other than just State Street. He suggested using the back roads so those who are not comfortable using State Street will have other options.

Mr. Pritchett commented that he feels the San Roque Creek Trail, from State to Hope, connector doesn't need much for a creek buffer and is more of a near term project.

Transit Facility Improvements (4-18):

Committee Comments

Mr. Bradley commented that he felt like having bus turnouts after the signal made it easier for buses to enter into traffic.

Mr. Coffman-Grey stated that transit improvements, in regards to bus turnouts, might slow down traffic, but he still leans towards favoring them.

Mr. Tabor does not know that a transit center is necessarily the answer. He thinks he would rather see funds go towards enhanced bus transit rather than to another transit center.

Dr. Cooper commented that he would like to see bus turnouts to be made longer to plan for bus service improvements and more demand. He also mentioned the light rail concept or dedicating a transit lane.

Parking Improvements (4-22):

Committee Comments

Mr. Bradley commented that he appreciated the fine line between providing more parking and not wanting to add to more congestion. Parking share ideas will create more parking and, in consequence, create more congestion.

Mr. Coffman-Grey, in regards to parking improvements, said he feels that reducing parking will cause people to go elsewhere, but if its easier to park then people will be more inclined to drive. Regarding the question of are parking supplies more important than traffic flow, his answer is to reduce current large projects to keep State Street where it is. Some of these projects are incorporating housing, which comes with mitigation for traffic. He favors workforce housing, but cautions making it too difficult to access Upper State Street because the City would loose tax revenue.

Mr. Pritchett commented that eliminating on-street parking might help with traffic flow especially in regards to buses pulling out.

Traffic and Circulation Longer-Term Improvements:

Committee Comments

Mr. Bradley would like to see SBCAG's numbers used with scenario analysis, such as the freeway being widened.

Mr. Tabor commented that since freeway congestion is looming, more east/west connectors are needed. He referenced the congestion at the Waterfront and he feels that what really helped to alleviate that was opening up Yanonali Street. He also commented that in the projections, the trends to be seen could be entirely different from what is predicted. In the future, people might be driving electric golf carts as gas prices increase and people become more environmentally aware. It needs to be thought of in terms of sociological, economical, and demographic trends as things that long range vision need to be taken into account.

Mr. Pritchett commented that he did not feel that the State Street Study answered anything asked if these questions will be left to the General Plan Update to solve all of the problems.

Dr. Cooper commented on where the funding would come from. Cooper then suggested Santa Barbara getting a monorail like the one in Seattle. He feels that it is not an impossible thought for the future. He also commented that the growth population forecasts that as global economy and personal economy improve there will be lower birthrates resulting in fewer people the year 2030.

RD/tm

City of Santa Barbara
Parks and Recreation Department

Memorandum

DATE: March 29, 2007

TO: Planning Commission

FROM: Park and Recreation Commission

SUBJECT: Commission Comments Regarding Upper State Street Study

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On March 28, 2007, at their regular meeting, the Park and Recreation Commission received a staff presentation and had the following comments regarding the Upper State Street Study Report.

- The City should never trade off the creek buffers. Creek buffers should be the standard and included in every project now and in the future.
- The Commission desires to meet jointly with the Street Tree Advisory Committee and conduct site visits to the project area to become more involved with the process in order to meet the needs of the public and the tree needs.
- The installation of a traffic signal at McCaw Avenue would be a wonderful addition. It would not only benefit MacKenzie Park but would be positive for the Golf Course. There is a safety problem in that area during Fiesta, and a traffic signal would slow traffic down.
- The driveway and landscaping parts of the plan are wonderful. The Commission expressed the hope that there would be an incentive for people to participate in this aspect of eliminating driveways and setting up parking districts.
- The Commission was pleased that many of the proposed changes or improvements can be done right now without a great deal of money. They indicated they would like as many of the smaller improvements go forward as soon as possible.
- The Commission expressed that the City is looking at a great increase in density in that area. They said there is a need for pocket parks and would like the City to be mindful to look at serving all ages in many different kinds of activities as the area is developed, from tot lot, places for working people to sit and eat lunch during the day time, and for people to sit and rest, skate parks, dog walking areas, etc. The Commission commented that if the City wants to keep people with their dogs out of the creeks, the City needs to provide an alternate place for them to go.
- There is a need for more open space or public spaces that have a broader usage and where people can congregate during breaks and their lunch hour. The City needs to think very carefully about the proposed areas for parks. The City needs to think carefully about usage and whether to attract people from the surrounding neighborhoods to mitigate some of the affects of denser commercial areas, more traffic, more shoppers, etc. Is the goal to integrate people who live in the neighborhoods and create more public space for them, or is the goal to attract people to both come to shop and recreate, or just to recreate? The answers to those questions would suggest different kinds of designs for those parks and open space areas.

Motion: Longstreet/Larimore-Hall that the Commission concur with the staff report and sent it forward to the Planning Commission along with their comments.

Unanimous Roll Call Vote

EXHIBIT G
Park and Recreation Commission Memo

6. DISCUSSION ITEM

(5:30) UPPER STATE STREET STUDY
Staff: Beatriz Ramirez
(Planning Staff will present the Upper State Street Study and request comments from the ABR on the recommendations of the study.)

(COMMENTS ONLY)

(6:34)

Present: Beatriz Ramirez, Project Planner; John Ledbetter, Principal Planner.

Ms. Ramirez summarized the findings and recommendations of the Draft Upper State Street Study. The study area comprises the areas from Calle Real and Highway 101, East along the State Street corridor to De La Vina and Calle Laureles. Ms. Ramirez stated that due to the large number of proposals for two and three-story buildings, mixed-use buildings, and traffic concerns, Staff was directed by City Council to conduct a focused study using existing policies to determine what could be done to improve both urban and traffic issues. The Board was provided a copy of the draft study and a detailed presentation on the study and recommendations. The Board was requested to provide comments for inclusion in the presentation to Planning Commission on April 12, 2007 and City Council on May 8, 2007. It was also requested that an ABR representative attend the above meeting dates.

Public comment opened at 6:52 p.m.

Peter Hunt, Architect, representing the Santa Barbara chapter of the American Institute of Architecture (AIA). Mr. Hunt summarized comments contained in a letter from the AIA in which City Staff is requested to implement strategies that facilitate Urban rather than Suburban design. Mr. Hunt stated that a small setback for buildings from the right of way would encourage pedestrian traffic and emphasize the urban experience.

Public comment closed at 6:57 p.m.

Board comments and questions:

1. Did Staff find any particular sub-area that they felt was perfect in its current condition?

2. When addressing views it is important to consider from where it will be viewed. In good design, it may be that you consider one good design area

for a courtyard, plaza, or outdoor seating area from where the view can be seen.

3. The ABR recently reviewed several projects, such as the La Sumida mixed-use project, and the Whole Foods project, located adjacent to two creek fronts. Will it be a problem in the future when the projects have already developed so close to the creek? Is some of this planning too late?

4. When Projects come before the ABR, will we be made aware that there are certain elements in the Upper State Street Design Guidelines that should be enforced?

5. Do you anticipate a park being planned for La Cumbre Plaza?

6. Where are the bicycle easement path issues located? Are they located in residential areas?

7. Is it realistic that someone would use a bike path other than State Street.

8. Will there be requirements for modifications spelled out somewhere? Will they be quantifiable? I am concerned that applicants will attempt to provide a token view in order to receive a modification.

9. Are activity nodes a good idea, won't that create more traffic?

10. There are public gathering spaces in the downtown area, but there are also large parking garages to accommodate them. What has been the discussion to provide parking in the Upper State Street corridor?

11. Please clarify the statement about parking lots creating more congestion.

12. Downtown has four or five streets running parallel to State that are used for circulation. Upper State Street has one. That is a huge contributor to the traffic problem.

13. The Upper State Study does not offer much as far as a traffic solution. The study suggests there are four and six lane highways in the Upper State Street area. You would not have cars driving 45 miles per hour down the middle of lower State Street.

14. Has the creation of a second road been studied?

15. From an architectural standpoint, providing a 20 foot setback as opposed to the 10 foot setback provides a sense of place. The loss of larger setbacks might hurt by not allowing for more attractive buildings.

EXHIBIT H
ABR Draft Minutes for April 2, 2007

16. Historically the automobile has been prominent. The idea of installing dedicated parking structures is important.

17. There needs to be a vision and guidelines for style of architecture that is going to supported in the development of Upper State Street. Are the sub-areas to have their distinct styles or should it be one continuous style?

18. Architecture needs to be addressed in addition to view corridors in the Upper State Street. There should be a study of the design in the area.

Ms. Ramirez responded that one example is the A. G. Edwards. It has a nice entrance that is slanted with the creek at one side. Mr. Ledbetter added that, given the three distinct subareas, there is no one example that fits all. At the far end of the eastern sub-area the parcels are narrow with classic store fronts, located at the back of very wide sidewalks with on-street parking. The Central sub-area is the biggest challenge due to strip-malls, and the western end is characterized by large, deep lots and "campus-like" developments.

Ms. Ramirez responded that there are view opportunities throughout the whole corridor. The corners have magnificent views, and should be considered in an attempt to preserve views. Ms. Ramirez added that applicants of pending projects are aware of the study. For example, the Circuit City project includes balconies that face the creek.

Mr. Ledbetter responded that when projects are presented to the Planning Commission they will have the benefit of the draft study, the recommendations made by the ABR and other Boards. When the projects return for additional ABR review, the projects should have specific conditions spelled out.

Ms. Ramirez stated that staff has met with representatives from La Cumbre Plaza, and they are open to having a public component on the site when their specific plan comes forward. Mr. Ledbetter added that activity nodes will be used to create more pedestrian gathering spaces and will require infrastructure, such as plazas and paseos. This is a longer-range plan, and as areas are redeveloped public spaces would be created where they do not currently exist.

Ms. Ramirez responded that one area that would require an easement is the Monterey Pines Development. There would be easements required for bicyclists to cross through that area. Mr. Ledbetter added that the proposed path is an alternative bike route and is also a walking path.

Ms. Ramirez responded that special findings for modifications would be incorporated into the SD-2 zone Ordinance. The requirements would more likely be general; as it would be difficult to quantify them.

Mr. Ledbetter responded that when the La Cumbre Plaza redevelops there will likely be a below-grade parking structure, and this might also be the case at Loreto Plaza. Transportation Planners have stated that more parking creates more vehicular congestion. The creation of more convenient parking is a policy decision. One of the long term recommendation is to create a parking district allowing centralized parking in that area. Other strategies include encouraging more shared parking within the existing lots and reducing the number of driveways. Mr. Ledbetter added that while the Circulation Element recognizes that the automobile is an important part of our community, we also want to make alternative choices easy and convenient. The only new roads proposed as long term solutions are through La Cumbre Plaza. The other alternatives are bicycle and pedestrian paths, which will not offer relief for the automobile. The direction staff received from City Council was to find primarily short-term solutions that could be accomplished under existing policies. The General Plan update process will provide the opportunity to discuss the larger land use, density, and other city-wide issues.

Mr. Ledbetter responded that there is a mixture of styles along Upper State Street, and further development is needed in the guidelines to identify the specific characteristics in each of the sub-areas. Ms. Ramirez concluded by stating that guidelines for the architecture, colors, etc, will be included in the amendments to the Upper State Street Area Urban Design Guidelines amendment, which is the next phase.

No action required.

Gloria Shafer
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