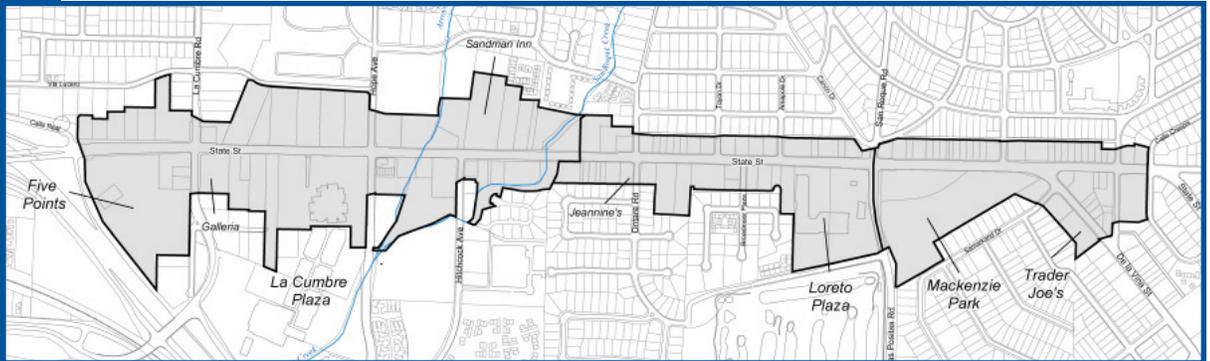




## City of Santa Barbara

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# Upper State Street Study



# City Council Resolution

Adopted May 8<sup>th</sup>, 2007



## City of Santa Barbara

### UPPER STATE STREET STUDY

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#### **COMMUNITY SUPPORT**

Many thanks to the individuals and community groups that took time to participate in the study through workshops, hearings, and providing comments.

Special thanks to the Metropolitan Transit District and American Institute of Architects for their assistance through this process.

RESOLUTION NO. 07-032

A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA APPROVING THE UPPER STATE STREET STUDY IMPROVEMENT MEASURES; DIRECTING STAFF TO RETURN TO COUNCIL WITH AN IMPLEMENTATION WORK PROGRAM; AND PROVIDING INTERIM DIRECTION FOR THE REVIEW OF DEVELOPMENT PROJECTS IN THE UPPER STATE STREET AREA.

WHEREAS, on April 25, 2006, the City Council of the City of Santa Barbara initiated a focused planning study of the Upper State Street Study Area between Highway 101/Calle Real and Calle Laureles to identify improvements to benefit urban design and transportation, and to provide guidance for review of development applications; and

WHEREAS, the City of Santa Barbara Planning and Transportation Planning Divisions, along with transportation and urban design consultant contractors, undertook a study process for the Upper State Street Study Area between April 2006 and April 2007 that included (1) discussions with City advisory boards and commissions; (2) preparation and public release of an *Information Booklet* on existing conditions and issues; (3) preparation of an independent traffic, circulation, and parking study; (4) public noticing of community involvement opportunities; (5) a public walking tour of the study area; (6) two community workshops; (7) a traffic work session at a joint meeting of the Planning Commission and Transportation and Circulation Committee; (8) preparation and public release of the *Upper State Street Traffic, Circulation, and Parking Study Report* and the *Upper State Street Study Report*; (9) public meetings and comments from the City of Santa Barbara Creeks Advisory Committee, Transportation & Circulation Committee, Park and Recreation Commission, Architectural Board of Review, and Metropolitan Transit District Board; and (10) receipt of numerous comments from individuals and community interest groups at workshops, hearings, and via letter and electronic mail; and

WHEREAS, on April 12, 2007, the Planning Commission of the City of Santa Barbara received the *Upper State Street Study Report* and held a public hearing to solicit public comment on the report; and

WHEREAS, following consideration of the Upper State Street Study Report and public comment on the report, the Planning Commission enthusiastically supported the Study with a unanimous vote, and forwarded the Upper State Street Study to the City Council with their recommendations; and

WHEREAS, the City Council held a public hearing on May 8, 2007, and considered the *Upper State Street Study Report*, staff, advisory board, and Planning Commission reports, and public comments.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SANTA BARBARA that:

1. Council amends Exhibit A, *Improvement Measures Summary*, to add back measures from the *Upper State Street Study Report* for new decision-maker findings to approve zoning standard variations (including setback modifications) and three-story buildings only with provision of substantial community benefits, which may include affordable housing.
2. Council provides direction to retain the current S-D-2 provisions for maximum floor area of a three-story building to not exceed the floor area of a two-story building which could be constructed on the lot in compliance with all applicable regulations. When underground parking is proposed, it shall not be counted as if on grade for purposes of calculating maximum floor area of a three-story building.
3. The Upper State Street Study Report urban design and transportation improvement measures specified in the *Upper State Street Study Report Improvement Measures Summary and Summary Diagrams*, attached hereto as Exhibit A, as revised, through Exhibit D, are hereby approved.
4. Staff is directed to proceed with preparing a framework of issues to be addressed in a future La Cumbre Plaza Specific Plan based on the initial analysis in the Upper State Street Study.
5. Staff is directed to return to City Council with a work program for initial implementation of near-term improvement measures identified in Exhibit A, and the La Cumbre Specific Plan framework. The work program shall include a schedule goal for the amendments to the *Upper State Street Area Design Guidelines* to be completed within one year.
6. The *Upper State Street Study Report Improvement Measures Summary and Summary Diagrams* (Exhibits A through D) shall provide interim guidance and direction for City review and permitting of development applications within the Upper State Street Study Area and locations identified on the summary diagrams, until such time as updated policy guidance and direction is provided to the extent such guidance and direction do not conflict with express standards specified in the Municipal Code.
7. The City Council recognizes the importance of the approved Upper State Street Study improvement measures in implementing adopted Circulation Element and Pedestrian Master Plan policies and directives within this area.

8. The City Council also recognizes the linkages between the Upper State Street Study and the 2005 *Conditions, Trends, and Issues Report Executive Summary* discussion of key land use issues that will be considered further for the Upper State Street Area and citywide as part of the upcoming *Plan Santa Barbara* General Plan update process, including: (1) How to reconcile the need for housing with the constraints of circulation systems without degrading neighborhoods and quality of life, (2) How to locate development to take advantage of transit and other alternative transportation modes, (3) What are appropriate development standards for residential development in commercial corridors, (4) How to provide additional park, open space and public service needs in areas accommodating additional development, and (5) How to provide clear policy guidance for future land use decisions and still provide flexibility for special needs and circumstances. These key land use issues are inherent in the three Upper State Street General Direction statements for urban design, transportation, and longer-range objectives: (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; and (3) Preserve longer-range future improvement opportunities.



**Upper State Street Study**  
**IMPROVEMENT MEASURES SUMMARY**

April 2007

The following guidance is provided for the Upper State Street Study Area, as depicted in Study Report Figures 7, 9, and 11 (included here as Exhibits B, C, and D)

**A. GENERAL DIRECTION**

1. **Summary Direction:** The following are overall guidance statements for the Upper State Street Study Area:
  - a) Urban Design: Maintain and enhance the character of Upper State Street, including the public streetscape, open space, creeks, views, site design, and building aesthetics.
  - b) Transportation: Improve traffic, circulation, pedestrian and bicycle connectivity, and parking.
  - c) Longer-Term Future: Preserve longer-range future improvement opportunities.
2. **Improvement Measures:** Amend the Architectural Board of Review (ABR) Ordinance and *Upper State Street Area Design Guidelines* and S-D-2 Zone to incorporate the following:
  - a) Sound Community Planning, Compatibility, and Consistency with Design Guidelines. Require a design review finding of sound community planning, compatibility with the surrounding area, and project compliance with the *Upper State Street Area Design Guidelines* that references (1) Summary Direction statements above for Urban Design, Transportation, and Longer-Term Future, (2) Updated direction in the *Upper State Street Area Design Guidelines* addressing area identity and character, public streetscape, mountain views, open space, creeks, building setbacks, intersection traffic level of service, mid-block congestion, pedestrian/bicycle/transit facilities, and parking; and (3) Summary Diagrams for Urban Design Improvements and Transportation Improvements. (*Architectural Board of Review Ordinance, Design Guidelines*)
  - b) Zoning Standard Variations. Establish required decision-maker findings that modifications to development standards (e.g., building setback distances) may only be approved with the provision of substantial community benefits (such as views, open space, creek buffers, pedestrian amenities, improved circulation or connectivity, and/or affordable housing). (*S-D-2 Zone, Design Guidelines*)

**B. URBAN DESIGN IMPROVEMENT MEASURES**

1. **Corridor Identity and Character**
  - a. **Summary Direction:** Preserve and enhance the character of Upper State Street and its subareas and neighborhoods.
  - b. **Improvement Measures:** Amend S-D-2 Zone, *Upper State Street Area Design Guidelines*, and ABR Ordinance to incorporate the following guidance:
    - 1) Key Characteristics. Identify key characteristics that define the character and sense of place in the Upper State Street corridor, subareas, and neighborhoods. Include guidance on a range of architectural styles and materials appropriate within each

subarea, to include more contemporary styles, and natural materials such as sandstone, stucco, and tile. (*S-D-2 Zone intent; Design Guidelines*).

- 2) Activity Nodes. Develop activity nodes with public gathering places and distinctive visual features that create an animated pedestrian experience and provide street presence, a sense of place, points of orientation breaking up the long corridor, and access links to the surrounding circulation network. Elements such as plazas, fountains, seating areas, passive open spaces, pocket parks, and view corridors could be incorporated. Potential locations identified for activity nodes are: La Cumbre and State Street, and Las Positas/ San Roque and State Street. (*Design Guidelines*)
- 3) Paseos. Incorporate pedestrian-scale paseos in new development to facilitate interaction and transportation connections between the commercial corridor and surrounding residential areas. (*Design Guidelines*)
- 4) Neighborhood Compatibility. Carefully review new development for compatibility with the surrounding subarea and neighborhood. Add more detailed compatibility criteria for residential uses, including separation and buffering between residential and commercial development, and landscaping requirements. (*Design Guidelines, ABR Ordinance*)

## **2. Public Streetscape**

- a. **Summary Direction:** Improve the public streetscape and adjacent pedestrian connections.
- b. **Improvement Measures:** Enforce landscape requirements; amend *Upper State Street Area Design Guidelines* to incorporate guidance on the following issues, and include sidewalk improvements within the City capital improvement program.
  - 1) Development Design. Incorporate elements within site layout and building design to facilitate pedestrian activity and create a lively, pedestrian-friendly environment along the street. Elements may include: building entrances and outdoor activity spaces, landscaping, plazas, paseos, fountains, furniture, lighting, trash receptacles, etc. Also facilitate use of mass transit. (*Design Guidelines*)
  - 2) Parking Placement. Review site plans carefully for parking lot placement to consider area conditions and potentially competing objectives for circulation and scenic views. Underground parking is preferred because it provides space for high quality, attractive projects aboveground. Parking lots behind or next to buildings, and building entrances that are inviting from the street are generally preferable for circulation. Parking may be placed in the front of buildings if necessary to provide scenic view corridors or public viewing locations, with landscaping or other visual screening provided. (*Design Guidelines*)
  - 3) Landscaping. Incorporate landscaping at building frontages to improve the pedestrian environment aesthetically, and in parking lots to help screen automobiles and provide shade. (*Design Guidelines*)
  - 4) Pedestrian Buffers. Buffer pedestrian facilities from automobiles, particularly in locations where cars line commercial development and overhang the sidewalk. (*Design Guidelines*)
  - 5) Paseo Connections. Establish paseo connections between retail areas and residential neighborhoods where there are opportunities to do so; and consider public safety and maintenance issues in determining their locations and design. (*Design Guidelines*)

- 6) Street Trees. In coordination with the Park and Recreation Commission and Department, identify appropriate street tree species with respect to pedestrian safety, sidewalk maintenance, and aesthetic considerations. (*Street Tree Master Plan, Design Guidelines*)
- 7) Sidewalk Standards. Replace non-conforming sidewalks consistent with Pedestrian Master Plan standards. (*Design Guidelines, Capital Improvement Program*)
- 8) Sidewalk In-Fill. Install missing sidewalk gaps when there are opportunities to do so. (*Design Guidelines, Capital Improvement Program*)
- 9) Setback Uses. Provide direction for appropriate land uses within building setback areas. (*Design Guidelines*)

### 3. Mountain Views

- a. **Summary Direction:** Maintain the backdrop of panoramic mountain views that contributes to the area's sense of place by protecting or establishing intermittent and recurring mountain view corridors and viewing locations on a block-by-block basis.
- b. **Improvement Measures:** Amend the *Upper State Street Area Design Guidelines* and S-D-2 Zone to address the following:
  - 1) Building Height Limits. Retain current height limits for buildings in the S-D-2 Zone. Establish decision-maker findings for approval of three-story buildings only when substantial community benefits are provided (such as views, open space, creek buffers, pedestrian amenities, improved circulation or connectivity, and/or affordable housing). (*S-D-2 Zone, Design Guidelines*)
  - 2) View Corridors. Protect and/or create view corridors when siting new buildings, parking, and streetscapes. (*Design Guidelines*)
  - 3) Step Buildings. Consider stepping upper stories back as one design solution to create view corridors. (*Design Guidelines*)
  - 4) Intersection Views. Protect views at corners that intersect with State Street. (*Design Guidelines*)
  - 5) Parking Placement. Parking may be placed in the front of buildings if necessary to provide scenic view corridors or public viewing locations, with landscaping or other visual screening of the parking provided. (*Design Guidelines*)
  - 6) Viewing Locations. Redevelopment of parking lots on the south side of State Street must include public viewing locations for scenic mountain views. (*Design Guidelines*)
  - 7) Landscaping and Trees. Provide appropriate designs and plant species within landscape plans to frame views but not substantially block them. (*Design Guidelines*)

### 4. Open Space

- a. **Summary Direction:** Maintain, enhance and create open space where feasible.
- b. **Improvement Measures:** Amend the *Upper State Street Area Design Guidelines* to address open space and plaza elements, and identify opportunities for public park locations as part of the General Plan Update process.
  - 1) Open Spaces and Parks. Create opportunities for private and public open spaces when siting development, including pocket parks, passive open spaces, and landscaping. Recognize various populations that have park needs, including all ages,

and both residents and persons that come to shop or recreate (examples include passive open space, tot lots, skate parks, dog walking areas, and outdoor amphitheatres). (*Design Guidelines*)

- 2) Plaza Elements. Incorporate plaza elements as a part of development to establish street presence and a sense of open space, such as plazas, paseos, pedestrian resting areas, and bulb-outs for bus waiting areas. (*Design Guidelines*)
- 3) Public Parks and Open Spaces. Identify locations and opportunities to establish public parks and open spaces, including potentially at La Cumbre Plaza and the Army Reserve Building sites. (*General Plan Update*)

## 5. Creeks

- a. **Summary Direction:** Protect and enhance San Roque and Arroyo Burro Creeks.
- b. **Improvement Measures:** Amend the *Upper State Street Area Design Guidelines* to address the following:
  - 1) Creek Protection. Restore creek areas; reduce impervious surfaces; increase creek buffers and building setbacks from creeks; and establish use of water quality best management practices, native plants, and integrated pest management near creeks. (*Design Guidelines*)
  - 2) Development Orientation. Orient development to face the creeks as well as toward State Street within the commercial/mixed use corridor to better incorporate creeks as part of the landscape and public open space. Examples include outdoor dining areas, residential open spaces or balconies facing creeks, trail connections, and landscaped creek buffers. (*Design Guidelines*)
  - 3) Creekside Paths. Establish creekside pedestrian paths within the commercial corridor where appropriate, to improve circulation, increase connectivity between the commercial corridor and residential areas, and public awareness of creeks. (*Design Guidelines*)
  - 4) Street Presence. Establish better street presence of creek locations on State Street to increase public awareness of creeks, and provide points of orientation and identity along State Street. Examples of measures include pocket parks and signage to delineate creek and trail locations. (*Design Guidelines; Capital improvement program*)

## 6. Building Setbacks

- a. **Summary Direction:** Reaffirm the existing S-D-2 zone building setback requirements, and provide clarifications for their application.
- b. **Improvement Measures:** Amend S-D-2 Zone and *Upper State Street Area Design Guidelines* to address the following:
  - 1) Setback Measurement. Clarify that building setback standards are measured from the back of dedications for sidewalks or other public rights-of-way. (*S-D-2 Zone and Design Guidelines*)
  - 2) Site Plan Variations. Identify typical types of site plan lay-outs that are encouraged and discouraged. (*Design Guidelines*)
  - 3) Building Dimensions and Spacing Requirements. Identify maximum building depths and minimum spacing requirements between adjacent two- and three-story buildings. (*S-D-2 Zone and Design Guidelines*)

- 4) Eastern Subarea Setbacks. For locations with small lot sizes, ample sidewalks, and a historical development pattern with minimal setbacks, allow consideration of modifications for setbacks of less than the standard S-D-2 setback for one-story structures or the first story of multiple-story structures. (*Design Guidelines*)
- 5) Variable Setback Approach. Study a variable setback approach for multiple properties within a block based on structural volume as a potential development evaluation metric. (*Design Guidelines*)
- 6) Building Setback Reductions. Establish decision-maker findings that modifications to reduce building setbacks below S-D-2 Zone requirements may only be approved in conjunction with substantial community benefits (e.g., views, open space, creek buffers, pedestrian amenities, improved circulation or connectivity, and/or affordable housing). (*S-D-2 Zone, Design Guidelines*)

## 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. **Improvement Measures:** Amend *Upper State Street Area Design Guidelines*, Neighborhood Compatibility Section to incorporate the following:
  - 1) Compatibility Findings. Strengthen and enforce specific provisions that development be found compatible within the context of the block, neighborhood, and subarea. (*Design Guidelines*)
  - 2) Form-Based Guidelines. Incorporate form-based guidelines to provide direction for visual aspects and appropriate form and scale of development in each subarea within the range of development permitted under zoning, and to protect scenic views. Guidelines would address the relationship between building facades and public spaces, and the form and mass of buildings in relation to one another. Examples are building height and bulk, façade treatments, the location of parking, street wall heights, commercial or mixed use designs where courtyards are proposed and parking is underground, etc. Guidelines would emphasize use of graphics and photos to explain application of zoning requirements. (*Design Guidelines*)
  - 3) Taller Buildings Criteria. Identify characteristics for when taller buildings that are permitted under the S-D-2 Zone can be appropriate for a site, and criteria for their evaluation. Criteria include scale, proportion, and character of existing development within the surrounding subarea. (*Design Guidelines*)
  - 4) Floor Area Ratio. Include a Floor Area Ratio (FAR) measure as one metric for evaluating development projects. (*Design Guidelines*)

## 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. **Improvement Measures:** Implement the following improvements to improve intersection levels of service through private development, capital improvements or public/private program, and City programs and operations:

- 1) Signal Phasing Modifications. At the following traffic signals, provide right-turn arrows during signal phases when the right-turning vehicle would have a protected period to turn: (a) Highway 154/ Calle Real, (b) Highway 101 Northbound Off-Ramp/ State Street, (c) La Cumbre Road/ State Street, (d) Las Positas Road-San Roque Road/ State Street, (e) La Cumbre Road/ Calle Real, and (f) Las Positas Road/ Calle Real. (*Private development, City capital improvements, and/or public/private partnership*)
- 2) Traffic Signal at McCaw/ Las Positas. Install a new traffic signal at McCaw/ Las Positas Road to improve residential circulation (see MMA concept design figure and description). (*Private development, City capital improvement, and/or public/private partnership*)
- 3) Traffic Volume Monitoring. City program to conduct regular periodic traffic volume counts, to assist in coordinating traffic management with adjacent jurisdictions; identifying problems areas; assessing the effectiveness of physical improvements and operational changes to the road network; and reviewing development applications. (*City Program*)
- 4) Intelligent Transportation System (ITS). The continuing use and refinement of ITS traffic control equipment and operations, such as electronic message signs, signal timing that adapts to traffic levels, and connection to the Caltrans regional monitoring system, assists in managing traffic flow and system efficiency. (*City Program*)

## **2. Mid-Block Congestion and Safety Improvements**

- a. **Summary Direction:** Reduce access points to Upper State Street that conflict with through travel.
- b. **Improvement Measures:** As follows, amend Public Works Standards and Parking Design Guidelines; undertake a public/private program to improve access and parking; and install additional medians through private projects or City capital projects.
  - 1) Shared Driveway Access and Parking at Existing Development. City program to assist in identifying locations conducive to retrofitting existing access and parking areas, provide informational materials, and work with interested property owners and businesses to create shared access and parking facilities and operations. (*City Program*)
  - 2) Access Management Guidelines. Establish design guidelines for providing effective access management for new development that address lot frontages, driveway spacing, consolidated access, on-site circulation, driveway design (see Table 2 in Upper State Street Study Report). (*Public Works Standards and Parking Design Guidelines*)
  - 3) Driveway Spacing Guidelines. Establish driveway spacing guidelines to reduce the number of driveways, create more uniform spacing, minimize conflict points with through-traffic, and move driveways away from intersections (see Table 3 in Upper State Street Study Report). (*Public Works Standards and Parking Design Guidelines*)
  - 4) Additional Raised Medians. Additional raised medians would be beneficial to improving the flow of through traffic in the following identified locations: (a) Between Highway 101 Northbound Off-Ramp and La Cumbre Road, (b) Between Hitchcock Road and Ontare Road, and (c) Between Ontare Road and Toyon Drive (*reference MMA Concept Design Figures and Descriptions*). Utilize median designs that provide the least impact to the provision of emergency services. Design a new median at the location between Highway 101 and La Cumbre Road to reflect recognition of its

location as a northern gateway to Santa Barbara. (*Private development, City capital improvements program, and/or public/private partnership*)

### **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. **Improvement Measures:** Implement streetscape improvements and pedestrian and bicycle connections through private projects or district, City or public/private program; amend *Access and Parking Design Guidelines* and *Upper State Street Area Design Guidelines* to incorporate pedestrian and bicycle guidelines; City operations programs for sidewalk maintenance and bicycle hitching posts.
  - 1) Pedestrian/ Bike Route. Establish an alternate route south of State Street for pedestrians and cyclists to travel between the Five Points and MacKenzie Park areas, and for non-motorized access between neighborhoods now primarily connected by vehicle (See Figure 9 in Upper State Street Study). The route would largely use existing roadways and sidewalks, connecting a few gaps. Improvements would include sidewalks, creekside trail improvements, street crossings, signage, and the stoplight at McCaw and Las Positas Road. (*Private development, City capital improvement, and/or public/private partnership*)
  - 2) Pedestrian Connections. Improve sidewalk connections along cross streets and establish more paseo connections through parcels to increase pedestrian connectivity throughout the corridor as parcels are redeveloped (see Figure 9 for locations for cross street sidewalk improvements, and blocks where new mid-block pedestrian paseos would improve connectivity. Establish long-term operation and maintenance agreements to assure paseos availability for public use. (*Private development, City capital improvements, and/or public/private partnerships*)
  - 3) Relocate State Street/ Calle Palo Colorado Crosswalk. Relocate the existing north-south crosswalk from the west side of the intersection to the east side to address traffic and pedestrian safety and traffic flow (see MMA concept design figure and description). Improvements would include pedestrian refuge at the existing median; modified access ramps compliant with current American Disabilities Act (ADA) standards; upgraded lighting, and signage. (*Private development, City capital improvement, and/or public/private partnership*)
  - 4) Reconfigure State Street/ De la Vina Street Intersection. Modify the intersection to remove the present vehicle eastbound free-right turn, reconfigure it to more closely resemble a standard intersection, and provide signal control for all crosswalks, to address vehicle, pedestrian, and bicycle safety. (*City capital improvement process is underway for this improvement.*)
  - 5) Traffic Signal at McCaw/ Las Positas. A traffic signal at this intersection would provide a controlled access point for MacKenzie Park, and if a future bicycle route were developed along McCaw avenue, the signal would provide a controlled access point for non-motorized traffic across Las Positas Road (see MMA concept design figure and description). (*Private development, City capital improvement, and/or public/private partnership*)
  - 6) Streetscape Improvements. Streetscape improvements along Upper State Street, as identified in the Pedestrian Master Plan (and also discussed in section B.2 Urban Design above) would benefit pedestrian circulation and traffic safety, and include the

## **EXHIBIT A**

### **Summary of Improvement Measures**

following:

(a) *Sidewalk Expansion Program.* The new Pedestrian Master Plan standard for the pedestrian right-of-way is 12 feet from curb face to property line. This includes four feet of parkway or “furnishing zone” to provide space for plantings, light poles, news racks, and benches, and an eight-foot wide sidewalk or “through way”. The remaining building setback area or “frontage zone” is a buffer space between the sidewalk edge and building, and will vary in width depending on the type of land use and size of building. These standards will continue to apply as feasible as parcels redevelop, although some parcels on Upper State Street do not have the size and configuration to provide this amount of public right-of-way. (*Access and Parking Design Guidelines and Upper State Street Area Design Guidelines; Private development, City capital improvement, or public/private partnership*)

(b) *Sidewalk Obstructions Relocation Program.* This program would identify opportunities with adjacent property owners to relocate existing sidewalk obstructions off the sidewalks and into the frontage zone, such as benches, utility poles, equipment boxes, newspaper racks, street signs, street trees, and landscape walls. (*Design Guidelines; Private development, City program, or public/private partnership*)

(c) *Bicycle Hitching Post Program.* Bicycle hitching posts are installed within the public right-of-way adjacent to commercial building entrances under an ongoing City program to implement Bicycle Master Plan goals, with efforts to date focused on Downtown but eventually to include Upper State Street. Where business entrances are set back away from the street, private bicycle parking is more appropriate and convenient. (*Design Guidelines; City Program, and/or private development*)

(d) *Pedestrian-Attractive Intersections/Crosswalks Program.* This program would reconstruct intersections and pedestrian crossings with materials to make the intersections more attractive. Also upgrade to current accessibility standards. (*Include reference in Design Standards; and City capital program, or private development or public/private partnership*)

(e) *Street Tree Enhancement Program.* Provide more street trees and/or landscaping within the parkway between the curb and sidewalk (furnishing zone) to provide a buffer for pedestrians per Pedestrian Master Plan standards. This would include removal and replacement of unhealthy or overgrown trees with species appropriate to the corridor setting, that is with slender trucks, reasonable shade canopies, and root systems that will limit the amount of sidewalk damage as the tree matures, and placement in tree grates. (*Design Standards; and Private development, City capital improvement, and/or public/private partnership*)

- 7) Crossing Timers Program. Install pedestrian countdown timers at Upper State Street intersections to provide additional information to pedestrians about remaining time to cross. Signal timing is set per traffic engineering standards (MUTCD). Consideration could be given to increasing pedestrian crossing time, however this would add to vehicle delay. (*Private development, City capital improvements, and/or public/private partnerships*)

#### **4. Transit Facility Improvements**

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

## **EXHIBIT A Summary of Improvement Measures**

- b. Improvement Measures:** Implement physical and operational improvements through private projects, City program, or public/private partnership.
- 1) Increase Bus Service. For land development project mitigation measures involving transit funding, contribute to improved bus service rather than providing free bus passes. (*Private development, MTD/ City/ public/private partnerships*)
  - 2) Rider Information. Provide “real-time” rider information at bus kiosks about exactly when the next bus will arrive. (*MTD*)
  - 3) Extend Signal Time for Buses. Modify City traffic signals in coordination with MTD to recognize an approaching bus and extend the duration of a green signal to allow the bus through. This will extend the time for side street drivers waiting for the signal change, but will not impact vehicle progression on State Street. (Alternate operation in which traffic signals turn green when a bus approaches is not recommended and would severely impact vehicle congestion by disrupting vehicle progression between traffic signals.) (*City Program with MTD; funding through private development, MTD, City or public/private partnership*)
  - 4) Relocate Bus Stops. A program to work with MTD and property owners to relocate the bus stop westbound at the Century 21 building on the near side of traffic signals to the far side would benefit the flow of through traffic. Moving bus stops off sidewalks as opportunities arise would improve pedestrian circulation. (*City/MTD program; Design Guidelines; and private development, City, or public/private program*)
  - 5) Additional Bus Turnout Pockets. A program to work with MTD and property owners to develop additional bus pockets would reduce lane changing to pass buses and improve through traffic. Identified locations are: (a) State/Ontare eastbound bus stop on south side of State Street, and (b) State/Toyon westbound on north side of State Street (see MMA concept designs and descriptions). Design bus pockets to provide adequate transition zones. (*City/MTD program and public/private partnership*)
  - 6) Bus Pull-Out Right-of-Way. To facilitate buses in turn-out pockets merging back into traffic, pursue changes in State regulations to require motorists to yield to a merging bus. This would improve traffic flow and bus service on-time reliability. (*City/MTD program*)
- 5. Parking Improvements**
- a. Summary Direction:** Develop parking policies and management strategies that help reduce Upper State Street congestion.
  - b. Improvement Measures:** Amend S-D-2 Zone parking requirements; amend Upper State Street Area Design Guidelines to address parking design; undertake public/private parking efficiency program; continue ongoing City policies and programs on mixed use and parking demand reduction.
    - 1) Public/ Private Parking Efficiency Management Program. Work with employers and commercial businesses to improve the efficiency of parking management at existing development by measures such as the following: (a) *Shared Parking* by more than one user; (b) *Employee Parking Program* to use remote parking and reduce the need for employee parking with Transportation Demand Management incentives that support carpooling and use of alternative transportation; (c) *Parking Pricing* that provides for motorists to pay directly for using parking facilities and would tend to reduce parking demand; (d) *Signs and Circulation* to provide the most appropriate signage, access, and parking to show users where all parking is

located, especially lesser-used parking to the side and rear of buildings; and (e) *Intelligent Transportation System (ITS)* measures for larger centers, such as real-time indicators showing available spaces in other parts of the lot. (*City program; public/private partnership*)

- 2) Site Lay-Out for Parking. Provide guidance to assist in determining appropriate parking lay-out design for redevelopment, addressing factors including size and depth of lot, scenic view considerations on north and south side of the street, and proximity to connecting side streets and alleys. For surface parking, in general, parking at the rear of buildings can be more easily accessed from alleys and driveways on side streets and may reduce the number of driveways on State Street. Maximize underground parking to the benefit of creating attractive, high quality projects above ground. (*Design Guidelines*)
- 3) Parking Requirements. Review S-D-2 zone parking requirements for new development to identify any refinements that could assist in providing adequate parking without burdening the transportation corridor, including further study of the following: (a) *Parking Maximums* that limit the amount of parking capacity allowed at particular sites or areas to control the congestion impact on adjacent streets; (b) *Parking Pricing* that provides for motorists to pay for using parking facilities; and (c) *Restaurant Parking* requirements that limit restaurants in smaller commercial developments. (*S-D-2 Zone, Design Guidelines*)
- 4) Mixed Use Development Policies. Continue City policies supporting mixed residential/commercial development, and further study the following potential policy refinements that could reduce parking demand and also thereby benefit traffic levels along Upper State Street: (a) Parking Requirements for Residential to restrict parking to one space per unit or require that the price of parking be independent of the residential unit; (b) Car Share program providing automobile rental services intended to substitute for private vehicle ownership, making occasional use of a vehicle more affordable and providing incentive to minimize driving and use alternative modes. Program requires accessible location, affordable rates, convenient procedures, and reliable vehicles and availability. (*City, private development*)
- 5) Parking Demand Reduction Programs. Continue City and MTD citywide programs to increase use of alternative modes to vehicle travel, including walking, biking, and transit. (*City and MTD Programs, private development*)
- 6) Retain On-Street Parking. Retain the current on-street parking in the Upper State Street corridor, which provides a limited but needed parking supply. (*City program*)

## **6. Improvement Financing**

Initiate a City outreach process to engage Upper State Street area property owners and businesses in a dialogue to discuss financing of improvements and the possibility of forming a Business Improvement District.

## **D. LONGER-TERM IMPROVEMENTS**

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

- a. La Cumbre Plaza Specific Plan. Prepare an initial framework for a future La Cumbre Plaza Specific Plan for the eventual redevelopment of the site based on the analysis in the Upper State Street Study, including identification of applicable parcels, and issues to be addressed in the future specific plan (see Figure 10). Include consideration of a mixed

## **EXHIBIT A Summary of Improvement Measures**

commercial and residential village approach and possible public improvements such a transit center, open space/public park, pedestrian connections, east/west vehicle circulation connections, and parking structure. (*City program*)

- b. Land Uses and Density Standards. Reconsideration of land uses and residential density standards, including variable density and unit size, are community issues, and policies will be examined within a citywide context. (*General Plan Update*)
- c. Environmental Sustainability. Many of the near-term recommendations will result in more environmental sustainability, including improvements to transit, more pedestrian facilities, and increased landscaping. Sustainable approaches to development, including green buildings, transit-oriented development, air and water quality, natural resource protection, etc., are ongoing and evolving citywide issues, and policies will continue to be further examined. (*City programs and General Plan Update*)
- d. Affordable and Workforce Housing. Existing affordable and workforce housing requirements, i.e., the Inclusionary and Condominium Conversion ordinances, are currently addressed by City Housing Element policies and implementing ordinances and procedures, and policies will continue to receive reassessment and refinement. (*City Programs and General Plan Update*)
- e. Creek Improvement Programs. Implementing goals and priorities for watershed management aimed at improving the health and water quality of the creeks is part of the ongoing *City Watershed Action Plan* process underway. Creek improvement measures are also incorporated as part of the development review and permitting process, and policy updates will be examined further. (*City Programs and General Plan Update*)
- f. Development Impact Fee. A study is underway to examine possible city-wide fees and other municipal funding options to mitigate the impact of new development on transportation, affordable housing, and open space. The study will review the experience of other jurisdictions; analyze alternative fee structures; and identify impact fee alternatives. (*City Program and General Plan Update*)

## **2. Traffic and Circulation Improvements**

- a. Hope/State Intersection Eastbound Right-Turn Lane and Sidewalk. Over time, the volume of right-turning traffic from eastbound State Street to southbound Hope Avenue may increase and become a “critical movement” at the intersection. Adding a right-turn lane on eastbound State Street as part of future redevelopment of La Cumbre Plaza (see MMA concept design figure and description) would reduce the potential for rear-end accidents by eastbound traffic, improve visibility at the intersection to the west for northbound traffic, provide safer pedestrian conditions, and improve future intersection operations. (*Private development; City capital improvement or public/private partnership*)
- b. Two-Way Calle Real/ Junipero Bridge. Pursue an option to convert the one-way section of Calle Real between Las Positas and Treasure Drive back to two-way operations, which would reduce reliance on State Street as a parallel corridor to Highway 101 and provide more access options for local traffic (see MMA concept design for two-way Calle Real with a ramp modification and bridge/ramp structure at Junipero Street). The City is proceeding with an initial design study for this project. (*Private development, City capital improvement or public/private partnership*)
- c. Alternative East-West Routes. Pursue provision of alternative east-west and north-south routes as part of redevelopment as opportunities arise. See Summary Diagram of Longer-Term Future Improvements and MMA concept design for potential locations

# **EXHIBIT A**

## **Summary of Improvement Measures**

identified in the area of La Cumbre Plaza. (*Private development, City capital improvement or public/private partnership*)

- d. New Off-Street Pedestrian/ Bike Trail. Pursue establishment of a second new pedestrian path/bicycle trail extending between Hope Avenue and Las Positas Road south of State Street (beginning at La Rada Way and Hope Avenue intersection on the west) to provide non-motorized access between La Cumbre Plaza and MacKenzie Park. (See Summary Diagram of Longer-Term Improvements and MMA concept design and description.) (*Private development, City capital improvement, or public/private partnership*)
- e. Parking Structures. Study the effects of constructing shared parking structures to assure adequate off-street parking for employees in the longer-term and promote more usable open space. (*City study; private development, City capital improvement, or public/private partnership*)
- f. Shuttles. The City and MTD would evaluate further over time whether a local shuttle-type service would be feasible to encourage non-auto trips within the Upper state Street commercial corridor and provide residents, shoppers, and employees the ability to get around the corridor efficiently at low cost. (*City/ MTD study*)
- g. Transit Center. The City and MTD would review ridership patterns to determine whether a more formal transit center should be developed. The La Cumbre Plaza site is identified as an appropriate location. (*City/MTD study*)
- h. Transit Lane. To address potential longer-range regional growth and Highway 101 traffic congestion, study the feasibility of augmenting and/or altering the right-of-way and streetscape on Upper State Street to establish a dedicated transit lane (one side or both sides of State Street). Removal of existing vehicle travel lanes to create a transit lane is not recommended. (*City/MTD study*)
- i. Traffic Analysis. Prepare a longer-range traffic analysis scenario (to the year 2030) that addresses larger regional and freeway issues and coordinates with SBCAG and adjacent jurisdictions as part of the General Plan update process. (*City Program*)

RESOLUTION NO. 07-032

STATE OF CALIFORNIA            )  
  )  
COUNTY OF SANTA BARBARA    ) ss.  
  )  
CITY OF SANTA BARBARA        )

I HEREBY CERTIFY that the foregoing resolution was adopted by the Council of the City of Santa Barbara at a meeting held on May 8, 2007, by the following roll call vote:

AYES:                    Councilmembers Brian B. Barnwell, Iya G. Falcone, Roger L. Horton, Grant House, Helene Schneider, Das Williams; Mayor Marty Blum

NOES:                   None

ABSENT:                None

ABSTENTIONS:       None

IN WITNESS WHEREOF, I have hereto set my hand and affixed the official seal of the City of Santa Barbara on May 9, 2007.

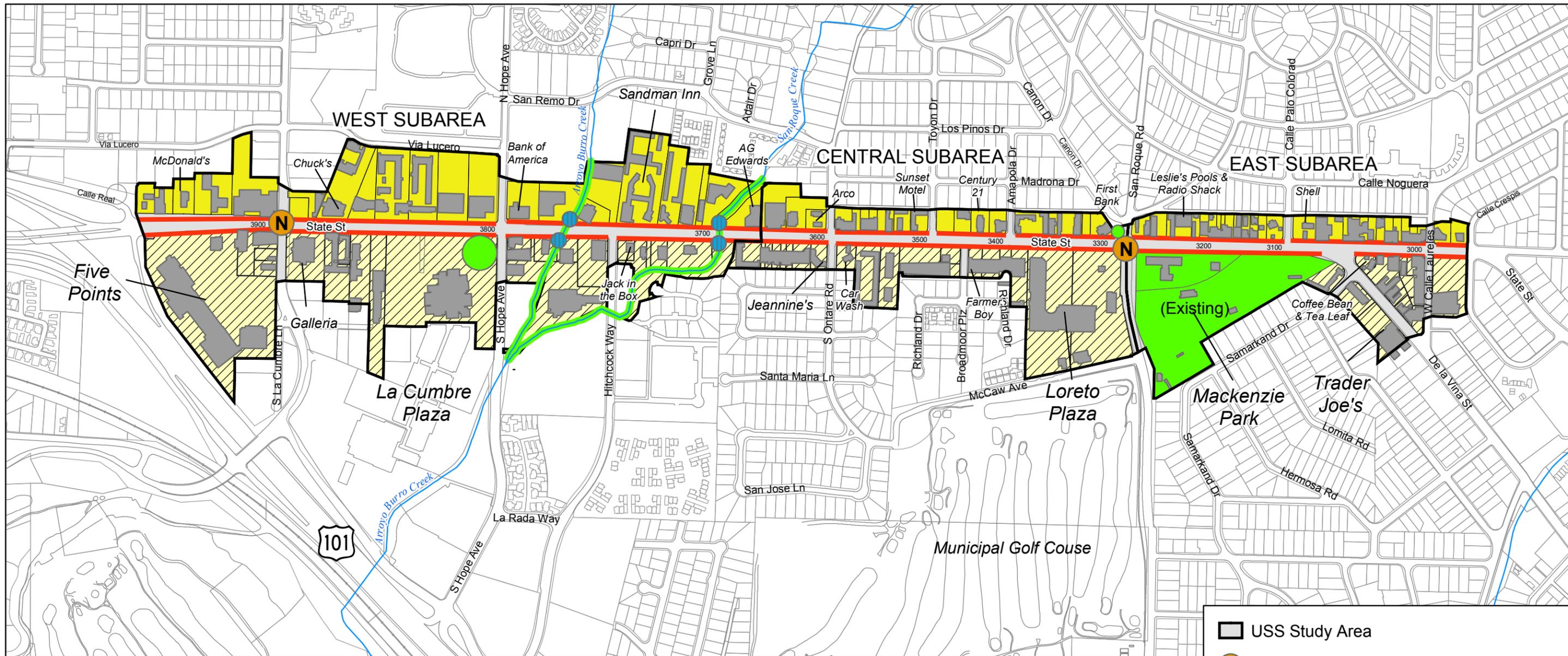
  
*Cynthia M. Rodriguez*  
\_\_\_\_\_  
Cynthia M. Rodriguez, CMC  
City Clerk Services Manager

I HEREBY APPROVE the foregoing resolution on May 9, 2007.

*Marty Blum*  
\_\_\_\_\_  
Marty Blum  
Mayor

# Upper State Street Study

# Urban Design Recommendations



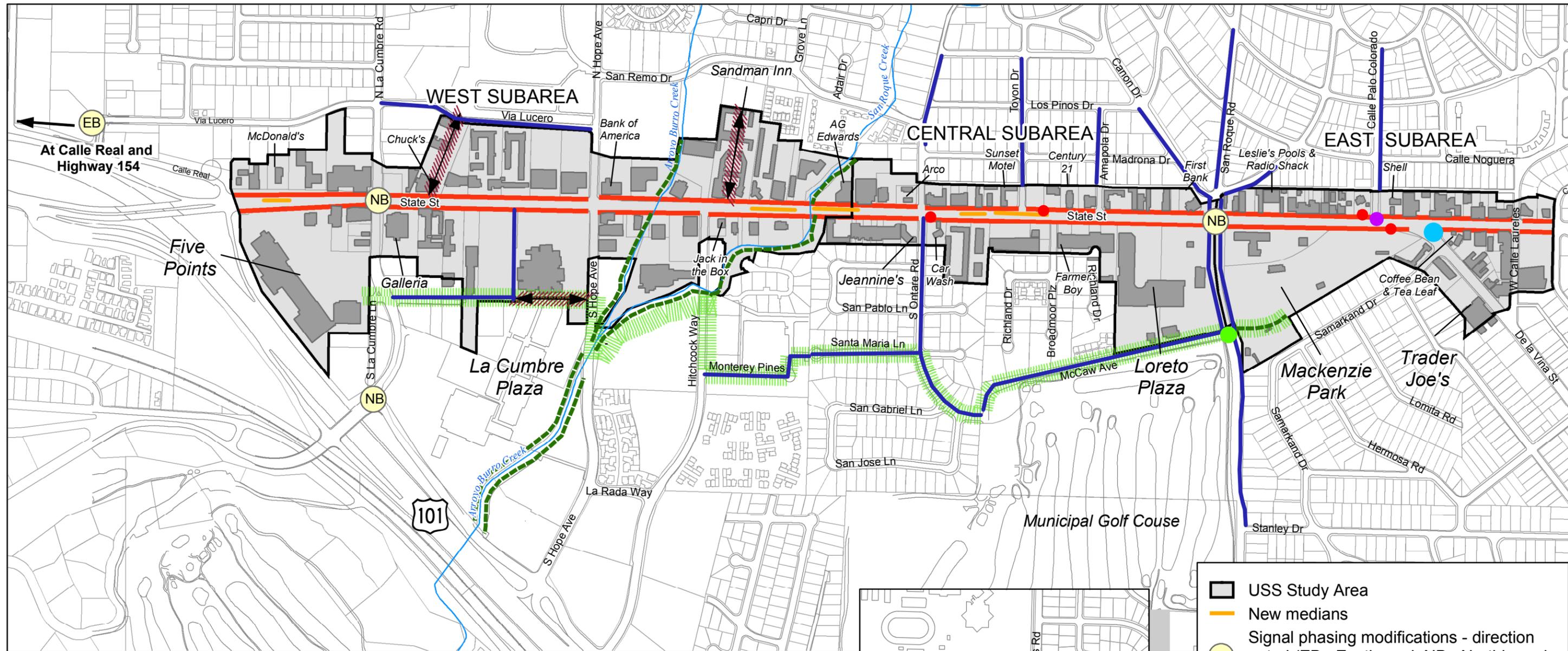
## Urban Design Recommendations

- USS Study Area
- Activity Nodes
- Creek awareness areas along State St.
- Creeks
- Open Space, Park, Plaza & Creek Corridor Improvements
- View corridors to be provided with redevelopment
- Viewing locations to be provided with redevelopment
- Streetscape improvements with redevelopment or City program

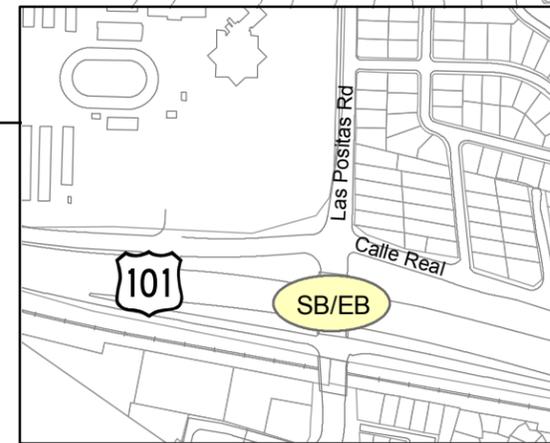
Date: Feb 2007

Planning Division

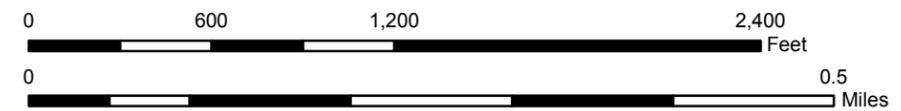




# Near-Term Transportation Improvements

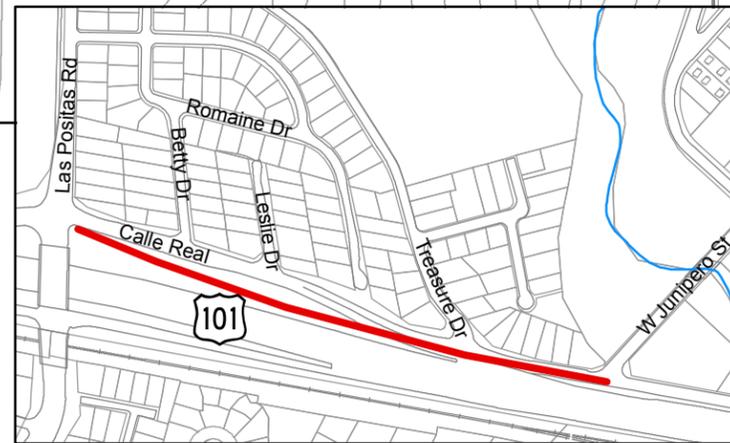
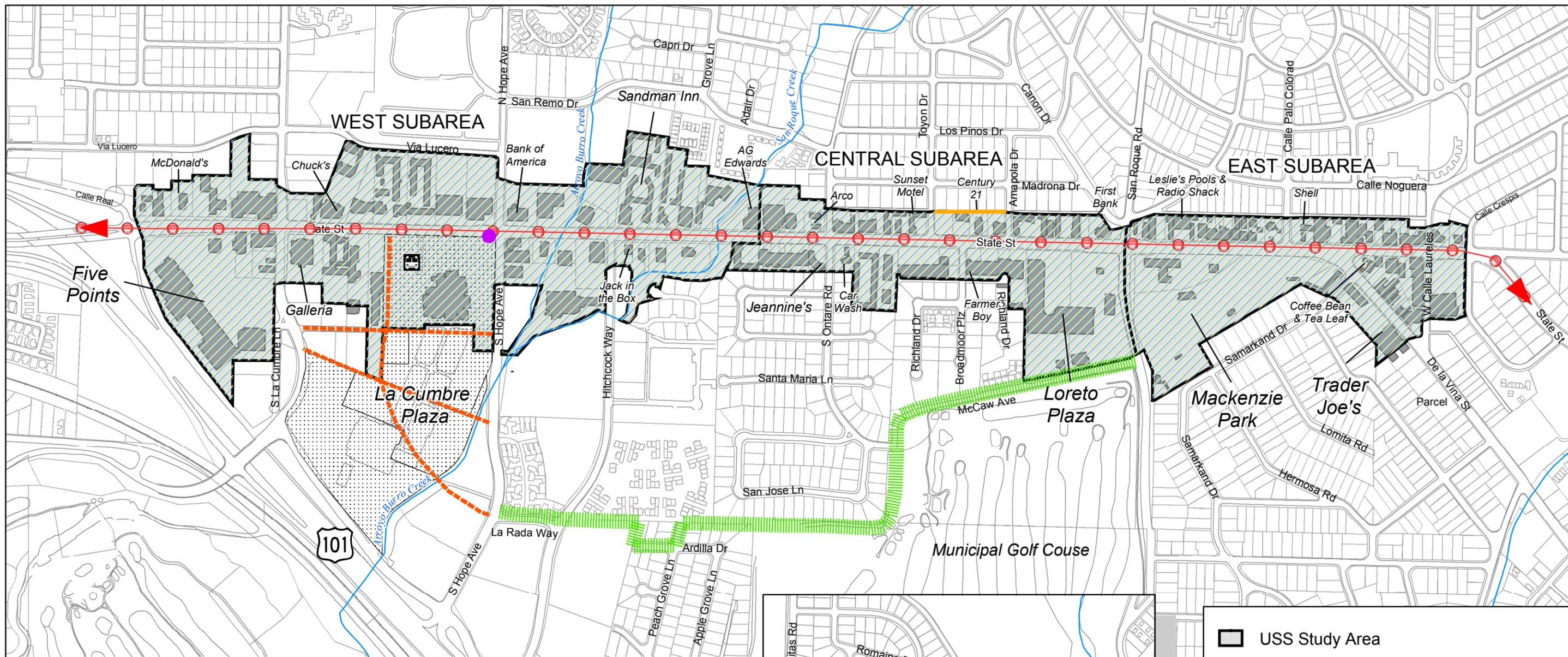


- USS Study Area
- New medians
- Signal phasing modifications - direction noted (EB= Eastbound, NB =Northbound, SB = southbound)
- Crosswalk improvements
- Relocated bus stops
- New signal
- Intersection improvements
- On-street pedestrian improvements/connections
- Off-street pedestrian trails
- Paseos and sidewalks connections within block
- Pedestrian/Bike Trail
- Streetscape improvements with redevelopment or City program



# Upper State Street Study

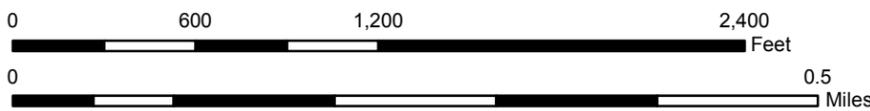
# Longer-Term Improvements



101 between Las Positas and Junipero St

- USS Study Area
- Parking District
- La Cumbre Plaza Parcels (Specific Plan)
- Transit Center
- Intersection improvements
- Alley connection
- Two way Calle Real
- New Streets
- Dedicated Transit Lane
- Pedestrian/Bike Trail

# Longer-Term Improvements



Date: Feb 2007



Planning Division