

From: [Cecilia Harris](#)
To: [Randy Rowse](#); [Wendy Santamaria](#); [Mike Jordan](#); [Oscar Gutierrez](#); [Kristen Sneddon](#); [Eric Friedman](#); [Meagan Harmon](#)
Cc: [City Clerk](#)
Subject: Support for Item 8, recommendation C - The FARO Center
Date: Monday, August 31, 2026 11:17:04 AM

Some people who received this message don't often get email from cecilia.harris6@gmail.com. [Learn why this is important](#)

Dear Honorable Mayor Rowse and City Council members;

Thank you for the work you and the City staff have done to address concerns, find solutions and promote collaboration, during the last year. **Great progress has been made by the FARO Center.**

I strongly support the FARO Center recommendation and here is why:

- The Center is an essential service hub and is greatly needed in the downtown area.
- The leadership team and staff have effectively addressed complex issues that have arisen and continue to strive for continuous improvement and collaboration
- The FARO Center has built trust in the community, with its clients, neighbors, collaborators, donors and supporters, based on the actions taken and the outcomes - the facts and data show real benefits and solutions.

Please support the recommendation.

Thank you.

Respectfully submitted,
Cecilia Harris

 Santa Barbara, CA 93103

From: [Randy Goetz](#)
To: [City Clerk](#)
Subject: FARO Center
Date: Monday, August 31, 2026 2:35:58 PM

Some people who received this message don't often get email from drandalgoetz@gmail.com. [Learn why this is important](#)

I support the FARO recommendation.

Randy Goetz

From: [Laurie Tumbler](#)
To: [City Clerk](#)
Subject: I support the FARO recommendation"
Date: Monday, August 31, 2026 5:53:36 PM

Some people who received this message don't often get email from laurietumbler@gmail.com. [Learn why this is important](#)

Please approve the agreement for SB ACT to continue operating the FARO center.

Laurie Tumbler

 Santa Barbara, CA 93108

From: [Yonie Harris](#)
To: [City Clerk](#)
Subject: Recommendation C on the Council's Agenda
Date: Tuesday, September 1, 2026 8:06:08 AM

You don't often get email from yonieharris@gmail.com. [Learn why this is important](#)

I am writing to express my support of the FARO recommendation. The center is an invaluable part of homeless support in our city.

Respectfully,
Yonie Harris

From: [Rich Sander](#)
To: [Randy Rowse](#); [Mike Jordan](#); [Oscar Gutierrez](#); [Kristen Sneddon](#); [Meagan Harmon](#); [Wendy Santamaria](#); [Eric Friedman](#)
Cc: [City Clerk](#); [Board](#); [Kelly R. McAdoo](#); [Caroline Paine](#); [Aleia Parenteau](#)
Subject: SB ACT Board Support for FARO Center — Item 8, Recommendation C
Date: Tuesday, September 1, 2026 8:08:46 AM
Attachments: [Letter to Council 20260828.pdf](#)

Mayor Rowse, Members of the City Council, and City Staff:

I'm writing on behalf of SB ACT and our Board of Directors to express our strong support for staff's recommendation in Item 8 regarding funding for FARO Center operations.

SB ACT's partnership with the City began in 2019, and we are excited to continue that work. The new funding agreement includes requirements and procedures designed to help ensure that FARO continues operating responsibly, accountably, and cooperatively with the neighborhood. We respectfully ask the Council to approve the FARO recommendation in Item 8.

I've attached our letter with additional detail. Thank you for your consideration and for partnering with us to help ensure that FARO has a strong and sustainable future.

Sincerely,

Rich Sander

—
Rich Sander
Executive Director | SB ACT
Office 805-259-4692 x.101 | Cel [REDACTED]
rich@sbact.org | www.sbact.org
He/Him/His

August 28, 2026

Mayor and Members of the City Council
City of Santa Barbara

Re: September 1, 2026 — Item 8, Recommendation C — SUPPORT

Dear Mayor and Councilmembers:

On behalf of SB ACT and our Board of Directors, we strongly support staff's recommendation in

Item 8 regarding funding for FARO Center operations. SB ACT's partnership with the City began

in 2019, and we are thrilled to continue that work. During FARO's first two years, we learned a

great deal about how to serve people experiencing homelessness while operating responsibly within the surrounding neighborhood. We are excited to continue implementing those lessons. As a part of our continued efforts to maintain and improve neighborhood relations, in this new funding agreement, we have collaborated with the City to include various requirements and procedures which help protect the neighborhood. These requirements and procedures give the City tools to help ensure that FARO continues operating in a way that is responsible, accountable,

and cooperative with the neighborhood, including continued security, a structured response



P.O. Box 217 | Santa Barbara, CA 93102
805.259.4692
www.sbact.org

Advancing Collective Transformation

August 28, 2026

Mayor and Members of the City Council
City of Santa Barbara

Re: September 1, 2026 – Item 8, Recommendation C – SUPPORT

Dear Mayor and Councilmembers:

On behalf of SB ACT and our Board of Directors, we strongly support staff's recommendation in Item 8 regarding funding for FARO Center operations. SB ACT's partnership with the City began in 2019, and we are thrilled to continue that work. During FARO's first two years, we learned a great deal about how to serve people experiencing homelessness while operating responsibly within the surrounding neighborhood. We are excited to continue implementing those lessons.

As a part of our continued efforts to maintain and improve neighborhood relations, in this new funding agreement, we have collaborated with the City to include various requirements and procedures which help protect the neighborhood. These requirements and procedures give the City tools to help ensure that FARO continues operating in a way that is responsible, accountable, and cooperative with the neighborhood, including continued security, a structured response protocol, a Good Neighbor Policy, regular stakeholder updates, and incident and complaint tracking. Thus, this new funding agreement helps ensure that the successful strategies that are being implemented at FARO today will continue, and should any issues arise at FARO, there is a mechanism for SB ACT and the City to collaborate on a solution.

We are also pleased to report that we have negotiated a lease with the FARO Center's owners which provides a clear and stable path forward for the Center.

Thank you for partnering with us to help ensure that FARO has a strong and sustainable future. We respectfully ask the Council to approve the FARO recommendation in Item 8.

Sincerely,

A handwritten signature in black ink, appearing to read "RS" or "Rich Sander".

Rich Sander
Executive Director, SB ACT
On behalf of the SB ACT Board of Directors

protocol, a Good Neighbor Policy, regular stakeholder updates, and incident and complaint tracking. Thus, this new funding agreement helps ensure that the successful strategies that are being implemented at FARO today will continue, and should any issues arise at FARO, there is a

mechanism for SB ACT and the City to collaborate on a solution.

We are also pleased to report that we have negotiated a lease with the FARO Center's owners which provides a clear and stable path forward for the Center.

Thank you for partnering with us to help ensure that FARO has a strong and sustainable future.

We respectfully ask the Council to approve the FARO recommendation in Item 8.

Sincerely,

Rich Sander

Executive Director, SB ACT

On behalf of the SB ACT Board of Directors

From: [Bonnie Elliott](#)
To: [Santa Barbara City Council](#)
Subject: State St.
Date: Tuesday, September 1, 2026 8:48:49 AM

Some people who received this message don't often get email from thebonlyn@yahoo.com. [Learn why this is important](#)

Dear Councilmembers,

PLEASE return State street to the way it was when cars could drive all the way to the Wharf!

It is such a mess now and very, dangerous. I use the word dangerous because of the teenagers on e-bikes! I use a power wheelchair

And I cannot tell how many close calls I have had with teenagers on e-bikes! Teenagers are monsters and do not care about anyone but themselves. I know because I was one and so was every other adult. WHY is the council so oblivious to-this reality?

I have noticed that the bicyclists are much more respectful and obey stop lights. I use the sidewalks when I am downtown now- which is not very often.

I have also had the scary experience of having a teen on an e-bike going full speed on the sidewalk!! The police have only bikes!!! What's wrong with this picture?

The second reason and actually the most important reason is this: how long will it take emergency vehicles to get to some one who is having a heart attack? NOT soon enough, I can tell you.

If the town and council have to spend thousands of dollars for outside help, this doesn't need to continue.

I am not able to be here today hence the email.

Respectfully,
Bonnie Elliott

From: [Kristin Flickinger](#)
To: [City Clerk](#)
Subject: Item 8, recommendation C - FARO Center - SUPPORT
Date: Tuesday, September 1, 2026 9:07:38 AM

Some people who received this message don't often get email from kristin@kristinflickinger.com. [Learn why this is important](#)

Dear Clerk,

I am writing in support of the FARO recommendation. The FARO Center plays a critical role in providing services and connection to housing for our neighbors who are experiencing homelessness.

In Community,

Kristin Flickinger

From: [Joshua Swanson](#)
To: [Santa Barbara City Council](#)
Cc: decrimnaturesb@decriminalizenaturesantabarbara.org
Subject: Please Decriminalize Nature
Date: Tuesday, September 1, 2026 9:36:49 AM

Some people who received this message don't often get email from joshuadavidswanson@gmail.com. [Learn why this is important](#)

Dear Mayor, Council Members, and City Staff,

I'm Joshua Swanson and I live in Santa Barbara. I support making enforcement against adult personal use of entheogenic plants and fungi the City's lowest law-enforcement priority and restricting the use of City resources for that enforcement.

This matters to me because the expanded consciousness that I've experienced since attending distant retreats and creating my own solo journeys closer to home has been profound. I know that plants and fungi have healing properties that can help with many social ills including depression and substance abuse. Criminalizing natural entheogens only hurts our society and I hope we can agree that there are already enough social harms that require our immediate attention.

Please support scheduling this resolution for a vote on October 20th and vote YES when it comes before you.

Thank you for your attention and I hope we can decriminalize nature together for the benefit of humanity and this beautiful world we inhabit.

Sincerely, Joshua Swanson

From: [Ernest Salomon](#)
To: [Santa Barbara City Council](#)
Cc: jean@independent.com; newsmakerswithjr@gmail.com; jmolina@noozhawk.com;
Senator.Limon@senate.ca.gov; lcapps@countyofsb.org; Assemblymember.Hart@assembly.ca.gov
Subject: Violent Crime in USA
Date: Tuesday, September 1, 2026 9:48:04 AM

Interesting facts versus perception. Most people don't know this, including many in public office, including Trump, who keeps saying that Democrat run cities have much more crime than Republican run cities. This is just not true!

Despite declining crime rates, public perception often suggests the opposite. [The Pew Research Center](#) found that many Americans believe crime is rising — even when data show otherwise.

Between 1993 and 2022, violent crime in the US fell by 49%, including: Robbery: -74%, Aggravated Assault: -39%, and Murder/Non-negligent Manslaughter: -34%

The data and long-term research do not support the claim that Democrat-led cities are inherently more dangerous.

Crime rates are influenced by a complex mix of socioeconomic, geographic, and cultural factors — not by a mayor's political affiliation.

Regards,

Ernest Salomon
[REDACTED]
Santa Barbara, CA 93108
[REDACTED]
Ernstsal@aol.com

From: [Missy Zeitsoff](#)
To: [Santa Barbara City Council](#)
Subject: Fwd: City of Santa Barbara Posts Tax Results for Quarter Ended June 30 | Local News | Noozhawk
Date: Tuesday, September 1, 2026 10:34:59 AM

----- Forwarded message -----

From: **Missy Zeitsoff** <missyzeitsoff@gmail.com>
Date: Tue, Sep 1, 2026, 5:40 AM
Subject: City of Santa Barbara Posts Tax Results for Quarter Ended June 30 | Local News | Noozhawk
To: Missy Zeitsoff <missyzeitsoff@gmail.com>

<https://www.noozhawk.com/city-of-santa-barbara-posts-tax-numbers-for-quarter-ended-june-30/>

From: [Missy Zeitsoff](#)
To: [Santa Barbara City Council](#)
Subject: Fwd: City of Santa Barbara Posts Tax Results for Quarter Ended June 30 | Local News | Noozhawk
Date: Tuesday, September 1, 2026 10:34:59 AM

----- Forwarded message -----

From: **Missy Zeitsoff** <missyzeitsoff@gmail.com>
Date: Tue, Sep 1, 2026, 5:40 AM
Subject: City of Santa Barbara Posts Tax Results for Quarter Ended June 30 | Local News | Noozhawk
To: Missy Zeitsoff <missyzeitsoff@gmail.com>

<https://www.noozhawk.com/city-of-santa-barbara-posts-tax-numbers-for-quarter-ended-june-30/>

From: [Amber Jordan Scouras](#)
To: [City Clerk](#)
Subject: Sept 1 Council Meeting Written Comment
Date: Monday, August 31, 2026 9:48:13 AM

Some people who received this message don't often get email from amberjs@gmail.com. [Learn why this is important](#)

Hi there! I support Item 8, Recommendation C authorizing the Deputy City Administrator to execute an agreement with SB ACT to facilitate continued operation of the FARO Center. FARO is great to have in Santa Barbara and really makes a difference!

Thanks,
Amber Scouras

From: [brandy hogg-duncan](#)
To: [City Clerk](#)
Subject: FARO
Date: Monday, August 31, 2026 9:52:18 AM

Some people who received this message don't often get email from bhoggduncan@gmail.com. [Learn why this is important](#)

To whom it may concern,

I fully support the FARO recommendation. Please give it your greatest consideration.
Thank you for your time!

Brandy Hogg-Duncan

From: [Rachel Johnson](#)
To: [City Clerk](#)
Subject: Support for the FARO recommendation
Date: Monday, August 31, 2026 10:01:30 AM

Some people who received this message don't often get email from rachelannejohnson@gmail.com. [Learn why this is important](#)

Dear City Councilmembers,

Thank you, as always, for your dedication to serving all our Santa Barbara communities.

I'm writing in full support of the FARO item you'll be considering tomorrow (Item 8, Recommendation C). SB ACT has consistently done incredible work in our community and the city's ongoing support of them and the FARO center will strengthen our collective ability to serve all our neighbors with dignity and care.

Thank you for your time,

Rachel Johnson

From: [Sunset Coast Realty](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Blaring low rider gang rap and rude driving up and down
Date: Monday, August 31, 2026 11:07:36 AM

[Some people who received this message don't often get email from lindoteam@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Last night my wife and I had the pleasure of walking along Cabrillo from the harbor to the wharf. It was a beautiful evening. People were smiling, couples enjoying the calmness. Some groups of families and children enjoying their walk. Then came the low riders, 4 full size trucks, all in a row, all blaring extremely loud gangsta rap music, with F-bomb lyrics, shouting Nigg__ this and Nigg__ that. They do it like a slap across all our faces! Totally parading up and down, and up and down, and up and down, with one intention, to disrupt the civility of our beautiful city.

I've lived in Santa Barbara since 1989, I can remember the same type or rudeness from these low rider thugs driving up and down State Street, over and over and over and over. Again and again, blaring music, F-bombs, Nigg this and that. It's repulsive.

Is this what we want to start up again?

Please keep the European sidewalk cafes and the open concept of one long courtyard for families and couples to stroll along and enjoy thug free environment.

Please don't give in to these types of people who have one intention, disrupt the calmness of our great little town.

Sincerely,

Damian Lindo

From: [Scott E Stankey](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Public Comment Item 26: Please Keep State Street Car-Free
Date: Tuesday, September 1, 2026 2:00:34 PM

Some people who received this message don't often get email from scott@sb-designgroup.com. [Learn why this is important](#)

This looks like it will benefit the community.
Thank you for all of the hard work getting the information out to the community!

The content of this email is confidential and intended for the recipient(s) specified in this message only. It is strictly forbidden to share any part of this message with any third party, without a written consent of the sender. Should you receive this message by mistake, we would be most grateful if you informed us that the message has been sent to you. In this case, we also ask that you delete this message from your mailbox, and do not forward it or any part of it to anyone else. Thank you for your cooperation and understanding.

From: [Joe Kralick](#)
To: [City Clerk](#)
Subject: State Street
Date: Tuesday, September 1, 2026 2:01:09 PM

[Some people who received this message don't often get email from jkralick@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

The idea that cars are the solution to a changing business and shopping landscape is antiquated and embarrassingly simple. Keep State Street open and accessible to all, without private automobiles. Thank you.

From: [Jamie Kaner](#)
To: [Santa Barbara City Council](#)
Subject: OPEN STATE STREET
Date: Tuesday, September 1, 2026 2:09:16 PM

Some people who received this message don't often get email from jamiekanerconsulting@gmail.com. [Learn why this is important](#)

Dear Council Members:

I am writing to respectfully request that the City Council approve a partial reopening of State Street while long-term options for the corridor are being evaluated.

As a local stakeholder, I am deeply aware of the severe budget challenges and depleted reserves currently facing our city. Hard financial choices must be made, and our community appreciates your fiscal stewardship during this difficult time. It is precisely because of these economic headwinds that we must protect our local tax base.

Currently, too many blocks of State Street remain completely closed to vehicle traffic. While the original intent behind the closure may have been to create an active pedestrian zone, the prolonged disruption is severely hurting downtown businesses. Foot traffic alone has not sustained our merchants, and many are facing critical financial losses.

We need a pragmatic interim solution that balances community space with commercial viability. Reopening even a portion of the street—such as opening specific blocks or allowing one-way traffic with designated parking—would immediately restore vital access for customers.

Taking this step now will provide immediate relief to struggling business owners while the city determines its next permanent steps. Furthermore, a partial reopening requires minimal infrastructure investment, avoiding further strain on our limited municipal funds.

Thank you for your time, dedication, and consideration of this compromise. I look forward to working together to keep our downtown vibrant and economically sound.

Sincerely,
Jamie Kaner

From: [Suzanne Weintraub](#)
To: [Santa Barbara City Council](#); [City Clerk](#)
Subject: Re: State Street
Date: Tuesday, September 1, 2026 3:00:49 PM

Some people who received this message don't often get email from suzanneaweintraub@gmail.com. [Learn why this is important](#)

On Sep 1, 2026, at 1:51 PM, Suzanne Weintraub
<suzanneaweintraub@gmail.com> wrote:

Suzanne Weintraub
3753 Brenner Drive
Santa Barbara, CA 93105
Suzanneaweintraub@gmail.com
September 2, 2026

To the Members of the City Council,

I am writing to respectfully request that the City Council approve a partial reopening of State Street while long-term options for the corridor are being evaluated.

As a local stakeholder, I am deeply aware of the severe budget challenges and depleted reserves currently facing our city. Hard financial choices must be made, and our community appreciates your fiscal stewardship during this difficult time. It is precisely because of these economic headwinds that we must protect our local tax base.

Currently, too many blocks of State Street remain completely closed to vehicle traffic. While the original intent behind the closure may have been to create an active pedestrian zone, the prolonged disruption is severely hurting downtown businesses. Foot traffic alone has not sustained our merchants, and many are facing critical financial losses.

We need a pragmatic interim solution that balances community space with commercial viability. Reopening even a portion of the street—such as opening specific blocks or allowing one-way traffic with designated parking—would immediately restore vital access for customers.

Taking this step now will provide immediate relief to struggling business owners while the city determines its next permanent steps. Furthermore, a partial reopening requires minimal infrastructure investment, avoiding further strain on our limited municipal funds.

Thank you for your time, dedication, and consideration of this

compromise. I look forward to working together to keep our downtown vibrant and economically sound.

Sincerely,

Suzanne Weintraub

From: ms.ha@comcast.net
To: [Santa Barbara City Council](#)
Subject: No on State Street Master Plan,
Date: Tuesday, September 1, 2026 3:12:09 PM

Some people who received this message don't often get email from ms.ha@comcast.net. [Learn why this is important](#)

Hello City Council. Please vote NO for the State Street Master Plan., and please let the Title 31 expire.

The plan is unaffordable, and looks to do too much for our City that it doesn't need.

There has to be a simple way to enjoy Downtown without all that hype.

I think a few local architects have made suggestions that are way more easier and more affordable.

Why aren't you listening to the local architects that want to help you and the City?

Considering the Council has taken funds from the Reserves, the City can not afford this huge expense.

There are other City priorities (hello el Nino, wildfire season, housing needs).

State street can handle having cars drive on it again.

Business to downtown will occur with people in cars (paying raised parking fees) foot or bikes (which are out of control!!).

Thank you for reading this.

Heather Erny

SB resident since 2002

From: [catherine duvendek](#)
To: [Santa Barbara City Council](#)
Subject: Please open UP
Date: Tuesday, September 1, 2026 3:38:16 PM

Some people who received this message don't often get email from 8yakking@gmail.com. [Learn why this is important](#)

State atreet to cars!!!
Catherine Duvendek

From: [Chloe Swick](#)
To: [City Clerk](#)
Subject: Approve State Street Master Plan
Date: Tuesday, September 1, 2026 1:18:24 PM

Some people who received this message don't often get email from chloe.swick@gmail.com. [Learn why this is important](#)

I encourage the city council to approve the state street master plan! No cars on state street has created a safe, inviting, and community/people centered environment that is improving tourism and the right types of businesses on state.

I'm excited to be moving SB into the future with this beautiful design.

From: [William Sylvester](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Tuesday, September 1, 2026 1:24:50 PM
Attachments: [Screenshot 2026-09-01 at 1.16.16 PM.png](#)

Some people who received this message don't often get email from wmc syl1@gmail.com. [Learn why this is important](#)

For those who never knew [Sangta Barbara](#) -



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Never miss a good opportunity to be quiet. - Will Rogers

From: [Vianey Hernandez](#)
To: [City Clerk](#); [Randy Rowse](#); [Holly Perea](#); [State Street Master Plan](#)
Cc: [Jordan Liebman](#); [Robert Curtis](#)
Subject: Correspondence from SIMA Corporation
Date: Tuesday, September 1, 2026 1:36:58 PM
Attachments: [image001.png](#)
[2026.09.01 State Street Letter.pdf](#)

Some people who received this message don't often get email from vhernandez@foleybezek.com. [Learn why this is important](#)

To whom it may concern,

Please see attached correspondence from Attorney Robert A. Curtis on behalf of SIMA Corporation.

Best Regards,

Vianey Hernandez | Paralegal

FBR&C
FOLEY BEZEK BEHLE & CURTIS, LLP

T: 805.962.9495 ext. 1011 | F: 805.962.0722

E: vhernandez@foleybezek.com

Note: Please add docket@foleybezek.com to service lists to ensure proper routing of case matters. Thank you.

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Robert A. Curtis
rcurtis@foleybezek.com

When responding to this letter, please
respond to our Santa Barbara office

September 1, 2026

Via Email

Mayor Randy Rowse
Santa Barbara City Council
735 Anacapa Street
Santa Barbara, California 93101
Clerk@SantaBarbaraCA.gov
RRowse@SantaBarbaraCA.gov
HPerea@SantaBarbaraCA.gov
StateStreetMasterPlan@SantaBarbaraCA.gov

Mayor Randy Rowse and the Esteemed Members of the City Council:

I am writing on behalf of my client, SIMA Corporation, which owns and manages several properties in downtown Santa Barbara, including along State Street. This letter is intended to object to the State Street Mast Plan and proposed amendment of Title 31 of the Santa Barbara Municipal Code, which violate the California Environmental Quality Act ("CEQA")

Based on the staff report and publicly available materials, the City proposes to treat adoption of the Master Plan as exempt from CEQA under the "common sense" exemption (CEQA Guidelines, § 15061(b)(3)), and to treat the accompanying Title 31 amendments as categorically exempt from CEQA. These exemptions cannot lawfully support the action the City is being asked to take. For example:

- (a) The Master Plan and proposed Title 31 amendment are meant to make prior temporary measures permanent. The City cannot simultaneously rely on CEQA Guideline 15304(e), which is limited to "minor temporary uses of land," to exempt action that the City's own materials describe as permanent.
- (b) The "common sense" exemption of CEQA Guideline 15061(b)(3) is inapplicable. There is no certainty that the Master Plan and proposed Title 31 amendment will not have a significant effect on the environment. The Master Plan commits the City to a permanent roadway configuration, altered vehicle access, utility replacement, multi-block reconstruction, and tree and landscaping changes, at an estimated cost of approximately

FOLEY BEZEK BEHLE & CURTIS LLP

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\$96 million. Given this level of specificity and physical commitment, the City cannot make the certainty finding Section 15061(b)(3) requires.

- (c) CEQA Guidelines 15301 and 15303 apply to minor discrete activities involving negligible expansion of existing use. They were not designed to and cannot lawfully cover a \$96 million, multi-block, multi-year reconstruction of a downtown corridor.

CEQA prohibits an agency from dividing a single project into smaller components to avoid environmental review of the project as a whole. CEQA also prohibits an agency from committing itself to a definite course of action prior to completing CEQA review. Here, the record indicates that adoption of the Master Plan and Title 31 amendment will: (i) adopt the Final State Street Master Plan as the governing long-range design and regulatory framework; (ii) make the Title 31 street-operation regime permanent; (iii) direct staff to procure design and engineering services; (iv) direct preparation of grant applications; (v) commit the City to a multi-year capital program; and (vi) establish an implementation schedule, including a Phase 2 described in City materials as involving full reconstruction of major portions of State Street and permanent bollard infrastructure. This sequence adopts the framework and commits resources now, while deferring project-level CEQA review until later individual phases are approved. This is improper piecemealing, which is prohibited by CEQA.

For the foregoing reasons, SIMA Corporation respectfully requests that the City Council decline to adopt the proposed CEQA exemption determinations for the Master Plan and Title 31 amendment, and instead direct staff to prepare an initial study and an environmental impact report before taking final action.

Very truly yours,

FOLEY BEZEK BEHLE & CURTIS, LLP



Robert A. Curtis

From: [DENISE LUMIERE](#)
To: [Santa Barbara City Council](#)
Subject: Please reopen State ST while working on the long term plan
Date: Tuesday, September 1, 2026 1:43:52 PM

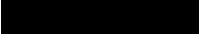
[Some people who received this message don't often get email from denise130@mac.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

I used to like how it was, but it is messy and downtown is not so beautiful anymore and we get lots of fast bikes and skateboards taking it over. I would love to see it reopened, while you are all deciding what to do.

I wish also there were something to be done about how the best stores and Nordstroms, etc are no longer available. We have no really good shopping .What have we done to drive out business. Why do we have to go to SLO or Thousand Oaks to find a good set of stores? Our shopping is highly limited.

Thank you

Denise Lumiere

Santa Barbara, Ca 93111

From: [Joanna Kaufman](#)
To: [Santa Barbara City Council](#)
Cc: [City Clerk](#)
Subject: Adopted the Proposed SSMP
Date: Tuesday, September 1, 2026 1:46:31 PM

Some people who received this message don't often get email from joanna.kaufman@proton.me. [Learn why this is important](#)

Mayor and Council,

I support the master plan as proposed. This investment will support the ongoing and proposed developments on State St. Providing stormwater improvements will encourage further redevelopment. I also welcome proposals centered around additional economic development measures. I recently stopped at the former Fulton St. mall in Fresno. Despite removal of the “pedestrian mall” in 2017, the area still looks very much blighted. See the attached photos. What was clear to me is there are very different conditions at Fulton Street. Residential areas near Fulton St. are in economic decline. Affluent residents appear to have relocated to the northern edges of the city. That is what hurt their downtown. Furthermore, the street was almost empty on a weekend even with a minor league baseball game going on in the adjacent stadium. These are very different conditions then what we have and where we are going with our downtown. Please support the master plan for our city’s economic growth and for continued traffic safety. Let’s focus on real solutions to economic issues rather than focusing on the non-issue.



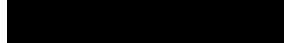
Best,
Joanna

Sent from [Proton Mail](#) for iOS.

From: [Suzanne Weintraub](#)
To: [Santa Barbara City Council](#); [City Clerk](#)
Subject: State Street
Date: Tuesday, September 1, 2026 1:52:31 PM

Some people who received this message don't often get email from suzanneaweintraub@gmail.com. [Learn why this is important](#)

Suzanne Weintraub



Santa Barbara, CA 93105

Suzanneaweintraub@gmail.com

September 2, 2026

To the Members of the City Council,

I am writing to respectfully request that the City Council approve a partial reopening of State Street while long-term options for the corridor are being evaluated.

As a local stakeholder, I am deeply aware of the severe budget challenges and depleted reserves currently facing our city. Hard financial choices must be made, and our community appreciates your fiscal stewardship during this difficult time. It is precisely because of these economic headwinds that we must protect our local tax base.

Currently, too many blocks of State Street remain completely closed to vehicle traffic. While the original intent behind the closure may have been to create an active pedestrian zone, the prolonged disruption is severely hurting downtown businesses. Foot traffic alone has not sustained our merchants, and many are facing critical financial losses.

We need a pragmatic interim solution that balances community space with commercial viability. Reopening even a portion of the street—such as opening specific blocks or allowing one-way traffic with designated parking—would immediately restore vital access for customers.

Taking this step now will provide immediate relief to struggling business owners while the city determines its next permanent steps. Furthermore, a partial reopening requires minimal infrastructure investment, avoiding further strain on our limited municipal funds.

Thank you for your time, dedication, and consideration of this compromise. I look forward to working together to keep our downtown vibrant and economically sound.

Sincerely,

From: [Isabel Osmundsen](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Car-free State Street
Date: Tuesday, September 1, 2026 1:55:20 PM

Some people who received this message don't often get email from izzyosmund@gmail.com. [Learn why this is important](#)

Hello,

I'm writing to ask you to keep State Street free from any car traffic. I love cruising on my bike and feeling connected to what's going on. As a bike commuter, I am anxious about being in traffic with cars around me until I reach State Street, where I can truly relax. Because I don't pay for parking or park in a time-limited slot, I'm not in a hurry to leave, either and can take time to check out new shops I wouldn't otherwise-like last week, I found Field Trip, The Pocket Shop, near Hook and Press Donuts, because I wasn't rushing to leave. I love the slower paced people watching. Or rolling my eyes at silly tourists/tourons.

Vehicles on State would take all of that away.

Best,
Isabel

From: [Erica Obertelli](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Masterplan - Please vote in favor of this plan!
Date: Tuesday, September 1, 2026 1:56:51 PM

[Some people who received this message don't often get email from erica@sb-designgroup.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello Mayor and City Council,

I am a local architect who lives, works, and commutes by city bike within downtown Santa Barbara. The state Street Masterplan is of generational importance, and you should all be proud to be bringing this visionary transformation to our downtown.

While I wish the plan were closer to a European vision with a level surface across the full width of the street to give us the greatest flexibility moving forward, I am delighted with the overall plan.

Please do consider eliminating the rolled curb, as a raised level street would create natural slowing at the intersections and would allow for a more elegant stormwater management.

Thank you for your support of this significant project!

regards,
Erica Obertelli



From: [Tim Elkins](#)
To: [Santa Barbara City Council](#)
Subject: Proposal to Draft Plan
Date: Tuesday, September 1, 2026 1:57:40 PM
Attachments: [Proposal re 1325 State Street Tim Elkins 9.1.26.pdf](#)

Some people who received this message don't often get email from timothy1224@gmail.com. [Learn why this is important](#)

Please present the attached for the record. And let me know it is.

Thank you,

Tim Elkins

Manager, Social Land Portfolio, LLC

Manager, Grace State Street, LLC

Director, City Improvement Co.

Address: [REDACTED]

Calabasas, CA 91302

Phone: [REDACTED]

9/1/2026

Dear City Council Members,

I am the owner of 1325-1327 State Street, more notably identified by our wonderful tenant, Opal Restaurant over the last 20 years and for our building being a part of the historic architecture registry. We are also the beneficiary of a recent conversion of second floor office to two apartments, gaining our Certificate of Occupancy in 2021.

Our focus is the 1300 block as it relates to the Master Plan and primarily as it relates to amending title 31, Section 31.20.020 in the draft version of the State Street Master Plan.

I want to just underline the importance of our area known as the Arts District, between the 10th and 13th block is a draw and anchor in its' own right. It sits atop the north end of what the Master Plan addresses, comprised of the so many prominent sites, including the nearby court house, the Museum of Modern Art, the Granada Theater, the Arlington theater with its' walkable Paseo behind it and site of the renown annual Film Festival. And all this within a block of the historic Our Lady of Sorrows Church built in 1892 which is adjacent to the two-block area of Alameda Park that hosts many festivities. Let alone, our 1300 block has the reputation of having the City's finest restaurants. This area is a destination in and of itself, it has place and gravity that is enduring and increasingly a draw.

Firstly, the draft of the Final Master Plan expressly says that the 1300 block is a special condition with two configuration options still to be resolved during pre-construction design. Yet the proposed Title 31 amendment would eliminate the City's existing authority for modified traffic patterns on that same block – namely, the ability to revert to one-way traffic. Please retain existing Section 31.20.020 as written

This does not require one-way traffic or to change the Master Plan. It simply preserves the City's existing flexibility until the 1300-block design process is completed which could at least prove important during the next six years during the build out.

That flexibility is important because the city has previously operated this block one-way northbound, and City staff has specifically recognized that doing so can create expanded sidewalk and outdoor dining opportunities. If the City ultimately determines that two-way traffic is preferable, retaining Section 31.20.020 does not prevent that decision. It simply avoids unnecessarily foreclosing the one-way alternative before the engineering and design work is complete.

Secondly, if you would agree to the above, we would ask Council to expressly direct staff to evaluate the one-way 1300-block alternative during pre-construction design, including the amount of additional sidewalk/outdoor dining area it would create and the Sola-vs.-Micheltorena streets circulation implications.

Thirdly, I think we should open up the presently closed blocks between 5th and 12th blocks to make the traffic one-way, northbound, to allow easier access.

Thank you for your consideration.

Sincerely,

Tim Elkins

Manager, Grace State Street, LLC

Address: [REDACTED]

Calabasas, CA 91302

Phone: [REDACTED]

From: [Katherine Seth](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Public Comment for Item 9 - enthusiastic support for the State Street Master Plan
Date: Tuesday, September 1, 2026 1:58:57 PM

Some people who received this message don't often get email from katherineseth01@gmail.com. [Learn why this is important](#)

I am writing to express my enthusiastic support for the State Street Master Plan. I have lived in downtown Santa Barbara for the last 5 years and I have loved the experience of walking and biking down State Street. Professionally, I work in the field of Architecture and Design, and I am passionate about the nature of public spaces. It has been well-researched and documented that public, walkable, bike-able spaces improve the quality of life for their occupants. The Council should continue to prioritize pedestrians and bikes, and keep State Street closed to cars for the foreseeable future. The increased foot traffic benefits local businesses and activates the streetscape. The only exception should be funding the free shuttles that run the length of downtown State Street. The new master plan makes the community safer, more beautiful, and more vibrant - I look forward to seeing it implemented in the years to come.

Warm regards,
Kat Seth

--

Katherine Seth
katherineseth01@gmail.com

From: [Tim Elkins](#)
To: [City Clerk](#)
Subject: Proposal intended to also be presented during meeting
Date: Tuesday, September 1, 2026 2:00:32 PM
Attachments: [Proposal 1325 State Street Tim Elkins 9.1.26.pdf](#)

Some people who received this message don't often get email from timothye1224@gmail.com. [Learn why this is important](#)

Please note the attached for the record.

Thank you,

Tim Elkins

Manager, Social Land Portfolio, LLC

Manager, Grace State Street, LLC

Director, City Improvement Co.

Address: [REDACTED]

Calabasas, CA 91302

Phone: [REDACTED]

From: [wendy barels](#)
To: [Santa Barbara City Council](#)
Subject: Re open State Street
Date: Tuesday, September 1, 2026 4:05:15 PM

Some people who received this message don't often get email from wbarels@gmail.com. [Learn why this is important](#)

I know there is still a lot of discussion around the reopening of State Street versus keeping it closed and a big vote is coming tomorrow. Since the master plan is still years away from implementing and will cost millions of dollars, why don't we re open State Street in the interim and see how that goes? It would incur minimum expense, and the community would have an opportunity to see it as it has always been before covid.

I am one of the concerned citizens and long time Santa Barbara resident (over 50 years) who would like to see State Street re opened, or at least have one lane of traffic available at all times. Please consider this as an alternative.

Best,
Wendy Barels

From: [Vernon Lingley](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Yes on the Master Plan!
Date: Tuesday, September 1, 2026 6:45:47 PM

Some people who received this message don't often get email from clonebot2350@gmail.com. [Learn why this is important](#)

State Street has never felt this alive in over a decade, and it's all because the street is open to people and closed to cars. It's made it an actual location to go to rather than a collection of shops. Further supporting this by adding additional public infrastructure as well as a serious and consistent beautification effort would show a long term vision that could only help the town long into the future.

Vernon Lingley

From: [Michael Schmitt](#)
To: [Santa Barbara City Council](#)
Subject: State street
Date: Tuesday, September 1, 2026 9:03:19 PM

[Some people who received this message don't often get email from msspanielx@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I vote for the four blocks compromise

Sent from my iPhone

From: [Nicolas Scozzaro](#)
To: [City Clerk](#)
Subject: Public comment regarding State St master plan
Date: Tuesday, September 1, 2026 9:24:05 PM
Attachments: [7BDEDD1F-E399-47B8-9984-776EB8F7BDA3.png](#)

Some people who received this message don't often get email from nscozzaro@gmail.com. [Learn why this is important](#)

Hi Santa Barbara city council,

I'm writing to voice my concern regarding the plan for the 400 block of State Street in the Master plan.

The 400 block is the gateway to El Pueblo Viejo, and must get the bollard design and be closed off like the 500 block in order to revitalize it.

In the plan, it mentions that due to emergency vehicle access it must remain open to two-way traffic. I believe the issue is that Gutierrez is one way. That could easily be solved by making just that one block of Gutierrez two way starting from State St.

Please reconsider this crucial detail in the plan. Below is a mock up of what the 400 block could look like.

Sincerely,
Nicolas Scozzaro





From: [Douglas Weinstein](#)
To: [Santa Barbara City Council](#)
Subject: Vote NO on the \$92,000,000 state street project
Date: Wednesday, September 2, 2026 7:25:44 AM

Please do not spend our tax dollars on this project. Spend it on cleaning the sidewalks, that stupid painted intersection that looked like crap 3 days after it was done. Listen to the people and stop spending money you don't have, that has no ROI and will inconvenience residents and tourists for 6 years.

Douglas R. Weinstein



weinstein.douglas@gmail.com

From: [Troy Saltiel](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Vote YES to adopt the final State Street Master Plan and keep State car-free
Date: Tuesday, September 1, 2026 11:54:43 AM

Some people who received this message don't often get email from troyfeb@gmail.com. [Learn why this is important](#)

Hello,

I'm writing to urge the council to adopt the final State Street Master Plan and keep State car-free at today's meeting. I recently moved to Santa Barbara to follow my partner to her new job at UCSB. We specifically chose to locate within Santa Barbara because of its vibrancy, and pedestrianized State Street is the clear backbone. The first place we visited here was State Street, it's the first place we take visitors, and it's easily our most frequented commercial corridor. We primarily bike, take transit, and walk. In addition to State hosting most of our destinations, it's also one of the only safe and pleasant routes through the heart of the city. In my experiences here, the people who actually go to State Street love it and the joy I see while dining on the numerous outdoor patios is heartwarming. Santa Barbara clearly has something special here unlike any other place I've lived. The council needs to make the State Street promenade permanent and begin designing and building out the vision outlined in the plan. For such a large and important project that will improve the street's quality for generations to come, the cost seems reasonable and justified. As noted in the council briefing, the direct cost can be reduced through various grants. In any case, State Street should be seen as an investment in the city for the enjoyment of future generations, increased revenue through greater foot traffic and business, and because any delay or scaleback in the plan would result in higher future costs.

I also want to mention that I fully support the bike and shuttle path in the center of State. The ebike drama is overblown and not specific to State Street. While there is a problem with kids, usually riding e-motos (not ebikes), the State Street vision should help by calming traffic with the pavers, raised intersections, and bollards. In my opinion, the issue would have been much worse had cars also been in the mix and there's not really a comparison since these devices are new. As with any new technology, we'll figure it out over time. Personally, I don't own a car, and my ebike is my primary form of transportation since our transit infrastructure is completely unreliable especially to my neighborhood. My ebike helps me get to shopping and dining on State, traversing one of the biggest hills in the city on the Mesa. I'm so glad that the temporary measures on State were put into place, which has had such a positive impact on my mobility and quality of life, and I'm excited to see the State Street vision come to fruition.

Please vote yes on adopting the final State Street Master Plan and keeping State car-free.

Sincerely,
Troy Saltiel



Santa Barbara

From: [Jenny Dao](#)
To: [City Clerk](#)
Subject: Public Comment for September 1 2026 Meeting
Date: Tuesday, September 1, 2026 11:57:41 AM

Some people who received this message don't often get email from jennydao01@gmail.com. [Learn why this is important](#)

Hi,

I am in support of the redesign of State Street to make it more accessible to cars during hours that pedestrians are not as active, like during business hours when people might want a bite to eat but don't have enough time to park at the parking lot structure. I strongly am for keeping State Street a pedestrian only zone for the weekends, as it has become a significant part of Santa Barbara's culture and helped unify the community. I would be interested to see how the city takes care of that to allow for both to happen.

Jenny Dao

Masters of Architecture 2028
University of California, Berkeley
Phone: [REDACTED]
Email: jennydao01@gmail.com

From: [Kip Bates](#)
To: [Santa Barbara City Council](#)
Subject: Open State Street
Date: Tuesday, September 1, 2026 12:05:43 PM

Some people who received this message don't often get email from kipbates@gmail.com. [Learn why this is important](#)

Please open State Street, this whole downtown deal is the most ridiculous thing I have ever seen from this City. Paseo Nuevo can be our pedestrian corridor. Oh, that did not really work out.

Kip Bates

From: [Michelle Stewart](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#); [State Street Master Plan](#); [SSAC Secretary](#); [Randy Rowse](#); [Wendy Santamaria](#); [Mike Jordan](#); [Oscar Gutierrez](#); [Kristen Sneddon](#); [Eric Friedman](#); [Meagan Harmon](#)
Subject: Please Consider Everyone When Deciding the Future of State Street
Date: Tuesday, September 1, 2026 12:14:41 PM

Some people who received this message don't often get email from mist7177@gmail.com. [Learn why this is important](#)

Dear City Officials,

My name is Michelle Stewart, and I have lived in Santa Barbara my entire life. My mother was born and raised here, and many members of my family have lived here dating back to around the time of the Santa Barbara earthquake of 1925. My parents also owned and operated a business here for nearly 60 years.

Because of that, I have watched Santa Barbara change throughout my entire life. Some changes have been wonderful, but I believe the permanent closure of State Street to vehicles is one change that deserves much more consideration.

I have to be honest: I don't even know what is still on State Street anymore. Unfortunately, I have avoided parts of it because I cannot easily get around on foot.

When I was younger, my friends and I would walk up and down State Street without giving it a second thought. We enjoyed being able to walk around, look in the windows, go into stores and discover places we hadn't necessarily planned on visiting.

But as we get older, things change. Walking several blocks can become much more difficult, especially for people dealing with health or mobility issues. Someone who could easily walk State Street 20 or 30 years ago may not be able to do that today.

And even for someone who can walk, there is a practical issue that seems to be overlooked: carrying your purchases several blocks back to where your car is parked. If someone shops at several stores, buys something heavy, or simply has several bags, are they really going to want to carry everything block after block?

People shouldn't have to choose between going to State Street and being able to comfortably get their purchases back to their vehicle.

I don't think accessibility should only mean providing a place to walk. It should also mean providing reasonable ways for people to get to the businesses, shop, carry their purchases and leave comfortably.

The fact that I could walk State Street easily when I was younger doesn't mean I should be expected to do the same forever. Santa Barbara's streets should work for people throughout all stages of their lives.

There was also a time when one of the things that made State Street special was simply being able to drive down it. You could see businesses, restaurants and interesting window displays. Something might catch your eye and you could decide to stop. You didn't necessarily have to know the business existed beforehand.

That kind of discovery seems to have become much more difficult.

Today, so much of the information about businesses has moved to technology. There are websites, social media, online searches and advertisements, but not everyone uses technology or even knows what to search for when they don't know what businesses are there in the first place.

Not everyone can afford local television advertising or subscriptions to publications such as the Independent or Montecito Journal. And with the Santa Barbara News-Press gone, we have lost another longtime source of information about local businesses and what was happening in our community.

We also don't have phone books anymore.

So how are people supposed to discover what is new, what has survived, what restaurants are open, what stores are there or what they have to offer?

And how are businesses supposed to attract the people who might simply drive by, see something interesting and decide to stop?

That spontaneous traffic matters.

I am also concerned that the way State Street is being developed may be placing too much emphasis on tourists and younger people as the customers who will support these businesses.

I want to be clear that I am not against tourists or younger people. Tourists are important to Santa Barbara, and younger people are an important part of our community.

But I do question whether they can realistically be expected to provide the same consistent customer base as the people who actually live here.

A tourist is here for a vacation and has to divide their spending among a hotel, travel, restaurants, food, drinks, entertainment and everything else they want to experience while they are here. Shopping may be part of that, but it may not be their main purpose for coming to Santa Barbara.

Local residents are different. We live here. We can come back next week, next month or throughout the year. We can become regular customers of a restaurant or store. We can see something we like, go home, think about it and come back to purchase it later. We can continue putting our money into those businesses over and over again.

That is why I believe local residents should be a major consideration when deciding what State Street needs to succeed.

Some of the shops and businesses may be expensive, and tourists or younger people may certainly be willing to spend money there. But local residents can also be important customers—especially when they have the ability to easily come downtown, browse, shop, discover something new and return another day.

If businesses are relying primarily on tourists and people who are visiting for entertainment, I worry that the city may be overlooking the people who have the potential to provide steady, year-round support.

Santa Barbara should absolutely welcome visitors, but we should not build the future of State Street around the assumption that visitors will replace the everyday support of the local community.

The people who live here should not feel like they are being pushed aside in their own downtown.

I have also heard that larger retailers are avoiding State Street and deciding against opening locations there. If that is true, I think we need to seriously ask ourselves why?

What is discouraging businesses from coming?

Has the city carefully compared how businesses were doing before the closure with how they are doing now? Has the city considered how many people who would otherwise drive downtown simply choose not to come because getting around is too difficult?

Who are we helping or catering to by permanently closing State Street to vehicles?

Tourism is extremely important to Santa Barbara, but tourism can also be seasonal and concentrated on weekends. Local businesses need local customers throughout the year.

I have missed many of the parades primarily because of the closure of State Street. I understand that for the parade this year, the street was opened to the parade vehicles and participants, rather than being reopened to regular vehicle traffic. I also understand that bringing the parade back in this way is being considered for the future.

Seeing State Street used for the parade also reminded me of what the street was like when it could accommodate vehicles. It made me wonder why that same accessibility cannot be considered for the people who live here year-round.

I know there are cities that have closed streets to cars, but Santa Barbara is not a flat city. State Street has an incline, and that makes accessibility an even greater concern.

Santa Barbara should be accessible to everyone—people of all ages, families, seniors, people with disabilities, and people who simply cannot walk long distances.

If vehicles are not going to be allowed on State Street, then I also believe there needs to be a reliable and convenient way for people to

get up and down State Street.

A trolley or small shuttle that regularly traveled along State Street could help, especially for older people, people with disabilities or mobility limitations, families with children, and anyone who simply cannot walk several blocks.

But it would need to be more than something that operates occasionally or primarily for tourists. It should be dependable, frequent and available to the local community as well.

If I park somewhere and need to walk several blocks to a business, then walk several more blocks to another business, and eventually carry everything I purchased back to my car, that can make the entire experience too difficult.

If the City wants people to use and support the businesses on State Street, shouldn't there be an easy way for everyone to get from one end of the area to another?

And then I have to ask—if vehicles are not going to be allowed on State Street, wouldn't a trolley or shuttle traveling up and down the street still be putting vehicles on the road?

If the City is going to consider a trolley or shuttle as the answer to accessibility, then it needs to truly be accessible to everyone. It would need to accommodate people with disabilities and mobility devices, older people, families, people with pets, and people carrying packages from the businesses they visit. It would also need to run frequently and reliably, not just occasionally or primarily for tourists.

And even then, a trolley or shuttle is not the same as being able to drive your own vehicle to the businesses you want to visit. You still have to get yourself and everything you purchased onto that vehicle and then eventually get it back to wherever you parked.

So if vehicles can operate on State Street for a trolley or shuttle, I have to wonder why the City couldn't consider allowing regular vehicles on at least certain days, during certain hours, or under certain conditions. Why can't there be a way to make State Street accessible while still preserving the character and pedestrian areas that people enjoy?

I don't believe people should have to be physically capable of walking the entire length of State Street in order to enjoy what is there.

I would love to be able to drive down State Street again, see what I have been missing, discover stores and restaurants I didn't even know existed, and stop somewhere because something caught my attention.

I would also love to be able to take other people with me and show them Santa Barbara without having to discourage them from going because they could not handle walking several blocks.

If State Street is meant to be a destination, people need to be able to actually get to the businesses—not simply look at the street.

It is heartbreaking to see businesses close or struggle to survive. It

does not make our city look stronger. If people cannot easily access these businesses or discover what is there, how can those businesses develop the staying power they need?

The beauty of State Street used to be that you didn't have to plan everything in advance. You could drive down the street, see something interesting, park and walk into a business you had never heard of.

I believe there is value in bringing some of that back.

Santa Barbara is loved for its weather, its beauty, its history and its character. State Street is an important part of that history and identity. I believe it should be able to be experienced by everyone—not just those who are able to walk it.

I also don't believe a committee can necessarily speak for the entire city, particularly for the people who were born here, raised here and have watched Santa Barbara evolve over generations.

There have been many changes to Santa Barbara over the years. Change is inevitable. But I sincerely believe this is one change that deserves to be reconsidered.

I am only one person, but I know I am not the only person who feels this way.

Please consider the longtime residents, the elderly, people with disabilities, families, local businesses and everyone who wants to experience State Street—not just those who can easily walk it.

I am asking you, from someone who has spent her entire life here, to please consider everyone when deciding the future of State Street.

I would very much like to drive down State Street again, see all that I have been missing, discover the businesses that are still there and support them.

Please don't close off a part of Santa Barbara without making sure that all of Santa Barbara has a voice.

Thank you for taking the time to listen and consider my concerns.

Sincerely,

Michelle Stewart

From: [Alexandra Brown-Law](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Public Comment in Support of Item 9: State Street Master Plan
Date: Tuesday, September 1, 2026 12:36:23 PM

Some people who received this message don't often get email from abrown-law@bren.ucsb.edu. [Learn why this is important](#)

Dear Council Members of the Santa Barbara City Council,

I am writing in support of the State Street Master Plan. **I strongly support State Street being closed to all personal vehicles and being instead designed to support people walking, biking, and rolling.** I am a resident of Downtown Santa Barbara, and I live 2 blocks from State Street, at De La Vina St and Canon Perdido. I use State Street as a biking and walking route nearly every day -- since it is closed to cars and has a designated bike lane, it feels like one of the safest places to bike and walk in Santa Barbara. It provides me with a vital connection to the beaches, as well as to businesses on Upper State. My fiancé is an avid volleyball player and uses State Street as a bike route to the East Beach Volleyball Courts almost every day. Because State Street connects to the bike path along the waterfront, almost our entire route is a protected, car-free bike route, which ensures that we feel extremely safe while biking, and allows us to get outside and enjoy the beautiful city we live in! It is wonderful to have bike routes like State Street that are well-connected to the larger network of bike routes in Santa Barbara and Goleta and facilitate easy bike commuting and riding.

Additionally, as a downtown resident, **I love walking along State Street in the evenings and enjoying the restaurants, bars, and businesses.** It is fun to see everyone out and enjoying the beauty of Santa Barbara, both residents and tourists alike, and State Street's full closure to cars is a major part of creating that inviting atmosphere. I strongly believe that the car-closure creates a fun, welcoming, neighborhood atmosphere that encourages people to walk, bike, roll, and stroll along State Street, which brings benefits to all of the local businesses on State. We love walking to eat dinner out, which we do regularly. I also regularly walk to the Farmers' Market on State Street to buy local produce and it is wonderful that State Street easily can host markets, festivals, and other events because it's already closed to cars.

I fully support the Master Plan, the full closure to cars, and any improvements to State Street intersections that provide additional safety and comfort for people walking, biking, and rolling. The pedestrian and bike-friendly downtown main street is one of the reasons I chose to live in Downtown Santa Barbara when I moved here, and I encourage the Council to continue this legacy long into the future.

Thank you. Sincerely,
Alexandra Brown-Law

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Alexandra (Alle) Brown-Law
Master of Environmental Science and Management 2027
Bren School of Environmental Science and Management
University of California Santa Barbara
abrown-law@ucsb.edu | [Website Bio](#)



From: [Bailey Smith-Helman](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Master Plan
Date: Tuesday, September 1, 2026 12:38:37 PM

Some people who received this message don't often get email from bsmith-helman@ucsb.edu. [Learn why this is important](#)

I'd like to my express my support for the final state street master plan. A pedestrian-friendly State Street is an essential part of living in Santa Barbara. I frequent State Street significantly more now that it is car-free and I know many other residents that feel similarly. Please consider local residents and small businesses rather than prioritizing tourists and residents that live far from downtown and want to drive wherever they want. State Street should prioritize pedestrians and bicycles, and remain closed to cars for the entire length.

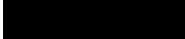
Thank you,

Bailey Smith-Helman (she/her)

Master of Environmental Science and Management | Class of 2027

Bren School of Environmental Science and Management

University of California, Santa Barbara

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From: [Wayne Martin Mellinger, Ph.D.](#)
To: [City Clerk](#)
Subject: State Street as a Civic Commons: A Faith-Based Perspective
Date: Tuesday, September 1, 2026 12:38:56 PM
Attachments: [Revitalizing Downtown Santa Barbara White Paper.docx](#)

[Some people who received this message don't often get email from waynemellinger@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear City Clerk's Office,

I am writing to urge the Santa Barbara City Council to support the people-first vision for State Street while ensuring that its implementation reflects accessibility, economic justice, fiscal responsibility, and genuine public belonging.

I approach this issue from a faith-based perspective grounded in my years of interfaith advocacy as a member of the board of Clergy and Laity United for Economic Justice (CLUE). From this perspective, the central question is not simply whether State Street should accommodate cars or pedestrians. It is: What kind of common life should our most important downtown street make possible?

State Street is public land, and the allocation of public space is therefore a moral and ethical decision. I believe it should become a civic commons—a place for walking, gathering, music, art, play, protest, conversation, and encounters among neighbors. A road primarily moves people through a place. A commons invites people to inhabit it.

For this reason, I support a pedestrian-centered, people-first State Street. But this support is not unconditional. Pedestrian priority must never become able-bodied priority. The plan must provide meaningful access for disabled residents, elders, paratransit users, and others for whom walking substantial distances is difficult.

Nor should revitalization produce an attractive but exclusionary downtown composed chiefly of luxury housing, expensive restaurants, boutique hotels, and privatized dining areas. Downtown housing must include working families, lower-income residents, elders, disabled people, and people emerging from homelessness. State Street must also preserve generous noncommercial spaces where people may sit, gather, use a restroom, or drink water without being required to purchase anything. There must be places downtown where one is allowed to be poor.

The legitimate concerns of small businesses and workers also deserve serious attention. Construction should be carefully phased, delivery and customer access protected, and implementation shaped through continuing consultation. Likewise, supporting the master vision should not mean giving the project a blank check. Transparent budgets, measurable outcomes, realistic phasing, and repeated public review are essential acts of fiscal stewardship.

Finally, downtown Santa Barbara stands on Chumash homeland. Chumash

communities should be engaged as living partners in decisions concerning public art, landscaping, ecological restoration, naming, and the representation of Indigenous presence—not merely Indigenous history.

I therefore urge the Council to support the people-first vision for State Street and bind that support to clear commitments concerning accessibility, affordable housing, locally rooted businesses, environmental stewardship, Chumash participation, noncommercial public space, and fiscal accountability.

I have attached a short white paper, “Revitalizing Downtown Santa Barbara: A Faith-Based Vision for State Street as a Civic Commons,” which develops this position more fully.

Let us build a State Street on which every person has a right not merely to pass through, but to belong.

Respectfully,

Wayne Martin Mellinger, Ph.D.

From: [Wayne Martin Mellinger, Ph.D.](#)
To: [City Clerk](#)
Subject: Fwd: State Street as a Civic Commons: A Faith-Based Perspective
Date: Tuesday, September 1, 2026 12:40:17 PM
Attachments: [Revitalizing Downtown Santa Barbara White Paper.docx](#)

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----- Forwarded message -----

From: Wayne Martin Mellinger, Ph.D. <waynemellinger@gmail.com>
Date: Tue, Sep 1, 2026 at 11:57 AM
Subject: State Street as a Civic Commons: A Faith-Based Perspective
To: <RRowse@santabarbaraca.gov>, <WSantamaria@santabarbaraca.gov>, <MJordan@santabarbaraca.gov>, <OGutierrez@santabarbaraca.gov>, <KSneddon@santabarbaraca.gov>, <EFriedman@santabarbaraca.gov>, <MHarmon@gov>

Dear Mayor Rowse and Members of the Santa Barbara City Council,

I am writing to urge you to support the people-first vision for State Street while ensuring that its implementation reflects accessibility, economic justice, fiscal responsibility, and genuine public belonging.

I approach this issue from a faith-based perspective grounded in my years of interfaith advocacy as a member of the board of Clergy and Laity United for Economic Justice (CLUE). From this perspective, the central question is not simply whether State Street should accommodate cars or pedestrians. It is: What kind of common life should our most important downtown street make possible?

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The legitimate concerns of small businesses and workers also deserve serious attention. Construction should be carefully phased, delivery and customer access protected, and implementation shaped through continuing consultation. Likewise, supporting the master vision should not mean giving the project a blank check. Transparent budgets, measurable outcomes, realistic phasing, and repeated public review are essential acts of fiscal stewardship.

Finally, downtown Santa Barbara stands on Chumash homeland. Chumash communities should be engaged as living partners in decisions concerning public art, landscaping, ecological restoration, naming, and the representation of Indigenous presence—not merely Indigenous history.

I therefore urge the Council to support the people-first vision for State Street and bind that support to clear commitments concerning accessibility, affordable housing, locally rooted businesses, environmental stewardship, Chumash participation, noncommercial public space, and fiscal accountability.

I have attached a short white paper, “Revitalizing Downtown Santa Barbara: A Faith-Based Vision for State Street as a Civic Commons,” which develops this position more fully.

Let us build a State Street on which every person has a right not merely to pass through, but to belong.

Respectfully,

Wayne Martin Mellinger, Ph.D.

--

However you tend your spirit—through stillness or struggle, through laughter, prayer, or protest—may your commitment to the Beloved Community remain fierce and tender. And may you never forget to love yourself with the same depth and devotion that you offer to this beautiful, aching, and astonishing world.

Wayne Martin Mellinger, Ph.D.

Social Justice Educator / Writer / Activist

Writer, Noozhawk

Commissioner, Santa Barbara County Behavioral Wellness Commission

Board, Clergy and Laity United for Economic Justice (CLUE--Santa Barbara chapter)

Representative, Santa Barbara Continuum of Care (housing policy for the homeless)

Board, Showers of Blessings

Board, Committee for Social Justice

My Website

www.waynemartinmellinger.com

Telephone: [REDACTED]

Revitalizing Downtown Santa Barbara

A Faith-Based Vision for State Street as a Civic Commons

Wayne Martin Mellinger, Ph.D.

A perspective rooted in faith, social justice, and the common good

Recommendation. Santa Barbara should adopt the people-first vision for State Street, while making implementation accountable to accessibility, affordable housing, locally rooted businesses, fiscal stewardship, Indigenous presence, and the right of every person to occupy public space without being required to buy something.

Purpose

For years, Santa Barbara has debated the future of State Street as though the central choice were simple: cars or pedestrians. That is understandable, but it is too narrow. The deeper question is what kind of common life our downtown should make possible—and whose needs, bodies, histories, and hopes will count as the city answers it.

My own preference is for a lively pedestrian-centered urban core: a place of trees, music, art, festivals, conversation, play, protest, outdoor dining, and unplanned encounters among neighbors. Yet a preference is not automatically a moral principle. A promenade becomes an ethical achievement only when it advances human and ecological flourishing, welcomes people across differences of income and ability, and serves more than tourism and consumption.

A Faith-Based Moral Framework

My approach grows from an interfaith and Unitarian Universalist tradition, a religious naturalism attentive to the sacredness of the Earth, and many years of housing-justice and homeless-outreach work. Across our different faiths, we inherit a shared moral vocabulary: stewardship, hospitality, neighbor-love, justice, beauty, care for creation, and concern for those most easily excluded. These principles do not dictate a traffic plan. They do tell us how to judge one.

State Street is public land. How we distribute that scarce common space is therefore a moral decision. For much of the last century, American cities devoted enormous portions of their public realm to the movement and storage of privately owned automobiles. That arrangement may be familiar, but it is not neutral or inevitable. Santa Barbara may now choose to devote more of its central street to encounter, community, and shared life.

The strongest faith-based image for this purpose is the civic commons. State Street should be understood neither merely as a roadway nor as an outdoor shopping center. It should be a place where strangers become neighbors—where a child can play, an elder can rest, a musician can perform, a congregation can march, and someone with no money can sit without being treated as a trespasser. A road moves people through a place. A commons invites people to inhabit it.

The Case for a People-First State Street

A pedestrian-centered State Street can cultivate forms of public encounter that automobile traffic ordinarily diminishes. It can support walking, cycling, transit, public art, cultural events, and the small surprises through which attachment to a city grows. Beauty matters here. Trees, fountains, shade, music, architecture, and people gathered together are not frivolous extras; they are part of what makes urban life humane.

The environmental case is also substantial. A downtown that makes walking, cycling, and public transportation attractive can reduce unnecessary automobile dependence and help Santa Barbara practice responsible stewardship of land, air, and climate. The case becomes stronger when downtown includes more housing, allowing people to live nearer to work, services, culture, and transit.

Most importantly, a people-first State Street declares that our most prominent public space is intended for people rather than chiefly for vehicles. I believe the Council should affirm that direction.

Necessary Cautions

Support for the vision must not become romanticism. A beautiful promenade can become a highly efficient instrument of exclusion. State Street could be lined with luxury housing, expensive restaurants, boutique hotels, and privatized dining areas while workers commute great distances and unhoused residents are driven away. Such a street might be pedestrian-friendly and still be morally impoverished.

Accessibility

Pedestrian priority must never mean able-bodied priority. People using wheelchairs, walkers, or canes; elders; parents with small children; and people with invisible disabilities experience distance and access differently. Nearby accessible parking, paratransit access, frequent seating, shade, safe crossings, public restrooms, and carefully designed low-speed mobility options should be treated as essential infrastructure—not later accommodations.

Businesses and workers

The concerns of downtown businesses should not be dismissed as mere resistance to change. Small businesses employ people, sustain families, and invest in the community. Construction disruption, delivery access, customer access, and uncertainty can impose real harms. Implementation should be phased, predictable, and shaped through continuing consultation with workers, locally owned businesses, residents, and disability advocates. At the same time, economic vitality must be defined more broadly than retail sales alone. A healthy downtown needs noncommercial public life as well as commerce.

Housing and belonging

A living downtown needs people who live downtown. Justice requires that new housing include working families, lower-income residents, elders, disabled people, and people emerging from homelessness—not only households wealthy enough to purchase proximity to the promenade. Publicly owned land should be evaluated for genuinely affordable housing. And State Street itself must retain substantial places where no purchase is required. There should be places downtown where one is allowed to be poor.

Fiscal stewardship

The city also has a duty to use public funds responsibly. Money committed to State Street cannot be spent on affordable housing, homelessness services, neighborhood sidewalks, transit, parks, libraries, or other

infrastructure. Supporting the master vision should not amount to writing a blank check. The Council should require transparent budgets, realistic phasing, measurable outcomes, and repeated public review as designs and funding decisions become concrete.

Indigenous history and presence

Downtown Santa Barbara stands on Chumash homeland. Chumash history should not be added at the end as decorative interpretation. Chumash communities should be meaningfully consulted about public art, landscaping, ecological restoration, naming, and the representation of Indigenous presence—not merely Indigenous pastness. Revitalization should help the city remember what the built environment has taught it to forget.

Commitments for Implementation

I urge the City Council to support a people-first State Street and bind that support to the following commitments:

- Preserve State Street as a civic commons, with generous public space that is free and noncommercial.
- Design accessibility from the beginning, in partnership with disabled residents and elders.
- Connect downtown revitalization to substantial, genuinely affordable housing.
- Protect workers and locally rooted businesses through phased construction, reliable access, and meaningful consultation.
- Practice creation care through shade, trees, water-wise landscaping, transit, cycling, and reduced automobile dependence.
- Engage Chumash communities as living partners in questions of land, memory, ecology, and representation.
- Use transparent budgets, measurable goals, and periodic reassessment so the vision does not outrun the city's obligations elsewhere.

Conclusion: A Downtown Where Everyone Belongs

The choice before Santa Barbara is not simply cars versus pedestrians. It is State Street as transportation infrastructure versus State Street as civic infrastructure. Automobiles will remain necessary for many people and purposes, and access must be preserved. But our most important downtown street can do more than move traffic. It can help create a public life.

For that reason, I support the people-first vision. I support it neither as an enemy of cars nor as an uncritical champion of an expensive urban-design project. I support it because Santa Barbara needs a commons in which people can encounter one another across the boundaries that ordinarily divide us. The moral test will be whether the completed street belongs to everyone: housed and unhoused, young and old, disabled and able-bodied, prosperous and struggling, longtime residents and newcomers.

Let us build a State Street on which every person has a right not merely to pass through, but to belong.

From: [Maripaula Valdes Berriz](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Item 9- State street master plan
Date: Tuesday, September 1, 2026 12:43:55 PM

[Some people who received this message don't often get email from mvaldesberriz@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear City Council,

Please approve to Final State Street Master Plan. Let's move forward for a safer downtown and keeping State car-free will make it even safer for all.

Keeping the street closed to cars, together with the improvements from the master plan, will maintain the vibrant downtown scene we have and make it even better, safer, and welcoming. Also, please fund the shuttle to make downtown even more accessible for all.

Let's build a better future for downtown and for our community. This is the first step.

Thank you,
Maripaula

From: [MS](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Tuesday, September 1, 2026 12:45:41 PM

[Some people who received this message don't often get email from 805saba@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

To the Mayor and City Council:

Please open up our beloved State Street all the way down to the wharf.

It is an historic treasure holding the years of memories of local citizens and loyal tourists alike.

There was an obligation on your part to open it up again after Covid and you should honour that as well as support local businesses along its corridor.

I have lived here since 1954 and to see you willing to spend millions we do not have speaks to a lack of true concern for our town.

Thank you for your attention in the right direction.

Mimi Shiffman

Sent from my iPhone

From: [bella da re](#)
To: [City Clerk](#)
Subject: Public Comment for State Street Master Plan
Date: Tuesday, September 1, 2026 12:52:18 PM

Some people who received this message don't often get email from bella.dare74@gmail.com. [Learn why this is important](#)

Comments in support of the State Street Master Plan:

- State Street has become pedestrian-driven since the pandemic. We should drawn from this and expand on it to build a more pedestrian focused area

From: [Kai Davis](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: No Cars on State St!
Date: Tuesday, September 1, 2026 1:06:42 PM

Some people who received this message don't often get email from kaidavis@ucsb.edu. [Learn why this is important](#)

Hi,

I live in the beautiful downtown district of Santa Barbara, and one of the most important aspects of its grandeur is that it breaks away from the car-centric paradigm we suffer in today. Walkable cities need to remain walkable... and the priority of safety must remain with pedestrians and bicyclists. Re-introducing cars — by common sense alone — would increase the number of accidents. Keeping the street closed to cars is safer for everyone and makes the space more inviting/comfortable for pedestrians to exist in, while also supporting the businesses that thrive there. Don't capitulate to greedy capitalists or individualistic desires... please listen to the people, and keep improving the city for all.

Cheers,

--

Kai Davis (he/him)
PhD Student
Ecology, Evolution & Marine Biology
University of California, Santa Barbara

From: [Liam McCoy](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State street master plan Item 9
Date: Tuesday, September 1, 2026 10:44:59 AM

Some people who received this message don't often get email from mccoyliam58@gmail.com. [Learn why this is important](#)

Dear City Council,

Please approve the State Street Master Plan, I love how walkable and vibrant that the area has become. All I ask is that in order to maintain this pedestrian focused zone we keep private vehicles off of State. We can drive on Annacapa and Chappala as we already do now, in order to get to businesses instead.

Once we make a decision about removing cars from State, we can focus on building homes on State.

Thank you,
Sincerely,
Liam McCoy

From: [jen see](#)
To: [City Clerk](#)
Subject: support for state street master plan
Date: Tuesday, September 1, 2026 10:48:09 AM

Some people who received this message don't often get email from jen.w.see@gmail.com. [Learn why this is important](#)

Hiya -- Just a note to express my support for the State Street Master Plan. What a beautiful vision for the future of downtown. I support a car-free, people-centered State Street and I especially appreciate the addition of tree cover, traffic calming on the cross-streets, and the meticulous attention to detail in the design. Look forward to seeing it come to life!

jen see
santa barbara, ca

From: [kinsey anger](#)
To: [City Clerk](#)
Subject: Written Public Comment_State Street Master Plan
Date: Tuesday, September 1, 2026 10:49:41 AM

Some people who received this message don't often get email from kinsey.anger@gmail.com. [Learn why this is important](#)

Good afternoon,

My name is Kinsey Anger, and I'm an architecture graduate student who has spent a lot of time working just off of State Street. As someone who takes a lot of pride in being part of this community, I'd like to formally voice my support for the State Street Master Plan.

I think State Street has a really unique opportunity to become a stronger public space for the community. Something I think is so special about coastal California, and Santa Barbara specifically, is the cultural intentionality around being present, inhabiting a place, and appreciating moments of stillness. I think people already value those experiences; they just need the spaces and opportunities to participate in them collectively.

In an increasingly remote and isolated world, third places, like those proposed in the State Street Master Plan, are becoming more and more valuable in creating and sustaining a strong sense of community. The spaces between buildings are just as important as the buildings themselves. State Street has the potential to become a vibrant local hub because the foundation is already there with the prime location, businesses, and public. The opportunity now is to create the spatial framework that allows those existing resources to be fully realized.

I'm excited to see the City move forward with the plan and encourage the Council to adopt the Master Plan and continue investing in the future of State Street.

Thank you.

From: [David Hodges](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: A car free state street for the future
Date: Tuesday, September 1, 2026 11:01:34 AM

Some people who received this message don't often get email from davidalanhodes@gmail.com. [Learn why this is important](#)

I'm writing to support a car free State Street. One of my favorite memories before the closing of State Street to cars during the pandemic, was of walking down the middle of State after a parade and thinking why can't it be like this always.

From an environmental, a community building, or a family friendly standpoint—I believe a car free State Street is a great step forward, literally and figuratively, for all of Santa Barbara.

Please approve the proposal for the reimagining of our treasured downtown street.

Sincerely,
David Hodges

From: [Sarah Dahl](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Item 9 - State St Master Plan final draft: keep the street fully closed to cars!
Date: Tuesday, September 1, 2026 11:01:35 AM

Hello Mayor + Council,

Thanks to everyone who has worked on the updates of the State Street final master plan. I have a few comments on things I would like changed, but overall I ask the council to approve the Master Plan!

Closing full length of street to private automobiles

My biggest issue is that the Final draft does not clearly state that the street will be closed to private automobiles. The retractable bollards have many different control mechanism options to allow for emergency + business/maintenance vehicle access, making it unnecessary to designate hours for all bollards to be fully retracted.

Please codify into the Master Plan that flexible vehicle access is only for emergency vehicles + business/maintenance vehicles. The success of this long term Master Plan depends on this finally being settled with a **long term decision**, and not jeopardized by having to continually renew Title 31 or other related votes that could come up.

The community feedback is clear, the safety data ([source 1](#), [source 2](#)) is clear, the Vision Zero goals, the sustainability + alternative transportation goals - no private vehicles on State Street!

Fully closing to private automobiles: benefit + equity to bike commuters

I mentioned this in my comment for the draft version, which I will reiterate again- **allowing private cars access through 10am will deter morning bicycle commuters. But this will also discourage evening return commutes by bicycle as well.** If someone is not biking to work in the morning, the logistics make it quite unlikely that their evening commute would then be by bike. Since either they would drive in the morning and then their car would be at work, or if they walked they would then not have a bike at work to commute home unless they used a b-cycle or drove/walked their personal bike to work.

This is also an equity issue. Different populations have different comfort/ confidence + risk tolerance. Creating the safest possible cycling environment accounts for + accommodates different kinds of cyclists - regardless of experience level, gender, age, etc.

Fully fund the downtown/waterfront shuttle + microtransit

Both the [downtown/waterfront shuttle](#) and pilot microtransit on State St itself should be fully funded to help provide **equitable** means of accessing downtown areas and assist those less-able to walk in accessing all of State Street, the waterfront, and the Funk Zone.

Other takeaways

I agree with the feedback that Strong Towns has shared:

- I **LOVE** the updated intersections. They are so pretty + make a sense of place, and will drastically increase safety for all modes but especially our most vulnerable.
- The State Street Master Plan will lay the foundation for the future of our downtown as our **community living room**
- State Street should prioritize pedestrians and bicycles, and keep moving the people-first vision forward.
- Increased bike + foot traffic is [good for local businesses](#).
- [Keeping the street closed to cars is safer for everyone](#) and makes the space more **inviting/comfortable** for pedestrians to exist in.

Thank you and all the City employees involved in making + approving this plan!

Cheers,
Sarah Dahl
Resident of District 5

From: [Becca Best](#)
To: [City Clerk](#)
Cc: [State Street Master Plan](#); [Santa Barbara City Council](#)
Subject: Public Comment Item 9: Please Keep State Street Car-Free
Date: Tuesday, September 1, 2026 11:01:58 AM

Some people who received this message don't often get email from best.rebeccal@gmail.com. [Learn why this is important](#)

Dear City Council Members,

My name is Becca Best, and I have been a resident of Santa Barbara for the past 16 years. I would like to start by thanking those of you who voted to keep State Street closed to cars at the June 30th council meeting and applaud you for listening to what your community wants!

The mayor's last-minute introduction of a \$700,000 offer from an unidentified private donor to advance his preferred agenda raises serious questions about transparency, accountability, and the undue influence of private interests in public decision-making. I also want to thank Council Member Santamaria for stepping in and suggesting that, if these funds are available, they should instead be directed toward actual projects that benefit our community.

I urge you to maintain State Street as a permanently car-free zone. Our entire society has been designed around cars for far too long. It seems like a reasonable ask to keep State Street (literally the only area in town that prioritizes pedestrians) as a permanent car-free corridor.

Having lived here since 2010, I can personally attest to the fact that State Street was already in decline prior to the pandemic. Returning cars to State will not magically reverse the shift toward online retail, whatever Mayor Rowse wants to believe. Every time I walk downtown along State, I'm reminded of how valuable it is to have a space dedicated to people rather than vehicles. My family and friends who visit consistently remark on how welcoming and pleasant our pedestrian zone feels compared to typical commercial strips.

I strongly oppose the compromise solution that would allow partial vehicle access, particularly the plan to reopen the street to cars during prime commuting hours in the morning and at night. There is no logical reason why State Street should accommodate vehicles during certain hours when it functions well without them entirely. This appears to be an attempt to please everyone without considering the consequences.

I also want to highlight critical safety data. **Before 2020, the section of State Street that is now the Promenade was the third most dangerous street in the entire city in terms of traffic fatalities and severe, life-altering injuries.** This was significant enough that the city's own Vision Zero plan identified State Street as requiring serious infrastructure interventions to address the safety crisis.

Here is the most alarming part: **60% of crashes involving a pedestrian on State Street occurred under street light conditions** (at night). Reopening State Street to cars specifically during nighttime hours directly contradicts the evidence on when pedestrian and bike safety are most at risk. This is not a minor oversight; it is a decision that puts lives in danger by reintroducing vehicle traffic precisely when the data shows pedestrians are most vulnerable.

Furthermore, all businesses on State Street already have delivery access via Chapala and Anacapa Streets. There is no practical necessity for reopening State to through traffic at any hour.

Please do not rely on anecdotal, non-data-driven "vibes" opinions. The available data shows that the majority of business owners on State Street and the broader community do not support these half-measure compromises. The safety data alone should make this an easy decision.

I urge you to vote to keep State Street completely closed to all vehicle traffic, day and night. Put your

stated commitment to community safety into action and follow the evidence your own Vision Zero plan has already laid out to put your stated commitment to community-centered urban planning into action

Thank you for your consideration.

Sincerely,
Dr. Becca Best, PhD
Santa Barbara Resident Since 2010

From: [Rachel King](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Keep State Street Closed to Private Cars
Date: Tuesday, September 1, 2026 11:03:22 AM

Some people who received this message don't often get email from rachel.king00@gmail.com. [Learn why this is important](#)

Dear City Council,

As a 3 year resident of Santa Barbara, one of my favorite parts is strolling down state street and enjoying the outdoors without the noise and pollution caused by car traffic. I urge the council to approve the Master Plan, as I think a place without private vehicle traffic will encourage visitors and residents alike to spend more time there. Indeed, some studies have shown that pedestrian-oriented districts produce more tax revenue per area than their counterparts. There is already plenty of parking so close to state street, that even this past month as I recovered from ankle surgery I had little difficulty getting to places I wanted to go on State Street. Please do not cave to pressure from rich business owners to allow private vehicle traffic on State Street, eliminating one of the unique things I love about this city.

Thank you for your time and service.

Rachel King

From: [Theo Patterson](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Please keep State St. Car Free!
Date: Tuesday, September 1, 2026 11:23:11 AM

Some people who received this message don't often get email from cydirector@trinitysb.org. [Learn why this is important](#)

Dear City Council,

I am a Westside resident and State St. employee writing to support the State Street Master Plan and keep it moving forward with people-first!

With that in mind, I would like to ask that the plan be slightly modified to prevent private vehicle access around the clock. Keeping it car-free means a safer and more vibrant city for all of us. I love that State Street is like a shared family room for our city and it feels so lively and wonderful with the street being prioritized for people!

Thank you for all that you do and I look forward to the continued flourishing of our businesses and community by keeping it car-free!

-Theo

--

Theo Patterson (he/him)
Director of Children, Youth, and Young Adult Ministries
[Trinity Episcopal Church](#)
Santa Barbara, California

From: [Christina Demourkas](#)
To: [Santa Barbara City Council](#); HPerea@SantaBarbaraCA.gov.
Subject: State Street
Date: Tuesday, September 1, 2026 11:32:26 AM
Importance: High

Some people who received this message don't often get email from tina@demourkas.com. [Learn why this is important](#)

Dear Sirs:

PLEASE OPEN STATE STREET!!

Having State Street closed for more than 6 years and your \$96 Million dollar proposal to continue to keep it closed, is ridiculous!

Your efforts to keep it closed has failed. This is not a pedestrian zone, it is the main artery through Santa Barbara from Highway 154 to the beach. It has served us for over 100 years, as our main street. The pandemic is over and there is no reason to keep it closed.

You have spent millions of dollars to keep fixing something that is not broken.

You could do so much good for our community if you took that \$96 million dollars and helped our community, instead of trying all these ridiculous ideas, to keep State street closed to cars.

My main reason for writing to open up State street to cars, is what are we going to do when the next big fire hits SB or an earthquake?

No one is addressing this.

Do you remember the Sycamore fire and how it nearly destroyed our town? Or even the Painted Cave fire?

How do you expect people to evacuate with State street closed? More people and housing downtown and surrounding areas, and no one is talking about the choke hold with State street being closed. Our side streets won't be able to handle the traffic in a disaster.

Please stop this nonsense and reopen State Street to cars!

Thank you for your attention to this matter.

Sincerely,
Christina Dermourkas

Sent from my Samsung Galaxy smartphone.

From: [Mama Carol](#)
To: [Santa Barbara City Council](#)
Subject: State street
Date: Tuesday, September 1, 2026 11:40:30 AM

[Some people who received this message don't often get email from carolann805@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please open state street while long term options being considered. Financial concerns....we do not have \$\$ for consultants right now.

Please consider.
Thank you.

Please forward to each of council members

Carol Henderson
SB Mesa

Sent from my iPhone

From: [Caitlyn](#)
To: [City Clerk](#); [Santa Barbara City Council](#)
Subject: Final State Street Master Plan
Date: Tuesday, September 1, 2026 11:43:25 AM

Some people who received this message don't often get email from policyanddemocracy@gmail.com. [Learn why this is important](#)

Hello,

Please approve the final plan for State Street, but without allowing cars on State Street.

Emergency vehicles will still have access with the installation of the retractable bollards. It is more enjoyable to walk and bike downtown to get to the shops and restaurants without cars driving up and down the street. State is more lively and has more people around enjoying the events, food, drinks, and shopping than prior to closing the street to cars.

Thank you,

Caitlyn Corrao

From: [Carmen Galzerano](#)
To: [Santa Barbara City Council](#)
Subject: Urging the Reopening of State Street to Vehicle Access
Date: Tuesday, September 1, 2026 11:54:23 AM

Some people who received this message don't often get email from carmenmgalzerano@gmail.com. [Learn why this is important](#)

Dear Mayor and City Council,

As members of the State Street Business Alliance, local business owners, and Santa Barbara residents, we write to respectfully ask that you review the ongoing challenges facing our downtown core.

The temporary closure of State Street has now extended for six years. For many of us who have experienced the consequences firsthand, the prolonged restriction has negatively impacted local commerce, accessibility, and the historic vitality of our downtown. Vibrant areas of our city thrive when they remain accessible and welcoming to all visitors and delivery needs.

We urge the City of Santa Barbara to prioritize practical, economically responsible solutions that restore vehicle access and breathe new life into our cherished community hub.

Sincerely,

Carmen Galzerano

From: [Javiera Barandiaran](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State street master plan
Date: Tuesday, September 1, 2026 9:58:15 AM

Some people who received this message don't often get email from javiera.barandiaran@gmail.com. [Learn why this is important](#)

Dear SB City Council,

Thank you for all the hours of work on this plan and of listening to folks. I wish to add my voice to the thousands who are asking, please keep cars off State st! I live on upper State St and I regularly use every means of transport available - walking, biking, taking the bus and also driving - to go downtown to the film center, restaurants, bars, and shops. Driving and parking are just as easy now as they were before the transformation into a pedestrian, family-friendly zone. State St today is livelier and safer than ever before, filled with human sounds rather than motors, beeps, and metal. If anything needs to be improved it is public transit, for example, with a rapid and frequent bus service all along State street to make it easier for folks to get the bus to & from the pedestrian zone.

Cheers,
Javiera Barandiaran

From: [Claire Jacobs](#)
To: [City Clerk](#); [Santa Barbara City Council](#)
Subject: Approve the State St master plan
Date: Tuesday, September 1, 2026 10:03:15 AM

[Some people who received this message don't often get email from clairemckenzie93@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

I am writing to urge the city council to vote to approve the master plan. Keeping cars off of the current few blocks of state st has been a wonderful improvement for the community. It feels safe for bicyclists and pedestrians and has created a great hub for connecting with people.

The increased bike and foot traffic has been good for business and overall makes our downtown a beautiful and inviting place to spend time. My family and I spend so much MORE time (and dollars) on state st now that there are no longer cars allowed.

I sincerely hope you will vote to approve the master plan and keep our downtown safe and vibrant!

Thank you,
Claire Blasco

From: [Sadie Cwikiel](#)
To: [City Clerk](#)
Subject: Public comment in support of a car-free State Street (item 9)
Date: Tuesday, September 1, 2026 10:17:29 AM

Some people who received this message don't often get email from sadiecwikiel@ucsb.edu. [Learn why this is important](#)

Dear Santa Barbara City Council,

Thank you for taking the time to consider the State Street Master Plan at today's City Council Meeting (item 9).

I enthusiastically encourage you to please keep State Street car-free. One of my absolute favorite parts about Santa Barbara (third only to the beach and the mountains) is the lively, safe, and car-free State Street area. I absolutely love walking around State Street with my friends and family, not having to worry about cars, smell exhaust, or hear loud trucks rolling by. The expanded outdoor eating areas are so perfect for a place with as great of weather as SB. The electric shuttles seem like a perfect solution for those who have limited availability, and I think solutions like that are far smarter and community-oriented than just opening up the whole street to cars again. Logistically, it's also more affordable to keep State Street car-free compared to ripping out the new sidewalk infrastructure and bike lanes that have been developed. I love the ideas for beautifying the intersections and promenade even further that are included in the master plan.

Keeping State Street car-free would also have huge safety benefits. This issue in particular is deeply personal to me. Last fall, my fiancé was hit by a car while he was biking downtown. He suffered a severe concussion, broken clavicle, broken neck, and broken ankle. His helmet saved his life, and it is truly miraculous that he has made a full recovery. Biking around SB is incredibly dangerous, and drivers do not pay enough attention while driving around town despite the high number of pedestrians and bikers. A car-free State Street is essential to the safety of bikers and pedestrians who want to enjoy downtown SB without having to worry about getting run over by a careless driver.

Thank you for taking public comments into consideration!

Best,
Sadie

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Sadie Cwikiel (she/her)
PhD Candidate | Bren School of Environmental Science and Management
University of California, Santa Barbara
[Past and Future Climates Group](#)
sadiecwikiel@bren.ucsb.edu | [231-838-1254](tel:231-838-1254) | [LinkedIn](#) | sadiecwikiel.com

UCSB is situated on the unceded lands of the Barbareño Chumash people

From: [Andrew C. Hawkins](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Please Approve State Street Master Plan
Date: Tuesday, September 1, 2026 10:18:06 AM

Some people who received this message don't often get email from a.hawkins.82@gmail.com. [Learn why this is important](#)

Honorable Mayor and Councilmembers,

I am writing to express my support for the proposed State Street Master Plan. I urge you to vote in favor of it in today's council meeting. I also urge you to work with SBMTD, downtown merchants, and other stakeholders to bring high-quality, fixed-route transit back to State Street, as the shopping and entertainment district is too long for residents to practically walk. In the future, it would be amazing to see an electric streetcar on State Street, but for the near term, a dedicated lane for MTD's electric shuttle buses featuring clearly signed and well provisioned stops would be adequate.

Kind regards,

Andrew Hawkins

From: [Zoe Sims](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: [Item 9] In strong support of Car-Free State Street!
Date: Tuesday, September 1, 2026 10:29:59 AM

Some people who received this message don't often get email from zsims@ucsb.edu. [Learn why this is important](#)

Dear Santa Barbara City Council,

Thank you for your service on the SB City Council, and for your ongoing thoughtful consideration of the State Street Master Plan (Item 9 today).

I am writing in strong support of this Master Plan, and of a car-free State Street forever in the future! Having State Street so walkable and bikeable - more quiet, more open, more lively, more people-friendly - makes a huge difference to how my family, friends, visitors, and I are able to enjoy the Santa Barbara downtown.

I ask you today to support this Master Plan's vision of a State Street which is completely free from private vehicles, revamps the intersections to further increase pedestrian safety, and includes a fully-funded shuttle to allow less-physically-able folks to move easily up and down the entire State Street length.

I was lucky to survive being hit by a car while biking on a mixed-use road in 2020. I will never again feel safe biking alongside vehicles, knowing that every vehicle is just one quick, thoughtless, or distracted wrong move away from catastrophe. I cherish that our car-free State Street feels SAFE to walk and bike without the noise, air pollution, and risk of cars. I especially love seeing families with children biking, walking, playing, and visiting the stores and restaurants - a car-free street is so much safer for everyone, including and especially our little ones. And I love the way the open street frees up more space for street food, for restaurant seating outside, for street musicians, for dancing in the street, and so much more. Please vote for this Master Plan, for a safer, walkable, bikeable, car-free State Street, and for OUR future!

Sincerely,
Zoe Sims
Santa Barbara, CA

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Zoe C. Sims
Ph.D Candidate | she/her
Bren School of Environmental Science & Management
University of California, Santa Barbara (UCSB)
zsims@bren.ucsb.edu |  | [LinkedIn](#)

From: [Missy Zeitsoff](#)
To: [Santa Barbara City Council](#)
Subject: Fwd: Cassandra Ensberg: Santa Barbara Can't Afford a \$96 Million State Street Experiment | Opinions | Noozhawk
Date: Tuesday, September 1, 2026 10:35:44 AM

----- Forwarded message -----

From: **Missy Zeitsoff** <missyzeitsoff@gmail.com>
Date: Tue, Sep 1, 2026, 5:34 AM
Subject: Cassandra Ensberg: Santa Barbara Can't Afford a \$96 Million State Street Experiment | Opinions | Noozhawk
To: Missy Zeitsoff <missyzeitsoff@gmail.com>

<https://www.noozhawk.com/cassandra-ensberg-santa-barbara-cant-afford-a-96-million-state-street-experiment/>

From: [Missy Zeitsoff](#)
To: [Santa Barbara City Council](#)
Subject: Fwd: Cassandra Ensberg: Santa Barbara Can't Afford a \$96 Million State Street Experiment | Opinions | Noozhawk
Date: Tuesday, September 1, 2026 10:35:44 AM

----- Forwarded message -----

From: **Missy Zeitsoff** <missyzeitsoff@gmail.com>
Date: Tue, Sep 1, 2026, 5:34 AM
Subject: Cassandra Ensberg: Santa Barbara Can't Afford a \$96 Million State Street Experiment | Opinions | Noozhawk
To: Missy Zeitsoff <missyzeitsoff@gmail.com>

<https://www.noozhawk.com/cassandra-ensberg-santa-barbara-cant-afford-a-96-million-state-street-experiment/>

From: [Margies Yahoo](#)
To: [City Clerk](#)
Subject: City Council Tuesday, Mall
Date: Tuesday, September 1, 2026 10:37:00 AM

Some people who received this message don't often get email from margientim@yahoo.com. [Learn why this is important](#)

Historical studies show that mid-20th-century pedestrian malls in the United States have an **89% failure rate**, with only **11% surviving long-term**. Most of the failed projects were eventually removed or repurposed to allow vehicular traffic back through.

I copied the above out of an AI search.
Marjorie Sullivan

From: [Peter Conn](#)
To: [City Clerk](#); [Randy Rowse](#); [Mike Jordan](#); [Oscar Gutierrez](#); [Eric Friedman](#); [Kristen Sneddon](#); [Meagan Harmon](#); [Wendy Santamaria](#)
Subject: Stop the State St. Masterplan. Please vote against it.
Date: Tuesday, September 1, 2026 10:44:08 AM

Dear Mayor and City Council,

Cassandra Ensberg, an architect, and lover of our downtown and practical realist, is right. Our former beautifully functional El Pueblo Viejo historic downtown has been transformed into an ugly, dysfunctional mess that is getting worse not better. Look at the Bloomberg paid for, on-the-road mural. It is dirty; it is covered with distracting pots if the mural is what is supposed to be the interest; even the colors don't fit aesthetically. It is out of place. This is a precursor to the Master Plan.

Save our tax dollars and return to what we had before the pandemic.

Think and act wisely - fiscally and responsibly.

Reject staff recommendations.

Turn your attention to bringing affordable work force housing down town and do the maintenance and repair on State St. that the street needs to become a functional thoroughfare for everyone again.

You can hold your heads high that you gave the closure idea a good discussion.

It didn't and doesn't work.

Cut all of our losses and scrap the plan.

Thank you.

Sincerely yours,

Paulina Conn

70 year resident of Santa Barbara who attended local schools, used to work and shop downtown.



From: [Victoria Valente](#)
To: [Santa Barbara City Council](#)
Subject: Reopen SB's main boulevard to cars
Date: Tuesday, September 1, 2026 8:17:32 AM

Some people who received this message don't often get email from vicks93103@yahoo.com. [Learn why this is important](#)

Dear Mayor Rowse and City Council,

The City needs to reopen State Street to vehicle traffic.

The closure of State Street was implemented during the pandemic under extraordinary circumstances. Restaurants needed more outdoor seating and the temporary closure provided a way for them to continue operating.

Those circumstances no longer exist. The pandemic is over, yet our historic downtown boulevard - our Main Street - remains closed to through traffic.

State Street is the heart of Santa Barbara's historic downtown, and I believe it should once again serve its traditional function as a public boulevard accessible to cars, pedestrians, bicyclists, and businesses. The continued closure has fundamentally changed the character and accessibility of downtown, and I do not believe a temporary pandemic measure should have become a permanent transformation of our city's main thoroughfare without much broader consideration by the entire community.

Why not put this issue on the ballot, rather than claiming that the majority of residents support the closure (as certain Council members have done)?

I respectfully ask the City Council to restore vehicle access to State Street and return our historic downtown boulevard to its traditional role.

Thank you for your consideration.

Sincerely,

Victoria

From: [Kathy Carrigan](#)
To: [Santa Barbara City Council](#)
Subject: State St
Date: Tuesday, September 1, 2026 8:39:00 AM

Some people who received this message don't often get email from kcarrigansb@yahoo.com. [Learn why this is important](#)

As a 30 year resident, I can see that the current plan for State St has not worked. I frequent the downtown area and all I can say is that it's a sad situation for a beautiful city. I believe that State St should be reopened to traffic, at least one way.

[Sent from Yahoo Mail for iPhone](#)

From: [Mack Carlson](#)
To: [City Clerk](#); [Santa Barbara City Council](#)
Cc: info@strongtownssb.org
Subject: Support for Agenda Item 9 - State Street Master Plan
Date: Tuesday, September 1, 2026 8:41:00 AM

Some people who received this message don't often get email from carlson.mack@gmail.com. [Learn why this is important](#)

Mayor and Members of the Santa Barbara City Council:

I am writing to **express my strong support** for the State Street Master Plan and to respectfully urge the Council to adopt the plan and move forward with its recommendations. I work downtown and walk from my home near Cottage Hospital daily.

Over the past several years, State Street has been a topic of much consternation and the lack of decisiveness has created too much uncertainty for local businesses and the community. It is time to decide on the future of State Street and move toward implementing a safer, more economically and environmentally friendly, and community-focused downtown core.

The Master Plan provides a thoughtful vision for enhancing that success by creating a safer, more welcoming, and more economically vibrant downtown that serves residents, visitors, businesses, and future generations alike. The plan's emphasis on placemaking, walkability, public amenities, housing, and multimodal access offers a clear path toward a stronger downtown. *In particular, bringing additional housing downtown will bring back economic vitality and resiliency lost due to online retail.*

Most importantly, State Street should remain permanently car-free. The promenade has transformed the corridor into a destination and community asset, creating space for people rather than traffic. **A pedestrian-oriented State Street is safer, more inviting, and better suited to the unique character of downtown Santa Barbara.** State Street without cars is less noisy, safer for bicyclists and pedestrians, and has improved air quality. The environmental and safety impacts associated with the return of vehicle traffic to State Street must be fully evaluated before cars return to State Street. Reintroducing vehicle traffic would undermine the progress that has been made and diminish the opportunity to create a truly world-class public space on the American Riviera.

The City has spent years studying alternatives, gathering public input, and developing a long-term vision. State Street is not without problems, but these problems are not solved by bringing back cars or continued debate over the same tired topics. Now is the time to provide certainty, adopt the Master Plan, and begin implementation. **I encourage the Council to commit to a permanently car-free State Street and move forward with finding grant money and opportunities to fund the improvements outlined in the plan.**

Thank you for your service and for your thoughtful consideration.

Sincerely,

Mack Carlson
Santa Barbara Resident

From: [Bonnie Elliott](#)
To: [Santa Barbara City Council](#)
Subject: State St.
Date: Tuesday, September 1, 2026 8:48:49 AM

Some people who received this message don't often get email from thebonlyn@yahoo.com. [Learn why this is important](#)

Dear Councilmembers,

PLEASE return State street to the way it was when cars could drive all the way to the Wharf!

It is such a mess now and very, dangerous. I use the word dangerous because of the teenagers on e-bikes! I use a power wheelchair

And I cannot tell how many close calls I have had with teenagers on e-bikes! Teenagers are monsters and do not care about anyone but themselves. I know because I was one and so was every other adult. WHY is the council so oblivious to-this reality?

I have noticed that the bicyclists are much more respectful and obey stop lights. I use the sidewalks when I am downtown now- which is not very often.

I have also had the scary experience of having a teen on an e-bike going full speed on the sidewalk!! The police have only bikes!!! What's wrong with this picture?

The second reason and actually the most important reason is this: how long will it take emergency vehicles to get to some one who is having a heart attack? NOT soon enough, I can tell you.

If the town and council have to spend thousands of dollars for outside help, this doesn't need to continue.

I am not able to be here today hence the email.

Respectfully,
Bonnie Elliott

From: [Graham Otte](#)
To: [City Clerk](#)
Subject: Please Keep State Street Car-Free
Date: Tuesday, September 1, 2026 8:50:41 AM

Some people who received this message don't often get email from graham.otte@gmail.com. [Learn why this is important](#)

Dear Mayor and City Council,

I'm a Santa Barbara resident writing to strongly support the State Street Master Plan and, in particular, a permanent future for State Street without private automobile traffic.

I lived here before State Street was closed to cars during COVID, and the change has been an enormous improvement. What began as a temporary measure has turned State Street into a genuinely pleasant public space — somewhere people can walk, bike, gather, eat, and spend time without a stream of cars running through the middle of downtown. It feels much more like the heart of Santa Barbara than it did before.

I also don't find the argument that businesses need private car traffic on State Street convincing. Even before the closure, State Street was not a place where most customers could simply drive up and park directly in front of a business. Downtown already has extensive parking on the surrounding streets and in public garages. Reintroducing through-traffic would sacrifice one of the best things that has happened to downtown without meaningfully improving access to those businesses.

Please approve the State Street Master Plan, **do not allow private automobiles on State Street, and continue moving toward a permanent, people-first promenade.** The closure has demonstrated what State Street can be, and I would hate to see Santa Barbara move backward.

Thank you for considering the perspective of those of us who live here and use State Street regularly.

Best,
Graham Otte
Santa Barbara resident

Sent from my iPhone

From: [Stacy Rebich Hespanha](#)
To: [City Clerk](#); [Santa Barbara City Council](#)
Subject: Public comment for 9/1 meeting: State Street Master Plan
Date: Tuesday, September 1, 2026 9:00:39 AM
Attachments: [Neighborhood_MixedUse_Concept-final.pdf](#)
[Local_Ecommerce_Network_Concept.pdf](#)

Dear Mayor and City Council Members:

A lot of the (unfortunately heated) public conversation about the State Street Master Plan has focused on a single question: reopen the street to cars, or keep it closed under the Plan before us today? I want to suggest that this framing collapses several separable questions into one, and that the community isn't well served by treating "reopen State Street to cars" and "invest a huge sum of public resources in streetscape changes that lock in a closed street" as the only two alternatives.

Two observations support this perspective. First, the decision about whether State Street stays open or closed can be made separately, with relatively little budgetary impact, from the decision about whether to take on additional public debt for capital investment in the downtown State Street corridor. We limit the quality of our decision-making by assuming these two decisions have to travel together as one very large, debt-financed spending plan. Second, once the open/close decision is separated from the economic-development investment decision, it becomes clear there are many possible ways to invest public resources to stimulate economic development that benefits our community. Streetscape improvements paired with incentive programs that concentrate larger-scale development in one small area of the city are only one such way, and as far as I can see, we haven't publicly discussed any alternatives.

With those two ideas in mind, I want to focus on specific plans and decisions that are moving forward on separate, parallel tracks but deserve to be considered together before we commit to an investment the public will be paying off for decades — one that carries real, quantifiable risk that both costs and outcomes won't turn out as planned. The State Street Master Plan, the Better Building Pilot Project, the plan for Paseo Nuevo redevelopment, the City's Housing Element downtown allocation, and the City's own multi-year Capital Improvement Program should be considered multiple prongs of one cohesive economic development strategy. Understanding how they relate to each other is what the kind of big-picture public deliberation this decision deserves would require — deliberation aimed at identifying the strategy that best serves the community, that most equitably distributes the benefits, and that offers the best value for the costs involved. As things stand, these pieces are moving through separate hearings, votes, and documents, with no single analysis that puts them together and engages the public in that bigger conversation. Several of the questions below span these documents without being addressed by any single one of them, in the materials publicly available as of this hearing. I'd like to use this comment to lay out where those gaps are, and to ask that the pieces be evaluated together before this scale of commitment is locked in.

First, a small detail, then a larger one -- related to the estimated cost of the Plan.

The Council Agenda Report presents two different total-cost figures for the plan, in the same document, and neither includes financing, project management / administrative costs, or long-term maintenance costs. An itemized table gives a Total Estimated Project Cost of \$96,020,000 [*Council Agenda Report, Sept. 1, 2026, p. 16*]. A separate, phase-by-phase table — "Estimated Infrastructure Cost" — totals \$112,000,000 (Phase 1: \$17M; Phase 2: \$70M; Phase 3: \$25M) [*Council Agenda Report, Sept. 1, 2026, p. 15*]. The record doesn't explain the roughly \$16M gap between these two totals, and it isn't clear which one is the more reliable basis for planning. I'd ask that the City reconcile these figures before further decisions rely on either.

What the City has disclosed:

Cost component	Amount
Pre-construction (preliminary engineering + right-of-way)	\$17,508,000
Construction engineering	\$10,241,000
Construction items (includes \$17,538,000 for utility relocation)	\$56,892,326
Construction contingency (20%)	\$11,378,465

Total Estimated Project Cost (staff figure)	\$96,020,000
Programming, Policy & Economic Development (separate, over 6 years)	\$8,000,000
Staff-disclosed subtotal	\$104,020,000
<i>Unreconciled: phase-by-phase table total</i>	<i>\$112,000,000</i>

Source: Council Agenda Report, Sept. 1, 2026, pp. 15–16.

The second, and more consequential, point about budget concerns what the report’s estimated costs leave out. (These estimates are back-of-envelope; what I’m asking is that the City produce higher-quality figures.)

Estimated Unaccounted-For Program Costs:

Cost bucket	Estimate	Basis
Administrative / program-management overhead	\$7.7M–\$16.8M total	8–15% of construction cost, applied to the \$96.02M–\$112M range. This estimate is based on a range of published benchmarks we reviewed for project/program-management cost as a share of total project cost, which cluster roughly between 7% and 17% depending on methodology and whether dedicated project-controls support is included. This is distinct from the \$8M Programming/Economic Development line, which funds business grants and events, not contract administration, inspection, or grant compliance.
Debt service (interest, on top of principal)	~\$85M–\$90M over the life of the bonds	A \$28.6M EIFD/DDA-model bond — the financing model’s own “Estimated Bond Proceeds” figure, i.e. the amount that could be borrowed against projected tax-increment revenue, not including interest — at its stated 6%/30-year assumption (~\$33.7M interest) [<i>Santa Barbara EIFD Model 250923 (003).pdf</i> , Dashboard tab, Bonding Capacity Calculations, obtained via public records production PRA 2026-00307], plus a separate \$60–70M lease or GO bond [<i>Final State Street Master Plan funding table, Sept. 1, 2026 packet</i>] at a market-based 4.5%/30-year placeholder (~\$55M interest at the \$65M midpoint). Note: <i>The 4.5%/30-year rate is a plausible assumption, not a City-stated figure.</i>
Ongoing operations & maintenance beyond today’s baseline	Not quantified	The likely largest component is the shared stormwater system, for which no O&M funding source is identified in any document — in-lieu fees are legally restricted to capital costs only under the Mitigation Fee Act, so they can’t cover it by law [<i>Cal. Gov. Code §66000 et seq. (Mitigation Fee Act)</i>]. Also unaddressed: upkeep of the retractable bollard system, the substantially expanded urban forest and irrigation, and the specialized maintenance permeable paving requires to keep draining.

Put together, a fuller accounting — the staff-disclosed construction and programming figures, plus administrative overhead, plus debt service — comes to roughly \$197M to \$227M, BEFORE counting the unquantified maintenance gap. I want to acknowledge that this range is an estimate, built transparently on the City’s own disclosed figures and stated financing assumptions, but it’s the range I believe the community deserves to be discussing, rather than the \$96M figure that has been shared as the “total” cost.

We should also be asking whether the City is in a budgetary position to take on a very large debt-enabled investment, as we consider how much to invest in community economic development right now. The City’s FY2027 budget is balanced on an operating basis (a \$0.4M surplus before the reserve-replenishment contribution), but the mandatory contribution toward that policy still leaves a net shortfall of roughly \$3.2–3.4M, and the City’s budget message confirms deficits are projected to continue through FY2029, with reserves projected to be fully depleted by then [*FY2027 mid-cycle City Administrator’s Budget Message, recommended April 2026 / adopted June 30, 2026*]. Salaries and pension costs are the most consistently cited

driver of this structural gap: salaries and benefits made up 64% of General Fund spending in FY2027 (about \$169.9M, including \$66.3M in benefits), and the City's CalPERS unfunded-liability payment has increased by an average of 8% a year over the last six fiscal years.

A substantial portion of the plan's anticipated funding depends on a state grant whose outcome isn't yet known. The City submitted an Active Transportation Program (ATP) application in early June 2026, with a decision reported to be expected this fall. At submission, the application identified only about \$1 million in local matching funds against a project cost reported at the time as \$48–64 million — evidence that the grant is expected to cover a large share of the total [*Noozhawk, "Santa Barbara Pursues Grants for Eastside Pedestrian Bridge, State Street Master Plan," June 12, 2026*]. (The final Plan's funding table now states an ATP ceiling of "up to \$80 million," suggesting a plan to submit again in a future cycle — but these are competitive grant programs, and receipt of funds is never certain.) Given that this grant cycle is hoped to cover a large portion of the program cost, it would make sense for the Council to wait for the ATP outcome before spending any funds on the pre-construction, design, and engineering services requested under Recommendation D of today's staff report [*Council Agenda Report, Sept. 1, 2026, p. 2, Recommendation D*].

The revenue base for the plan's anticipated tax increment financing mechanism draws heavily from outside the corridor that will receive the funded investments. Based on the information I had at hand, roughly 75–88% of the underlying EIFD financing model's projected value comes from parcels with no plausible connection to State Street, including several properties miles from the corridor [*Santa Barbara EIFD Model 250923 (003).pdf, Dashboard tab, 18-parcel list, obtained via Paseo Nuevo public records production PRA 2026-00307*]. This raises a direct question about whether it's the right choice to direct citywide growth in property tax revenue toward one corridor's streetscape.

The \$50M+ "Private Investment/Development Fees" line suggests more questions than answers. The Plan's funding table lists "mixed-use development, housing above retail, anchor tenants" [*Final State Street Master Plan funding table, Sept. 1, 2026 packet*] but doesn't say what fee mechanism generates the revenue, what triggers it, who would be investing, what the private investment would actually fund, or what the City gives up in exchange.

Funding this plan also depends on a substantial amount of public debt, and two different mechanisms have been identified to structure that debt — one that requires voter approval, and one that does not. The final Plan's funding table confirms that a General Obligation (GO) bond and a lease revenue bond are being considered at \$60–70M: "Option 1: Lease Revenue Bond/Issue Debt (Measure C, does not require voter approval)" and "Option 2: GO Bond... (Requires voter approval at future election)" [*Final State Street Master Plan funding table, Sept. 1, 2026 packet*]. The two paths carry materially different implications for both voters and the City's assets.

- **A General Obligation bond would put the question of financing this debt directly to voters.** Under this option, the City pledges its full faith and credit, backed by a dedicated property-tax increase, to repay the bond. Because that's a new tax pledge, the California Constitution requires voter approval, typically by a two-thirds margin for a measure of this kind.
- **A lease revenue bond would let the City borrow the same amount without voter approval, but only by putting specific public assets at risk — and the Plan doesn't yet say which City-owned assets are being considered for this purpose.** Under this structure, the City, or an authority it creates (likely the proposed Downtown Development Authority), sells or transfers an existing public asset to investors and then leases that same asset back, paying rent that repays the bond. Because repayment depends on the Council choosing to appropriate the lease payment each year rather than on a direct tax pledge, this structure isn't treated as "indebtedness" under the state constitution — which is precisely why it doesn't require voter approval. The tradeoff is that if a future Council doesn't appropriate the payment in some future year, the trustee's recourse runs against the pledged asset itself, which could then pass from public ownership to investors. No specific asset(s) has/have been named anywhere in the Plan as security for this option.
- The City's own recent history illustrates that risk of losing control of publicly owned assets. The 1989

Paseo Nuevo ground lease (paid as a \$10.78M lump sum at the beginning of the leases with a percentage ‘participation rent’ after a specified revenue threshold) combined with the unfavorable (10% compounding) \$2M loan the City later took from the developer when public funding ran out, left the Redevelopment Agency with no ongoing rental income for over three decades — even though the underlying land held real value [*Long-Range Property Management Plan for Paseo Nuevo Leased Fee Interest, As Amended, Feb. 2015, p. 8*]. And this year’s Paseo Nuevo transaction shows how easily a public asset’s value can be written down to justify giving it up: the ordinance approving the Paseo Nuevo development and disposition agreements recites that the City’s fee interest in that property had “limited monetary value” and transfers it “for zero monetary consideration,” relying instead on other (as yet unsubstantiated) negotiated community benefits and contractual commitments [*Ordinance Approving and Authorizing Execution of the Paseo Nuevo Redevelopment Project Development and Disposition Agreements, Recital H, Regular City Council Meeting 1172, June 30, 2026 Agenda Packet, Agenda Item No. 6, p. 26*]. A lease revenue bond is a structurally similar commitment.

The Plan is silent on how the City would fill the gaps in existing programs and services that would be created by redirecting current funding streams to service this debt. Whether the money comes from Measure C sales tax revenue, from parking revenue, or from general fund resources already projected to run a structural deficit through FY2029, each of these streams currently supports something — some existing program, service, or operating cost — and redirecting it to debt service doesn't make that underlying need go away. The Plan doesn't say what each of these revenue sources currently funds or how the resulting gap would be filled, and I'd ask that the City publicly discuss the service reduction and/or gap-filling strategy before committing any of the current revenue streams to repaying this debt.

The Master Plan and the Better Building Ordinance both concentrate nearly all new investment and housing opportunity within the Central Business District, rather than distributing it across the community. I found no public document that uses evidence, or even logical reasoning, to make the case that concentrating so much public investment in one small area is the best way to benefit the community as a whole. What argument there is seems to rest on workforce housing, but reading the various plans together suggests very little of the incentivized development will provide housing below 80% AMI — the level actually accessible to most of the downtown workforce. If the workforce the downtown economy depends on can't afford to live in or near that same district, concentrating development there rather than spreading it more broadly across the city could increase regional vehicle miles traveled and emissions rather than reduce them, as more people commute in from farther away to fill downtown jobs.

A more geographically distributed development strategy could put more people closer to where they work. I have previously shared documents outlining a neighborhood-based mixed-use development model that pairs the same ecological incentives the Better Building Ordinance offers with community land trust and cooperative ownership, distributed across many small neighborhood sites rather than concentrated downtown, and a community-owned local e-commerce network that could support the corridor’s small, locally-owned businesses without concentrating investment in one place [*Neighborhood Mixed-Use Concept and A Local E-Commerce Network for Santa Barbara, companion documents shared with the City, Aug. 17, 2026; also attached here*]. These represent just one alternative for how to invest our public resources in community economic development — I’m sure other community members have their own ideas — but so far I’ve found no evidence of substantive public deliberation on any alternative to the current investment plan.

Three concurrent City actions each affect the same downtown parking supply, and I haven’t found a document that analyzes them together. The 1989 covenant guaranteeing 1,115 subsidized public parking spaces in Lots 2 and 10 through 2065 was terminated as part of the Paseo Nuevo transaction and replaced with narrower permit grants to the two developers [*Yardi DDA and exhibits, incl. Yardi Parking Agreement §3, §7, Regular City Council Meeting 1176, June 16, 2026 Agenda Packet, pp. 965–966; DSP Santa Barbara DDA and exhibits, incl. DSP Lot 2 Parking Agreement §5, §9, same packet, p. 1095*]. The Master Plan separately proposes converting some City parking lots to housing, and the Better Building Ordinance would let developers waive standard parking minimums in exchange for other benefits. Each of these reduces or reallocates the same pool of downtown parking, and I haven’t found any document that analyzes their combined effect. I also request clarity on what the plan for the City’s parking lots actually is — what “parking revenue” as a funding source

refers to, and whether parking assets specifically would be pledged as security for a lease revenue bond. This matters for cost as much as for capacity: small businesses and community members currently depend on affordable public parking, and none of these three actions has been adequately evaluated for its effect on price, on the number of spaces that will remain, or on the anticipated changes in parking demand.

The City's own Housing Element sets specific, numeric housing targets for this area to address a displacement risk it identifies directly — and the current strategy doesn't appear to be on track to meet those displacement-prevention targets. The Housing Element rates the downtown area “Moderate/Moderate (Rapidly Changing)” on the state's Opportunity Map, a designation the same appendix ties explicitly to displacement risk for existing lower-income residents [*City of Santa Barbara 2023-2031 Housing Element (HCD-certified Feb. 2024), Appendix G*]. It identifies 1,349 pending and potential residential units downtown, and of the portion still to be built, 526 units of site capacity are earmarked for lower-income households against 561 for moderate-and-above-moderate income — a target weighted toward affordability, not majority market-rate [*Housing Element Appendix G, Site Inventory, “Downtown/Lower State Opportunity Area” table, pp. G-46–G-47*]. The Master Plan's own example of near-term downtown housing, the plan for Paseo Nuevo redevelopment, illustrates the gap between that target and what's actually being incentivized: approximately 100 rental units, 10% income-restricted, the same baseline inclusionary rate required citywide rather than a rate calibrated to this area's own Housing-Element-identified need [*Final State Street Master Plan, housing section: “approximately 100 rental units on the former Nordstrom's site, including 10% income-restricted affordable units proposed,” Sept. 1, 2026 packet*]. The set of plans before us is likely to exacerbate our community's lack of affordable housing, not address it.

The plan includes neither an analysis of risk of small business displacement, nor does it incorporate plans to prevent such displacement. Beyond the potential impacts the proposed construction would have on small business viability, the same rising-rent pressure that is likely to displace current downtown residents also applies to the small, locally-owned businesses along the corridor. As redevelopment proceeds and property values rise, commercial rents tend to rise with them, and the businesses that give State Street its unique character face displacement risk from the same dynamic, with no mitigation mechanism identified for either group in the Master Plan or the Better Building Ordinance.

Developers and the investors who own large downtown properties or who finance the public debt are the parties best positioned to build wealth from this investment, and even the modest number of affordable rental units the current incentive structure is likely to produce doesn't change that. Ownership, not rental tenancy, has been the primary path to wealth accumulation for most Americans: the Federal Reserve's 2022 Survey of Consumer Finances found a median net worth of \$396,200 for homeowners versus \$10,400 for renters — roughly a 38-fold gap — and found that “the balance sheet of families in the middle of the net worth distribution is dominated by housing” [*Federal Reserve Board, “Changes in U.S. Family Finances from 2019 to 2022,” October 2023; Habitat for Humanity International, “Research series: How does homeownership contribute to wealth building?”*]. Affordable rental housing is a real and valuable benefit for housing stability, but it isn't a path to building equity for the households who access it — so the small number of affordable units this plan is likely to produce doesn't address the wealth-building gap at all. The downtown workforce and small business owners most exposed to displacement risk are largely the same population left out of this dynamic entirely, while the corridor's rising property values accrue mainly to existing property owners and to whoever finances the public debt that pays for the improvements.

The research on street redesign and tax increment financing as economic-development strategies is mixed, and other communities that pursued similar large, single-corridor investments have not always seen the results they hoped for [*Arthur C. Nelson and Robert Hibberd, “Complete Streets as a Redevelopment Strategy,” Cityscape 26, no. 2 (July 2024), U.S. Dept. of Housing and Urban Development, Office of Policy Development and Research; David Merriman, Improving Tax Increment Financing (TIF) for Economic Development, Lincoln Institute of Land Policy, Policy Focus Report, 2018*]. This isn't an argument against investing in community economic development; it's a reason to ask directly what else an alternative public investment in the range of \$200–225M could accomplish toward the same community and economic development goals, particularly if spread more broadly across the city.

Recommendation D of today's staff report asks the Council to direct staff to initiate and procure pre-

construction, design, and engineering services now, before a financing mechanism is named, before the 2026 ATP outcome is known, and before the cost discrepancies described above are resolved [*Council Agenda Report, Sept. 1, 2026, p. 2, Recommendation D*]. Staff's report describes the six-year construction timeline as "achievable, but not automatic," conditioned specifically on the Council committing to fund the project as a multiyear capital commitment rather than through annual appropriations, and it identifies front-funded pre-construction work as a prerequisite for keeping the project competitive for grant funding [*Council Agenda Report, Sept. 1, 2026, p. 7*]. Authorizing that spending now, on that basis, creates a sunk-cost pressure that behavioral research consistently finds makes it harder to change course later, even when new information, like the ATP outcome or a reconciled cost figure, suggests a change is warranted.

Which of the two bond mechanisms is used to finance this plan is exactly the kind of decision the public should have the chance to deliberate on and agree to before a commitment of this size is made — the choice determines whether this debt goes to a public vote at all, or is instead secured against a specific City asset without a vote. I'd ask that the bond mechanism be decided through a public process, and that if broad consensus on a preferred approach isn't reached, the Council default to the General Obligation bond option, since it's the one path that guarantees the public a direct vote on whether to take on this debt. A commitment of this size and duration deserves the kind of broad-based community support that comes from seeing the full picture and weighing real alternatives, rather than a decision made piece by piece, before the pieces can be seen together.

With this evidence and these questions in mind, I respectfully ask the Council to:

- Delay any decision to authorize procurement activity until the outcome of the pending ATP grant application is known, since a non-award would materially change the funding picture.
- Reconcile the itemized \$96.02M cost total against the phased \$112M total, and publish a complete accounting that includes administrative and program-management costs, ongoing maintenance obligations across all new infrastructure (including stormwater), and debt-servicing costs, in addition to construction costs.
- Name the specific asset(s) that would secure a lease revenue bond, if that path is pursued.
- Clarify the City's plan for the downtown public parking lots — including what "parking revenue" means as a funding source and the effect of all concurrent programs on both the cost, the capacity and the demand for public downtown parking.
- Bring the State Street Master Plan, the Better Building Ordinance, the plan for Paseo Nuevo redevelopment, the Housing Element's city-wide targets and downtown allocation, and the City's Capital Improvement Program before Council together, with costs, benefits, and geographically distributed alternatives evaluated on a common footing, before locking in a financing commitment of this scale.

Thank you for the opportunity to comment, and for the work that has gone into this plan. My hope in raising these questions is that whatever the community ultimately invests in our economic development, we do so with the full picture in view and the strongest possible community support behind it. A commitment of this size — one the public will be paying off for decades — shouldn't come down to a narrow, split vote. It deserves the kind of broad, durable support that comes from the community having the chance to weigh real alternatives and be heard — not a result that squeaks through while leaving much of the community feeling like it wasn't part of the decision.

Sincerely,

Stacy Rebich Hespanha

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The Neighborhood Mixed-Use Concept

A Distributed, Regenerative Companion to the Better Buildings Pilot Program | Companion document to written comment on the August 17, 2026 Joint City Council / Planning Commission Meeting

Prepared by Stacy Rebich Hespanha | Last Edited August 17, 2026

This document describes a specific, worked-out strategy that addresses some of the weaknesses of the proposed BBO program: pairing the same kind of ecological incentives with a different ownership and financing model — a Community Land Trust plus Multi-Stakeholder Cooperative, distributed across many small neighborhood sites rather than concentrated in one downtown district. Section 7 shows how this concept responds, point by point, to the open questions and gaps identified across our other comment documents. Section 8 uses the nine measurement categories from the Pilot Study Framework to lay out, side by side, what each model can reasonably be expected to deliver — and argues that the five-year pilot should test this concept concurrently, not consider it only afterward.

1. Two Ways to Pair Ecological Incentives with Development

Regenerative building + conventional financing (the current pilot’s approach): ecological incentives layered onto standard market-rate development, streamlined only for the CBD and one narrow size/density band. Because the underlying ownership and financing model doesn’t change, this pairing forces a *trade-off* between ecological gains and affordability, as our Nexus Summary and Affordability Undermining Analysis companion documents show in detail.

Regenerative building + regenerative financing (this concept): the same ecological incentives applied to a different ownership model — a Community Land Trust plus Multi-Stakeholder Cooperative — distributed across many small neighborhood sites rather than concentrated downtown. Because affordability and local ownership are built into the financing model itself, not layered on after the fact, this pairing captures **more of both** ecological and affordability gains, without trading one for the other.

	Ecological Incentives + Conventional Financing & Development (proposed pilot)	Ecological + Regenerative Financing (this concept)
Siting	CBD only; narrow size/density band	Distributed across many small neighborhood parcels
Ownership at completion	Market-rate developer/investor holds it; tenant rent, public tax-credit equity, and unfunded costs together pay for the unit but hold 0% ownership	Neighborhood investors, residents & worker-owners hold real ownership and joint-decision making control from day one
Affordability mechanism	In-lieu fee / on-site set-aside layered onto standard financing, at whatever level a project chooses beyond the existing inclusionary minimum	66–100% of units affordable by design, capped equity, patient below-market capital, land held permanently by a CLT
Income tiers reached	Concentrated at Moderate/Middle tiers, above where the nexus study finds the greatest need	Targeted at Extremely Low and Low AMI tiers — the tiers the nexus study identifies as most underserved

Reach	Benefits concentrated at one center; doesn't reach dispersed, car-dependent households	Many walkable nodes reach households across the whole community
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2. What the City's Own Nexus Study Shows, in Brief

Our companion document, *Does New Housing "Break Even" on Affordability?*, reviews the City's 2026 Residential Nexus Analysis (BAE Urban Economics) in full. The headline finding: new market-rate housing must fund affordable units equal to roughly 22% (rental) to 24% (ownership) of its own unit count, concentrated in the Extremely Low through Low tiers — households earning roughly \$17–\$33 an hour per worker — just to break even on the affordable-housing demand it creates. Current City policy requires far less (10% Moderate-only for rental; 15% Middle/Upper-Middle for ownership), targeted almost entirely outside the tiers of greatest identified need.

The gap matters here because it is the benchmark this document's Section 8 measures both models against. A model that reaches only the Moderate and Middle tiers, as current policy and the BBO's optional affordability category both do, does not close this gap no matter how large its production volume. A model that targets the Extremely Low and Low tiers directly, as this concept does, aims to close it by design.

3. The Neighborhood Concept

Two Pathways to a Project

Pathway A — Land Trust acquisition of a property coming onto the market. Rather than depending only on a current owner to propose development, this model also expects the Community Land Trust to watch for unoccupied parcels — a currently vacant lot, or a property about to be listed for sale with no tenant in place — and to acquire it directly, using Local Housing Trust Fund capital, before it is sold to another buyer on the open market. Because the parcel is unoccupied at the point of acquisition, this pathway does not displace anyone: it captures a property that would otherwise simply change hands within the conventional market, and redirects it into this model instead. Once acquired, the CLT works with interested neighbors to organize a project on the site, following the same process described below.

Pathway B — current owner-occupant redevelopment. A current owner-occupant may also choose to develop their own property under this model directly, in addition to Pathway A above, rather than selling it outright on the open market. This is the pathway described in our earlier drafts of this concept.

In both pathways, this model starts with residents, not outside developers. A group of neighbors — whether the owner-occupant initiating Pathway B, or neighbors who organize around a site the CLT has acquired under Pathway A — identifies an amenity their neighborhood lacks — a childcare center, elder day activities, a recreation or fitness space, a coffee shop, walkable access to everyday goods through a local e-commerce pickup point — and organizes to develop the amenity, contributing their own capital as limited-equity investment under the ownership structure below. Nothing here is imposed on a neighborhood that doesn't want it: the policy changes create the opportunity; a project only happens where residents choose to organize around one.

Displacement safeguard. Neither pathway involves redeveloping a property with an existing non-owner tenant in place — Pathway A specifically targets unoccupied parcels, and Pathway B is limited to an owner-occupant developing their own property — so this model is designed to avoid displacement risk. As a backstop for the rare edge case where a property acquired under either pathway does turn out to have an existing tenant at the time of acquisition, this concept requires relocation assistance and a right of first refusal or right to return to a

comparable unit or space in the completed project — a safeguard the BBO does not include for any of its projects.

What Gets Built

Where feasible, the project redevelops the site — through adaptive reuse rather than ground-up construction wherever possible — into a small, street-facing commercial space paired with several units of affordable housing on the same parcel. The residents spearheading the project choose and design the commercial use themselves, matched to what their own neighborhood wants and lacks, then develop the site accordingly. Each node also functions as a local e-commerce pickup point, consolidating deliveries that would otherwise be many separate car trips into a single walkable stop; a forthcoming companion document describes that local e-commerce network and its supporting infrastructure in full, so this discussion stays brief here.

Ownership and Equity

Ownership and development run through a Multi-Stakeholder Cooperative with distinct stakeholder classes: Resident Members (the housing occupants), Worker-Owner Members (whoever operates the commercial enterprise), and Community/Investor Members (neighbors who buy a direct, capped stake in this specific project), plus outside debt from a broader Community Investment Fund where a project needs more capital than immediate neighbors can supply.

In a conceptual sense, each housing unit works like a mortgage rather than a lease: a resident's monthly payment initially covers mostly financing costs, but a defined share is credited over time to that resident's own capped equity account, transferable if they leave, subject to the limited-equity terms every participant opts into up front. This gives residents a real ownership stake without the units becoming market-rate assets that price out the next occupant.

Affordability share and income targeting. The goal for a given project is 66–100% affordable housing across all units, targeted at the Extremely Low and Low AMI tiers — the tiers the nexus study identifies as most underserved. The 66% floor, rather than a higher fixed minimum, accounts for the reality of a very small project: on a 3-unit building, for example, 1 unit could be reserved as market-rate while the other 2 (66.7%) remain affordable, giving the project financing flexibility — market-rate unit value can support debt service or serve as additional collateral — without diluting the affordability commitment on the rest of the building. Even at that minimum, the 66% affordable share more than doubles the Nexus Study's own 22–24% break-even benchmark, and its ELI/Low income targeting places it precisely in the tiers current City policy and the BBO's optional affordability category both miss.

Why Neighbors Do This

The motivation is direct, not speculative. Residents who organize a project get a service they actually want within walking distance, and their investment does double duty: it helps control the cost of building the amenity's infrastructure in the first place — by taking the property off the speculative market and financing it with patient, below-market capital instead of a conventional loan — and it gives them real leverage, through how commercial rent is set and which housing-unit preferences are offered to worker-owners, to help control the cost of using the amenity over time. In exchange, participating neighbors earn a modest return on their investment, not a maximized one — what they're actually organizing for is the amenity itself, and some lasting say over what it costs to use.

4. Capital Stack

- **Land — funded by the Local Housing Trust Fund, structured to revolve:** the City's Local Housing Trust Fund (LHTF) funds the initial acquisition — and, as the model scales, most subsequent acquisitions — of property by a nonprofit Community Land Trust (CLT), which buys and permanently holds the land, ground-leasing it

to the project. This removes land cost from the deal entirely, the single biggest affordability lever available. Once the Multi-Stakeholder Cooperative takes on the improvements — financing and owning the buildings on the land — a substantial share of the CLT's initial purchase cost is returned to it, typically through the co-op's upfront ground-lease payment or improvement-financing structure. The CLT reinvests that returned capital into acquiring its next property. This makes the LHTF contribution function as a revolving fund rather than a one-time grant: each completed project restores most of the public capital that started it, so the same LHTF dollars can fund additional acquisitions as the model scales, rather than requiring a fresh appropriation for every new site.

- **Ownership:** a Multi-Stakeholder Cooperative owns the housing and commercial space together. Each class governs its own domain — housing, enterprise, or commercial space — with equal joint say over shared decisions.
- **Gap capital:** where a project needs more than neighbors can supply, a Community Investment Fund pools broader community capital as patient, below-market debt — the exact instrument (membership shares, subordinated notes, direct loans) left open by design — from people motivated by visible local impact, not maximum yield.
- **Outside capital:** several additional public, mission-driven and philanthropic sources can supplement the LHTF-funded acquisition structure above, or provide gap financing for a project's improvements once land is under CLT ownership, without requiring the project to cede resident control: CDFI debt (mission-driven community lenders already active in this region, offering patient, below-market financing), California's Affordable Housing and Sustainable Communities (AHSC) program (funded through the state's cap-and-trade proceeds, rewarding infill, walkable, trip-reducing affordable housing), and local philanthropy, including community and family foundations and program-related investments, particularly for early-stage or gap capital.

Rather than tenants and the public funding real cost while holding zero ownership, this structure gives ownership and control to the people who live there and run the space, from the start — and because the LHTF's own capital revolves back to the CLT with each completed project rather than being spent once, the public's contribution keeps working for the next project too.

5. Policy Changes Needed to Encourage This Model

Zoning and Regulatory

This concept proposes that the pilot's own point-based incentive system (Tables 30.152.030 and 30.152.040) be made available to projects using this typology, not just to CBD projects meeting the pilot's current size and density thresholds. Several of the policy changes below would follow automatically from that extension, since the pilot's existing incentive tables already grant them in exchange for points; those are noted first. The remaining items are additional, typology-specific asks the pilot's current design does not address at any scale.

Enabled by extending the pilot's own incentive tables to this typology

- Added density, on the same points-for-community-benefit basis the pilot already offers CBD projects (Table 30.152.030), calibrated to a residential-lot-scale increment (a handful of units) rather than the CBD's larger bonus range.
- Reduced or eliminated parking minimums and reduced open yard requirements, on the same points basis, extended to this typology — consistent with its walkable, trip-reducing design intent.
- Streamlined, ministerial review, on the same points basis the pilot already uses for its own process exemptions — provided it is paired with the design and process safeguards described below. This concept asks that the City apply an analogous safeguard package to the pilot's currently proposed CBD-scale projects as well, not only to this typology; see the discussion note at the end of this section.

- A small-project tier within the pilot's existing Climate and Energy benefit categories (Table 30.152.040), scaled to this typology rather than assuming a larger commercial retrofit — an extension of the pilot's existing categories, not a new one.

Additional, typology-specific changes the pilot's current design does not address

- An opt-in overlay establishing where this typology may be sited on an ordinary residential lot, by-right or ministerial, without rezoning the surrounding block — following precedent already set elsewhere (e.g., Seattle's citywide corner-store/café legalization, Sacramento's neighborhood-commercial-in-residential-zones proposal). The pilot's point system assumes CBD siting and doesn't itself define zoning-district eligibility, so this remains a new ask regardless of point-system extension.
- Fee waivers or deferral — permit and impact fees, not just the inclusionary/nexus fee exemption this structure already qualifies for — sized for limited-equity cooperative and CLT-owned projects specifically.
- A standard legal template — model bylaws and a pre-cleared securities-compliance path for this CLT + Multi-Stakeholder Cooperative + Community Investment Fund structure — so each new resident group isn't paying to reinvent bespoke legal documents from scratch.

Design and Process Safeguards

The BBO's two review exemptions remove substantive cross-departmental and design-review input at a trivial cost, with no confirmed substitute for public notice. This concept proposes streamlined, ministerial review for the same reason the BBO does — holding costs disproportionately burden small projects — but pairs that streamlining with explicit guardrails so “streamlined” does not become “unreviewed”:

- Objective, published design standards specific to this typology (massing, setbacks, materials compatible with the surrounding residential block), checked ministerially against a checklist rather than through a discretionary hearing.
- A defined neighborhood notice period before ministerial approval, giving immediately adjacent property owners a documented opportunity to flag site-specific issues (access, drainage, shared walls) before permitting, even though no hearing is required.
- Retained staff design review — the cross-departmental input Pre-Application Review currently provides — even where the formal Planning Commission or Design Review Body hearing is waived, so infrastructure conflicts are still caught before a project is built, not only after.

Local E-Commerce Network

This concept also envisions a shared local e-commerce and delivery-consolidation network connecting these nodes — supported by parcel storage and lockers, shared production facilities near citywide logistics consolidation points, a common scheduling platform, and charging or staging infrastructure for e-bike and small-EV delivery fleets. A companion document describes that system, the infrastructure it depends on, and the case for it in full.

7. Where the Revenue Comes From

Once redevelopment is complete, ongoing operations are funded by:

- Housing unit carrying charges — financing cost plus each Resident Member's capped equity accrual.
- Commercial space rent from the worker-owner enterprise, with its own equity-building component mirroring the housing structure.
- The worker-owner business's own operating revenue — tuition, program fees, retail or coffee sales — which funds that commercial rent.

- E-commerce pickup-point service revenue for hosting the node's pickup/drop-off function within the local logistics network.
- A share of reverse-logistics and local-production distribution revenue, where the node also aggregates outbound goods from neighborhood producers.

These revenues cover operating costs, debt service on any Community Investment Fund financing, and the modest return to Community/Investor Members — in that order of priority. The last two revenue streams above, and the infrastructure investment they depend on, are described more fully in the companion document on the local e-commerce network.

7. How This Concept Answers the Open Questions Raised in Our Other Comment Documents

This section works through the themes raised across our other comment documents — Questions We Should Be Asking, the Point System Attachment, and the Affordability Undermining Analysis — and shows, theme by theme, how this concept's design responds, and what still needs deciding.

From Questions We Should Be Asking

Displacement and gentrification (Theme 1).

- **Addressed by this concept:** Neither of this concept's two pathways displaces anyone by design: Pathway A has the Community Land Trust acquire a parcel while it is unoccupied — before or as it comes onto the market — capturing a property that would otherwise simply change hands on the open market; Pathway B is limited to an owner-occupant developing their own property. A relocation-assistance and right-to-return safeguard backstops the rare edge case where either pathway encounters an existing tenant. Distributing activity across many neighborhoods, rather than concentrating it in the CBD the City's own 2020 Fair Housing analysis identifies as highest-risk, may also reduce concentrated displacement pressure.
- **Still open:** Whether wealthier neighborhoods, with more investable household capital, organize projects faster than lower-income neighborhoods — see Theme 6 below for how this concept treats that question.

CBD-only geographic scope (Theme 2).

- **Addressed by this concept:** This concept is explicitly citywide and distributed by design — an opt-in overlay available wherever residents choose to organize, not limited to one district.
- **Still open:** Which neighborhoods gain overlay eligibility first, and by what process — a sequencing decision the City and community should make deliberately rather than by default.

Large-project-only incentive focus (Theme 3).

- **Addressed by this concept:** Calibrated to a handful of units on an ordinary residential lot, not a 20-du/acre, 5-net-new-unit minimum — reaching exactly the smaller, lower-risk project scale the City's own 2020 Novak Group report recommended starting with.

Wealth-building — who captures value (Theme 4).

- **Addressed by this concept:** Capped equity accrues directly to Resident, Worker-Owner, and Community/Investor Members from day one, in contrast to the nexus-study-documented pattern where tenants and the public fund up to 92% of an off-site affordable unit's cost yet hold 0% ownership (see our Nexus Summary).
- **Still open:** The standard legal template and securities-compliance path still need to be built before this structure is usable by a resident group without bespoke legal cost.

Fair accounting of costs and benefits, including stormwater and parking (Theme 5).

- **Addressed by this concept:** Adaptive reuse on small existing lots adds far less new impervious surface than downtown ground-up construction, and this concept does not request relief from on-site stormwater standards at all.
- **Still open:** The fiscal impact of the fee waivers/deferrals has not been quantified and should be, alongside the BBO's own unresolved fiscal questions.

Access and exclusion by parcel size and ownership pattern (Theme 6).

- **Addressed by this concept:** Opens participation to any ordinary residential lot with an interested owner-occupant, and to CLT-acquired vacant parcels, rather than structurally favoring owners of large or already-consolidated parcels the way the BBO's eligibility thresholds do. On the specific concern that this model's reliance on neighbor capital (Community/Investor Members) could favor neighborhoods with more investable household wealth: several factors bear on this, and not all point the same direction. Having the earliest projects take place in neighborhoods with some disposable income may actually support the success of those first projects, which matters for a pilot; the 66–100% affordability standard and ELI/Low income targeting apply regardless of which neighborhood organizes a project, so the model's core equity commitment does not depend on neighborhood wealth. Beyond the earliest projects, participation could be actively balanced over time: LHTF acquisition priority and Community Investment Fund terms could both be structured to offer more favorable terms in neighborhoods with less disposable income.
- **Still open:** Whether and how to formalize that later-stage prioritization is not yet decided. This concept proposes treating it as an explicit learning objective of the pilot itself — tracking participation by neighborhood income level from the start so the City and community have real evidence to decide the prioritization question with, rather than deciding it in the abstract now.

Planning and evaluation design (Theme 7).

- **Addressed by this concept:** Section 8 below supplies the concrete, distributed-approach comparison that the Pilot Study Framework calls for but currently describes only in general terms.
- **Still open:** Whether the City tests this concept as a funded, tracked arm of the pilot, or treats it only as a discussion point to revisit.

Durable affordable housing and wealth-building for essential workers (Theme 8).

- **Addressed by this concept:** 66–100% of units affordable, targeted at Extremely Low and Low AMI tiers, with ownership-style capped equity accrual rather than a rental-only structure — directly addressing the essential-worker wealth-building gap this theme raises.

Quality, transparency, and accountability for streamlined review (Theme 9).

- **Addressed by this concept:** Pairing ministerial review with objective design standards, a neighborhood notice period, and retained staff design review, distinguishing streamlined from unreviewed.
- **Still open:** The specific design standards themselves still need to be drafted and published before this pathway could be adopted.

Timing of public input on program mechanics (Theme 10).

- **Addressed by this concept:** Left open deliberately.
- **Still open:** When and how the community would weigh in on the overlay's specific density allowance, design standards, and notice period before they are finalized is a real question, but not one this document should resolve unilaterally. It would benefit from input from people with more direct experience designing comparable public-input timelines than we have, and we are leaving it open for that reason rather than proposing a specific process now.

From the BBO Point System Framework

Missing Local Economic Development category.

- **Addressed by this concept:** This concept is structurally built around Worker-Owner Members and local ownership of the commercial enterprise — local/worker ownership of ground-floor commercial space could reach up to 100% by design, against the BBO's structural zero.
- **Still open:** Whether the City separately adds a Local Economic Development point category to the BBO itself, using this concept's worker-ownership structure as one model for what such a category could reward — a change to the BBO, not a substitute for adopting this concept.

Missing Displacement Mitigation category.

- **Addressed by this concept:** This concept's owner-occupant restriction and relocation/right-to-return safeguard is a working example of the kind of displacement-mitigation credit the Point System Attachment asks the BBO to consider rewarding.
- **Still open:** Same as above — whether the City adds an equivalent category to the BBO itself.

From the BBO Affordability Impact Analysis

Mechanism 1 — creates housing need it doesn't supply for.

- **Addressed by this concept:** 66–100% affordable at ELI/Low tiers is more than double the nexus study's 22–24% break-even benchmark, targeted at the tiers of greatest need rather than the tiers cheapest to provide.

Mechanism 2 — may crowd out SDBL-driven affordability.

- **Addressed by this concept:** This concept is calibrated to small parcels and adaptive reuse rather than the large new-construction projects SDBL's density bonus typically serves, so it does not compete with the SDBL pathway for the same projects the way the BBO's larger, non-SDBL density route does.
- **Still open:** Whether any overlap exists at the margin (e.g., a larger multi-lot neighborhood project) should be checked once the overlay's density allowance is specified.

Mechanism 3 — little path to affordable ownership.

- **Addressed by this concept:** The entire model is built around ownership-style capped equity for residents, not rental — directly closing the gap the Undermining Analysis documents in both current policy and the BBO's design.

Mechanism 4 — permanent grants paid for with one-time inputs.

- **Addressed by this concept:** The CLT holds land permanently and the affordability commitment is structural to the ownership model itself, not a swappable point-table line item — so, unlike the BBO, there is no mechanism by which a cheaper substitute could be used to avoid it.

8. Anticipated Pilot Outcomes: BBO vs. Neighborhood Concept, Side by Side

Neither model has a built performance record yet — that is precisely what a pilot is for. The comparison below is therefore **structural and anticipated**, not measured: each row reasons from how each model is designed, using the nine categories our *Pilot Study Framework* attachment proposes tracking, plus the two additional categories (Local Economic Development, Displacement) it recommends adding. Where the two documents already establish concrete figures, this table states them; elsewhere it states the structural expectation plainly, without presenting it as measured data.

Pilot Study Framework Category	BBO, as Proposed (Anticipated)	Neighborhood Concept (Anticipated)

1. Housing Production	Concentrated in the CBD; 20 du/acre and 5-net-new-unit thresholds route activity toward large, already-consolidated parcels. Fewer, larger projects; production paced by how many owners of qualifying sites choose to build.	Distributed across many ordinary residential lots citywide, with no consolidation or large-unit-count threshold. More, smaller projects (a handful of units each), reaching parcels the BBO's thresholds structurally exclude.
2. Affordability, by Income Tier and Tenure	No affordability required beyond the existing 10% Moderate-only (rental) / 15% Middle-Upper (ownership) baseline to reach even the largest incentives — reachable at 0% additional affordability.	66–100% of units affordable by design, targeted at Extremely Low and Low AMI tiers. Illustrative: on a 3-unit project, 2 of 3 units (66.7%) affordable at ELI/Low — versus the BBO's structural 0% minimum beyond its existing baseline.
3. Ecological and Climate Performance	Point-earning ecological features on large new-construction projects; no confirmed post-occupancy performance verification.	Favors adaptive reuse over ground-up construction, avoiding demolition/new-construction embodied carbon; e-commerce pickup-point consolidation targets trip reduction directly — a mechanism with no BBO point-table equivalent. Requires the proposed small-project incentive tier.
4. Stormwater Performance and Cost-Shifting	Two stormwater incentives remain unpriced; State Street Master Plan precedent shows multi-million-dollar shared-infrastructure funding gaps largely uncoded.	Small-lot adaptive reuse adds far less new impervious surface; this concept does not request stormwater relief, so it does not create an equivalent cost-shift risk to begin with.
5. Permit Timelines and Process-Exemption Impact	Two review exemptions priced at 2 points each, reachable through minor benefit categories; removes advisory-but-substantive cross-departmental and design-review input.	Also proposes ministerial, streamlined review, but paired with objective design standards, a neighborhood notice period, and retained staff design review — aiming for comparable efficiency without the same oversight trade-off.
6. Commercial Activity	General expectation that more development supports commercial activity; tracked via taxable sales, vacancy, and pedestrian counts.	Commercial use is chosen directly by organizing residents to match an identified neighborhood need, rather than whatever a developer finds most profitable to lease — anchoring activity in service to the immediate neighborhood.
7. Local Economic Development	No point category exists for local hiring, wages, or ownership — 0% structurally possible, despite “downtown economic activity” being a named pilot metric.	Built around Worker-Owner Members and local ownership of the commercial enterprise; local/worker ownership of ground-floor commercial space could reach up to 100% by design.
8. Displacement	CBD sits inside the area the City's own 2020 Fair Housing analysis identifies as highest-risk for lower-income and Hispanic-resident displacement; no displacement-mitigation category exists.	Neither pathway displaces anyone by design: vacant-parcel acquisition before market sale (Pathway A) and owner-occupant self-development (Pathway B), backstopped by relocation/right-to-return for the rare edge case involving an existing tenant. Distributing activity may

		reduce concentrated pressure in the highest-risk area — a hypothesis to test, not an assumed result.
9. Participation and Distributional Access	Eligibility thresholds structurally favor owners of large or consolidated parcels; small individual owners are likely excluded regardless of financial capacity.	Designed for an ordinary residential lot, reachable by an existing owner-occupant or by CLT acquisition of a vacant parcel. Whether neighborhoods with more investable capital organize projects faster is a real open question, proposed here as a tracked pilot learning objective — with LHTF acquisition priority and Community Investment Fund terms as potential later-stage levers to balance participation, once evidence is in.

Why This Argues for Testing the Concept Inside the Pilot, Not After It

The categories above are not evenly split. In the two categories the City's own commissioned nexus study identifies as the BBO's clearest structural shortfall (affordability at the tiers of greatest need, and durable ownership rather than rental-only supply), this strategy aims to produce the opposite result by design. In the two categories the BBO Point System Framework identifies as candidates for the BBO's incentive structure (local economic development and displacement mitigation), this concept offers a working example of what a category built around each could look like. And in the category most exposed to the BBO's own internal critique (cheap process exemptions that trade oversight for speed), this concept proposes the same efficiency paired with guardrails.

The Pilot Study Framework already recommends tracking eligible non-participating projects as a concurrent comparison group and normalizing metrics on a per-unit or per-acre basis so different approaches can be placed side by side. This concept is offered as a candidate for that same concurrent, normalized comparison — ideally as an actively piloted alternative within the same five-year window, not a hypothesis reserved for after the BBO's results are already in.

A Local E-Commerce Network for Santa Barbara: A Community-Owned Local Online Marketplace and Distributed Pickup Network

Companion document to written comment on the August 17, 2026 Joint City Council / Planning Commission Meeting

Prepared by Stacy Rebich Hespanha | Last Updated August 17, 2026

Local Online Shopping Could Support Local Businesses, Cut Vehicle Trips, and Build Community Ties

Picture a kind of “local Amazon”: a single online storefront where a resident checks out once for products from many different local businesses and farms, a hardware store, a bakery, a bookstore, a bike repair shop, with orders bundled and moved through a streamlined, shared logistics network rather than each seller arranging its own separate delivery. Instead of a delivery van making many separate stops down a street, or a resident making many separate car trips across town, orders from many vendors consolidate and wait together at a small commercial space within walking distance of home: a coffee shop, a childcare center, a recreation space, that also serves as the neighborhood's drop-off and pickup node. Goods could arrive in reusable containers and crates, handed back on the next visit instead of becoming disposable packaging waste. Because goods travel from a local farm or workshop to a nearby pickup point rather than from a distant regional warehouse, each order also travels far fewer miles. The person managing the pickup point and the local delivery route would hold a real ownership stake in the enterprise, earning a living wage rather than piecing together gig work.

The same network could also serve as a distribution point for nonprofit-provided goods for community members in need, letting people collect food, clothing, or other assistance on their own schedule at a familiar, walkable location, rather than needing to be at a specific place at a specific time for a single distribution event.

At maturity, this network could mean:

- Real, ongoing support for local independent businesses and farms, because it becomes just as easy to buy from them as from a national retailer.
- Fewer car trips, less delivery-vehicle traffic, and fewer miles traveled per order, because deliveries and errands consolidate into one nearby stop.
- A workable path to reusable container, crate, and packaging systems, which scattered doorstep delivery does not support.
- New living-wage, locally owned jobs, both technical and operational, in place of precarious gig work.
- A walkable commercial presence in neighborhoods that currently have none, without giving up online convenience.
- A more flexible channel for nonprofit assistance distribution, reaching people where they already are.

Online Shopping Is Displacing Local Shopping, Often by Offering More Convenience

National and global trends show a growing share of everyday shopping moving from local, in-person purchases to online retail, and much of that shift comes at the expense of local businesses. Convenience, browsing many options in one place, ordering in a few minutes from a phone, and having the order show up predictably without a special trip, is often a major part of what gives large online retailers their edge, though not the only factor in every case; many local businesses already compete well on price, quality, or service. This strategy is aimed specifically at reclaiming some of that shifted activity for the local economy: local businesses can often

outcompete larger, more distant retailers when they can offer community members both convenient online ordering and an in-person relationship, something a national retailer cannot replicate.

The tools most often offered to independent businesses, marketing grants, façade improvement funds, shop-local campaigns, help businesses tell their story better, but they do little to help a business meet shoppers where a growing share of them now start looking: online, with the expectation of fast, easy fulfillment. A support strategy that stops at marketing and streetscape leaves this piece of the shift unaddressed.

A Broader Strategy Could Spread Economic Benefits Across the Whole Community, Not Just Downtown

Redevelopment concentrated in a single downtown district, as currently proposed under the Better Buildings Pilot Program, is one way to strengthen the local economy, but it reaches mainly the businesses and residents located there. A broader approach, one that also invests in the kind of online and logistics infrastructure described here, could extend economic benefit to businesses and residents citywide, not only those within a single commercial district's boundary.

This is not proposed as a substitute for street-level physical improvements already planned, such as streetscape upgrades, façade grants, wayfinding, and lighting; those remain valuable. It is a complementary strategy addressing a different piece of what makes a local economy thrive.

Investing in this kind of online economic vitality alongside built, physical infrastructure, such as the neighborhood-node network described in a companion Neighborhood Mixed-Use Concept document, lets the two kinds of investment reinforce each other: physical neighborhood nodes need a marketplace network to reach their full potential as pickup points, and a marketplace network needs physical nodes to give it a distributed, walkable footprint. Pursuing both together increases the likelihood that either succeeds, compared with treating them as separate, sequential efforts.

A Distributed Marketplace Can Help Prevent Displacement and Create New Local Business Opportunities

Local independent businesses and their workers are exposed to displacement pressure as neighborhoods redevelop and commercial rents rise, a concern also raised in related comment documents on this proposal. A distributed local marketplace gives independent businesses and their workers new ways to compete and grow in place: additional revenue channels, shared infrastructure that lowers overhead, and local ownership stakes that build wealth over time. Rather than a business's survival depending on keeping up with increasing rents, this network creates value that can help offset displacement pressures.

The same model can also make certain kinds of businesses viable in the local community that could not sustain themselves on foot traffic alone (e.g., a small-batch producer, a specialty craftsperson, a niche service provider) by giving them access to a citywide customer base through the shared marketplace, without requiring the overhead of a stand-alone storefront in a high-rent commercial corridor.

A network of walkable neighborhood pickup points is also a piece of everyday community infrastructure. Because pickup happens at a shared, staffed, walkable location rather than at each resident's own doorstep, it creates small, repeated points of contact among neighbors that a purely doorstep-delivery system does not. Over time, that can strengthen both the informal relationships that make a neighborhood feel like a community and the more formal organizing capacity residents draw on for projects like the ones described in the Neighborhood Mixed-Use Concept.

A Community-Owned, Multivendor Marketplace Can Adapt Existing Technology to Serve Local Businesses

The concept is a single shared online marketplace, built by adapting existing, proven e-commerce and logistics software rather than building new technology from scratch, that lets many independent local businesses and farms, across categories, sell directly to local consumers while sharing infrastructure none of them could build alone: a unified storefront and checkout, inventory and order management, delivery and pickup scheduling, marketing and customer-relationship tools, reusable-container logistics, and payment processing that includes SNAP/EBT. A local farm, a prepared-food vendor, a hardware store, a bookstore, a clothing repair shop, and a bicycle mechanic could each maintain an independent storefront on the same platform, the way independent sellers do on a large commercial marketplace, but with the platform itself owned and governed by the community it serves.

Two features distinguish this from simply replicating what large multivendor marketplaces already do. First, ownership: the platform would be a community-owned, profit-seeking enterprise, in which participating businesses, worker-owners, and community investors hold a real stake in what it earns, rather than a platform that routes value to distant shareholders with no other connection to the community. Structurally, this would likely take the form of a multi-stakeholder cooperative, similar to the ownership model proposed for neighborhood commercial nodes in a companion Neighborhood Mixed-Use Concept document. Second, physical logistics: the platform is paired with a distributed network of neighborhood pickup points, so that consolidated local delivery becomes competitive with, rather than structurally slower than, a national marketplace's warehouse-to-doorstep model.

Several communities elsewhere are already adopting or operating individual elements of this concept, shared multivendor marketplace platforms, community-owned local-delivery networks, neighborhood pickup-point systems, with encouraging results. A separate document surveying those examples and the specific technology platform options available could be prepared, if useful; this document stays focused on the concept itself and its fit with related proposals.

Neighborhood Mixed-Use Nodes Can Double as the Marketplace's Pickup Points

A companion Neighborhood Mixed-Use Concept document describes a network of small, resident-organized commercial nodes distributed across the city, each pairing a street-facing commercial use with several units of affordable housing on an ordinary residential lot. Each node, whatever commercial use its organizing residents choose, a childcare center, a coffee shop, a recreation space, can also serve as a pickup point for this marketplace: a single walkable stop where a resident collects orders from many local vendors at once. Depending on the commercial use, pickup can be handled either as an integrated part of daily operations or through a dedicated, secure, self-service locker area where it fits less naturally, alongside a childcare center, for instance.

The dependency runs in both directions. The marketplace needs a distributed network of physical pickup points to compete on convenience; the neighborhood nodes, in turn, gain an additional, diversified revenue stream, pickup-point service revenue and a share of reverse-logistics and local-production distribution revenue, that helps a small commercial space, especially a below-market or community-serving one such as a childcare center or elder day program, cover its costs. Both concepts also share a distributed logic: rather than concentrating economic activity (and associated vehicle trips) in one downtown district, both spread activity and benefits across many walkable neighborhood nodes citywide.

Strategic, Catalytic Public Investment Can Help Build This Network

The public role best suited to this concept is catalytic, not primary: targeted seed funding, incentives, and strategic use of existing resources that draw private and cooperative investment in, rather than a program the City underwrites, staffs, or runs on an ongoing basis. Framed this way, three areas of investment stand out.

Seed Funding and Incentives, Not a City-Run Platform, Can Help Adapt Existing Systems

The platform this concept needs, multivendor storefronts, shared inventory and order management, delivery and pickup scheduling, reusable-container tracking, integrated payment including SNAP/EBT, does not need to be invented. Mature open-source and commercial e-commerce and logistics platforms already provide most of these capabilities individually. What is needed is adopting, adapting, and integrating existing systems for local, community-owned, multivendor use, not original software development, which keeps cost and risk far lower than a from-scratch build. Public seed grants, matching funds, or incentives could help a cooperative or business consortium do that integration work, with the platform expected to sustain itself afterward through transaction and service revenue, rather than the City building, owning, or operating it directly.

Node and Pickup-Point Facilities Should Stay Privately Supplied, With Narrow, Strategic Public Support

The physical backbone of the network is the set of pickup points themselves, plus any shared production, consolidation, or staging facilities the network needs at a citywide scale. Most of this can, and should, be privately supplied: the whole premise of the Neighborhood Mixed-Use Concept is that commercial nodes emerge from resident-organized, privately financed projects on ordinary residential lots, so adding a pickup-point function is a feature of a node's design, not a separate facility to build.

Where a public role is useful, it is best kept narrow and strategic: incentives or streamlined permitting that make private or cooperative acquisition and build-out easier, and, where the City already owns property under consideration for other purposes, such as downtown parking lots identified as candidate redevelopment sites, incorporating logistics-consolidation or staging capacity as one use among others, rather than a dedicated new public acquisition. Beyond this, the City's most useful role is support for private or cooperative acquisition of node sites, on the same terms described in the Neighborhood Mixed-Use Concept: Local Housing Trust Fund-backed acquisition by a Community Land Trust, structured to revolve so that public capital funds one node after another rather than a single site.

Technical Assistance and Workforce Development Partnerships Can Prepare Participants

A shared platform and a distributed physical network only work well when there are people with the expertise to operate them. Participating businesses need technical assistance to run a storefront on a multivendor platform, manage inventory and fulfillment through it, and use its marketing and customer-relationship tools, skills distinct from running a standalone retail operation. Node and pickup-point operators need workforce development covering day-to-day system operation: receiving, sorting, and securing consolidated deliveries; managing reusable-container return logistics; scheduling pickup and last-mile delivery; and handling the enterprise's own reporting and governance responsibilities. The City's most useful role here is likely catalytic as well: funding or brokering partnerships with existing business-support and workforce-development organizations, rather than operating a training program directly.

Ownership and Well-Paying Jobs, Both Technical and Operational, Would Stay Local

This network is designed to spread real ownership across many people, not concentrate it in a distant shareholder base or even a single local operator. Community members could hold a stake in the marketplace enterprise itself as investors; in individual neighborhood nodes as Community/Investor Members, under the ownership structure described in the Neighborhood Mixed-Use Concept; and, for those who work in it, as owner-operators of the pickup points, delivery routes, and technical operations that keep the network running. That combination of broad community ownership of the platform, and worker ownership of the jobs it creates, is what distinguishes this from simply routing the same convenience through a locally branded intermediary.

The jobs themselves fall into two categories, both structured under this same local, distributed ownership. Node and pickup-point operators, along with local delivery routes, are envisioned as owner-operators rather than gig or contract workers, holding a real, governing stake in the enterprise they operate. Alongside this operational work, configuring, adapting, and maintaining the shared platform itself creates ongoing technical and software-operations roles: work of a kind usually concentrated at a distant national retailer's headquarters, brought

instead under local, community ownership and control. Structured this way, the network is a source of durable, living-wage jobs across both technical and service work, distinct from the precarious delivery-gig work common in the conventional e-commerce economy.

More detailed thinking already exists on how the ownership and owner-operator model itself would be structured, compensation, equity accrual, governance rights, and how it would relate to the Worker-Owner Member class described in the Neighborhood Mixed-Use Concept. That level of detail belongs in its own document, and can be shared separately if useful.

From: [Michele De Cant](#)
To: [Santa Barbara City Council](#)
Subject: No Vote for State St - Keep it Open
Date: Tuesday, September 1, 2026 9:24:05 AM

Some people who received this message don't often get email from mdc8907@gmail.com. [Learn why this is important](#)

Hi. I urge City Council to vote to OPEN State St up to vehicles immediately. At least all but the 500 block.

State St is a free PLAYGROUND for many of the younger generation bike riders (not pedaling). As a City, we were able to collectively figure out a place or two for skateboarders with great venues and for mountain/motorcross bikes (Ehlings Park.) I don't feel that the City should continue to allow State St. to be a free playground, especially for folks who are not contributing to the economy. Believe me...these folks are buying Slurpiees, not spending bigger dollars for food and beverages and textiles. Let's use some of the consultant funds to figure out an appropriate area for these folks, as well more enforcement and education. I am ALL for kids being on bikes, but the State St situation is crazy and we ALL know it.

While eating dinner at Holdren's I witnessed numerous "large tired" bikers doing wheelies up the street, riding way too fast, and a few even road on the "pedestrian walk" near restaurants. Talk about no respect for the rules....

As well, I have wanted State St. opened since it closed. I believe foot traffic as well as vehicle traffic allows people to visually see what is where, decide then where to park and then spend their money.

I am also not in favor of these parklets in the streets. We have a Sidewalk Table Program where restaurants can pay a fee for the use of public facilities...the sidewalk. Let's get back to that, vs. restaurants increasing their seating capacity...THEN saying...oh sorry for the poor service, we are lacking staff. No kidding...you never staffed for the full seating that you are now taking.

Thanks for reading.

--

Michele

From: [Abby Meyer](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Support for Final State Street Master Plan
Date: Tuesday, September 1, 2026 9:27:25 AM

[Some people who received this message don't often get email from avmey98@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I support the state street master plan. I commute on my bike to work on State Street, and now I spend most of that in car-free areas, commuting from the Mesa down the Cabrillo bike path to the state street bike path. I strongly support the plan to continue to improve the walkability and bikability of state street as proposed in the master plan!

Best,
Abby Meyer

From: [Brian Hofer](#)
To: [City Clerk](#)
Subject: Letter to City Council Re: 9-1-2026 Meeting
Date: Tuesday, September 1, 2026 9:40:15 AM
Attachments: [State Street Letter SB City Council 9-1-2026.pdf](#)

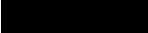
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Please find the attached letter addressed to the Mayor and Council Members.

Thank you,

Brian Hofer

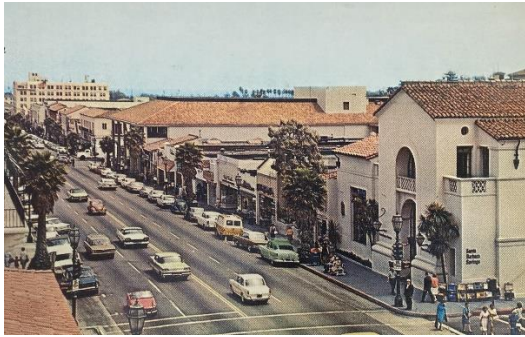
bahofer1@gmail.com



To: Mayor and Santa Barbara City Council Members
Re: 9-1-2026 Meeting

Dear SB City Council Members:

Historically the primary center for commerce, culture, and pageantry, State Street has been Santa Barbara's main street for over a century, stretching from the city's inland border southeast to world-class beaches, the train station, and the pier and harbor. Recognizing the significance of this main street as a vital urban design element, the city has cared for it via its support for design oversight, along with incremental improvements to the pedestrian experience. As a resident of 35 years, I recollect the major enhancements of the 1990's which generously widened sidewalks, installing brick paving and artful landscaping. One or two blocks at a time were closed to traffic during the transformation of the downtown section of the street. What was realized became a truly exceptional "promenade," employing the appropriate scale, colors, and textures enhancing the pedestrian experience.



A car experience (60's?)



A pedestrian experience

By stripping away any and all standard transportation systems and most traditional events, the city has created a wasteland of scaleless asphalt, occupied primarily by chaotic e-bikes claiming dominance over this pretend promenade. At any given moment, it's clear that, by a wide margin, pedestrians are choosing to enjoy the generous and inviting sidewalk experience.

Characterizing the current condition of State Street, the word that comes to mind is desolate, defined as "a place deserted of people and in a state of bleak and dismal emptiness."



Sidewalk: A Promenade



Street: Not a Promenade

I support the efforts of the city and the State Street Advisory Committee in developing the enhancements we'd all like to achieve, and I've participated in numerous discussions and activities with other architects exploring the best paths forward.

My biggest concerns are regarding time and money. I believe that enacting the sorts of proposals being presented will have to be done in an incremental way, taking into consideration available funding and construction logistics. Given the current dismal status of the street, I encourage the city to revitalize State Street during this interim period by opening up most if not all of it to the pre-COVID condition, including special events such as parades.

Additional interim city "must-do's":

- Remove roofs from all remaining "parklets." I'm not aware of any approval processes for these roofed "sheds." Umbrellas are the aesthetically correct way to provide outdoor dining on the street.
- Immediately remove the "parklet" for the Mizza restaurant which obscures the beautiful La Arcada complex. This is one of the largest and most unattractive structures in the street, and it oddly provides table space adjacent to one of the widest stretches of sidewalk in the area. Its "in-your-face" inappropriateness continues to amaze me.

In my position with the Architectural Foundation of Santa Barbara as the chairman and tour leader for the Architectural Walking Tours program, I've enjoyed presenting and discussing for many years the unique qualities of the city's rich architectural heritage with visitors and residents alike. I want to invite all Council members, city staff, and committee members to join the popular Saturday walks for a lively tour showcasing the history and nuanced architecture of our city (afsb.org).

Brian Hofer

bahofer1@gmail.com



From: [Steven Romofsky](#)
To: [Santa Barbara City Council](#)
Subject: City of Santa Barbara - State Street Master Plan
Date: Tuesday, September 1, 2026 9:51:48 AM

Some people who received this message don't often get email from sfromofsky@gmail.com. [Learn why this is important](#)

Members of the City Council:

Please restore State Street to the Pre-COVID arrangement. Once that is accomplished and when finances have been restored, so there is money available, poll the residents and businesses to determine if change is desired and include an estimate of the related costs and the source(s) of the funds. Should the poll determine that change is desired, follow-up with another poll(s) that decides which of the several plans should be implemented.

Sincerely

Steven Romofsky

From: [Steve Stanczyk](#)
To: [Santa Barbara City Council](#)
Subject: Delay the Master Plan vote
Date: Tuesday, September 1, 2026 9:54:56 AM

Some people who received this message don't often get email from 1129delmar@gmail.com. [Learn why this is important](#)

Council members,

You should be ashamed of yourselves. You are pushing the vote on the Master Plan for absolutely no reason. This is the issue that has divided the City like no other before. Has it taken years? Yes. One thing is certain. At no time during the last 6 years since State Street has been closed have you truly ASKED the public. The little social media polls, or notices about a poll are nothing more than cheap lip service. Council meetings with limited speaking time when people are working is nothing more than a shell game.

You had an opportunity to put a non-binding resolution on the ballot in 2024 when the greatest number of ballots ever cast in the City was performed. You passed. There is another election in 2 MONTH that will also have a large number of ballots cast. It is a prime time to find out, with a certainty, WHAT THE PUBLIC WANTS in regards to State Street. But you are sitting on your hands and refusing to find out exactly what the public wants. Two of you are lame ducks. You are casting your vote and poof.... you are gone. Leaving the City with a project that will disrupt the downtown area for at least a decade if not longer and spending money that we don't have. Relying on grants and gifts won't cut it in this day and age. Your outrageous spending habits are well documented. This isn't a personal checking account for your follies. It takes responsibility and dedication to keep the City moving forward while not driving it into bankruptcy. So far you have not shown the restraint to STOP SPENDING.

Stop the vote. Table this issue and put it on the ballot in November. Find out what the people of Santa Barbara really want for their main business corridor. Don't be financially irresponsible cowards. LET THE PEOPLE VOTE.

Stephen Stanczyk, native son, 1953

[REDACTED]

Santa Barbara, CA. 93109

[REDACTED]

From: [John Bair](#)
To: [Santa Barbara City Council](#)
Date: Tuesday, September 1, 2026 6:44:02 AM

Some people who received this message don't often get email from johnbairlsr@gmail.com. [Learn why this is important](#)

Re open Sate Street !

From: [Anita Stahl](#)
To: [Santa Barbara City Council](#)
Subject: Support for Master Plan
Date: Tuesday, September 1, 2026 6:59:49 AM

Some people who received this message don't often get email from anita.stahl@gmail.com. [Learn why this is important](#)

Dear Mayor Rowse and Santa Barbara City Council Members,

I am writing to express my strong support for Item 9 on today's agenda regarding the Downtown Master Plan.

Adopting this master plan is a vital step toward bringing vibrancy and vitality back to Downtown Santa Barbara long term. For years, community surveys and feedback have demonstrated clear voter support for a pedestrian, human scale downtown core. Embracing a car-free State Street delivers directly on what the community has repeatedly asked for: a safe and welcoming space for locals and visitors.

The master plan creates a clear spine that will support new downtown housing, helping Santa Barbara build a more sustainable and integrated core.

I urge you to listen to years of community input and vote in favor of approving the Downtown Master Plan.

Sincerely,
Anita Stahl
Santa Barbara Resident

From: [MIKE SCHLAGEL](#)
To: [Santa Barbara City Council](#)
Subject: Open state st
Date: Tuesday, September 1, 2026 7:28:58 AM

Good morning why wouldn't you try and open up State Street like it was before Covid why you're trying to figure out the master plan it makes no sense that you would try all these other things and be so against going back the way it's been for 100 years. i've lived here all my life. My dad was born here. I love State Street. Now It is a dangerous place. Please open. Thank you Mike.

From: [Kimberly Kiefer](#)
To: [City Clerk](#)
Subject: 2pm Agenda / State Street Plan
Date: Tuesday, September 1, 2026 7:45:37 AM

Some people who received this message don't often get email from clouds_rest@yahoo.com. [Learn why this is important](#)

Good afternoon SB council, staff and community.

My family moved here in 1942, and are still property owners today.

State street has evolved for many years. From Picadeli square to now, I remember when the Paseo Nuevo was a thriving corridor and I worked retail and went to college. I had more than one job and had to get around quickly. The infrastructure of State and our heart of downtown is based on vehicle access, not solely bike access. It is very privileged mindset to think most community members have the leisure to bike and walk, take a trolly with mixed residents and tourists alike. Service workers need access. Some families only have a car ride for joy, and cant afford bikes and this notion our corridor is better foot traffic. That is nonsense. Its not working and hasnt been for 6 years. Admit the failure and move on.

95 million, in my humble opinion should be used on business rent subsidies, community events, bathrooms and infrastructure that supports the original design of what was this working class community on state street, the design is fine. Enhance and preseve it. Please stop building santa barbara for the 1 percent and further divide our socioeconomic status by prioritizing tourists and developers over families and community. Thank you for listening, Kimberly SBHS class of 1996.

[Yahoo Mail: Search, Organize, Conquer](#)

From: [Melissa Cunningham](#)
To: [City Clerk](#); [Santa Barbara City Council](#)
Cc: [Strong Towns Santa Barbara](#)
Subject: State Street Master Plan Item 9
Date: Tuesday, September 1, 2026 7:46:00 AM

Some people who received this message don't often get email from melissapaine07@gmail.com. [Learn why this is important](#)

Dear Mayor Rowse and City Council Members,

I will keep this brief: Please approve the final State Street Master Plan! Please also approve the proposed Title 31 amendments; we need to move forward, not backwards.

I commend the final plan for the thorough considerations of: bike/pedestrian interactions, safety concerns, accessibility, future events, Santa Barbara history, and creative and good looking streetscapes. Ideally, I would like to see more bike parking- not just at intersections but sprinkled mid block as well. I also see no need for it to open up to private automobiles with the exception of delivery and service vehicles for the businesses during off-hours. The shuttle is extremely important and I would like you to make sure that is fully funded for future expansion and implementation

I think the most important thing to focus on first will be upgrading the infrastructure and looking into all funding mechanisms; I implore you to direct staff to immediately address these priorities. Perhaps less time needs to be spent on furthering "interim" installations that will ultimately be thrown away and more on laying the groundwork for the future of the State Street Paseo.

The plan is exciting, creative and makes sense.

Thank you,
Melissa Cunningham

Melissa P. Cunningham
melissapaine07@gmail.com
[REDACTED]

From: [ROBERT HILL](#)
To: [Santa Barbara City Council](#)
Subject: Re-Open State Street
Date: Tuesday, September 1, 2026 7:53:38 AM

I am in favor of re-opening State Street until a permanent solution is identified and voted on by the city

Sincerely,
Robert Hill

From: [marybleadbetter](#)
To: [Santa Barbara City Council](#)
Subject: Open State Street, don't spend \$96 million
Date: Tuesday, September 1, 2026 7:57:36 AM

Some people who received this message don't often get email from marybleadbetter@gmail.com. [Learn why this is important](#)

Good morning,

Open State St. Don't spend taxpayers money on something you have no idea if it will work. I am a frequent visitor to Santa Barbara. I live in S.B. County. Please exercise good judgment about budgeting and go back to State St as it was.

And it was beautiful and a main attraction to its visitors. Don't spend other people's money as if it was in endless supply.

So not adopt the final State St Master Plan and amendment of Title 31 of the Municipal Code.

Sincerely,
Mary Leadbetter
Orcutt CA

Sent from my Galaxy

From: [Domenic Mancuso](#)
To: [City Clerk](#)
Subject: Approve Master Plan
Date: Tuesday, September 1, 2026 8:03:08 AM

[Some people who received this message don't often get email from domenicmancuso1@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please vote to approve master plan.

Domenic V. Mancuso



From: [Don Lubach](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Strongly in Favor of Going Forward with the State Street Master Plan
Date: Tuesday, September 1, 2026 8:03:53 AM

Some people who received this message don't often get email from donlubach@gmail.com. [Learn why this is important](#)

Please count me, a regular user of downtown State Street, as a strong proponent of a YES vote on continuing with the State Street Master Plan.

My main reason? SAFETY for all.

Thank you for moving it forward.

Don Lubach

From: [Kathleen Keith](#)
To: [Santa Barbara City Council](#)
Subject: Open State Street
Date: Tuesday, September 1, 2026 8:05:28 AM

[You don't often get email from rametto@vadama.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please open State Street to cars - at least in one direction. Thank you so much, The Keith's

From: [Bonnie Harley](#)
To: [Santa Barbara City Council](#)
Subject: State Street Closure
Date: Tuesday, September 1, 2026 8:05:31 AM

[You don't often get email from bonnie@gbwallc.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please, PLEASE!, open State Street. You need to think about what you are proposing. Macys will be under construction doe the new offices. Nordstrom's will be under construction for apartment conversion. And, you propose to tear up State Street.

State Street is a main artery and will be needed for traffic flow as construction proceeds on Macys and Nordstrom's. If it is closed, do you really think all of the access for construction will be on Chapala only?

Further, you do not have the funds to start this project. We all know how costs escalate over time and the 98 million will be a whole lot more. This isn't necessary. We don't need a closed street. All of this will kill any and all downtown businesses who are left. You will have no gross receipts revenue until all of this is finished.

It seems that you are voting on ideology not reality. Please put the street back to what it was. Covid is over. Let things settle out and revisit again after the two other projects are finished.

Let's see how the traffic flows after you add all of those workers and people in new housing. Closing 1/3 on the roads into and out of downtown makes no sense. We need that artery!

Thank you for your consideration,

Bonnie Harley, home owner, tax payer, artist who shows downtown.
Sent from my iPhone

From: [Donna Keane](#)
To: [Santa Barbara City Council](#)
Subject: State St
Date: Tuesday, September 1, 2026 8:07:14 AM

Some people who received this message don't often get email from dk49533@gmail.com. [Learn why this is important](#)

Just open it for 3 months and watch what the results are. You are overthinking this, Mike Keane

From: [Benjamin Reinert](#)
To: [City Clerk](#); [Meagan Harmon](#)
Cc: Kristen@kristensneddon.com; gabeforsb@gmail.com
Subject: [Public Comment] Item 9 - Support to conditionally adopt the State Street Master Plan
Date: Monday, August 31, 2026 10:44:27 PM

Some people who received this message don't often get email from benjaminearlreinert@gmail.com. [Learn why this is important](#)

Dear Mayor and Council,

[copying council and mayoral candidates who have previously supported the State Street Master Plan and who may act as the future implementers of the Plan depending on this year's elections]

Previously, I submitted comments supporting the draft State Street Master Plan in which I praised the plan for embracing pedestrianization as a catalyst for downtown revitalization and high quality of life in Santa Barbara. I also argued strongly against any return of private vehicle access as contradictory to the core objectives of the Plan. I write again now to express my support for conditionally adopting the State Street Master Plan and Title 31 ordinance amendment.

After reviewing public comment narrative analysis, the draft ordinance update, and final version of the Plan, a key issue remains which I urge council to consider prior to adoption in totality: the option to permit private vehicle traffic during "off-peak" hours according to the Plan or "as directed by the City Council" according to the Ordinance has been kept on the table. Public comments on the draft Plan continue to be statistically weighted strongly towards total closure.

It is my hope that the City will remain steadfast in maintaining and elevating the State Street Paseo as the unique pedestrian civic space it has become, at all hours, as supported by the large majority.

Thank you,

Benjamin Reinert
Resident of District 6
benjaminearlreinert@gmail.com

From: [Lance Steadman](#)
To: [Santa Barbara City Council](#)
Subject: State St
Date: Monday, August 31, 2026 10:49:51 PM

[Some people who received this message don't often get email from metrocleansb@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Sent from my iPhone

I am asking the council to reopen State St. I don't understand the reservation to not open it. What is the harm in doing so? Why keep wasting money on consultants that go no where. I personally do not know anyone that wants it to remain closed. Is there pride / ego involved with keeping it closed? What harm will it do to open it even while you work on the master plan. Which by the way I am against. If it's the \$700k cost to reopen there is private money to pay for it and it's a lot less than the money already spent on consultants and experimental spruce ups of the street. Plus don't you want to immediately stop the e-bike problem? This will do it. Please open up the street.

Lance Steadman

From: [Diane Watson](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Keep downtown car free
Date: Monday, August 31, 2026 11:03:59 PM

Some people who received this message don't often get email from dianewatsonsb@gmail.com. [Learn why this is important](#)

Hello. Please keep cars off State. This is the chance to create a beautiful unique family friendly downtown area. Looking forward to seeing it happen.

All the best,

Diane Watson



Let's brighten the world together!

Website
www.katbleudesign.com

Instagram
[@dianewatsonart](#)



"Sweet Disposition", 2025

From: [Sofia Rodas](#)
To: [City Clerk](#); [Santa Barbara City Council](#)
Subject: Support for car-free state street (Item 9)
Date: Monday, August 31, 2026 11:07:53 PM

Some people who received this message don't often get email from sofiarodas@ucsb.edu. [Learn why this is important](#)

To whom it may concern (Item 9),

A car-free State Street is an amazing asset to downtown Santa Barbara. It is an inspiration, coming from the car-centric metropolitan Los Angeles area, and can act as a catalyst to support the implementation of similar plans in other cities. Additionally, keeping State Street car-free keeps all constituents safe, especially those riding their bikes and walking. Further, it invites tourists and locals to enjoy the outdoor space more fully.

Envisioning an even more vibrant State Street could include planting native plants to act as pollinator gardens! This would serve as an ecological corridor that could help combat urban pressures on insects and help meet the ecological goals of the Santa Barbara General Plan.

Sincerely,
Sofia Rodas

--

Sofia Rodas
Master of Environmental Data Science
Bren School of Environmental Science & Management
University of California, Santa Barbara

From: [Virginia](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 11:26:34 PM

Some people who received this message don't often get email from virginia@chounet.net. [Learn why this is important](#)

Please reopen State Street while the City continues working on the long term plan.
Sincerely

Virginia Chounet

From: [Evan Schaeffer](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: No cars on state Street
Date: Monday, August 31, 2026 11:49:31 PM

Some people who received this message don't often get email from evanschaeffer@gmail.com. [Learn why this is important](#)

Keep state Street closed to cars!!!!!!!!!!!!!!

Please.

From: [Natalie Jones](#)
To: [City Clerk](#); [Santa Barbara City Council](#)
Subject: Some thoughts in support of the State Street Master Plan
Date: Tuesday, September 1, 2026 12:00:38 AM

[Some people who received this message don't often get email from nmjones.cc@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello Mayor Rowse and City Councilmembers,

I am writing to ask that you approve the final version of the State Street Master Plan. As a resident on the outskirts of downtown (near Anapamu and Garden), it's everything that I hoped to see. My husband and I live a "car-lite" life, as do many of our neighbors—including some who are in their 80s! The current configuration of State Street plays a huge role in this being possible for us.

I think Moule and Polyzoides really nailed the plan, from the bollards and corner bulb-outs to the intersection designs (what a beautiful detail to consider!). Recent investments from Yardi, Music Academy of the West, and SBIFF seem to suggest that our local organizations have faith in this plan—I hope you do, too.

Thank you for all of the time you've spent on this.

Sincerely,
Natalie Jones

From: [Jenna Berg](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Keep State Street Car Free - Approve the Master Plan
Date: Tuesday, September 1, 2026 4:50:44 AM

Some people who received this message don't often get email from thegrandonstate@gmail.com. [Learn why this is important](#)

Dear Honorable Mayor and City Council Members,

I urge you to keep moving forward and approve the State Street Master Plan. Doing so will enable the necessary physical improvements to State Street while continuing to enhance the quality of life in our community.

A pedestrian-only State Street gives us a valuable place to gather, play, and build community—human to human—as we walk through the heart of our downtown.

Let's continue the momentum of the past few years. State Street has come back to life, with nearly every storefront occupied, especially in the Arts and Theatre District—the family-friendly part of State Street.

We do not need cars displacing pedestrians with noise and pollution or undermining the progress we have made. We are on the cusp of something great, and I can imagine how vibrant State Street could become in just a few more years if we continue moving forward.

Cars had a long opportunity to prove that they could sustain State Street before the pandemic, and they did not. From 2015 to 2020, we learned that vehicle access could not reverse the effects of changing shopping patterns and the growth of online commerce. That period provides some of the most relevant and reliable evidence we have about the impact of cars on State Street.

There is a significant risk that returning cars will reduce pedestrian activity and harm downtown businesses. Cars are useful for running errands and picking up packages, but they do not enhance the experience of spending time in a vibrant downtown.

Last weekend, a trio of world-famous musicians performed at The Grand on State. At times, their performance was drowned out by just a few loud vehicles passing nearby. Fully reopening State Street to traffic would substantially increase vehicle speeds, noise, and traffic volume, jeopardizing the kind of welcoming environment—and the business—we are working to build at The Grand.

We are already attracting visitors from lower State Street to the Arts and Theatre District. Let's give them a place worth visiting: an inviting destination where people want to gather, linger, and return—not a freeway.

Please approve the State Street Master Plan and preserve State Street as a people-centered destination.

Sincerely,

Jenna Berg

The Grand on State
1218 State Street, Santa Barbara, CA

Next to the Granada Theatre
www.TheGrandonState.com

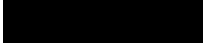


From: [Reeves Erickson](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Keep State St Car Free!
Date: Tuesday, September 1, 2026 5:38:12 AM

Some people who received this message don't often get email from k.reeves.erickson@gmail.com. [Learn why this is important](#)

The new plans for State Street are great ideas. Keep State Street car free!

K. Reeves Erickson

Master of Environmental Science and Management (MESM) | pronouns: he/him/his
Bren School of Environmental Science & Management
University of California, Santa Barbara
k.reeves.erickson@gmail.com |  | [LinkedIn](#)

From: [Mike Suding](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Please keep cars off State Street
Date: Tuesday, September 1, 2026 6:09:06 AM

Some people who received this message don't often get email from mike.suding@gmail.com. [Learn why this is important](#)

I've given bike tours of Santa Barbara to over 1,000 visitors in the last 3 years. All of them like the fact that State Street is closed to cars.

If needed, I suggest we just let the residents vote on this decision directly.

Thanks for listening
Mike-on-a-bike Suding
Owner of American Riviera Bike Tours and Rentals

From: [Barbara Knox-Olenik](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State St.
Date: Tuesday, September 1, 2026 6:23:24 AM

I grew up in Venice, CA & Santa Monica's 3rd St. was a destination as a teenager. At that time 3rd St. was open to vehicles, traffic. By the time we moved here to Goleta, Santa Monica started working to develop their 3rd St. Promenade. It is lovely, the landscaping, design & the stores have been welcoming pedestrian shoppers for decades. Obviously this was a 'plan', a lot of thought went into it.

What I don't understand for those in favor of re-opening State St. to traffic again, claiming the State St. closure for foot traffic has affected their sales, there was never any street parking for these cars, it was purely for driving, cruising, whatever.

Rather than the piecemeal fixes, not to mention constantly changing the regulations for the restaurants trying to stay alive, by having them reconfigure...and reconfigure their 'parklets', ESPECIALLY during Covid, that was like driving the knife in. Get a plan, a design, stick it, stop screwing around, State St. has huge potential.

Swallow your pride, whoever you are in charge of designing State St. as a walking mall, contact Santa Monica for suggestions & ideas. Stop spending money on painting an intersection that will soon be worn away from cars.

From: [Sean Forster](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council; State Street Master Plan](#)
Subject: Support for the State Street Master Plan (and keep it car-free at all hours) - Public Comment for Item 9 on 9/1/2026 Agenda
Date: Monday, August 31, 2026 9:16:29 PM

Some people who received this message don't often get email from seanmforster@gmail.com. [Learn why this is important](#)

Dear Mayor, City Council, and Staff,

I'm writing in strong support of the final State Street Master Plan. As a downtown resident, I've really enjoyed having a car-free State Street as an amenity for countless strolls, rides, shopping trips, dining, and meeting with friends. It is now a rarity for me to drive a car on the weekends!

So much of our city and infrastructure investment is optimized for cars, so it's refreshing to see such a thoughtful and impactful plan directed at creating a people-focused space the community can enjoy for decades to come.

Two requests:

First, let's not stumble at the finish line by opening State Street to private vehicle access for any amount of time. I often ride my bike to work around 6:30 in the morning, and a carve-out would put cars back into the space I ride through today. More importantly, it would keep open a question this community has already answered and undercut the clarity and safety that attract both people and additional investment to the area.

Second, for State Street to really flourish, this investment needs to be paired with housing reforms that make it easier to develop downtown. Affordable, market-rate, senior, workforce, rental, luxury, etc... just more housing at all levels.

This plan was never going to be perfect for everyone, but this is pretty close! I hope you'll be proud to adopt it tomorrow.

Sincerely,

Sean Forster

 Santa Barbara, CA

From: [michael decaris](#)
To: [Santa Barbara City Council](#)
Subject: Open State Street
Date: Monday, August 31, 2026 9:23:41 PM

Some people who received this message don't often get email from mjsdecaris@yahoo.com. [Learn why this is important](#)

Open State Street, we need to have our central and most popular street open once again, so we can enjoy once again the vibrant and diverse neighborhood that is our downtown!

[Sent from Yahoo Mail for iPhone](#)

From: [Mary Lu Edick](#)
To: [Santa Barbara City Council](#)
Subject: Open up State
Date: Monday, August 31, 2026 9:30:49 PM

Some people who received this message don't often get email from marylu@villagesite.com. [Learn why this is important](#)

It wasn't broken so don't fix it. Covid is over. Open State to vehicle traffic. Reclaim the sidewalks for pedestrians. Let restaurants serve food inside.

Most importantly, stop spending money you don't have. Did any of you not take arithmetic? You don't have a budget problem you have a spending problem.

Mary Lu Edick
Village Properties Realtors
1250 A Coast Village Road
Montecito, CA 93108

Office: (805) 565-8871

Cell: [REDACTED]

www.villagesite.com

CalDRE # 00778203

Village Properties - Member, Forbes Global Properties



From: [Christine Bourgeois](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Please approve a Car-Free State Street Master Plan
Date: Monday, August 31, 2026 9:31:01 PM

Some people who received this message don't often get email from cbarreb@gmail.com. [Learn why this is important](#)

Dear City Council members,

For the last 6 years, removing cars from State Street—the street with the highest pedestrian and bike volumes in Santa Barbara because it's a public space and not a highway—has been a game-changer for safety.

Please approve a Car-Free State Street Master Plan in order to make the heart of our city safer, more beautiful, more inviting and designed around people instead of dangerous automobiles.

Thank you for redesigning intersections with some preliminary artwork; it's very Santa Barbara!

All my best,

--

Christine Barré Bourgeois
Santa Barbara Homeowner

From: [Chris Silverstein](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Support final State St. master plan
Date: Monday, August 31, 2026 9:45:29 PM

Some people who received this message don't often get email from chris.silverstein@gmail.com. [Learn why this is important](#)

Please finalize the plan!

State Street is no longer just a thoroughfare—it is the soul of Santa Barbara. Please vote yes on the Master Plan and invest in a permanent, people-centered downtown.

Let's build a downtown for people, not traffic.

Thanks,

Chris Silverstein

From: [Kristy Odermann](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Item 9 council meeting 9/1/26
Date: Monday, August 31, 2026 9:50:19 PM

Some people who received this message don't often get email from kristyodermann@gmail.com. [Learn why this is important](#)

Dear City Council,

Please keep State Street closed to private cars. Foot and bicycle traffic has been great for local business. Also, the downtown/waterfront shuttle should be fully funded to help provide equitable means of accessing downtown areas and assist those less-able to walk in accessing all of State Street, the waterfront, and the Funk Zone.

Thank you,
Kristy Odermann

From: [Santa Barbara Interiors](#)
To: [Santa Barbara City Council](#)
Subject: Why Can't State Street Be Open While the Master Plan Moves Forward?
Date: Monday, August 31, 2026 9:57:24 PM

Dear Mayor Rowse and Councilmembers,

Before you vote tomorrow on the State Street Master Plan and Title 31, we are asking you to answer one fundamental question:

Why must State Street remain closed while the City works toward implementing the Master Plan?

The pandemic that caused the original closure ended years ago. The Master Plan will require funding, engineering, design and years to implement.

In June, Council was presented with an alternative that would have allowed Title 31 to expire and State Street to be reconfigured for vehicle traffic during the interim.

Why wasn't that alternative chosen?

State Street is not thriving in its current condition. Businesses continue to struggle, vacancies remain a concern, and pedestrians, bicycles and fast-moving e-bikes are sharing a street that was never intended to remain indefinitely in this temporary configuration.

The current arrangement should not continue simply because it is already in place. If Council believes keeping State Street closed is the best choice for our downtown, then the business community and the public deserve to understand why.

We are not asking you to abandon the Master Plan.

We are asking you to plan for the future while reopening State Street today.

More than 900 people have signed our petition, including over 200 business owners.

These are people who live here, work here, employ people, pay taxes and depend upon a

healthy downtown. Their concerns deserve to be heard.

If Council believes State Street should remain closed during the years it may take to fund, design and implement the Master Plan, please explain to the community why.

What measurable benefit is being accomplished by keeping it closed?

What specifically prevents the City from restoring controlled, low-speed vehicle access during the interim?

The burden should no longer be on businesses and residents to continually prove why reopening deserves consideration. After six years of what began as a temporary closure, there should be a clear and compelling reason for continuing it.

If there is no compelling reason State Street cannot be reopened during the interim, why not open it?

Please provide an Interim State Street Reopening Plan while the City's long-term plans continue.

The City can plan for tomorrow without keeping State Street closed today.

Respectfully,

Colleen Macey

State St Busienss Alliance

10 E Figueroa St

Santa Barbara Ca.

[REDACTED]

From: [Alice Sykes](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 10:22:20 PM

[Some people who received this message don't often get email from irishalicenan@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I continue to support the opening of State Street. Cass Ensberg has provided the best comments on this issue!
Totally agree with her.

Alice
Sent from my iPhone

From: [LYN PROCTOR](#)
To: [Santa Barbara City Council](#)
Subject: State street
Date: Monday, August 31, 2026 10:24:57 PM

Dear City Council Members,

I am writing to articulate significant concerns regarding the proposed redevelopment of State Street and to advocate for a fundamentally different approach to this critical urban initiative.

It is my firm belief that decisions concerning the future of State Street, a vital artery of our community, must emanate directly from the citizens of Santa Barbara. This project carries profound implications for our city's economic vitality, cultural identity, and social cohesion, making broad public consensus not merely advisable, but essential. Empowering residents through direct democratic input or a robust, representative community engagement process would ensure the outcome genuinely reflects the collective vision and long-term aspirations of those who live and work here.

Furthermore, the financial strategy underpinning the current plans appears to rest on an uncertain foundation. The stated reliance on securing competitive grants and other external funding mechanisms introduces an element of fiscal precariousness. Without committed, secured funding, there is a substantial risk of project delays, scope reductions, or, critically, a potential burden on local taxpayers should these speculative funding sources not materialize as anticipated. A transparent and independently audited financial plan is imperative before proceeding with any large-scale commitment.

Therefore, I strongly urge the City Council to reconsider its current trajectory. Instead of unilateral decision-making, I advocate for initiating a comprehensive, citizen-driven process to shape the redevelopment of State Street. This would involve structured public forums, workshops, and mechanisms for direct community feedback, ultimately fostering a plan that is truly representative, financially prudent, and expertly guided.

Lyn Proctor
[Sent from Yahoo Mail for iPhone](#)

From: [Mark Silverstein](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Please Keep State Street Car-free!
Date: Monday, August 31, 2026 10:27:45 PM

Some people who received this message don't often get email from markasilverstein@gmail.com. [Learn why this is important](#)

I have seen many beautiful and busy pedestrian only areas in major and secondary cities in Europe. They are a real attraction and focal point for those cities. And businesses seem to thrive with all the pedestrian traffic. We have the opportunity to have our own wonderful European -style pedestrian area on State Street, so please vote to approve the master plan that keeps State Street car-free.

Thank you,
Mark Silverstein

From: tjtomphillips@gmail.com
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Return State Street to Street Status
Date: Monday, August 31, 2026 10:38:56 PM

Some people who received this message don't often get email from tjtomphillips@gmail.com. [Learn why this is important](#)

City Council Members,

Please stop experimenting with our historical street. Return State Street to Street Status with cars. Do not spend millions of our tax dollars per block on the proposed experiment. It's sure to cost even more than you imagine and it will fail in the end if you continue down your current proposed path.

Respectfully,

Tom Phillips

Santa Barbara resident

From: [Susan Villegas](#)
To: [Santa Barbara City Council](#)
Subject: Open State st to cars
Date: Monday, August 31, 2026 10:41:52 PM

[Some people who received this message don't often get email from susanvillegas57@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please bring back State st the way it was before covid and stop wasting tax payers money. Our town is suffering. Business are suffering. Let the people of Santa Barbara vote, not council members. Bike riders are not shopping only racing up and down the state street as fast as they want with no consequences

Sent from my iPhone

From: [Cathy Romero](#)
To: [Santa Barbara City Council](#)
Subject: Open State Street
Date: Monday, August 31, 2026 8:15:55 PM

[Some people who received this message don't often get email from cathy.r.lpm@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

As a native Santa Barbaran it's pitiful to see State Street closed. Retailers are suffering and I personally will not walk on State Street anymore. State Street needs to be open for good!
Sent from my iPhone

From: [Akim Babenko](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Please approve the Master Plan
Date: Monday, August 31, 2026 8:16:31 PM

Some people who received this message don't often get email from akimbabenko@gmail.com. [Learn why this is important](#)

Hello,

I'm once again asking you to approve the Master Plan, make it clear that there should not be private automobiles allowed, and keep moving the people-first vision forward.

Much appreciated,
Akim Babenko and Katya Stoliarova

From: [Sheridan Rosenberg](#)
To: [Santa Barbara City Council](#)
Subject: Open State Street to cars
Date: Monday, August 31, 2026 8:21:18 PM
Importance: High

Some people who received this message don't often get email from sheridan@sbajets.com. [Learn why this is important](#)

Dear City Council Representatives,

You have ruined one of the most beautiful cities in the world. It is shameful that you refuse to reverse course and open State Street to cars. It is crucial to allow visibility and the flow of people and traffic throughout our entire business district. Stop making the same mistakes over and over again and bring Santa Barbara back to its glory. This just isn't working.

Best,

[Sheridan Rosenberg](#)

[Santa Barbara Aviation, Inc.](#)
515 Marxmiller Place
Santa Barbara, CA 93117
Cell: [REDACTED]
Office: (805) 967-9000
sheridan@sbajets.com
www.santabarbaraaviation.com
<https://www.linkedin.com/in/sheridanrosenberg>

Santa Barbara **Aviation**



From: [Pena F](#)
To: [Santa Barbara City Council](#)
Subject: Open Up State Street
Date: Monday, August 31, 2026 8:38:24 PM

[Some people who received this message don't often get email from penafam5@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Open Up State Street and keep the streets like they were post-COVID. Seems to me that a small group of people are pushing the agenda for bike transportation all over this town - changing neighborhood streets to accommodate for bikes is fine. But let's keep the main throughway from State Street to the beach open for cars, bikes, busses and the like.

Sidewalks are for pedestrians and have been widen over the years.

Bike lanes are for bicyclists and roadways are for cars.

There has been so much money already spent on consultants to change this historical city - but WHY? There was nothing wrong with it! Such a waste of money and time - open State Street now!!!

Sincerely,

Theresa A Pena
SB Resident

From: [Autumn van Diver](#)
To: [Santa Barbara City Council](#)
Subject: Open State Street
Date: Monday, August 31, 2026 8:41:13 PM

[Some people who received this message don't often get email from avd1012@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello Santa Barbara City Council,

It is my understanding that tomorrow there will be a vote on whether to move forward with the master plan for State Street, which could see the street permanently closing to cars and costing the city approximately \$90,000,000. As a resident of Santa Barbara for 26 years, since I was a very young child, and wife of a third generation Santa Barbarian, I urge you to vote to keep State Street open to cars. An 8-block pedestrian/bicyclist promenade is destined to fail, and will cause irreversible damage to our downtown. It will cost the city more than we can afford, and add another construction project to the list of many around our city. There are better solutions.

Please vote to open state street, or put the issue on the ballots so that the people can decide. As a mother of two young children, I hope my kids are able to enjoy our downtown in the same capacity as I was as a child. 6+ years of construction will take away that opportunity, for an outcome with much reason to assume will fail.

I am hopeful you will make the right decision, and think of the greater community rather than the few loud voices who find benefit from the closure (a handful of businesses in the right locations do not outweigh the many businesses who are failing on other blocks, or the locals who yearn to drive down State Street and enjoy the main road of our beautiful city). Many, many of us disagree with the master plan. Our voices deserve to be heard.

Thank you for your time and consideration before your vote.

Sincerely,
Autumn van Diver

From: [Alice Post](#)
To: [City Clerk](#)
Cc: [Cass Ensberg](#); [Nick Sebastian](#); [Neighborhood Schools](#); [Cheri Rae](#); [Santa Barbara Independent](#); [Edhat](#); [Noozhawk](#); [Independent](#); hmaldonado@sbunified.org; newsmakerswithjr@gmail.com
Subject: From a pedestrian advocate - You don't have the \$\$\$\$ - and put it to the voters first
Date: Monday, August 31, 2026 8:41:45 PM
Attachments: [Nick Sebastian Vote No State Street.docx](#)

An open letter to Mayor and Council,

I am a local pedestrian advocate, and a neighborhood schools/walk to school advocate of 25 years.

First off, if you're going to close State Street to cars, at least **close it to bicycles too**. A true pedestrian promenade. I agree with Strong Towns Santa Barbara on a lot of things, but not this State Street Master Plan.

Even if this were a good plan, which it is not, **you can't afford it**. And even if you could afford it, it's not worth the cost. And even if it were a good plan, and you found the money, something of this magnitude should be **put to the voters**.

For 100 million dollars, your money would be better spent to 1) buy a square block downtown and build a **downtown elementary school** for the SBUSD so 500 children currently living in our downtown neighborhoods could walk to school for the next 150 years; or 2) buy a number of commercial buildings on State Street, and see for yourself what it's like to be a landlord of an empty building on a closed street. Then tax yourselves a vacancy tax.

Get real. You don't have the money. It's not too late to put on the brakes.

- I agree with Cass Ensberg https://open.substack.com/pub/sbnewsmakers/p/op-ed-santa-barbara-cant-afford-a?r=2fresi&utm_campaign=post&utm_medium=email
- and Nick Sebastian (attached)
- and 125 Santa Barbarans [An Open Letter to Our Mayor and Councilmembers - The Santa Barbara Independent](#)
- and myself, Alice Post [Op-Ed: The Once-Beautiful State Street - edhat](#)

Thank you for your consideration.

Sincerely,

Five Common-Sense Reasons to Reject the State Street Master Plan

Santa Barbara should not make a \$100-million-plus commitment without secured funding, a dependable schedule, representative public support and proven emergency access.

BOTTOM LINE Rebranding the “Promenade” as a “Master Plan” does not resolve the proposal’s financial, commercial, cultural or public-safety risks.

Changing the name from “State Street Promenade” to “State Street Master Plan” does not change what the proposal does. The ordinance would remove the December 31, 2026 sunset provisions, make the vehicle-restriction framework permanent and rename the pedestrian area the “State Street Paseo.” It also directs the City toward pre-construction, engineering, grant applications and a future multiyear capital commitment.¹ Rebranding is not transparency.

1. The funding is not secured—and the numbers do not agree

The agenda report estimates \$96.02 million for pre-construction, engineering and construction, plus another \$8 million for programming, policy and economic development—approximately \$104 million. Yet its phase table lists \$17 million, \$70 million and \$25 million in infrastructure costs, totaling \$112 million before the additional programming expense.² The Council should reconcile that apparent difference before adopting the plan.

The City estimates a “typical” cost of about \$9 million per block. Funding would depend largely on competitive grants, debt, tax-increment financing, assessment revenue, parking and hotel-tax reinvestment, and private contributions. A grant application is not an award. A bond is debt, not free money. Tax-increment financing commits future revenue that cannot then be spent elsewhere.

Common sense: Do not commit Santa Barbara to a \$100-million-plus project until the full cost, funding sources, debt service and effect on other City priorities are disclosed.

2. The six-year schedule is conditional—not guaranteed

The plan recommends starting construction within 18 months and finishing within six years. The report also acknowledges that this schedule is “not automatic.” It depends on funding, grant cycles, engineering, environmental review, utility coordination, staffing and a dedicated implementation team. Missing a grant cycle could delay work by the length of that cycle.³

State Street businesses have already endured six years of temporary conditions. The plan could add years of demolition, utility work, drainage construction, fencing, dust, detours and block-by-block disruption. Prospective tenants would have to sign leases without knowing when construction will reach their block, how customers and deliveries will gain access or whether six years will become eight or ten.

That uncertainty matters. Federal data show roughly one in five new establishments does not survive its first year, while about half do not survive five years.⁴ Construction disruption adds another risk to an already difficult retail environment—and may also reduce City sales-tax revenue.

Common sense: Stabilize downtown commerce before subjecting it to another long period of uncertainty.

3. The plan risks changing Santa Barbara’s character permanently

State Street is the historic commercial spine of a distinctive coastal community—not a blank canvas for consultants or advocacy groups. Santa Barbara’s architecture, human scale and small-town character distinguish it from manufactured entertainment districts and generic urban plazas.

The plan combines extensive paving, bollards, landscaping, stormwater infrastructure, weekly markets, art installations, outdoor cinema, performance licensing and year-round programming. Each feature may sound attractive alone; together they would fundamentally redefine the atmosphere and purpose of State Street.

Once approximately \$100 million is spent rebuilding the corridor, returning to traditional vehicle access would become financially and politically difficult.

Common sense: Do not permanently alter Santa Barbara’s historic center without clear evidence that the change will strengthen retail commerce and preserve the qualities residents and visitors value.

4. The public-comment record is not a public mandate

The City received 744 written comments from 704 unique correspondents. Santa Barbara's estimated 2025 population is 86,422. The correspondents therefore represent approximately 0.8 percent of the population—fewer than one out of every 100 residents.⁵

Every participant deserves to be heard, but a self-selected comment process is not a scientific survey. The City report expressly acknowledges that participation was not statistically valid or geographically balanced. Some people submitted more than one comment, and organized interests had greater ability to mobilize emails and hearing attendance.⁶

Common sense: Do not treat 704 correspondents as conclusive evidence of what more than 86,000 Santa Barbara residents want. A decision of this magnitude deserves independent, geographically balanced public opinion research—or direct voter consideration.

5. Emergency access must be proven under real conditions

The plan calls for a 26-foot emergency corridor, retractable bollards and vehicle exceptions. But a drawing showing clearance is not proof of real-world response performance during crowded events, outdoor dining, construction, deliveries, protests or equipment failures. The hours for different travel modes also remain unresolved, and the report concedes that enforcement depends on police staffing and budget.⁷

These are not theoretical concerns. Three people were stabbed on the 500 block of State Street during Fiesta in August 2025, and one later died. Subsequent evidence caused prosecutors to drop the murder and gang-related allegations, but the incident demonstrated how quickly a downtown emergency can develop. Another stabbing near lower State Street sent a victim to the hospital in March 2026.⁸

During a Fiesta discussion, a high-ranking Santa Barbara police officer told me: “I wish I had the opportunity to cruise State Street unhindered with complete access—to show a presence and interact with people—from the harbor to upper State Street.” This is a firsthand recollection, not an official Police Department position, but it raises an important operational question.

Visible patrols can deter misconduct and allow officers to identify trouble early. Minutes matter during a stabbing, cardiac arrest, overdose or fire. Bollards, crowds, furniture, bicycles and delivery vehicles can obstruct even a designated lane.

Common sense: Require documented police, fire, ambulance and paramedic response-time testing under realistic conditions before making the configuration permanent.

Conclusion: Improvement does not require a \$100-million gamble

State Street needs action, but Santa Barbara should not replace six years of uncertainty with a more expensive version of uncertainty. The City can restore convenient access and retail visibility, repair sidewalks and pavement, improve lighting and cleanliness, enforce existing laws, test a lower-cost reversible traffic configuration and measure the results before committing to permanent reconstruction.

A responsible plan should protect merchants, taxpayers, public safety and Santa Barbara's historic character. Until the City provides secured funding, reconciled costs, an enforceable schedule, representative public support and verified emergency access, the Council should vote NO on the State Street Master Plan.

Sources and citation links

1–3, 6–7. City of Santa Barbara, Council Agenda Report: "Adoption of the Final State Street Master Plan and Amendment of Title 31," pp. 1–16 (agenda attachment supplied for publication)

4. U.S. Bureau of Labor Statistics, "1-year survival rates for new business establishments by year and location."

4. U.S. Small Business Administration, Office of Advocacy, "What is the survival rate for new firms?"

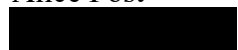
5. U.S. Census Bureau, QuickFacts: Santa Barbara city, California (July 1, 2025 estimate).

8. Santa Barbara Independent, "Stabbing Suspects in Santa Barbara Charged" (August 6, 2025).

8. Noozhawk, "DA Drops Murder, Gang-Related Charges in Downtown Santa Barbara Stabbing" (September 3, 2025).

8. Santa Barbara Independent, "Victim Hospitalized After Downtown Santa Barbara Stabbing" (March 6, 2026).

Alice Post



Santa Barbara, CA 93105

From: [Amy Gallina](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Master Plan
Date: Monday, August 31, 2026 8:53:36 PM

[Some people who received this message don't often get email from amywynott@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

I am writing to ask you to please approve the State Street Master Plan. We do not need cars to bring noise and gas emissions to our walkable downtown and outdoor restaurant seating. Please make our downtown safe, healthy, comfortable and vibrant by keeping it car free and walkable by all for present and future patrons of this beautiful town.

Thank you,

Amy Gallina

From: [Tom and Judy Nilsen](#)
To: [Santa Barbara City Council](#)
Subject: Open State Street!
Date: Monday, August 31, 2026 8:53:53 PM

[Some people who received this message don't often get email from tjudyn@impulse.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Open State Street now!

Enough money (actually more than enough money) has been spent on hiring specialists.

Parades, people, community belong downtown.

Judy Nilsen

From: mus8515839@aol.com
To: [Santa Barbara City Council](#)
Subject: Re: State Street Our main, vital, scenic route to the ocean
Date: Monday, August 31, 2026 8:54:12 PM

Some people who received this message don't often get email from mus8515839@aol.com. [Learn why this is important](#)

Dear Mayor and Council:

I recommend that State Street be open during the upcoming *whatever* plan/work that is scheduled to go forward.

I remain steadfast in my opinion that State Street that great street deserves to be handled by Cass Ensberg. She will turn things around so that we no longer will be avoiding the area which has been turned into a shanty town.

State Street deserves more!

Sincerely,

PAMELA BOEHR
The Gates Building
A Structure of Merit in
El Pueblo Viejo

From: neuropathy5150@gmail.com
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Council Meeting 9/1/26 - State St Master Plan
Date: Monday, August 31, 2026 9:12:54 PM
Attachments: [image01.png](#)
[image01.png](#)

[Some people who received this message don't often get email from neuropathy5150@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I know you only hear Yes or No, so Yes approve the master plan.

It's not a great plan, but it's something.

I could go through every detail of the master plan, but the main issue for me is the overall look of it. It's cheesy when it should be classy. State Street should look as good as the best downtowns in the world. Stop trying to please everyone with tacky festivity. Focus on a tasteful, timeless California aesthetic that adds real value.

State Street lost its prestige. This is how I'd get it back. It has to be the best of Santa Barbara, not an awkward safe space that's second to the Funk Zone and Coast Village. Relax restrictions on building improvements. I don't want to hear the name Pearl Chase ever again. California has its own style that incorporates enough elements of Mediterranean design with other unique aesthetics that work better.

Make it so nice people respect it and can't come to Santa Barbara without visiting State Street. Make it so peaceful people go just to enjoy it. When it's lively, that'll add its own dynamic. Make it an experience where stores want to open and people want to spend their hard-earned money. Unless State Street gets its prestige back, it won't be what everyone misses.

People don't like bikes on State -no, regular traffic would be worse- and it's clear the bikes need a better route that's off State. Hopefully the bikes are banned outright when State becomes more active regularly enough to warrant that, but I know they have an excuse now.

Almost everything has been said about the benefits of the car-free solution and also all the nonsense that cars will somehow make State great again when that clearly wasn't working. If it was, we wouldn't have lost Borders, Barnes & Noble, Nordstrom, Macy's, Saks 5th Avenue and all the rest over the years beginning a decade before the pandemic.

But if all I can really say is Yes or No, then Yes approve the plan that cost too much and took too many consultants when you have so many talented local people who would volunteer just to get it done right. Building it should be done with the same efforts, but hire locals to work under skilled generals.

It could be much better for much less.





Guy

From: [Doug Ford](#)
To: [Santa Barbara City Council](#)
Subject: Re Open State Street
Date: Monday, August 31, 2026 9:12:58 PM

Some people who received this message don't often get email from doug@ddfords.com. [Learn why this is important](#)

I urge the Council and Mayor vote to end the emergency closure of State Street and return our Main Street to its pre Covid use. Bring back our traditional celebrations and parades along this core of our once beautiful City. Amongst all the experiments the council has approved for State Street these past six years give a return to normalcy a try.

Keep State Street open until a plan is finalized, bid and budgeted within the City's resources. Approve State Street being slurried and re-striped to the pre Covid configuration, this all funded by private funding already proposed.

Allow the new developments at the former Macy's & Nordstroms to take place and evaluate the effects of these to further any State Street design concepts. Do not allow Staff to vote for you.

It's time to alter our current path, take a deep breath and make the decision to allow State Street to reopen without losing future options available.

Doug Ford

[Doug Ford](#)
Founding Partner

O: 805 965 4055
C: 
Email: doug@ddfords.com
Website: www.ddfords.com

From: [Dianne Johnson](#)
To: [Santa Barbara City Council](#)
Subject: Vote NO on State Street Master Plan
Date: Monday, August 31, 2026 6:44:00 PM

Some people who received this message don't often get email from dianne@villagesite.com. [Learn why this is important](#)

The City does NOT have the money!!
Vote NO!

Dianne Johnson

From: [Rick](#)
To: [Santa Barbara City Council](#)
Cc: info@downtownsb.org
Subject: ebikes on State St
Date: Monday, August 31, 2026 6:46:24 PM

Some people who received this message don't often get email from gametime94025@gmail.com. [Learn why this is important](#)

Dear Council Members,

I'm responding to the email I received from DSBIA regarding the Master Plan for State Street.

In general, I believe the direction you are taking is correct, including the use of retractable bollards. In fact, I suggested retractable bollards for State Street more than 15 years ago, so I am particularly pleased to see that concept being considered.

However, I have one very strong objection: allowing eBikes on State Street.

The fundamental issue is pedestrian safety. State Street is intended to function as a pedestrian-oriented environment, yet pedestrians are increasingly having to watch for fast-moving, relatively heavy motorized bicycles traveling through areas where people are walking. Unlike traditional bicycles, eBikes can travel at significantly higher speeds, are substantially heavier, and can be operated by people of virtually any age without a driver's license or other licensing requirement.

The result is a significant conflict between pedestrians and motorized vehicles. I have personally experienced close calls, as have many people I know. I find it surprising that we have not already seen a much more serious pedestrian injury resulting from this conflict.

To me, the policy question is actually quite simple: **What is State Street supposed to be?**

If it is going to be a pedestrian-oriented street, then motorized vehicles should not be permitted to travel through it. If eBikes are permitted because they are considered acceptable transportation, then it becomes difficult to justify excluding other motorized vehicles based solely on their size or classification.

I strongly believe the City needs to choose a clear direction rather than create a hybrid environment that puts pedestrians and motorized vehicles in conflict.

For me, the bottom line is that we should either reopen State Street to automobiles and establish a conventional roadway, or make it a genuinely pedestrian-oriented environment and prohibit motorized vehicles, including eBikes. Trying to do both creates an environment that works well for neither pedestrians nor transportation.

I respectfully urge the Council to reconsider allowing eBikes on State Street as part of the Master Plan.

Respectfully,

Rick W

From: [RICHARD BERRETT](#)
To: [Santa Barbara City Council](#)
Subject: Please reopen State Street
Date: Monday, August 31, 2026 6:51:26 PM

Dear City, Do you really care about our wonderful town? De la Guerra plaza needs watering badly. This is directly in front of our City Hall. The freeway through town is totally neglected. The weeds in the center planter are out of control. The on and off ramps need policing so people want to visit here. Turn on the dolphin fountain!! It is a proven fact that nine of ten promenades fail. Stop spending our money on nonsensical projects like the State Street underpass; what a monstrosity. It does not even come close to our Mediterranean architecture. Why was that approved? The time has come to open our beautiful main street so that the world can see how wonderful we once were. Other than that, you are doing a wonderful job. There is no police presence during farmers markets. The e-bike wheelies are awesome. Those kids spend a lot of money shopping downtown. Finally, you even chased Harry and Megan away. Keep up the good work.

From: [Jennifer Miller](#)
To: [City Clerk](#); [Santa Barbara City Council](#)
Subject: Comments for 9/1/26 Meeting
Date: Monday, August 31, 2026 6:56:44 PM

Some people who received this message don't often get email from jenniferandjack@gmail.com. [Learn why this is important](#)

Please keep State Street free from private cars.

I live downtown and am on State street several times per week for errands, classes and eating; plus, I lead walking tours so I also work there.

If there are cars, there will be Ubers stopping everywhere plus food delivery pick-up vehicles pulling over "just for a minute". Santa Barbarians are nice but there will be honking and frustration by all the traffic that will be created. Plus the noise of all the engines and the pollution from cars will impact everyone. When I have tour groups down on Cabrillo, I often have to stop talking until noisy vehicles pass.

I have seen very little enforcement of the new biking rules; I can't imagine there will be any more if there are cars. (I asked an officer on Tuesday during Farmer's Market. I was told they don't really have time to deal with all the bikes riding through the Market)

Please don't make State street unbearable for those of us that love it and use it regularly.

Thank you,

Jennifer Miller

Downtown Santa Barbara

From: [Barbara Peters](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Master Plan Consideration Sept 1, 2026
Date: Monday, August 31, 2026 6:59:48 PM

[Some people who received this message don't often get email from barbaraannpeters@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Santa Barbara City Council Members,

I've been a homeowner at 18 W. Victoria Street for the past ten years. Living downtown, both before and throughout State Street's closure, offers a unique opportunity to see what 's going on every day and at many times of the day.

I urge the Council to keep State Street closed to cars.

There seems to be general agreement that more housing downtown is a good idea. Since State Street has been closed to cars, it feels like a much safer and more livable neighborhood than it was before. I'm able to safely walk and bike to most things I need, while enjoying the experience of seeing neighbors and those who work in the community on a daily basis.

Please stay focused on keeping the downtown environment car-free, and support the qualities that create a neighborhood people want to live in, allowing us to support local businesses every day.

Thank you,
Barbara Peters

From: [Venessa Hornemann](#)
To: [Santa Barbara City Council](#)
Subject: The state of State Street
Date: Monday, August 31, 2026 7:00:32 PM

Some people who received this message don't often get email from 2peopleyouthere@gmail.com. [Learn why this is important](#)

The City Council needs to start living within the budget. Stop approving funds for the State Street master plan. Return State St to the condition it was before the Covid 19 pandemic.

If you feel the need to spend money, take one small, vacant storefront, per block and make public restrooms. Police ALL of State St. and arrest any person urinating or defecating on the street. Once State Street stops smelling like an outhouse, local residents will start returning.

Open State Street to thru traffic.

Venessa Hornemann

From: [RANDALL GRAVES](#)
To: [Santa Barbara City Council](#)
Subject: STATE STREET
Date: Monday, August 31, 2026 7:08:28 PM

PLEASE reopen State Street while the City continues working on the long-term plan!.
We live one block off State St., and we beg you to allow State St. to resume being a STREET!

Randy Graves



From: [Linda Jones](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Items 9
Date: Monday, August 31, 2026 7:08:51 PM

[Some people who received this message don't often get email from lindahjones@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please keep the State Street Promenade open. I, for one, use it almost daily as a senior person living downtown. This is not Disneyland...I would recommend simplifying the Plan and focus on cleaning and new landscaping first. Those two actions would make a huge difference.

Thank you,

Linda Jones
Laguna Cottages

From: [JAMES SMITH](#)
To: [Santa Barbara City Council](#)
Subject: Prove Them Wrong
Date: Monday, August 31, 2026 7:20:23 PM

Some people who received this message don't often get email from j7sailing@aol.com. [Learn why this is important](#)

We can prove them wrong. Open up State St. and it will certainly fail. We know that. That is what the 4 geniuses on the City Council have been saying for the last 6 years.

When the citizens see what a failure an open State St. is, they will beat a path to shut it back down and gladly pay \$96,000,000 to keep it closed. How and why could any sensible person be against such twin win for everyone?

James H. Smith

From: [Robert Balzebre](#)
To: [Santa Barbara City Council](#)
Subject: Please reopen State street
Date: Monday, August 31, 2026 7:28:59 PM

[Some people who received this message don't often get email from rpb5@me.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I am writing to cast my voice in favor of reopening State Street to vehicular traffic. The experience of a closed street has led to awful outcomes for businesses and residents of Santa Barbara. Having a fully circulating and functioning State Street will bring fresh energy and vitality to this long depressing “main street” area.

Respectfully
Robert Balzebre

Santa Barbara CA

From: [Jeff Giordano](#)
To: [Santa Barbara City Council](#)
Cc: [Randy Rowse](#)
Subject: I Agree With Cass/Too Much & Too Long
Date: Monday, August 31, 2026 7:52:14 PM
Attachments: [faea5faf-d324-4f71-b6b2-f96ad16d502e_450x395.png](#)

Dear City Council:

While there is potential future flexibility in the Master Plan that provides some hope of a rational compromise, at this moment I think prudence dictates that Cass Ensberg's approach, as outlined below, is correct.

Forget the difficult to find funding (bonds, private or otherwise) and the likely \$100M price tag (cost overruns are inevitable) I will channel Mayor Randy: "So what do we do over the intervening years?"

TOT is flat, Sales Tax is down and Public Safety, while not fully published on SBPD's website, is suffering. Just tonight my wife and I had cocktails at the Sandbar and I can't begin to describe the two VERY scary (and I'm from NYC) people who approached us as we exited. As my wife said: "Never again!"

We just can't keep the State Street status quo and expect a miraculous turnaround.

Shift gears tomorrow and FOLLOW CASS'S ADVICE, it's not too late:



Warm Regards,

Jeff Giordano

From: [M.B](#)
To: [Santa Barbara City Council](#)
Subject: State street decisions
Date: Monday, August 31, 2026 5:08:52 PM

Some people who received this message don't often get email from mbcalport@gmail.com. [Learn why this is important](#)

In preparation for tomorrow's city council meeting, I am again lending my voice to the coalition of residents who are asking for you to seriously consider a middle ground on State Street.

Since your prior consideration of what to do about State Street, my husband had a serious and unexpected health event. Because of this, we will no longer be able to visit downtown for exercise or shopping because we can no longer park at a distant place and walk to a destination. With the street closed, pretty much all of downtown is now out of reach to us. It took only the inability to walk to turn our lives in a sad and unexpected direction. Pardon my including what probably sounds like self pity, I don't mean it to but without having access to being dropped off in front of businesses in downtown, we have lost a big part of reason we moved here.

We are asking that you consider opening State street above the bar and restaurant blocks until funding is obtained to start building the promenade.

Merilee Barba

From: [Deborah Edwards](#)
To: [Santa Barbara City Council](#)
Subject: Fw: Please Email City Council Today — State Street Vote Tomorrow at 2 PM
Date: Monday, August 31, 2026 5:14:45 PM

Some people who received this message don't often get email from dmeone@verizon.net. [Learn why this is important](#)

Dear City,

I don't feel you have actually done extensive research as to the vision the residents have for the future. The city is in financial trouble and yet we continue to move forward with a project that will likely go over 100k. We don't have the funds. The city has not secured grants. We have the bars and restaurants in Old Town who like State Street closed. Businesses above that section want State reopened.

State St needs to be reopened. The cost would be for: moving barricades, restriping back to one lane of traffic each direction and a bike lane each direction as it was before the closure. If you've forgotten, refer to Google Maps.

The future of downtown needs to be up to the people. It should be propositions to be voted upon. Being told that people who responded to surveys have decided by 79% isn't adequate. This project has been far from transparent and that needs to change.

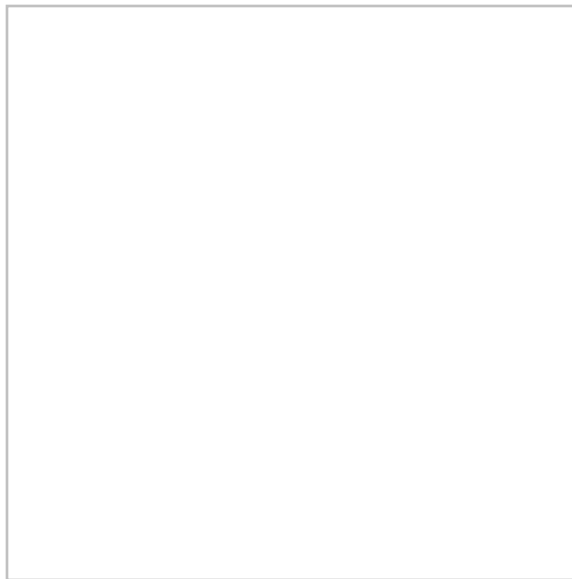
The city also needs to stop giving away property. This smacks of cronyism. Sale of city assets needs to be current fair market value. Our sidewalks are an asset. Restaurants who use that space need to pay for the privilege. This also increases the value of the property and property tax needs to be increased.

Things need to change.

Deborah Edwards

----- Forwarded Message -----

From: State St Business Alliance <statestalliance@257378415.mailchimpapp.com>
To: "dmeone@verizon.net" <dmeone@verizon.net>
Sent: Monday, August 31, 2026 at 02:05:58 PM PDT
Subject: Please Email City Council Today — State Street Vote Tomorrow at 2 PM



Hello,

Tomorrow, Tuesday, September 1 at 2:00 PM, the Santa Barbara City Council will vote on the State Street Master Plan and an amendment to Title 31, which would allow the current vehicle restrictions on State Street to continue.

The City is already facing serious budget challenges and depleted reserves, yet the Council recently approved more than \$92,000 in additional consultant spending on the Master Plan. The plan will still require years of design, engineering, funding, and construction.

We are asking for a simple compromise: reopen State Street while the City continues working on the long-term plan.

Please email the Mayor and City Council today: sbcitycouncil@santabarbaraca.gov

And if you can, please attend tomorrow's meeting:

Tuesday, September 1 — 2:00 PM
Santa Barbara City Hall, Council Chambers
[735 Anacapa Street](#)

Thank you for continuing to make your voice heard.

Sincerely,
Colleen

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe](#)

From: [BONNIE DONOVAN](#)
To: [Santa Barbara City Council](#); [Kelly R. McAdoo](#); [Sarah Gorman](#)
Subject: Before you vote on Item 9: Taxpayers Deserve Answers on the State Street Master Plan
Date: Monday, August 31, 2026 5:20:45 PM

Mayor Rowse, Members of the City Council, City Administrator Kelly McAdoo, and City Staff:

Tomorrow, you will consider Item 9, adoption of the Final State Street Master Plan.

Before you cast that vote, I ask each of you to stop and consider what Santa Barbara is actually committing itself to—and what taxpayers will ultimately be asked to pay.

State Street has now been closed to vehicles for six years. What began as an emergency response during COVID has evolved into a proposal to permanently remake our downtown for generations.

The contemplated investment approaches \$100 million.

That money is not building \$100 million worth of new housing. It is largely about rebuilding the public right-of-way and infrastructure—utilities, street construction, engineering, architecture, design, consultants, landscaping, drainage and the many other expenses associated with reconstructing State Street.

Before embarking on an investment of this magnitude, where is the measurable evidence demonstrating that the underlying concept has worked?

WHAT DOES THE CITY'S OWN ECONOMIC ANALYSIS TELL US?

The economic analysis contained in the City's own Master Plan appendices raises serious questions.

The report acknowledges slower economic growth than other districts in the City. It also states:

“While some stakeholders attribute economic challenges directly to the street closure, the available data does not support a definitive conclusion either way.”

That sentence should matter enormously before tomorrow's vote.

After six years, if the City's own consultants cannot definitively determine the economic effect of closing State Street, why would the City commit tens of millions of dollars to permanently reconstructing the street around that experiment before obtaining better and more current data?

The economic material also describes “overwhelming support” from business owners and community members for maintaining pedestrian-oriented space, while acknowledging that the Downtown Santa Barbara Improvement Association, including downtown property owners, requested that State Street be modified to always allow

vehicle traffic, citing reduced rents and leasing challenges resulting from the street's uncertainty.

How was “overwhelming support” determined?

How many downtown business owners were surveyed? How many property owners? What percentage supported continued closure?

Was there a statistically meaningful survey, and if so, where are the complete results?

The City's own sales-tax information also deserves much more scrutiny. Some of the weakest performance appears in blocks that are now being incorporated into the proposed Entertainment District. Historical information also raises questions about downtown State Street's performance compared with Upper State Street before and after the closure.

Why isn't Council demanding the most current economic data available before making this decision?

WHAT ABOUT THE TRAFFIC AND CIRCULATION PLAN?

There is another fundamental issue that should be addressed before Council adopts this Master Plan:

Where is the final traffic and circulation plan?

The Master Plan contains transportation analysis. But that is not the same question.

On April 28, Council specifically directed staff to return with a General Plan Amendment that includes an update to the City's Circulation Element no later than when the Final State Street Master Plan returned to Council.

Council also directed staff at that same meeting to return with a more detailed funding strategy.

Have both directives been completed?

The consultant recommendations contemplate significant changes beyond State Street itself, including consideration of converting Anacapa Street, Chapala Street, Gutierrez Street and Haley Street into two-way thoroughfares.

Those aren't minor changes.

Before Council adopts a plan that could permanently change how residents, visitors and businesses move through downtown, the public deserves to understand what happens to the surrounding street network.

What happens to traffic volumes on Chapala and Anacapa if State Street remains substantially restricted?

What happens on Carrillo, Canon Perdido, Ortega, Gutierrez and Haley?

What are the projected intersection delays?

Where will displaced vehicles go?

What are the consequences for emergency response?

What happens to deliveries and access to downtown businesses?

What happens to downtown parking access?

And what will converting additional streets to two-way traffic cost?

A nearly \$100 million vision for State Street cannot be evaluated in isolation from the streets and neighborhoods that will have to accommodate the resulting circulation patterns.

WHAT ABOUT HOUSING?

At the same time, City Hall continues to tell residents that Santa Barbara faces a housing crisis.

The City established a Local Housing Trust Fund to leverage local dollars for affordable and workforce housing.

So, I ask Council:

If housing is truly one of Santa Barbara's greatest priorities, how will the enormous financial commitment contemplated for State Street affect future funding for the Local Housing Trust Fund?

Will additional housing funding be delayed?

Will it be reduced?

Will State Street debt service or other City commitments compete with housing, streets, parks, public safety, deferred maintenance or other priorities?

If State Street and housing will not compete for any of the same resources, then please show the public the financing plan demonstrating that.

HAVEN'T WE LEARNED ANYTHING FROM THE DEFICITS AND DEPLETED RESERVES?

There is an even more fundamental financial question:

Haven't we learned anything from the City's deficits and the depletion of its reserves?

These concerns aren't speculation.

The City's own FY2027 financial documents acknowledge that reserve levels have fallen well below Council-adopted policy levels and that operating costs continue to grow faster than revenues.

And when the FY2027 budget was adopted, City Administrator Kelly McAdoo said:

“Continued fiscal discipline will be required to balance future budgets as well as focus on replenishing reserves that have been depleted over the years.”

Those are the City Administrator's words.

They should matter as Council considers another enormous long-term financial commitment.

Reserves exist to protect Santa Barbara during emergencies, recessions and unforeseen circumstances. They are not an unlimited checking account.

So why would the City embark upon a project approaching \$100 million without first showing taxpayers exactly how it will be paid for and what other priorities could be affected?

BEFORE YOU VOTE, PLEASE ANSWER THESE QUESTIONS

1. What is the current estimated **total cost** of implementing the State Street Master Plan—not simply the first phase?
2. How much has the City already spent on State Street planning, consultants, temporary improvements and related work since the 2020 closure?
3. How much additional money will be spent on architects, consultants, engineering, design and environmental work before permanent construction begins?
4. How much will be spent on underground utilities, drainage, street reconstruction and other infrastructure?
5. How much City capital funding will be required?
6. Is the City contemplating \$40 million to \$60 million—or any other amount—of debt to implement this plan?
7. If debt is contemplated, what will the annual debt service be, for how many years, and what revenue will secure it?
8. Could any portion of that debt be issued without voter approval?
9. Will Measure C revenues be used or pledged for State Street?
10. How much of the funding plan depends upon grants that have not yet been awarded?
11. Are hotel taxes, parking revenues, property assessments, tax-increment financing or other local revenues contemplated?
12. What will the reconstructed State Street cost to operate, maintain, repair and program every year after it is completed?
13. What other City projects or priorities could be delayed because State Street

receives this funding?

14. How will this commitment affect the City's ability to rebuild its depleted reserves?
15. How will this financial commitment affect the City's ability to put additional millions of dollars into its Local Housing Trust Fund?
16. What measurable economic benchmarks will determine whether this enormous taxpayer investment is actually successful?
17. Has the Circulation Element update Council requested in April been completed, and what are the projected traffic impacts on the surrounding downtown street network if this Master Plan is implemented?
18. If either the detailed funding strategy or Circulation Element update previously requested by Council is not complete, **why is Council being asked to adopt the Final Master Plan before those questions have been resolved?**

This isn't simply a debate about cars versus pedestrians.

It is a question of fiscal responsibility.

It is a question of whether City government has adequately measured the results of a six-year experiment before making decisions that could permanently reshape State Street.

It is a question of whether we understand the traffic consequences.

And it is a question of priorities.

Before Santa Barbara digs up its most important commercial street and potentially commits close to \$100 million to rebuilding it, residents deserve to know what they are getting for that money—and what they may be giving up to get it.

I respectfully ask that these questions be addressed publicly before Council votes on Item 9.

I will be following tomorrow's discussion and each Councilmember's vote closely.

In the coming weeks, **“Did You Know?” will return as part of the new Santa Barbara Locals Substack**, and the State Street Master Plan will be among the first issues examined.

That follow-up will look at what Council decided, how each Councilmember voted, the financial commitments involved, the economic and traffic evidence used to justify the decision and—perhaps most importantly—which of these questions were actually answered before Council committed Santa Barbara to this course.

The public deserves to know not only what its elected representatives decided, but the evidence upon which they made that decision.

This is a decision Santa Barbara may live with—and pay for—for decades.

It deserves more than a vision.

It deserves proof, a complete price tag, a complete traffic plan, and a financing plan the public can understand.

Sincerely,

Bonnie Donovan

From: [Brian MacIsaac](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 5:53:30 PM

Some people who received this message don't often get email from bmactdw@gmail.com. [Learn why this is important](#)

Please stop jerking around and reopen State Street! Covid is over! Get us back where we were.
PLEASE!!!

From: [Isaac Feldman](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Please approve the master plan for State St.
Date: Monday, August 31, 2026 6:05:39 PM

[Some people who received this message don't often get email from isaac@isaacfeldman.me. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hi,

I'm writing to ask you to please keep State St. car-free and approve the master plan at your upcoming meeting. I've commented on this before so, will keep it brief: less cars = more foot traffic = livelier business district. Whereas, more cars = more pollution, more accidents and more noise.

Thanks,

Isaac Feldman
Santa Barbara Resident

From: [Nancy Mulholland](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Master Plan, council agenda item #9 (9/1/2026)
Date: Monday, August 31, 2026 6:11:21 PM

Some people who received this message don't often get email from nmulholland.sbbc@gmail.com. [Learn why this is important](#)

Mayor and City Council Members,

Congratulations, we are almost there! Thank you for your continued attention and support.

My comments today:

1. Overall the Plan looks good. It goes a long way to meeting our shared vision of a safe, people-centered, vibrant State Street experience.
2. We need to continue to prioritize pedestrian and cyclist safety at all hours and keep the corridor closed to personal car use for the entire length.

The pilot program of providing access to businesses for both delivery/service vehicles overnight and in the early morning hours has worked well. Because of the small number and the shared priority for safety for all users, those of us that use non motorized vehicles to get to work, school, or for safe and efficient transportation between 10 pm and 10 AM have found State Street to be quiet and safe while navigating around these early morning delivery/service vehicles. Adding personal car use to the mix does not assure the same.

Thank you for listening,
Nancy Mulholland
City resident.

From: [susanne wood](#)
To: [Santa Barbara City Council](#)
Subject: NO! On spending \$96 million on State St.
Date: Monday, August 31, 2026 6:18:59 PM

[Some people who received this message don't often get email from billandsusanne@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

If the decision is to keep it closed to traffic, then just leave it as is.

Sent from my iPad

From: [Sam Benon](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Support for the State Street Master Plan
Date: Monday, August 31, 2026 6:19:57 PM

Some people who received this message don't often get email from sambenon@gmail.com. [Learn why this is important](#)

Dear Santa Barbara City Councilmembers,

I'm writing to express my strong support for the State Street Master Plan and, most importantly, for keeping State Street closed to cars.

Since State Street was closed to vehicles during COVID, my family has been downtown multiple times a week. We shop, eat, and support businesses along the corridor. We grab coffee at Dune, eat at The Copper Pot, Mizza, and Holdren's, and enjoy ice cream at Mr. Softee. We visit the farmers markets, take walks with the wagon, and let our kids ride their scooters and bikes in a space where they can safely build confidence and independence. Downtown has become a regular part of our family's life.

We've also come to appreciate being able to enjoy the outdoors in our beautiful city without the traffic, horns, and car noise that were part of the pre-COVID experience. Before the closure, I rarely visited State Street except to go to bars on weekends. The closure fundamentally changed how our family experiences and supports downtown.

We don't need to turn Santa Barbara into Los Angeles. We live in a relatively compact, walkable city with an incredible climate and a downtown that can be enjoyed outdoors nearly year-round. We should be leaning into those advantages, not designing our public spaces around moving and storing more cars.

I believe putting cars back on State Street primarily to protect the interests of a relatively small number of property owners and landlords would be short-sighted and regressive. If some businesses are struggling, we should focus on making downtown more vibrant, accessible, and inviting to the people who live, work, and visit here. Returning State Street to a traditional car corridor does not accomplish that.

What we have now is worth improving, not undoing. I'm excited about practical enhancements that make the corridor work better for everyone: safer crossings, better accessibility, improved ways to get around, and more places to sit, gather, shop, and dine. Those improvements can make downtown better for families and visitors while helping local businesses benefit from the people already spending time there.

State Street has become something our community didn't have before: a place where people can spend time together rather than simply drive through.

I hope the City Council recognizes what we've gained and chooses to build on it rather than move backward.

Please approve the State Street Master Plan and keep State Street car-free.

Thank you for your consideration,

Sam

From: [David Larivee](#)
To: [Santa Barbara City Council](#)
Subject: Re-open State St to vehicles
Date: Monday, August 31, 2026 6:20:49 PM

Some people who received this message don't often get email from emtskier1@yahoo.com. [Learn why this is important](#)

Dear Mayor and Members of the Santa Barbara City Council,

I am writing to strongly urge you to reconsider the decision to keep State Street closed to regular vehicle traffic and to move toward reopening it.

State Street has always been the heart of Santa Barbara. I grew up visiting and spending time downtown in the 1980s, and I can honestly say that **I felt safer walking around State Street as a kid back then than I do today as an adult.** That should be a wake-up call.

The current configuration has created serious challenges that should not be ignored:

- **Businesses need customers.** Many downtown businesses depend on convenient access and visibility. Making it harder for people to drive into the area, park, shop, dine, and leave has a direct impact on sales and ultimately on whether businesses can afford to remain downtown.
- **State Street should be welcoming to everyone.** Families, older residents, tourists, shoppers and people who simply want to enjoy downtown should not feel intimidated or uncomfortable because of disorder, aggressive behavior, public drug use or other quality-of-life problems.
- **Public safety needs to be a priority.** The city should not allow portions of its most important commercial corridor to become areas where illegal drug use, public intoxication, aggressive behavior or other disruptive activity are tolerated.
- **The e-bike situation needs attention.** Excessive speeds, reckless riding and groups of young people riding unpredictably through pedestrian areas create legitimate safety concerns. Reopening State Street to vehicles would restore a more predictable transportation environment while allowing the city to better enforce traffic laws.
- **Access matters.** Not everyone can walk, bike or take public

transportation. Seniors, people with disabilities, families with young children, tradespeople and customers carrying purchases often depend on being able to drive close to their destination.

- **Downtown needs to be economically healthy.** A thriving downtown requires people to want to spend time there. If residents and visitors increasingly associate State Street with disorder, safety concerns and difficulty getting around, they will simply choose other areas to shop and dine.
- **The city needs to restore balance.** Pedestrians, bicycles, businesses and vehicles should all have a place downtown. Reopening State Street does not mean abandoning pedestrians or alternative transportation. It means creating a transportation system that works for everyone.

I understand that the city has made significant investments in the current State Street configuration and that there are people who support it. However, the city should be willing to acknowledge when a policy isn't producing the desired results and make changes accordingly.

Santa Barbara deserves a downtown where businesses can thrive, families feel comfortable, visitors want to return, and residents don't have to worry about encountering dangerous or disruptive behavior.

Please reopen State Street to vehicle traffic and make public safety, accessibility and the economic health of downtown Santa Barbara the priorities they should be.

I hope the Mayor and City Council will listen to the residents and business owners who are telling you that the current situation isn't working.

Thank you for your consideration.

Sincerely,

David Larivee

From: [Kal Kadlec](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Public Comment - State Street Master Plan
Date: Monday, August 31, 2026 6:23:13 PM

Some people who received this message don't often get email from kalkadlec@gmail.com. [Learn why this is important](#)

Dear Mayor and Santa Barbara City Council,

My name is Kal and I am a District 4 resident. I am writing you in strong support of the State Street Master Plan. Thank you for incorporating community feedback by including curb extensions and raised intersections in the design! The renderings look fantastic and I can't wait to see it get built!

While I understand the desire to maintain flexibility, allowing personal vehicles (vehicles that aren't public transit, service, delivery or emergency) will compromise safety, accessibility and overall experience. Reopening the street to non-essential traffic feels like a compromise for the sake of compromise, rather than a decision serving the best interests of our residents, local business owners, and visitors.

Thank you for your hard work and dedication to the city.

Sincerely,
Kal Kadlec
District 4 resident

From: [Ann Picciuto](#)
To: [Santa Barbara City Council](#)
Subject: State Street is a Disaster
Date: Monday, August 31, 2026 6:27:19 PM

[Some people who received this message don't often get email from ann@shopglamourhouse.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please reopen State Street to vehicles. Save us from the electric bikes and restore vitality, clean and clean it up.

to the shops. You have failed in your revitalization efforts. Now let's restore what was our once beautiful State Street and gathering place for all our citizens not just a chosen few. Please stop wasting our taxpayer money. Enough is enough! Also, we cannot afford it and it is not prudent to dip further into our financial reserves. I miss wanting
Ann Picciuto
A Santa Barbara residents since 1982
Sent from my iPad

From: [Gary Petersen](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Promenade
Date: Monday, August 31, 2026 6:38:32 PM

Some people who received this message don't often get email from gpetersen3@me.com. [Learn why this is important](#)

City Council and Mayor:

Kindly include our desire to keep State Street as a pedestrian promenade without vehicles to help promote it as a vibrant people oriented environment. Add music and you've got a winner!

Very truly yours,
Sherry and Gary Petersen

--

Gary Petersen
Environmental Problem Solving Enterprises
310 720-2020
gpetersen3@me.com
environmentalproblemsolving.com

From: [I Blair](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 4:11:39 PM

[Some people who received this message don't often get email from lblair@reggatta.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

We are VERY disappointed that you are even considering spending ridiculous money on keeping State Street closed.

OPEN IT UP. Use the money on keeping it clean, and police presence. I was just there 20 minutes ago. It is FILTHY. I saw a guy in front of Macy's with his music blaring and partaking in drugs and his "artwork" all over the place. Two suspicious men in front of the Wild Cat also partaking. I also had the opportunity to take in the smell of urine as I walked.

Clearly the City Council cannot manage the bare minimum. The amount of money you have squandered and want to spend on keeping it closed is egregious.

KEEP IT OPEN.

Sent from my iPhone

From: [Leigh Cashman](#)
To: [Santa Barbara City Council](#)
Subject: Please open State Street
Date: Monday, August 31, 2026 4:19:16 PM

Some people who received this message don't often get email from lpkmcashman4@gmail.com. [Learn why this is important](#)

City Council Members,

We are asking you to reconsider spending another \$92,000. on this “master plan” that you think is so wonderful. There is NO MONEY to even begin such a plan, we all know that! We need State Street saved from complete destruction and reopened to the cars, tourist traffic and locals. Please bring it alive again.

Enough with the electric bikes with out of control teens, skateboards, third world looking cafe structures with no continuity or design process. Covid is over put them back on the side walks and control the homeless people meandering everywhere. Make us a beautiful city again, one that people would like to visit, not go away shocked and disappointed. Carpinteria is fabulous now, so is Coast Village Rd., and Summerland why can't you see the light?

Leigh Cashman

From: [Guthre Leonard](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: 9/1 Meeting Item 9
Date: Monday, August 31, 2026 4:24:19 PM

[Some people who received this message don't often get email from guthre.leonard@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

I would like to express my immense support for the State Street Master Plan and accompanying Title 31 amendments. State Street has been, for me, so quintessential to Santa Barbara that it's the place I miss most when I am away. I have explored the downtowns of our neighboring cities, like San Luis Obispo, and they have their own charms, but they don't have State Street. It's fun, it's peaceful and quiet, and most of all, it's safe.

I am so encouraged by this latest rendition of the State Street Master Plan. It is emblematic of what State Street already hints at being. I especially appreciate staff's inclusion of raised crosswalks and further expanded sidewalks at intersections. Being able to traverse cross streets safely, and beautifully with the new designs, will make the entire promenade feel more interconnected. Likewise, adding additional trees will make every block as pleasant as the next.

I want to thank city council for guiding this process toward this amazing result. I feel proud and privileged to live in a city with such an iconic and impactful main street, and I eagerly await State Street becoming even more of a destination, for residents and tourists alike.

Thank you,
Guthre Leonard

From: [Ronald Hays](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 4:28:34 PM

Some people who received this message don't often get email from ronaldhays@gmail.com. [Learn why this is important](#)

There is a very simple solution to increasing retail activity in downtown.

Free Parking for the first 4 hours and \$1 for each hour after. No need for expensive consultants or huge expenditures on upgrades with net neutral results.

This will quickly result in the return of leisurely shopping with time for relaxed dining.

I am certain there are many budgetary constraints that will prevent this simple, logical solution from being enacted by City Hall. The budget is the tail, downtown vitality is the dog.

Please rearrange the City's financial priorities and put increasing shopping time at the TOP of the list.

This simple, inexpensive change of budgetary priorities can quickly show results and the resulting increase in retail sales tax income will eventually balance, at least the Parking Division budget.

Try it, I am sure you will like the results, that is unless the budgetary tail is too entrenched to return the wagging to the dog.

Ronald Hays

Former Downtown Property Owner & Retail Leasing and Sales Specialist for 40 years.

Get [Outlook for iOS](#)

From: [ARREDIAMO SUMMERLAND](#)
To: [Santa Barbara City Council](#); info@santabarbarainteriors.com
Subject: Dear Mayor Rowse and Members of the Santa Barbara City Council,
Date: Monday, August 31, 2026 4:29:23 PM

Some people who received this message don't often get email from arrediamo@gmail.com. [Learn why this is important](#)

My name is Rem Yildirim, and I am the owner of Arrediamo Summerland, a handmade rug and fine furniture store located at 911 1/2 State Street.

I am writing to formally request that the City Council reconsider the current full vehicle restrictions on our section of State Street. While the pedestrian promenade serves certain business models well, destination retail shops—especially those dealing in heavy, high-value goods like luxury rugs and furniture—rely heavily on vehicular visibility, direct drop-offs, and convenient customer access.

The ongoing closure has fundamentally altered the street's historical commerce dynamics. For our block to regain its traditional economic vitality and structural integrity, we need an adaptable solution that restores low-speed vehicular flow or structured service windows.

As you finalize the State Street Master Plan, I urge the council to support the local merchants who anchor this downtown economy by bringing back the traffic dynamics that made State Street a thriving, balanced commercial district.

Sincerely,

**Rem Yildirim
Arrediamo Summerland
[REDACTED]
Santa Barbara, CA 93101
[REDACTED]**

From: [Strong Towns Santa Barbara](#)
To: [Santa Barbara City Council](#); [City Clerk](#)
Subject: Public Comment for Item 9: State Street Master Plan
Date: Monday, August 31, 2026 4:30:34 PM
Attachments: [State St Master Plan 9-1-26.pdf](#)

Hello.

Attached are two PDFs. Both are public comment from Strong Towns Santa Barbara for Item 9. Please include both in the record.

Thank you!



State Street Interim Plan (4).pdf



September 1, 2026

*Santa Barbara City Council
735 Anacapa Street
Santa Barbara, CA 93101*

Subject: Support for Adopting the State Street Master Plan and Accompanying Title 31 Amendments

Dear Mayor Rowse and Councilmembers,

Strong Towns Santa Barbara is in **strong support of adopting the Final State Street Master Plan and the accompanying Title 31 amendments**, and we urge Council to introduce and adopt the ordinance, authorize the identified grant applications, and direct staff into pre-construction design without delay.

We want to be direct about why we support this Plan: it is a win-win-win. It is better for people walking, biking, rolling, and gathering; it is better for the businesses and property owners who depend on foot traffic; and it is better for the City's long-term balance sheet than continuing to maintain an aging, underperforming roadway in a six-year state of temporary limbo.

Strong Towns Santa Barbara is a local, all-volunteer advocacy group focused on making our city more resilient, more fiscally sound, and more people-oriented. As the Plan's own economic technical report puts it, "the entire State Street Master Plan is an economic development strategy." We feel strongly that development of State Street as outlined in the Plan would support and strengthen Santa Barbara's growth and development over the coming decades.

We also believe the Plan's vision for State Street isn't new or radical, despite what some may say. In fact, the City's 1964 General Plan already proposed converting a portion of State Street into a "pedestrian-oriented shopping street" that "allows the pedestrian to wander at will." The Plan is a sixty-year-old civic aspiration that we are finally in a position to build and center our community on.

The Design Delivers Real Safety and Public-realm Gains

State Street, as it is today, has delivered significant safety and mobility improvements for people walking, biking and rolling. Comparing the five years before closure (2015–2019) to the period after (2020–2025), average annual downtown collisions involving pedestrians or cyclists fell from 36 to 9, and average annual injuries fell by half. The Final Plan commits to making those temporary improvements into permanent protection.

We are deeply appreciative of the final design presented in this Plan. Sidewalks have been widened 50 to 60 percent from their current size, curb extensions have been added to shorten crossings, raised intersections slow crossing vehicles, better lighting improves safety and visibility, more frequent midblock crossings improve pedestrian mobility, and textured roadway treatments give drivers of permitted vehicles tactile and audible feedback. These are the right tools to create a street that is safe and comfortable for everyone, and we support each of them.

The Benefits to Businesses and Property Owners are Concrete — Starting With Stormwater

We want to highlight one element of the Plan that has received less public attention than it deserves: the shared stormwater capture system and in-lieu compliance program for the 600–900 blocks, which currently lack a storm drain system altogether.

This is one of the most underrated economic-development tools in the entire plan. Today, a property owner on State Street who wants to redevelop must solve post-construction stormwater compliance on their own parcel — an expensive, space-consuming, and sometimes physically infeasible requirement on a narrow downtown lot. If constructed as envisioned, a reconstructed State Street could “relieve all of the properties within the project area from providing individual BMPs on their project sites, which could unlock significant development potential.” Off-site stormwater compliance is one of the few tools the City controls that can move a downtown housing project from infeasible to buildable without a subsidy.

The Plan’s appendix goes further and names the mechanism we most want Council to pursue, generating post-construction stormwater retention credits for sale to adjacent redevelopment projects. This funding mechanism should be pursued immediately and in parallel with design, because development decisions on State Street parcels will be heavily impacted by the availability of these improvements.

We would also note, for anyone concerned that the planned stormwater improvements are over-engineered, the proposed plan is designed to absorb a 1.0-inch one-hour storm, which is the upper end of rainfall intensities Santa Barbara experiences. This is both a flood-resilience improvement and a redevelopment tool.

We therefore urge Council to treat the stormwater compliance feasibility study, the Watershed Plan or Urban Sustainability Area application, the in-lieu fee and credit-sale framework, and the 700–900 block system design as high-priority, early actions rather than back-burner items, and to make clear to the development community now that off-site compliance is coming.

Success Depends on Getting the Financing Mechanisms Right

We think the financing question is the single greatest risk to this Plan's success. Adopting this plan today doesn't allocate funding, but we endorse the funding mechanisms identified in the plan and encourage Council to move quickly to ensure the plan stays on-track.

The right approach is to fund most of the capital work from non-General Fund sources that capture the value the investment itself creates. When other cities have redeveloped people-first places, they've seen increases in property taxes and sales tax that have paid for the projects several times over. The Plan forecasts that sales tax revenue in the corridor is expected to increase 20 percent above 2019 by Year 8, and private investment and development fees are projected at \$50 million or more. Those gains are the natural repayment source for the up-front work. Specifically, we ask Council to:

1. **Establish the multiyear capital commitment** recommended in the staff report, rather than a series of annual appropriations, and front-fund pre-construction so the City is grant-ready. Missed grant cycles can set back the project by years.
2. **Move promptly on studying a Downtown Development Authority** and tax increment financing (TIF). TIF is the mechanism that most directly ties repayment to rising downtown property values resulting from State Street improvements, and its timeline only aligns with necessary capital work if the study happens now.
3. **Submit the identified grant applications** as recommended, and report back publicly on outcomes.
4. **Expand the DSBLA assessment district boundaries** and negotiate the TOT reinvestment agreement, so programming and shuttle operations have a durable revenue source and are not competing annually with core services.
5. **Adopt the stormwater in-lieu fee** early, for the reasons laid out earlier.

We recognize the budget pressure the City faces in the years ahead, particularly as our roughly \$140 million new police station absorbs a significant share of Measure C funding for the next three decades. That is precisely why a financing structure built on grants, debt supported by tax increment, assessment revenue, and private in-lieu

contributions is the responsible path — it draws on new revenue sources the City is not otherwise spending — and why deferring phases is the expensive path, given inflation exposure and lost economies of scale.

A People-first State Street Works Only if the Street Stays Closed to Private Vehicles at all Times

This is where a successful State Street requires leadership courage from this Council and from the Planning Commission as it takes up the Circulation Element amendment.

Strong Towns Santa Barbara asks Council to state its intent clearly now: **State Street should remain closed to general private vehicle traffic at all hours, permanently**, with the travel corridor reserved for emergency response, transit and shuttle service, deliveries, refuse collection, maintenance, building servicing, and permitted events. Service and delivery access should be concentrated in an overnight window of approximately 10 p.m. to 10 a.m., which is the window in which businesses need operational access and pedestrian volumes are lowest.

The economic record does not support the argument for reopening the street. The Plan's retail analysis found that State Street businesses have seen steady growth since the pandemic and "largely credit the street's closure for their growth"; that State Street saw 1.3 million visitors in 2025; and that State Street and Stearns Wharf are the region's two most visited attractions, in a market where 7 million regional visitors spent more than \$2 billion in 2025. The economic analysis likewise finds that total sales are growing rather than declining, that average sales per establishment recovered above 2019 levels, and that retail vacancy remains below 10 percent once the vacated Macy's and Nordstrom spaces are set aside — a level that retail experts describe as healthy.

Most importantly, the sales tax data undercuts the central claim made by those who want cars back. It documents a 12.5 percent decline in Central Business District sales tax between 2014 and 2019 — years when the street was fully open to traffic — and attributes current softness to storefront vacancies, the absence of a major anchor, and the 600–1000 blocks lacking a cohesive retail identity. Its conclusion is worth quoting: "While some stakeholders attribute economic challenges directly to the street closure, the available data does not support a definitive conclusion either way." The City's own consultants will not blame the closure. Council should not either.

We also note that the retail analysis recommends the City "simplify scheduled Flex Street hours (e.g., consistent hours such as 10:00 a.m. to 10:00 p.m.)", which is the same window we are asking for, and for the same reason. Simple, memorable, unchanging rules are what businesses, delivery drivers, and visitors can plan around. The visitor data supports the same conclusion: State Street's peak visitation runs from

roughly 11 a.m. to 8 p.m., so a 10 p.m. to 10 a.m. service window puts trucks on the street when it is the least active.

The public record supports this too. Time and time again, the public has said they want to keep State Street closed to cars. This opinion is not a minority opinion; consistently, across many years, nearly 75% of public comment, survey responses and other forms of engagement have been in favor of keeping State Street closed to private vehicles. In today's report, staff notes that for the June 31 City Council meeting to extend Title 31, 350 public comments clearly asked Council to vote to keep the street closed to vehicles, 92 supported the plan generally, yet only 82 asked for the return of private automobile traffic.

Reintroducing general traffic would reverse the safety gains the Plan is built on and would reintroduce precisely the uncertainty that businesses and property owners told the City was their real problem. Employers, non-profits, retailers, and housing developers are making downtown commitments right now on the assumption that Santa Barbara means what it says about a people-first State Street. Consistency is itself an economic development strategy.

Shuttle Improvements are Necessary to Ensure the Viability of State Street

We strongly support the Plan's recommendation for a permanent, ADA-accessible, year-round, daily shuttle running the length of the corridor from the Waterfront to the Arts District.

The Plan's appendices make the case for the shuttle better than any of our advocacy could. The retail analysis measures State Street at 1.6 miles from Stearns Wharf to the Arts District — roughly a 30-minute uphill walk. Everyone agrees that this is the single biggest challenge to the corridor, and the impact falls hardest on older residents, people with mobility limitations, families with young children, and visitors who have parked once and want to stay. Today's shuttle service does not do enough to solve that problem. A year-round, daily, ADA-accessible service is key to ensuring that the whole of State Street is accessible to all.

Please prioritize the shuttle's funding as a core deliverable rather than a nice-to-have.

Activation Now, During Construction, and After

Finally, activation. We support the Plan's activation and programming goals, including the paseo lighting and asphalt art program, weekly markets, street performer licensing, the annual festival calendar, the 200-plus-events-per-year target by Year 3, pop-up retail and gallery licensing in vacant storefronts, and the business activation grant or revolving loan program of up to \$50,000 per business

To that end, our volunteers have prepared a **State Street Interim Plan**, a set of community-generated, low-cost ideas for activating the corridor during the years before and during buildout. It emerged from a Strong Towns meeting in August 2026 and includes preliminary notes on cost, timeline, partners, permitting, and pilot location. It includes ideas as simple as painted pavement treatments and clearer bike–pedestrian allocation, movable tables and chairs, chess and small public games, historic photographs and interpretive displays in the public realm, a permanent chalk art area, and a central programming calendar and event concierge to make it easier for anyone to put on an event. We are submitting it for the record alongside this letter and would welcome the chance to work with staff, DSBIA, and Friends of State Street on pilots.

State Street does not have to wait six years to start feeling like the public space Santa Barbara deserves. The Master Plan is the right long-term framework, and the interim period is an opportunity to experiment, learn, and build momentum toward it.

Our asks:

1. Adopt the Final State Street Master Plan and the Title 31 amendments, and direct staff into pre-construction design.
2. State Council's intent that State Street remain closed to general private vehicles at all hours, with service and delivery access concentrated in an approximately 10 p.m. to 10 a.m. window and carry that direction into the Phase 1 operational-hours action item and the Circulation Element amendment.
3. Establish the multiyear capital commitment, front-fund pre-construction for grant readiness, and keep to the eighteen-month construction start timeline.
4. Move early on the Downtown Development Authority and TIF, assessment district expansion, TOT reinvestment, and the stormwater in-lieu fee.
5. Prioritize the shared stormwater system as a redevelopment and housing tool, not only as drainage infrastructure: pursue the Watershed Plan or Urban Sustainability Area pathway with the Regional Water Board, build toward the Scenario 3 / Alternative 3 scope, and size the system for the retention-credit program rather than for today's runoff alone.
6. Commit to funding and delivering a permanent, ADA-accessible, year-round, daily State Street shuttle, and write bollard-compatible vehicle specifications into the Phase 1 operator RFP.
7. Invest in activation now, during construction, and after — and use the community ideas in our State Street Interim Plan as a starting point.
8. Immediately advance efforts to encourage the construction of more housing Downtown, as voted on by Council on June 31st. These efforts could include

zoning reforms, advancing the Better Buildings Program, and seeking public-private partnerships for the City to work with to develop city-owned parking lots and affordable housing.

Thank you for the years of work that produced this Plan, and for the opportunity to comment. The future of State Street is bright. We do not have to wait to start building it.

Thank you for your thoughtful consideration.

Respectfully submitted,

Strong Towns Santa Barbara

Sullivan Israel, Local Conversation Leader

Tristen Miller, *Member*
Joanna Kaufman, *Member*
Marie Hébert, *Member*
Carolina Frey, *Member*
Douglas Ridley, *Member*
George Nicks, *Member*
Alex Gravenor, *Member*
Candice Leung, *Member*
Gordon Blasco, *Member*
Cameron Morris, *Member*
Yen Seay, *Member*
Dan Ary, *Member*
Gordon Blasco, *Member*
Peter Smith, *Member*
Finnegan Israel, *Member*
John Dagger, *Member*
Tomaso Todosi, *Member*
Nick Storr, *Member*
Malcolm Brabec, *Member*
Ben Parnas, *Member*
John Semancik, *Member*
Melissa Cunningham, *Member*
Emma Meyer, *Member*
Rebecca Vincent, *Member*
Emily Foley, *Member*
Grace Vazquez, *Member*

Colleen Reynolds, *Member*
Blythe Wilson, *Member*
Aidan Barcia-Bacon, *Member*
Ian Gamblin, *Member*
Sheridan Green, *Member*
Kiaya Batkin, *Member*
Zoe Klement, *Member*
Aaron Posternack, *Member*
Emma Roeller, *Member*
Bojana Hill, *Member*
Gabe Starkey, *Member*
Brian Legal, *Member*
Kat Ackerman, *Member*
Ethan Keller, *Member*
Anika Clements, *Member*
Sophia Keane, *Member*
Guthrie Leonard, *Member*
Lily Heidger, *Member*
Ian Baucke, *Member*
Hannah Cohen, *Member*
Kal Kadlec, *Member*
Anita Stahl, *Member*
Michael Adlai Arnold, *Member*
Art Ludwig, *Oasis Design*
Linda Honikman, *Member*
And the other 500+ members of STSB

From: [Kathie Rose Mashni](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 4:31:14 PM

Some people who received this message don't often get email from happyjumpy@hotmail.com. [Learn why this is important](#)

Please reopen State Street while the City continues working on the long-term plan.
Kathie Mashni

Get [Outlook for iOS](#)

From: [Rebecca Tucker](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Masterplan Comments
Date: Monday, August 31, 2026 4:35:24 PM

Some people who received this message don't often get email from becca.tannebring@gmail.com. [Learn why this is important](#)

Hello,

I am a longtime resident of SB (since 2008) and have worked at an office at State Street for many years, and now visit it mostly because it is a bike and pedestrian friendly zone. This weekend for example, my kids and I went to the museum of art and then, walked around specifically in the areas with less cars to shop and get lunch.

I strongly urge: you to please approve the Master Plan.

Confirming I do not support adding private automobiles back in. (If retail needs more business, the solution is more infill housing development, in combination with pedestrian and bike centered livable pleasant streets and pockets of communal spaces for art and music, and specifically, the absence of busy car filled roadways).

Thank you!

--

Becca Tucker
becca.tannebring@gmail.com



From: [Paul Atkinson](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Public Comment Item 9: Please Support the Final State Street Master Plan
Date: Monday, August 31, 2026 4:35:36 PM

Certaines personnes qui ont reçu cet e-mail ne reçoivent pas souvent de e-mail de la part de atkinsonpk@hotmail.com. [Pourquoi c'est important](#)

Dear Santa Barbara City Councilmembers,

This is to voice my strong support for the Final State Street Master Plan.

I go downtown frequently and enjoy the relaxed, friendly atmosphere that the car-free zone provides. I would love to see the entire eight blocks between Haley and Victoria streets remain permanently closed to vehicle traffic. The new design with all the trees and interesting paving materials will make the downtown experience even nicer. It is elegant and unique, and will likely be a strong draw for more people to visit downtown businesses.

I urge you to adopt the Final State Street Master Plan.

Thank you.

Paul Atkinson



3105

From: [Darcy Sylvester](#)
To: [Santa Barbara City Council](#)
Subject: Master Plan and Budget
Date: Monday, August 31, 2026 4:54:19 PM

[Some people who received this message don't often get email from 4densy@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Mayor and Council,

Perhaps you've decided in your heart just how you will vote tomorrow regarding the State Street Master Plan. Likely you all know now the state of our depleted reserves, and what the prudent thing is to do to attempt to build them to a safer level. As we watch to see if you will stay with the original intent of Title 31, allowing for the sunset clause to remain I'm urging once again for you vote to allow at least a partial opening of State Street to vehicles, and the return of a decades-long working street grid.

The experiment that many wanted to implement for years before the pandemic occurred has been tried and it has left us with a sad, downtown. The experiment has failed the city population benefitting only a select number of businesses.

I urge the reopening of State Street to vehicles, keeping a closer eye on our funds, and allowing Title 31 to sunset as intended.

Sincerely,
Darcy Sylvester

From: [Chris deBoer](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Master Plan
Date: Monday, August 31, 2026 5:01:10 PM

Some people who received this message don't often get email from chris.j.deboer@gmail.com. [Learn why this is important](#)

I write to cast support for the State Street Master Plan and keeping it car-free. I would like to see an acceleration of building a prototype block with all of the proposed features so that everyone can see how much better and comfortable the environment can be. At present it's neither a street nor a pleasant walking environment. We know how nice the pedestrian shopping districts are in many European cities - we have an opportunity to create a vibrant and energetic commercial hub that is compelling for residents and visitors. We need to get on with the show!

Thanks,
Chris deBoer



SB, CA 93105

Sent via [Superhuman](#)

From: [David Beaver](#)
To: [City Clerk](#)
Subject: Support compromise solution for State St.
Date: Monday, August 31, 2026 3:29:56 PM

I would love to see all of central State St closed to cars... a beautiful promenade with lots of residences and lots of people, activity and energy

It will take many years and dollars to get there.

I'm fully supportive of an interim solution that closes some of the street, eg Haley to Carrillo, that would let us shake out solutions to all the complex parade/safety/sanitation/stormwater issues and work toward the end goal as money and time allows.

David Beaver
Downtown resident

From: [Marty Conoley](#)
To: [Santa Barbara City Council](#)
Subject: Item 9 Final State Street Master Plan
Date: Monday, August 31, 2026 3:30:28 PM

Some people who received this message don't often get email from martyconoley@gmail.com. [Learn why this is important](#)

In June 1925, an earthquake hit Santa Barbara and State Street. Civic leaders like Pearl Chase, Bernhard and Irene Hoffman used this disaster as an opportunity to promote and establish Spanish Colonial Revival style architecture throughout the city. I'm sure they encountered nay-sayers who told them "why can't we just have our old Victorian brick and wood structures like we used to have?" Within years, however, Santa Barbara became charming enough with its post-earthquake mandated architecture to become a tourist mecca and be called "the American Riviera."

By 2017-2020, the decline of State Street hit its nadir with the rise of Amazon purchasing, the loss of Macy's and Nordstrom's, and the arrival of the Covid epidemic.

Like Chase and the Hoffmans, civic minded individuals like Tristen Miller, Ian Bauche, Sullivan Israel, and Joanna Kaufman formed an urban advocacy group called Strong Towns Santa Barbara. City Council Member Oscar Gutierrez attended meetings.

There have been several doom and gloom letters published from letter writers and our mayor about a car-free State Street. I beg to differ. Businesses are returning. Yardi is relocating its headquarters to Macy's. Housing will be built at Nordstrom's. UCSB is building faculty and

staff housing downtown. The SBIFF has a new 5 theater McHurley film center. The Music Academy of the West is transforming a vacant State Street building into a new year-round music education and performance hub. *This Renaissance has happened with State Street remaining car-free.*

Last Saturday, my wife went to the Farmer's Market on State Street. Later, we rode our bikes to the Public Market and had lunch. We walked and rode down State Street, along Cabrillo Blvd, up Shoreline Drive, and home along the new Modoc bike path. We encountered multiple groups of Cool Breeze bike riders wearing jerseys from Santa Clarita, Ventura, and elsewhere. We saw State Street bustling on a summer day with shoppers, pedestrians, musicians, visitors and citizens like us.

THANK YOU to the Strong Towns Santa Barbara initiative and the Santa Barbara City Council for reauthorizing Title 31 in June 2026 to keep State Street car free on 7 blocks. State Street is pedestrian and bike friendly with outdoor dining at cafés and restaurants. With our beautiful Mediterranean climate, it's alive. Chase and the Hoffmans would be proud of your initiative and stewardship of State Street and Santa Barbara. I urge civic leaders to continue to put people first, not cars.

Marty Conoley, Santa Barbara resident since 1978

From: [Rich Moser](#)
To: [Santa Barbara City Council](#)
Subject: State St. vote--urgent!
Date: Monday, August 31, 2026 3:31:43 PM

Some people who received this message don't often get email from rich@transcendentalastrology.com. [Learn why this is important](#)

Hello City Elected Officials,

Please do not approve the current State Street plan. Put it on the next public ballot so that the public can vote on it, it is that important!

Thanks, Rich

Rich Moser (Santa Barbara, District 4)
rich@transcendentalastrology.com



(no texts)

From: [Jayne Johann](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Final Plan
Date: Monday, August 31, 2026 3:39:19 PM

Some people who received this message don't often get email from wd4hsecretary@gmail.com. [Learn why this is important](#)

Hello,

I searched for the word "e-bike" in the final plan and only found one notation. Is there a plan to enforce e-bike speed? I also did not see any allocation of police to be monitoring State Street. We need police on bikes - especially in the entertainment area.

Thank you,

--

~ Jayne Johann

From: [K Romofsky](#)
To: [Santa Barbara City Council](#)
Subject: Open up State Street
Date: Monday, August 31, 2026 3:45:48 PM

Some people who received this message don't often get email from kromofsky@gmail.com. [Learn why this is important](#)

Dear Mayor Rowse and Distinguished Council Members,

My family has lived in Santa Barbara over three decades, and we have enjoyed our downtown area throughout these many years.

However, since the closing of State Street during Covid, we rarely spend time downtown. The times we have gone downtown have been for specific reasons, either a performance at the Granada, a meal out or other particular destination.

Prior to Covid, we enjoyed a Sunday drive down State Street to see what was going on; people watch or decide to park and walk because something interesting was going on at one of the establishments. Now, we don't go. There's nothing to draw us down there. There is no cohesiveness. Scattered parklets, bicyclists riding wherever, homeless people wandering, no sense of place. No sense of community. No sense of pride.

Yes, there is the Farmers Markets. We go down on some Saturdays. Love it! Old Spanish Days festivities spilled out onto State Street this year delighting many. This shows that, as in years prior, there are good reasons to close parts of our main thoroughfare for special events. And this should continue. Barricade off a couple of blocks for a day or time slot, say, in the arts district for a musical event. Do the same for the entertainment district for St. Patrick's day weekend, as examples. Have our parades return to their rightful route.

During our business-as-usual, day-to-day way of life, open the street up as it used to be. Let visitors, coming up from Cabrillo through the new section of lower State Street, find it open up into our El Pueblo Viejo after driving under the newly refurbished \$11 million freeway underpass. As it is now, they are forced to go left on Gutierrez and drive up Chapala or turn right on Haley to Santa Barbara Street. They don't get to see how wonderful our main street is.

And don't get me started on the costs of this "Master Plan." Possibly hundreds of millions of dollars of money we don't have, and there are no guarantees that it will improve anything. Open our street now, then make plans for any improvements or changes gradually and organically. What's the hurry?

Please sunset Title 31, open State Street and ponder the future of our beautiful, historic downtown.

Kindest regards,
Karen Romofsky
Alta Mesa

From: [CARLOS ADAME](#)
To: [Santa Barbara City Council](#)
Subject: Open state street
Date: Monday, August 31, 2026 3:50:20 PM

[Some people who received this message don't often get email from cadame1011@aol.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please open state street it's time to move forward. Thank you

Carlos
Sent from my iPhone

From: [Paul Rupp](#)
To: [Santa Barbara City Council](#); [City Clerk](#)
Subject: Letter of Support for City Council Meeting 08.31.2026 Item 9: Adoption of the Final State Street Master Plan and Amedment of Title 31 of the SB Municipal Code.
Date: Monday, August 31, 2026 3:50:25 PM
Attachments: [Paul Rupp City Council Meeting 08312026 Item 9 Final State Street Master Plan Letter of Support ftd.pdf](#)

Some people who received this message don't often get email from paul@sb-designgroup.com. [Learn why this is important](#)

Mayor and City Council,

Please refer to the attached .pdf of a community member letter of enthusiastic support for City Council Meeting 08.31.2026 Item 9: Adoption of the Final State Street Master Plan and Amendment of Title 31 of the SB Municipal Code.

Thanks.

Paul Rupp AIA, NCARB

--

Paul Rupp, Project Architect
Bildsten Architecture and Planning
30 West Figueroa Street
Santa Barbara CA 93101
805.845.2646 x1008
 Cell

August 31, 2026
City Of Santa Barbara
City Hall
735 Anacapa Street
Santa Barbara, CA 93101
<http://www.SantaBarbaraCA.gov>

Subject:

City Council Meeting Tuesday, September 1, 2026.

Item 9: Adoption of the Final State Street Master Plan and Amendment of Title 31 of the SB Municipal Code.

Public Comment - Letter of Enthusiastic Support of the Final State Street Master Plan.

Via: Email

Dear Mayor and City Council,

It is with great appreciation of our city's political leadership, city staff and skilled nationally celebrated consultants and a generous seven year grass roots community effort that I offer my full support to approve the Final State Street Master Plan and Amendment of Title 31.

The one very important benefit of our revitalizing public space project is that is still missing from the document is that it itself is a best practice as a high-return economic strategy. It is well documented in studies by Trust for Public Land and others is that the project could potentially deliver a 300% return on the community investment. The city down town is vibrant with community activity and also deliver very successful economic and business growth. This master plan is a true investment with long term ongoing returns for the community. The High Line promenade has generated nearly \$6 billion in high quality community development and Bryant Park nearly \$5 billion - how much can State Street deliver to our community? I propose that it will deliver proportional abundance that will further advance our very best of our special home.

Where will the resources to execute our vision come from? Our community will raise the needed resources and I suggest the city follow their own MOXI example and the County Example of the Santa Barbara Bowl to collaborate with the community to provide nearly all project cost and ongoing community activity programming. Some records indicate Public/Private funding in Santa Barbara over the last 30 years has had a cumulative impact exceeding \$15 billion.

It is my local project experience as the project architect for nearly 10 phases on the Santa Barbara Bowl, the MOXI Museum and others that confirmed we live in an extraordinarily generous community where small donations and large philanthropy support is simply one of the greatest in the country. It is my national experience as a young project architect on the Bryant Parks preservation and lighting upgrade project in 1992 that the programing of community stakeholder effective use of public space each and every day insures safe, fun, active and inspired use of our precious public space. Public/Private partnerships will deliver the resources for soft costs of design and engineering and the hard costs of capital projects. Like the Cottage Hospital and the Santa Barbara Bowl elegant phasing is also what our community will deliver so the city works well from phase to phase until complete. The magic will continue as the opportunities are discovered for ever changing community loved activities and uses.

The only refinement that I suggest is that the future teams implementing the plan will remove the tripping hazard curbs and in place create a European nearly level plaza solution to all street sections; embrace the state of the art, rain garden, bioswale creative storm drain solutions included in the Appendix E - Storm Water Retention Alternative Analysis. Our community merits the investment of a bit more expensive but world class solution. Note that it has been my pleasure to execute the first bioswales and rain gardens in the County of Santa Barbara about 30 years ago on the 21 building complex Manzanita Village at UCSB as well innovative glen garden filtered storm drain system on the Santa Barbara Bowl. Note that both are performing well and were engineered by local civil engineers Penfield and Smith (now Stantec.) These systems work and are both beautiful gardens and like all great design solutions are also perform. (See page 2 for a copy of interpretive signage from our UCSB created wetlands that illuminates the superior green solution to traditional middle of the street "v" shaped culverts.)

I was honored to have my hand written comment featured on page 90 as I love state street everyday because like so many I am blessed that it is our place to live, work and play everyday. As an active community member living, working and playing downtown for nearly 30 years I do think that we honor our visionary past with an equally visionary Master Plan Renaissance. I am deeply grateful for an extraordinary grass roots community effort as we arrive together tomorrow with an approved comprehensive and richly layered master plan meriting our special place of beauty between the ocean and the mountains. Bravo to us all.



Paul Rupp AIA, NCARB
Dedicated Community Member, Artist, Designer and Architect

Bioswales

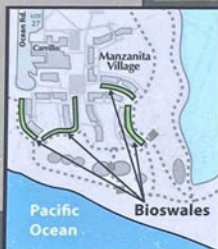
Cleaner Water Using Nature

"A Bio-what?"

Bioswales are man-made wetlands designed to aid the natural filtration of urban runoff water.

A bioswale is a simple, vegetated earthen depression, which allows water to slowly soak into the soil. Bioswales serve people while including and utilizing nature. Water that flows through fertilized lawns, parking lots and other urban areas often contains a wide variety of contaminants including sediments, petroleum products, excess nutrients, heavy metals and bacteria. Though not a total solution to the problems of urbanization and pollution, the implementation of bioswales can decrease the levels of these contaminants in downstream waters.

The bioswales at Manzanita Village are planted with locally-grown plants native to the Goleta Valley. Many of these native species have been formerly displaced or reduced in number.



Every time it rains, water falls on the surface of the earth. On land, some of the water soaks into the soil where it is taken up by plants or percolates into the ground forming what is called **groundwater**. Water that does not percolate into the soil becomes **runoff**. Unfortunately, buildings and roads keep the ground from absorbing rainwater and also contaminate the runoff, this in turn can result in negative downstream impacts such as pollution and erosion.

The Bioswale Option

The bioswales at Manzanita Village have been designed to cleanse runoff water from the dorms and surrounding landscape during low to moderate rainfall. The swales have a gentle slope, rock check-dams and several shallow catch basins. They flow east towards the lagoon. The upper edges of the bioswales are planted with native shrubs

such as western goldenrod, saltmarsh baccharis and creeping wild rye. The basins are planted with native wetland species including basket rush, big-headed rush and common rush. The native species provide important habitat for birds, insects, small mammals and other wildlife while also protecting the land from erosion and pollution.

The Benefits of Bioswales

- Generate O₂, consume CO₂
- Ecosystem support for wildlife
- Groundwater recharge and percolation
- Increased species diversity
- Natural aesthetics
- Cleaner water through biofiltration
- Sediment removal
- Water conveyance
- Serves as a tool for education and interpretation

A bioswale filtering rain water



Traditional channelized method



The Other Option

Other methods of moving runoff water such as underground pipes and cement-lined culverts prevent any groundwater percolation and plant growth, negatively affecting species diversity and aesthetic appeal. In addition, since biofiltration is eliminated, runoff water in pipes and culverts carries its full load of contaminants to its eventual destination: the nearest creek, wetland or ocean.

The Problems with Pipes & Culverts

- Water cannot soak into soil
- Very poor wildlife and plant habitat
- Water carries all pollutants to its destination
- Visually unappealing
- No biofiltration

In the last 150 years, California has lost 90% of its original wetlands. Creating bioswales helps mitigate historic wetland losses. The Cheadle Center for Biodiversity and Ecological Restoration (CCBER) is working with Housing and Residential Services to incorporate bioswales like these into new and existing developments on campus. Some of these constructed wetlands are monitored to measure their effectiveness in treating runoff water.

CHEADLE CENTER FOR BIODIVERSITY
AND ECOLOGICAL RESTORATION
UNIVERSITY OF CALIFORNIA SANTA BARBARA
<http://www.ccber.ucsb.edu/>



From: [pat mackinnon](#)
To: [Santa Barbara City Council](#)
Subject: Please Reopen State Street-if Even for a Year
Date: Monday, August 31, 2026 4:03:30 PM

[Some people who received this message don't often get email from puffin10@msn.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Mayor Rouse and City Council Members,
Please reopen State Street to traffic and promote current and new businesses. Give it a chance for a year!!!!
I am downtown many days a month and want to do local shopping while there like I did before it was closed.
Thank you,
Pat MacKinnon

Sent from my iPhone

From: [Sullivan Israel](#)
To: [Santa Barbara City Council](#); [City Clerk](#)
Subject: Public Comment for State Street Master Plan Item 9
Date: Monday, August 31, 2026 4:05:33 PM
Attachments: [Personal Public Comment on State Street Master Plan.pdf](#)

Attached to this email is my personal public comment for Item 9, in PDF format.

Thank you,

--Sullivan Israel

Now is the time for bold action.

The ash heap of history is littered with unbuilt plans. Daniel Burham's Plan for Chicago would have created grand boulevards, monuments, and parks throughout the city. Frederick Law Olmstead's String of Pearls Plan for Los Angeles would have created a 50-mile linear park along the LA River. Frank Lloyd Wright's Los Angeles Civic Center Plan would have created a district of tiered gardens and monumental Mayan-revival civic buildings, with transit lines underground.

Instead, many of those areas are either unremarkable, or downright depressing in the case of the LA River.

However, other grand plans have gotten built and experienced great success. In the 18th century, L'Enfant's plan for Washington D.C. created the boulevards, squares, National Mall, and civic buildings that are iconic today. In the 19th century, Olmstead's Central Park preserved natural space in an ever-growing city which today serves as an oasis and perhaps the most iconic park on earth. In the 20th Century, San Francisco, Portland, and Seattle created waterfront plans, demolishing freeways to create grand and beautiful civic spaces like the Embarcadero and Tom McCall Waterfront Park.

Then there's Santa Barbara's El Pueblo Viejo Plan. It lives somewhere in the middle.

Thought up after the 1925 earthquake, the full vision would have created a Spanish-style, walkable urban environment in our downtown, replete with thoughtful civic spaces, paseos, and beautiful architecture. Some parts of the plan were realized; a pedestrian wandering through the courtyards of El Paseo or the San Marcos Building can't help but feel like they're in a Spanish village. But other parts of the plan were not; that same pedestrian might be disappointed upon exiting El Paseo or the San Marcos building to find themselves in an unshaded, asphalt parking lot.

But that's the beautiful thing about city planning. The process is never "done." Public outreach is never "over." As times change and the community's needs shift, new ideas can be infused into plans, resulting in new designs and eventually new physical things.

That brings us to State Street. As early as the 1964 General Plan, the community imagined the Street transforming into a pedestrian-focussed space that "allows the pedestrian to wander at will." Today, with the popularity of bikes, our needs are somewhat different, but the core idea remains the same: in the age of the automobile, ever-present on every street, the community deserves a "living room," a space to relax, enjoy, spend time and money, and celebrate. That space is State Street.

Yes, it will be expensive to build the designs laid out in the Master Plan. But all great civic projects are expensive. The new SB Police Station is expected to cost around \$121 million. I point this out not to disparage that project; our police perform an essential service, and they definitely need a new building. But are we as a City comfortable spending that much money on a building that most of us will never see the inside of (well, hopefully, anyway), but not on a space expected to host millions of locals and visitors every year?

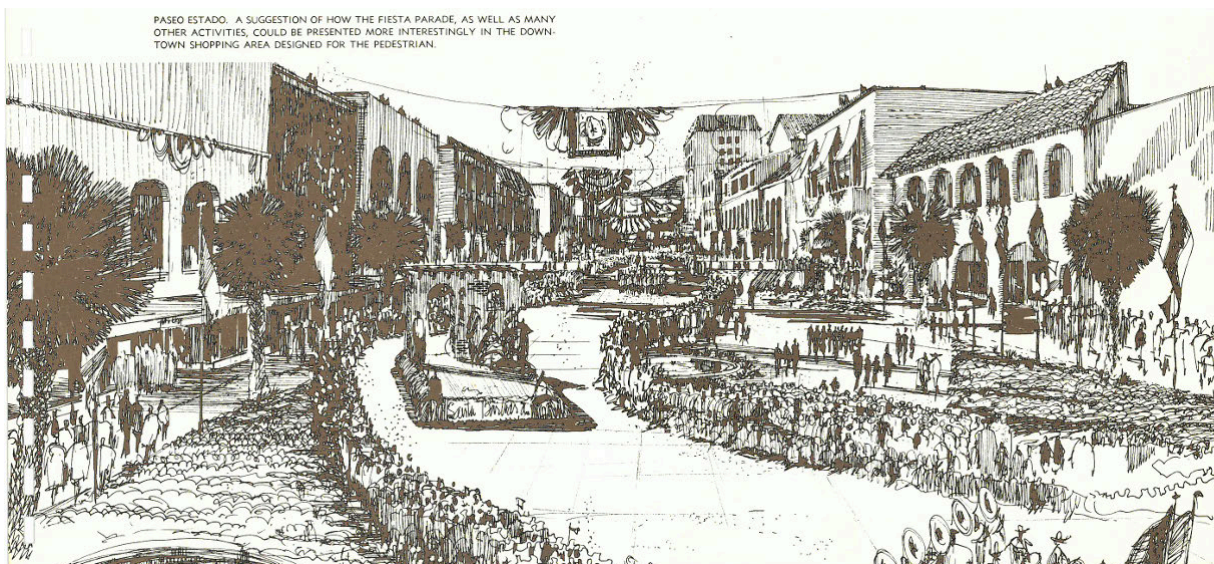
The truth is, both spaces deserve an investment. The SBPD building will create a better police department. The State Street Master Plan will create a better Santa Barbara.

Between 2006 and 2014, the City of New York decided to spend around \$150 million to transform a derelict elevated railway into a linear public park. Not unlike State Street, the project is 1.5 miles long. The project was funded 77% by public funds, with the rest from philanthropy. That investment has paid off. According to Fordham University, “The park has generated over \$1.4 billion in total tax revenue for New York City. This averages out to roughly \$65 million annually in fresh tax intake, vastly exceeding the city's initial capital layout to build it.” Today, the High Line is one of the city’s must-see attractions.

State Street is our High Line. The Master Plan forecasts that sales tax revenue in the corridor is expected to increase 20 percent above 2019 by Year 8, and private investment and development fees are projected at \$50 million or more. This is our moment to transform something in the heart of our city into a star-attraction, a 21st century marvel, a realization of the El Pueblo Viejo vision, a place for locals to live, work, and play and an economic powerhouse.

City Council: let’s approve the State Street Master Plan.

The following images are from the 1964 Santa Barbara General Plan:



THE PASEO—AN ESCAPE FROM THE AUTOMOBILE

There is a growing awareness that the automobile is getting out of hand; that its influence on the urban scene is becoming dictatorial rather than beneficent. It is the instrument whereby free rein was given to urban sprawl and, now that we have sprawled all over the landscape, it has become the indispensable element essential to holding the whole loosely knit package together. With the increase in population and prosperity, the automobile is demanding more and more land for its exclusive use. In places like Los Angeles, it is demanding a lion's share of the very air—polluting it and rendering it unfit to breathe. The quirk of nature that allows the automobile to steal the air in Los Angeles is called a "temperature inversion". Santa Barbara has its own temperature inversion. All we need is a few more cars to attain the unhappy distinction of becoming more like Los Angeles.

It is well to keep in mind that it is not only the local shopper from the South Coast region that the CBD is catering to. Visitors contribute a very large share of the business. Much of the merchandise offered can be purchased in the area where the visitors live, but they come to the central Santa Barbara area to shop because they enjoy the excitement of shopping here more than they do at home. Many come here because of our other attractions and shop incidentally. The development of an interesting and exciting Paseo can be a prime drawing card for this important segment of business. The elements of the Civic Center have an ideal relationship to the CBD and will provide additional attractions to the visitor. The business community must seize these advantages. With relatively little effort and expense, the tide of potential shoppers will flow easily and naturally into the district.

With the accomplishment of these preliminary steps, some of the streets will have been freed from the requirement to handle automobile traffic, and they can begin to be used in more productive ways—for the movement of people rather than things—to provide an enjoyable atmosphere in which the shopper can walk without the nerve and sense jangling competition with the automobile.

Most of the stores and businesses in the CBD front on State Street, and it is here that first consideration should be given to the creation of a Paseo—a pedestrian-oriented shopping street. The mere closing of the street to traffic and allowing the pedestrian to wander at will in the street is, of course, not enough. The same care must be given to the design of the Paseo as the storekeeper gives to the design and decor of his windows and store. The CBD is, in fact, one very large store in which each part is vitally involved in the prosperity of the whole as well as in the individual unit. The Paseo becomes the main aisle of this large store and must be treated as the integrating feature of the total merchandising effort. Just as it is smart business to have attractive sales people behind the counters to lend an air of good looks and quality to a shop, so it is good business to place points of interest and beauty in the Paseo, such as fountains and statuary, gardens and pools. The texture, color and pattern of the paving is similarly important. Places for people to sit in the shade or bask in the sun will provide the rest necessary for the shopper to remain in the area longer and to retain a far better and more relaxed frame of mind. Sidewalk cafes can add considerable charm to the scene as well as being a vital convenience.

As traffic increases on our streets and threatens to reach the choking point, it is possible to see beyond the convenience of the automobile and recognize its limitations as well. In the past, when traffic was light, it was economically sound to locate businesses on a main artery so that people driving by could see the store, pull over to the curb, get out and shop. This is no longer possible, except for gasoline stations and other drive-in facilities. Particularly, it is no longer feasible in a concentrated commercial district such as the CBD. Merchandising is directed to the pedestrian, not to the driver. The driver does not become an actual customer until after he parks his car and becomes a pedestrian. If parking or access becomes difficult, he will go elsewhere.

From: [Christian Lietzow](#)
To: [Santa Barbara City Council](#)
Subject: Approve the State Street Master Plan
Date: Monday, August 31, 2026 4:06:25 PM

Some people who received this message don't often get email from christianlietzow9@gmail.com. [Learn why this is important](#)

Hello there,

My name is Christian Lietzow. I am a Goleta resident who has lived in the area for three years. I am sending in this public comment urging the members of the City Council to approve the State Street Master Plan.

I support this project because it is another step forward in making State Street a true community space that is inviting for residents, tourists, and workers. I go into Downtown Santa Barbara weekly for health appointments, and I always make time afterwards to take a walk, ride a bike, or grab delicious food along the promenade before heading home. I always visit State Street because it is an inviting place to be. The promenade is a quiet and peaceful space without motor vehicle traffic. The sidewalks are wide and spacious, making it comfortable to walk in the area. The bike corridor makes it easy to get around downtown without fear of being hit by a car. The increase in outdoor seating allows people to enjoy the promenade and the outdoors. All of these factors give me a reason to visit State Street whenever I am in the area. I am confident these reasons invite many others to the area as well. The State Street Master Plan has the potential to make the promenade an even more attractive place to visit.

I support the plans to add curb extensions to most major intersections. It will help improve safety while crossing roads and make the intersections more inviting spaces. The proposed murals would bring more color and art to the area, embracing the city's culture. The trees would provide much-needed shade to the promenade. That is an item I would encourage the city to look into more for State Street. Lower State has a good volume of trees, making the area less hot and more inviting to stay at for longer periods of time. The rest of the promenade should have more trees, and putting them on intersection curb extensions is a great next step toward accomplishing this goal.

One consideration to address while building the promenade is to develop infrastructure that reduces irresponsible behavior on electric bicycles. I support the usage of e-bikes as a mode of transportation and recreation, but the bike corridor needs to be a safe environment for both cyclists and pedestrians. One thing that should be looked into is implementing speed bumps that slow bikes down. I was at the public meeting for the approval of keeping State Street closed, and the most common argument from people supporting reopening the road to motor vehicles was that irresponsible users of e-bikes deter people from visiting the promenade. Finding ways to make the promenade safer for pedestrians and cyclists should be a major priority for the redesign, so people feel safe and comfortable.

On a similar note for safety, another consideration is not to allow any private vehicles on State Street. Only emergency and delivery vehicles should be allowed to use the promenade for their intended purpose. All other private vehicles should not have access to State Street. Another argument made against keeping State Street closed was concerns for people with mobility restrictions trying to reach destinations along the promenade. This could be addressed

by coordinating projects that allow for pick-up and drop-off near intersections on State Street. Improving public transit in the area can also play a role in helping improve access.

State Street is one of the primary destinations for people traveling to Santa Barbara. It is the centerpiece of the city that attracts people from all over. Approving the master plan is another step toward realizing the potential State Street has as a community promenade. Making the area more inviting and safe will attract more people to Santa Barbara, helping businesses regain foot traffic lost due to the pandemic. The current promenade shows great potential, but it is time to take the next step to improve on what currently exists. For this reason, I urge the members of the City Council to approve the State Street Master Plan. Thank you very much for reading!

Sincerely,
Christian Lietzow

From: [Liz Badillo](#)
To: [Santa Barbara City Council](#)
Subject: Open up State Street
Date: Monday, August 31, 2026 4:07:48 PM

Some people who received this message don't often get email from sbdons7677@gmail.com. [Learn why this is important](#)

Enough already!! This 6 year experiment didn't work. Time to open State to traffic so regular people will return to the area.

The pandemic is over. Things might not have been perfect pre-pandemic but people were there! Occasional closings for Farmer's Markets and parades brought people out. We have no main street anymore. I had out of town guests during Fiesta and they couldn't understand the benefit of closing the street.

We've been throwing money at this issue and nothing has been resolved. City government laments about having a reduced emergency fund. Stop wasting money on a non-issue and save it for a rainy day, like this year's El Nino winter!!

Here's hoping to see you at the next parade on State Street!!

Liz Badillo
Native Santa Barbaran

From: [Hart Kornell](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 4:10:08 PM

[Some people who received this message don't often get email from hart.kornell@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hi, Council members,

I've walked State Street since we had to wait for the lights to change to cross 101. It is SO MUCH better now. I'd love to see the asphalt replaced by DG, see it planted (cognizant of fire access), and perhaps some chicanes to slow the few-but-annoying bike idiots.

Hart Kornell
Williams Way, SB

From: [martí armstrong](#)
To: [Santa Barbara City Council](#)
Subject: State st
Date: Monday, August 31, 2026 5:06:11 PM

Some people who received this message don't often get email from alohamarti@gmail.com. [Learn why this is important](#)

Please let cars in and not bikes!

From: [Peter Blair](#)
To: [Santa Barbara City Council](#)
Subject: Open State Street
Date: Monday, August 31, 2026 3:07:44 PM

[Some people who received this message don't often get email from pblair@reggatta.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please reopen State Street and don't spend \$90 million we don't have to bring business back. There has to be another way..

Cheers,

Peter Blair

From: [Dan Shea](#)
To: [Santa Barbara City Council](#)
Subject: State St
Date: Monday, August 31, 2026 3:08:24 PM

Some people who received this message don't often get email from danfootball56@yahoo.com. [Learn why this is important](#)

Open State St. ...OR... make it a pedestrian mall. E-Bikes and pedestrians don't mix. Having zero law enforcement for speeding bikes, vagrants and drug usage, isn't working.

[Sent from Yahoo Mail for iPhone](#)

From: [Dave Bourgeois](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street comment
Date: Monday, August 31, 2026 3:08:25 PM

Some people who received this message don't often get email from stdaveb@gmail.com. [Learn why this is important](#)

Dear SB City Council,

Please keep State Street closed to cars. Prioritize cyclist and pedestrian safety.

Sincerely,
Dave Bourgeois
SB residential property owner

From: olesworld11@aol.com
To: [Santa Barbara City Council](#)
Subject: Open down town State Street
Date: Monday, August 31, 2026 3:10:24 PM

Some people who received this message don't often get email from olesworld11@aol.com. [Learn why this is important](#)

Dear Council members,

I am new to Santa Barbara now for 2 yrs. I am formally from down the coast Santa Paula.

I miss the State Street being open the way it used to be. We would always come and shop in Santa Barbara. It was the place for us to shop. We would also come and shop at the La Cumbre Shopping Center. What happened to it? Why aren't you encouraging folks to shop locally?

As for myself, a senior citizen, I will not go down town to shop. It is way too much walking to get up to the shops. Why is the street closed? I understand it was probably because of Covid. But it is over now. We could park in the street near by and go to our little stores and restaurants. I know the way it is now is not senior citizen friendly. I have many senior friends here and they all say the same thing. It is too difficult to go down town now. They all liked it the way it used to be. We now have to shop on Amazon, but it is not the same. We liked hanging out in the shops and getting some sun, watching people while having our ice cream etc.

I personally don't think it's good for the merchants either. People don't come. Open and they will come.

You have our support to open the street once again.

Olive and friends,

From: [Alix Mattingly](#)
To: [Santa Barbara City Council](#)
Subject: State street
Date: Monday, August 31, 2026 3:16:25 PM

[Some people who received this message don't often get email from alixemattingly@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please please please be smart tomorrow and admit that this whole master plan situation has gotten out of control and out of its lane.

Please don't go any further with unnecessary and un strategic votes that will only tie your hands further in the get nothing done mode that you have been in with this topic.

The debate has become downright stupid and our lovely downtown just wants common sense solutions.

And solutions that have a budget attached to it.

Alix Mattingly

Sent from my iPhone

From: [PATRICK RICHMOND](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 3:17:41 PM

[Some people who received this message don't often get email from pwr1672@aol.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Sent from my iPhone
Please reopen State Street
Thank you

From: [Sarie Bryson](#)
To: [Santa Barbara City Council](#)
Cc: [City Clerk](#)
Subject: OPEN STATE STREET ... please
Date: Monday, August 31, 2026 3:18:46 PM

Some people who received this message don't often get email from bryson.sarie.e@gmail.com. [Learn why this is important](#)

Santa Barbara City Council:

Please reopen your downtown State Street to its pre-pandemic configuration that had functioned well for all.

Prior to the closure, I had enjoyed it by car and by foot ... now, I avoid it and go elsewhere.

Also, I think the closure ought not continue without putting the matter, stated in general terms, on the ballot for a citywide vote.

Sarie Bryson
Ventura

From: [ben white](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 3:23:30 PM

Some people who received this message don't often get email from benniewhite97@gmail.com. [Learn why this is important](#)

PLEASE REOPEN STATE STREET Ben White

From: [Heather Brophy](#)
To: [Santa Barbara City Council](#)
Subject: State St.
Date: Monday, August 31, 2026 3:24:47 PM

[Some people who received this message don't often get email from babarhb0@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

"State Street" new name "Tabacco Road". Stop wasting our money and start partial openings on the street or take it to the people for a vote.

From: [Jim Herring](#)
To: [Santa Barbara City Council](#)
Subject: Reopen State Street
Date: Monday, August 31, 2026 3:26:50 PM

Some people who received this message don't often get email from jrherring1@gmail.com. [Learn why this is important](#)

Please reopen State Street to vehicle traffic for the economic benefit of Santa Barbara. James Herring

From: [Michael Beers](#)
To: [City Clerk](#)
Subject: State Street Master Plan - 9/1/26 City Council Mtg Item
Date: Monday, August 31, 2026 3:27:40 PM

Some people who received this message don't often get email from mikelbeers@gmail.com. [Learn why this is important](#)

Honorable Mayor and Council Members,

Great Progress, Keep it Going!

Moving State street forward is a generational accomplishment. The improvements that the community has advocated for, and that the Council has voted forward are tremendous. Please keep up the momentum.

It's a BIG project. Big projects are hard, and they take sustained effort and support, right? One step at a time, forward. We will get there.

Thanks!

Michael Beers

From: [Marty Conoley](#)
To: [City Clerk](#)
Subject: Item 9, Final State Street Master Plan
Date: Monday, August 31, 2026 3:27:52 PM

Some people who received this message don't often get email from martyconoley@gmail.com. [Learn why this is important](#)

In June 1925, an earthquake hit Santa Barbara and State Street. Civic leaders like Pearl Chase, Bernhard and Irene Hoffman used this disaster as an opportunity to promote and establish Spanish Colonial Revival style architecture throughout the city. I'm sure they encountered nay-sayers who told them "why can't we just have our old Victorian brick and wood structures like we used to have?" Within years, however, Santa Barbara became charming enough with its post-earthquake mandated architecture to become a tourist mecca and be called "the American Riviera."

By 2017-2020, the decline of State Street hit its nadir with the rise of Amazon purchasing, the loss of Macy's and Nordstrom's, and the arrival of the Covid epidemic.

Like Chase and the Hoffmans, civic minded individuals like Tristen Miller, Ian Bauche, Sullivan Israel, and Joanna Kaufman formed an urban advocacy group called Strong Towns Santa Barbara. City Council Member Oscar Gutierrez attended meetings.

There have been several doom and gloom letters published from letter writers and our mayor about a car-free State Street. I beg to differ. Businesses are returning. Yardi is relocating its headquarters to Macy's. Housing will be built at Nordstrom's. UCSB is building faculty and

staff housing downtown. The SBIFF has a new 5 theater McHurley film center. The Music Academy of the West is transforming a vacant State Street building into a new year-round music education and performance hub. *This Renaissance has happened with State Street remaining car-free.*

Last Saturday, my wife went to the Farmer's Market on State Street. Later, we rode our bikes to the Public Market and had lunch. We walked and rode down State Street, along Cabrillo Blvd, up Shoreline Drive, and home along the new Modoc bike path. We encountered multiple groups of Cool Breeze bike riders wearing jerseys from Santa Clarita, Ventura, and elsewhere. We saw State Street bustling on a summer day with shoppers, pedestrians, musicians, visitors and citizens like us.

THANK YOU to the Strong Towns Santa Barbara initiative and the Santa Barbara City Council for reauthorizing Title 31 in June 2026 to keep State Street car free on 7 blocks. State Street is pedestrian and bike friendly with outdoor dining at cafés and restaurants. With our beautiful Mediterranean climate, it's alive. Chase and the Hoffmans would be proud of your initiative and stewardship of State Street and Santa Barbara. I urge civic leaders to continue to put people first, not cars.

Marty Conoley, Santa Barbara resident since 1978

From: [Barbara Hernandez](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 3:29:40 PM

[Some people who received this message don't often get email from savona1944@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello!

Here's an easy solution for once and for all: just open State Street until you decide what's best for us AND the tourists?!?

It won't mean that you've failed making the decision to close the street, if that's what you're worried about ...it WILL mean that you're going to try something new because having it closed obviously did not work!

Barbara Hernandez
La Arcada Courtyard
Sent from my iPhone

From: [Peggie Reichard](#)
To: [Santa Barbara City Council](#)
Subject: Open State Street
Date: Monday, August 31, 2026 2:48:28 PM

[Some people who received this message don't often get email from pkreichard@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Mayor & City Council:

I am writing to you to reopen State Street. Obviously, you know our city has gone to shi**. There is no beautiful downtown or any part of downtown that is nice to visit, and no place to shop. Back in the day, downtown Santa Barbara used to be the crown jewel of Santa Barbara; now it is full of homelessness, graffiti, drug trafficking, crap all over the sidewalks, and it's just disgusting! When we have visitors come to Santa Barbara, we take them to Goleta, to the Camino Marketplace and Goleta Beach. There is nothing nice about downtown Santa Barbara. There is no shopping, no parking, no good restaurants, nothing.

Too bad you couldn't get Rick Caruso in there to turn the failing Paseo Nuevo Mall into an Americana or The Grove like his malls in Los Angeles. It used to be so fun to go downtown to shop; now we have to go to Topanga Mall or Century City Mall. Maybe the rents are too high here, and no one wants to open a business here?

It used to be so easy to drive down State Street and park on any side street or in the parking structures right off State Street; now you have to plan which store you're going to visit, park as close as you can, and hope you picked the right side street.

If you want to keep State Street closed, then make it inviting and beautiful, not a street that is just closed. Get some good chain stores or restaurants down there!

Peggie Reichard
pkreichard@gmail.com

From: [Terry Randall](#)
To: [Santa Barbara City Council](#)
Subject: Master Plan
Date: Monday, August 31, 2026 2:48:50 PM

Some people who received this message don't often get email from terryrandall42@gmail.com. [Learn why this is important](#)

Why are you destroying the integrity of my city?

Why can't we put things back the way they were? Covid is over and State Street should go back to being State Street!!!

People don't even shop on State anymore.

All the better shops have left and the visitors stay in the funk zone!

Do all citizens a favor and stop throwing good money after bad!!

Return State Street

Terry Randall

From: [Blair Edwards](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 2:49:39 PM

Some people who received this message don't often get email from blairedwards@me.com. [Learn why this is important](#)

Please just turn State Street into a moat...and be done with it.

Blair Edwards

From: [Anne West](#)
To: [Santa Barbara City Council](#)
Subject: State Street Master Plan
Date: Monday, August 31, 2026 2:49:56 PM

Some people who received this message don't often get email from anne@sbdreamin.com. [Learn why this is important](#)

The master plan sounds like it might have some value, however, keeping our main street closed for 6 years does not. Just reopen the street, THEN block by block, work through this master plan, if the money really is there (which I highly doubt). We DO want the street open to traffic and the trolley (that was always packed.) Sorry I can't be at the meeting tomorrow.

Thanks!
Anne West
Sales Manager
[Linda West Cellos](#)

[REDACTED]
Goleta, CA 93117
anne@lindawest.com
[REDACTED]

From: surfgirlnancy@icloud.com
To: [Santa Barbara City Council](#)
Subject: OPEN State Street
Date: Monday, August 31, 2026 2:51:48 PM

Some people who received this message don't often get email from surfgirlnancy@icloud.com. [Learn why this is important](#)

I'm unable to attend the meeting on Tuesday, but want to have my voice heard!

Please restore State Street to what it actually is designed to be....a street.

There is actually no reason whatsoever to keep it closed off.

I am so tired of dodging bikes, pedestrians, and cars, none of whom can figure out the traffic flow patterns and right of ways at intersections. Every time I'm near or on State Street, I see near misses of all sorts.

Surely by now, you all must realize that bikes and pedestrians never mix. There are zero successful pedestrian promenades that allow bikes of any kind. It is irrelevant as to how many bike rules signs you erect and how many times you paint new bike lanes in the road....it is a plan for failure.

If anything, this should be put to a vote of the entire voting population of this town. This should never have gone this far, based only on the opinions of five city council members, and only around 1000 people (per the master plan info) who voiced their opinions.

You are in service of the people of Santa Barbara. All of the people. Please stop making decisions based on what a small vocal number wants.

I live right downtown, and I have yet to meet any of my neighbors who are in favor of this master plan. All of the neighbors I talk to, want the street opened back up and cleaned up. None of these neighbors have been to a city council meeting, as I have. None of them have written emails, as I have. Life gets in the way. But, I assure you, if this was put on the voting ballot, they would all vote to open the street back up.

Nancy Cohen

From: [J.M. Livingston](#)
To: [Santa Barbara City Council](#)
Subject: Keep State Street Open - the plan is doomed before you spend another tax dollar on it. Two reasons why:
vagrants and gang turf wars
Date: Monday, August 31, 2026 3:00:48 PM

The current plan will not work. Number one: there is no money to carry it out. Stop dreaming pipe dreams. There is NO money to carry any of this out. Period.

Additionally, there is no guarantee it will not continue to be a very expensive dead zone in short order, just like every other city who tried this. Already reports of vagrants loitering and panhandling again. Equally never discussed: what changes will prevent State Street from becoming the local gang turf war dividing line again where downtown shoppers and business got caught up in this gang turf war cross fires.

I don't recall any committee mentioning either, issue let alone how to mitigate the known prior negative impacts of both. These two very real issues never showed up the gauzy drawings for this "new" State Street. These two issues long unspoken issues had negative impacts on the prior economic health of State Street. This is not speculation. These are local, well-documented historic matters that no one addressed specifically. Let's talk about both, before making this ill-advised final decision.

What will keep this new State Street from getting overrun with unpermitted food carts and sidewalk sales, like is happening right now in Los Angeles? You are trying to create a hybrid - a downtown commercial core for local business and retail sales income, and a mish-mash for tourists- one or the other. It cannot be both.

J. Livingston

From: [Paul Didier](#)
To: [Santa Barbara City Council](#)
Subject: State street plan
Date: Monday, August 31, 2026 3:03:22 PM

[Some people who received this message don't often get email from pauldidier44@outlook.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please vote to reopen State Street and continue the process of developing a strategic plan for the street.

Thank you,

Paul Didier

P.S. After playing roles in several major community disasters, please fully fund all contingency and disaster funds asap.

Sent from my iPhone

From: [Mary Rose Bryson](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 3:04:34 PM

Some people who received this message don't often get email from maryrosebryson@gmail.com. [Learn why this is important](#)

Please do not vote to allocate millions of dollars to remake State Street.

You closed State Street because of Covid. We know now that closing it did absolutely nothing to stop the spread of Covid. No one blames you for following what you were told to do by the federal government. Now that you know they were wrong, please don't compound this misunderstanding with closing State Street.

I am actively opposing any Councilmember who votes for this and will be voting for candidates who will not close and remake State Street.

Thank you.
Mary Rose Bryson

From: [Janet Gordon](#)
To: [Santa Barbara City Council](#)
Subject: State Street Master Plan
Date: Monday, August 31, 2026 3:04:58 PM

Council members:

My husband and I are life long SB citizens. We do not want you committing us, as tax payers, and our city to a plan for what was once our beautiful downtown. It is costly and permanent and beyond what we need especially as we have tried nothing else except the full closure of State Street. We are in favor of trying something like Cass Enberg's design, more simple and beautiful as well as cost effective.

We are very concerned that the State Street businesses have been ignored in their plea for opening up the street. No one on the Council is a business owner, so how can you possibly know what they are going through or asking for?

Do not make this huge decision without consulting the voting citizens. Either put it to a public vote or ask the voting citizens for their input. You are making a decision that so many of us do not want.

Janet Gordon

Sent from my iPhone

From: [Melinda Miller](#)
To: [Santa Barbara City Council](#)
Subject: Regarding the closure of State Street.
Date: Monday, August 31, 2026 3:05:47 PM

Some people who received this message don't often get email from melindamillerkmj@gmail.com. [Learn why this is important](#)

Dear city Council and city administrators,

I am writing in support of opening up State Street so that all businesses are given every opportunity to succeed. The cost of the closure is just too astronomical, considering the cities current budget situation. State Street needs to be opened, cleaned and visible for all so that the street, as an economic thoroughfare has the best opportunity for success. Santa Barbara needs this.

Thank you so much for your consideration.

Regards,

Melinda Miller



Santa Barbara, CA 93109

From: [MARSHALL ROSE](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 3:07:28 PM

Please reopen State Street while the related studies are being completed.

Thank you,
Marshall Rose

Sent from my iPhone

From: kbalmy@yahoo.com
To: [Santa Barbara City Council](#)
Subject: State Street Master Plan
Date: Monday, August 31, 2026 2:32:04 PM

Some people who received this message don't often get email from kbalmy@yahoo.com. [Learn why this is important](#)

Hello,

I'm writing to share a perspective on the state of State Street and downtown Santa Barbara. I recently had occasion to spend a few days up north in the small city of Livermore. It is similar in population and area to Santa Barbara. It was noteworthy to me to see their main downtown thoroughfare, First Street, teeming with pedestrian traffic - people walking, shopping, dining and simply enjoying a pleasant area for people of all ages to spend their time. And all this along a modest avenue comparable in size to State Street, but which was not only entirely open to automobile traffic, but even featured on-street parking. Shades of Santa Barbara past.

The businesses along First Street were thriving. I never thought I'd be saying this but Santa Barbara's downtown can't hold a candle to Livermore's. Please reopen State Street.

Thank you,
Ken Balmy

From: [Kelly van winden](#)
To: [Santa Barbara City Council](#)
Subject: To be heard and not dismissed
Date: Monday, August 31, 2026 2:34:23 PM

Some people who received this message don't often get email from kellyvanwinden@gmail.com. [Learn why this is important](#)

Dear Members of the City Council,

Residents, property owners, and local business owners deserve to have their concerns about State Street genuinely heard and addressed—not dismissed simply because they differ from the direction the City has chosen.

Santa Barbara's character was built through thoughtful planning, responsible governance, and careful attention to safety and aesthetics. State Street has now changed substantially, and many community members do not believe those changes have improved the downtown experience.

From the Granada Building, I regularly observe very few pedestrians or shoppers on this block. At the same time, electric bicycles and skateboards frequently travel through the area at unsafe speeds, while loitering and disruptive late-night behavior have become increasingly common near the Museum of Art and in the middle of State Street.

This is not merely a difference of opinion about appearance. It is a public-safety issue. My daughter was recently crossing State Street with her seven-month-old child in a stroller when an electric-bike rider nearly struck them and then verbally harassed her. Pedestrians should not have to compete with fast-moving electric bicycles in a space presented as a pedestrian-oriented promenade. The City must establish and enforce clear right-of-way rules.

I also find it ironic that so many young families are investing in Santa Barbara because they value its character, quality of life, and established downtown, while the City is considering spending millions of dollars to redesign State Street without first demonstrating that the proposed changes will solve its current problems.

When I was growing up in Santa Barbara, the State Street sidewalks were widened to create more room for pedestrians, improve the shopping experience, and strengthen the street's aesthetic appeal. That planning helped create the State Street people remember and valued. Before spending millions more, the City should explain why the existing pedestrian space is considered inadequate and provide evidence that another major redesign will restore shoppers, businesses, and activity downtown.

There also appears to be an inconsistent application of the City's safety concerns. Portions of the Funk Zone have limited or nonexistent sidewalks, yet that area is not routinely characterized as unsafe or in need of a multimillion-dollar redesign. If pedestrian safety is the basis for remaking State Street, the City should explain why similar standards are not being applied elsewhere.

I am asking the Council to address the following directly:

- How pedestrians are being protected from electric bicycles and other fast-moving devices;

- What rules govern right of way on the closed portion of State Street;
- How those rules are being communicated and enforced;
- Whether the closure is actually increasing pedestrian activity and supporting downtown businesses;
- What evidence justifies spending millions of dollars on another redesign;
- Why safety standards appear to be applied differently to State Street and the Funk Zone; and
- How disruptive and unsafe nighttime conduct is being addressed.

Public engagement cannot mean merely allowing residents to speak while decisions remain unaffected. These concerns deserve substantive answers, transparent evidence, and visible action. I expect this letter to be included in the public record and meaningfully considered as part of the Council's continuing evaluation of State Street.

Sincerely,

Kelly Van Winden

--

From: [George Harley](#)
To: [Santa Barbara City Council](#)
Subject: State street open
Date: Monday, August 31, 2026 2:34:56 PM

[Some people who received this message don't often get email from george@gbwallc.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Honorable Mayor and city council;

Please please open State street to cars. This can and should be a WIN-WIN for citizens of Santa Barbara.

The only thing excluded from State street is cars. We can have dinning, pedestrians, bikes, like now, AND cars. Let restaurants have one table depth outside, beautiful red brick sidewalks for pedestrians, bike lane and car lane in each direction. WIN-WIN.

Why exclude one stakeholder/tax paying participant?

Perhaps the biggest benefit will be the INCREASE in traffic flow. The emergency Covid closure has caused traffic problems that no one can deny all while causing more pollution and time in the car.

EVERYBODY will benefit from this solution-retailers, cars, bikes(which will naturally have to slow down in a bike lane next to cars), restaurants and pedestrians.

Thank you for your consideration.

George Harley
Sent from my iPhone

From: [Donna Gallant](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 2:36:28 PM

Some people who received this message don't often get email from donnalgallant@gmail.com. [Learn why this is important](#)

Hello --

I think that your idea of keeping State Street closed is simply to save face from your very bad decision. And the only way you can find your way out of the very bad decision is to perpetuate the idea that State Street should remain closed.

I don't know how many of you own and operate businesses, but my guess is none of you. I base my comment on your gross fiscal irresponsibility. Or your wildly inflated egos. Do you really think that residents of the city in the next decade or so will think "ow, wow -- the city council in 2026 made this great decision to spend millions of dollars that the city didn't have to keep State Street closed, which is now a ghost town?"

Open State Street. Get rid of the disgusting K Rails, the hideous planters, the parklets, and the overpriced pretend sidewalk.

Respectfully,

Donna L. Gallant
Gallant + Gallant, Inc.



From: [Michael Colon](#)
To: [Santa Barbara City Council](#)
Subject: Lack of eyeballs!
Date: Monday, August 31, 2026 2:36:51 PM

Some people who received this message don't often get email from michaelcolonsb@gmail.com. [Learn why this is important](#)

Hello

I have lived in Santa Barbara for almost all of my 57 years and I feel that one of the best parts about it was driving State Street. The loss is tangible to anyone who grew up here. State Street wasn't broken before and the "crisis" that led to higher vacancy rates has, in my opinion, been worsened by a lack of eyeballs from car windows looking for places to explore. I live downtown and often walk to restaurants and the Farmers markets. What I often see are people in cars looking up and down State Street as they cross (more slowly to look) on cross streets to see what is there.

While a "promenade" area may be a viable solution for a few of the blocks, the majority have not benefitted from this lack of visibility for potential places to spend their money.

I understand why the closure occurred, but the reasons and their benefits are long gone. Please reopen State Street until a more complete solution has been created that is good for all (or most) not just a few.

Thank you for your time and concern
Michael Colon

From: [Gavin McDonald](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Please approve the Master Plan and permanently ban cars from State Street
Date: Monday, August 31, 2026 2:38:03 PM

Some people who received this message don't often get email from gmcdonald@bren.ucsb.edu. [Learn why this is important](#)

Hi there,

I've been a resident of downtown Santa Barbara for 15 years now. I went to UCSB, now work at UCSB, and live downtown and am an active member of the community. I go to farmers market, shop and eat downtown, and my child goes to daycare here. To get around town, I walk or ride my bicycle, which is by far the best way to get around town. I leave my car at home as much as possible.

The closure of State Street to cars during the pandemic was the single best thing that has happened to downtown since I've lived here. I cannot imagine us going back to allowing cars on State Street, even if only for a few hours a day.

I implore you to please consider permanently keeping cars off state street as much as possible. And that means approving the Master Plan. It's good for local business, it's good for our health and happiness and safety, and it is better for our community!

Thank you so much.

Sincerely,
Gavin McDonald

--

Gavin McDonald
Senior Project Scientist
[Environmental Markets Lab \(emLab\)](#)
University of California, Santa Barbara
[Google Scholar](#)

From: [Doug Prentice](#)
To: [Santa Barbara City Council](#)
Subject: Return State Street
Date: Monday, August 31, 2026 2:39:53 PM

[Some people who received this message don't often get email from coprentice@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear City Council. Please allow cars back on State Street. Help our downtown community of businesses, merchants and restaurants thrive. Thank you, Cathy Prentice
Sent from my iPhone

From: mbandrade@gmail.com
To: [Santa Barbara City Council](#)
Subject: Reopen State Street While Long-Term Planning Continues
Date: Monday, August 31, 2026 2:40:47 PM

Some people who received this message don't often get email from mbandrade@gmail.com. [Learn why this is important](#)

Dear Mayor and Members of the Santa Barbara City Council,

I am writing to respectfully urge you not to extend the current vehicle restrictions on State Street through the proposed Title 31 amendment. I support thoughtful long-term planning for the future of downtown, but I believe the City should reopen State Street to vehicles while the State Street Master Plan is developed, funded, designed, and implemented.

Santa Barbara needs a practical solution now—not an open-ended continuation of a temporary closure while a complex, multi-year plan remains uncertain. The Master Plan may ultimately provide a clear and durable vision for State Street, but it will still require substantial additional design, engineering, public engagement, funding identification, and construction. Those steps will take time, and the City should avoid treating the present temporary configuration as a permanent substitute for a fully planned and financed outcome.

Reopening State Street would restore accessibility and convenience for residents, visitors, employees, seniors, people with mobility limitations, customers, deliveries, and businesses that depend on a functional downtown transportation network. State Street has historically served as Santa Barbara's central commercial corridor. Its success depends not only on public space and outdoor dining, but also on making it easy for people to reach stores, restaurants, services, and cultural destinations.

The current closure has also created uncertainty for businesses and property owners at a time when downtown is already facing serious challenges. Vacancies, changing consumer habits, operating costs, and competition from other commercial areas require the City to prioritize access, economic vitality, and a welcoming experience for everyone—not only those who are able and willing to navigate a closed street on foot, bicycle, or by alternative transportation.

I am also concerned about the City committing additional public resources to a planning process while facing major budget pressures and depleted reserves. As noted in recent discussions, more than \$92,000 in additional consultant spending has been approved

for the Master Plan. Before extending the existing restrictions, the Council should provide a transparent accounting of the total expected planning, design, construction, maintenance, enforcement, and operational costs associated with the proposed long-term changes.

A reasonable compromise is available:

- Reopen State Street to vehicles now, with appropriate safety measures and traffic-calming improvements.
- Continue the State Street Master Plan process with meaningful public input.
- Develop a realistic funding, implementation, and maintenance plan before making permanent physical changes.
- Evaluate specific blocks or limited pilot projects on their demonstrated benefits, costs, accessibility, traffic impacts, and business outcomes.

This approach would preserve the City's ability to plan for a better future without continuing an indefinite closure that has real consequences for downtown access and commerce.

Please vote against the amendment that would continue the current vehicle restrictions, and direct staff to reopen State Street while the City completes a fiscally responsible, community-supported long-term plan.

Thank you for your service to Santa Barbara and for considering the concerns of residents, businesses, workers, and visitors who want a vibrant, accessible, and economically healthy downtown.

Sincerely,
Michael Andrade

From: [Jill L](#)
To: [Santa Barbara City Council](#)
Subject: Reopen State Street
Date: Monday, August 31, 2026 2:42:39 PM

Some people who received this message don't often get email from jillmarylevy@gmail.com. [Learn why this is important](#)

Please reopen State Street so it can be enjoyed again by all residents and visitors, before more businesses are forced to leave. The current plan is not working.

From: [Lauren Kaapcke](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Master Plan
Date: Monday, August 31, 2026 2:45:59 PM

Some people who received this message don't often get email from lkaapcke@googlemail.com. [Learn why this is important](#)

Dear SB City Council,

Please approve the Master Plan and continue to design State Street around PEOPLE (walking, biking, skating, scooting, etc.) and keep it closed to private vehicles. State Street is so much more enjoyable and safe without cars, it would be a shame to return it to allowing private cars.

Thank you for your consideration,

Lauren

--

Lauren Kaapcke
lkaapcke@gmail.com
 | [LinkedIn](#)

From: [Ray Freeman](#)
To: [Santa Barbara City Council](#)
Subject: PLEASE Reopen State Street!
Date: Monday, August 31, 2026 2:46:11 PM

[Some people who received this message don't often get email from ray@freemaninc.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

From: [Adelaide Dahl](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: in favor of a car free state street
Date: Monday, August 31, 2026 2:46:26 PM

Some people who received this message don't often get email from adelaidedahl@ucsb.edu. [Learn why this is important](#)

Hi City Council,

I am reaching out as a member of the downtown SB community, a student, a cyclist and avid walker/runner, and host to friends and family who I manage to convince to visit me across the country in Santa Barbara. Having our main artery of downtown be free of cars has been a highlight of living in the downtown area. I go out of my way to walk state street, frequently wandering into shops and supporting local businesses.

Every time friends or family visit me in Santa Barbara they remark at how lovely it is to access so many places on foot without concern of car collisions or traffic. It makes them want to come back. Without housing in the core of downtown, there may be a perception of low foot traffic to this key area, but in reality, this infrastructure for pedestrians allows us to stand out as a city dedicated to personal safety, and the experience of the people walking around downtown - whether they do it every day like myself, or are just visiting.

Please keep state street car free!

Best,
Adelaide

--

Adelaide Dahl

PhD student | Ecology, Evolution and Marine Biology
University of California, Santa Barbara
[Young Lab](#) | [Website](#)

From: [Curt](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Downtown Business Owner in Support of Master Plan
Date: Monday, August 31, 2026 2:11:06 PM

Some people who received this message don't often get email from curtis594@gmail.com. [Learn why this is important](#)

Dear Mayor and City Councilmembers,

I strongly support the State Street Master Plan and the vision of keeping State Street focused on people rather than private automobiles. State Street has the potential to become the heart of Santa Barbara's downtown—a beautiful, vibrant place where people can walk, gather, dine, shop, and enjoy everything our city has to offer.

Please approve the Master Plan, make it clear that private automobiles should not be allowed on State Street, and continue moving forward with a people-first vision for downtown Santa Barbara.

Thank you for your leadership and for investing in the future of our downtown. I'm a business owner in the Balboa Building.

Best Regards,
Curt
Business Owner



From: [rbalmy](#)
To: [Santa Barbara City Council](#)
Subject: Reopen State Street
Date: Monday, August 31, 2026 2:12:46 PM

Some people who received this message don't often get email from rbalmy@gmail.com. [Learn why this is important](#)

Dear City Council Members,

I am writing to request that you please reopen State street while the city continues to work on the long term plan.

Kind Regards
Rose Balmy

From: [Virginia Gonzalez](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 2:14:41 PM

Some people who received this message don't often get email from msviriniagonzalez@yahoo.com. [Learn why this is important](#)

Please Open State Street
Hurts the Buisness
Too far to walk to get to the Buisness
Pandemic is over

[Sent from Yahoo Mail for iPhone](#)

From: [Sophie Bartley](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Item 9 public comment
Date: Monday, August 31, 2026 2:15:22 PM

Some people who received this message don't often get email from sophieabartley@gmail.com. [Learn why this is important](#)

I'm writing to urge the council to approve the Master Plan and to please keep State Street car-free! I am grateful to see the effort that has gone into creating the Master Plan, and I'm pleased that the community's voice has been heard. I'm excited for a future where State Street is a true community gathering place, where people connect and enjoy our beautiful town together.

Thank you,
Sophie Bartley
Project Manager, LegacyWorks Group

From: [Patty Petersen](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 2:19:28 PM

Some people who received this message don't often get email from pattypetersen15@gmail.com. [Learn why this is important](#)

OPEN STATE STREET!!

From: [Shelley Waklee](#)
To: [Santa Barbara City Council](#)
Subject: State street
Date: Monday, August 31, 2026 2:20:13 PM

[Some people who received this message don't often get email from swaklee@me.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please open State Street to two way traffic as it was before to accommodate residents and business' access! It's imperative to the community.

Shelley Waklee
35 year Santa Barbara resident and homeowner

Sent from my iPhone

From: [Colleen Smith](#)
To: [Santa Barbara City Council](#)
Subject: Reopen State St.
Date: Monday, August 31, 2026 2:23:09 PM

[Some people who received this message don't often get email from balihi050@aol.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please Reopen State St. to automobiles while the City continues working on the long term plan.
Thank you!
Colleen Smtih

From: [Richard Kandler](#)
To: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 2:24:00 PM

Some people who received this message don't often get email from rjkandler@gmail.com. [Learn why this is important](#)

Please put it back to where it was before you showed up.
It was fun and a success.
Stop wasting money.

From: [Scott Smigel](#)
To: [Santa Barbara City Council](#)
Subject: Open State Street
Date: Monday, August 31, 2026 2:25:37 PM

Some people who received this message don't often get email from scottsmigel@gmail.com. [Learn why this is important](#)

PLEASE allow State Street to return to an open street with vehicle traffic as it was. Then, we can all look at how things develop for the street, its tenants, the visitors, etc. in a post covid environment.

[Scott Smigel](#)
Arcana Corporation
Lansco Properties, Inc.
P.O. Box 4400
Santa Barbara, CA 93140
t 805 886 5212
f 805 882 1304
e scottsmigel@gmail.com

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From: [susan johnson](#)
To: [Santa Barbara City Council](#)
Subject: Open State Street
Date: Monday, August 31, 2026 2:25:51 PM

Some people who received this message don't often get email from susanclearyjohnson@yahoo.com. [Learn why this is important](#)

WE CANNOT AFFORD THIS!

This is an unsuccessful plan in most every city that has tried it. We don't have the money to afford this, and State Street was vibrant and successful before the closing.

Open it again and don't waste money we don't have!

Susan

Susan Cleary Johnson
Santa Barbara, CA



From: [Dennis Thompson](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Master Plan
Date: Monday, August 31, 2026 2:27:22 PM

Mayor and Council Members-

I participated in the State Street Design Charette, followed the recent discussions about State Street, and I have experienced the street many times over the past 50 years and especially the last 5 years.

I believe the Master Plan as it is now presented is an excellent framework for moving forward, and I encourage you to adopt it.

Sincerely,

Dennis Thompson, FAIA, LEED AP
2005 El Camino de la Luz
Santa Barbara, CA 93109
www.dthompsonarch.com

Office Phone: 805-679-5030

From: [Desmond Ho](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Keep State Street Car Free
Date: Monday, August 31, 2026 2:29:46 PM

Some people who received this message don't often get email from ho.desmond2@gmail.com. [Learn why this is important](#)

Hello City Council,

My name is Desmond Ho and I am a downtown Santa Barbara resident for more than ten years. Throughout my time living here, I visited State Street downtown businesses once a week at most prior to COVID when vehicles being prevalent on the street. I prefer to bike places and once State Street was closed due to COVID, I frequent State Street and patroned it's restaurants and businesses at least 3-4 times a week.

I feel extremely safe riding down State Street, going to the Tuesday and Saturday farmer's market, and taking my family down the street via bike. Please keep the street car free. We have Anacapa and Chapala to move vehicles along.

Thank you,

Desmond Ho

From: [C A Parsons](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Please keep state street car free
Date: Monday, August 31, 2026 1:00:49 PM

[Some people who received this message don't often get email from c.aguirrekolb@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I only go downtown because there are no cars. I would stop going if it opened back up to cars.

Tourists also like the promenade.
Sent from my iPhone

From: [Rachel Hatcher](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Master Plan
Date: Monday, August 31, 2026 1:03:54 PM

[Some people who received this message don't often get email from rhatcher@westmont.edu. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

I am a 93101 resident of downtown Santa Barbara, just a block way from State Street, and I am urging you to approve a State Street Master Plan that keeps State Street car free. I joined the BCycle program because State is wonderful to bike down without cars. But I was devastated to learn that Satellite, the wine bar and restaurant, is leaving State Street, largely because it is a place that is too pricy for a local business to operate. We need a State Street that is hospitable to local businesses: locals living, walking, and biking to their neighborhood spots.

Best,
Rachel Hatcher Day

From: [Maria Napoli](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: final State Street master plan
Date: Monday, August 31, 2026 1:06:09 PM

Some people who received this message don't often get email from maria.napoli@gmail.com. [Learn why this is important](#)

Dear Santa Barbara Council and Staff,

I am writing in support of leaving State Street permanently closed to car traffic, and keeping it a pedestrian zone. I have lived in Santa Barbara for over 20 years and for a long time wondered why, in such a wonderful climate, one could not eat outdoors. The current arrangement makes for a charming stroll, especially in the evening when the lights are on.

There are plenty of parking structures in such close proximity that it makes no sense to allow for cars to drive down State Street: those who want to visit the shops or the restaurants have to park somewhere else anyways, while all those walking would have to inhale exhaust from these passing cars.

Please leave State Street pedestrian. If anything, it needs more greenery!

Thank you
Best,

Maria Napoli

From: [Lily Heidger](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Vote YES on the SS Master Plan!
Date: Monday, August 31, 2026 1:40:29 PM

Some people who received this message don't often get email from lilyheidger@gmail.com. [Learn why this is important](#)

Dear Mayor and City Council,

It's clear at every one of these meetings about State Street that a large majority of Santa Barbara residents want to keep State Street car-free and are supportive of the new master plan. Each time, the emails to the city council, as well as public comments, end up being about 75-80% in favor of keeping the street car-free. **Please vote with a majority of your constituents to approve the master plan and keep private vehicles off the street.**

Thank you,
Lily Heidger
District 6 Constituent

From: [Julia K](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Item 9- state street master plan
Date: Monday, August 31, 2026 1:45:05 PM

Some people who received this message don't often get email from julia.kuhlman1294@gmail.com. [Learn why this is important](#)

Third spaces make thriving communities, and keeping state street car free will create a Colorado's of third space potential. In addition to health and safety aspects, a car free state street means [good for local businesses](#)

-Julia, Goleta resident for 4 years + Santa Barbara resident for 4 years

From: [Gabriel De Roche](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Public comment supporting the state street master plan
Date: Monday, August 31, 2026 1:50:16 PM

Some people who received this message don't often get email from gderoche@ucsb.edu. [Learn why this is important](#)

Hello,

I am a resident of Santa Barbara, and a frequent customer of downtown businesses, as well as someone who appreciates the dramatic improvements to State Street that have been the result of the closure of the street to cars. I have watched with pride as visitors to our city have posted on social media about the pleasant experience of being in our downtown, and how it is the envy of other cities because of the pedestrianization of State Street. I urge the city council to vote in favor of the master plan. The intersections as designed are truly outstanding and world-class. I also urge Council to ensure that State Street remains car-free on a permanent basis on that portion of State Street. Allowing cars to come back would damage our public space and harm the livability of our city. This election year, your constituents are counting on you to preserve this lovely public space that continues to make our city such a great place to live and spend time. Please vote in favor!

Many thanks,
Gabriel De Roche

--

Gabriel De Roche
2035 Initiative, UC Santa Barbara
gderoche@ucsb.edu


From: [Cora Snyder](#)
To: [Kristen Sneddon](#); [Santa Barbara City Council](#); [City Clerk](#); [State Street Master Plan](#)
Subject: Please Vote to Approve the State Street Master Plan
Date: Monday, August 31, 2026 1:52:13 PM

Some people who received this message don't often get email from cora.snyder.22@gmail.com. [Learn why this is important](#)

Dear Mayor Rowse and City Council Members,

Thank you for your continued leadership on behalf of Santa Barbara. I'm writing to ask you to vote to **approve** the State Street Master Plan at tomorrow's City Council meeting.

This plan lays the foundation for the future of our downtown as our community's "living room." The proposed intersection redesigns are beautiful and will dramatically improve safety for everyone. I encourage City Council to keep State Street prioritized for pedestrians and bicycles, closed to cars for its entire length. To complement this, I also ask that the Council fully fund the downtown/ waterfront shuttle, which provides an equitable way for those less able to walk to access State Street, the waterfront, and the Funk Zone.

Thank you again for your service and for considering this vision for our downtown.

Best,
Cora

--

Cora Snyder

Senior Program Manager, Pacific Institute
Water Policy Lecturer, UCSB
Phone: [REDACTED]
Email: cora.snyder.22@gmail.com

From: [Garrett Craig](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Support for Item 9, Final State Street Master Plan
Date: Monday, August 31, 2026 1:52:46 PM

Some people who received this message don't often get email from garrettgcraig@gmail.com. [Learn why this is important](#)

Dear Mayor, Councilmembers, and City Clerk,

I write in strong support of Item 9, the Final State Street Master Plan, and specifically in support of keeping State Street closed to cars for the full length of the promenade.

Six years of evidence is enough. Before 2020, downtown was losing retail and gaining vacancies. Since the closure, commercial vacancy along the corridor has fallen, business owners have reported higher revenue, and the street has become the most used public space in the city. Families, teenagers, workers on a break, tourists, people who cannot afford a night out but can afford a walk. All of them use it. The plan's redesigned intersections extend that safety benefit to the people most likely to be killed or maimed by a driver.

The opposition has never produced comparable evidence. What it offers is inconvenience dressed up as principle. A short walk from a parking structure becomes an access crisis. A changed driving route becomes the death of downtown. Underneath the arguments sits a simple preference, which is that the center of the city should be arranged for the convenience of people wealthy enough to drive everywhere and to treat two blocks on foot as an imposition. That preference has already shaped this town for decades, and Santa Barbara has the housing costs, the traffic deaths, and the hollowed-out civic life to show for it.

Genuine access concerns deserve a genuine answer, and the plan has one. Fully fund the downtown and waterfront shuttle. People with mobility limitations should be able to reach every block of State Street, the waterfront, and the Funk Zone without a private car. That is a real solution, unlike reopening the street, which would restore driving convenience for a few and take the promenade from everyone else.

Please approve the Final Master Plan and keep State Street car free.

Sincerely,

Garrett Craig

 Goleta, CA 93117

From: [Eleanor Thomas](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Keep State street car free
Date: Monday, August 31, 2026 1:58:37 PM

Some people who received this message don't often get email from emthomas@ucsb.edu. [Learn why this is important](#)

Hi,

State street promenade is a glimpse of what we love about visiting European cities. The pedestrian friendly access to restaurants, shops, and bars gives the street a communal, vibrant feel and also is what locals and tourists love about downtown. Literally makes zero sense to open it up to cars, would 1000 percent kill the vibe. However, I do think there should be speed limits for e-bikes!

Best,
Eleanor Thomas, SB resident

From: laurajanewilson@gmail.com
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Keep cars off State!
Date: Monday, August 31, 2026 2:03:13 PM

I spent the summer in the UK...so many pedestrian shopping/eating/dancing districts!!

SB had a wonderful pedestrian flow in the past when El Paseo was a shopping district...and, of course, La Arcada Court offers that same predestination shopping experience.

If a few more pedestrian walkways could be provided from the fabulous parking lots on Anapamu and Chapala, I think shoppers would be more likely (and able) to access State Street shopping!!

The increase in residents downtown is going to be a game changer and I the city needs to remain flexible as it changes and develops.

I have one very fun suggestion: BRING BACK THE CHRISTMAS TREES ON STATE STREET!! The reason they were removed was because drivers kept running into them! No cars/drivers—WE CAN HAVE OUR TREES BACK!!! Yes, they can be artificial and easily stored from year to year.

Laura Wilson



Yes, I live downtown and we walk everywhere—to Ralph's, etc.
Sent from my iPhone

From: [Natalie Colich](#)
To: [Santa Barbara City Council](#)
Subject: Open State Street
Date: Monday, August 31, 2026 2:08:58 PM

Some people who received this message don't often get email from nataliecolich@gmail.com. [Learn why this is important](#)

Hi,

We are a resident of Santa Barbara urging City Council to open up State Street to cars. As a parent to 3 small children, I would never allow my children to walk up and down State St as it is, they will be run over by an E-Bike in seemingly "pedestrian safe" walkways. It is a disaster. Today I even placed an online Vuori order rather than try to deal with downtown as is. Please bring it back to its former splendor, starting with automobile access that will increase visibility and bring back tenants to downtown.

Natalie Colich

From: [Kathy Hickey](#)
To: [Santa Barbara City Council](#)
Subject: Please open state street to vehicles
Date: Monday, August 31, 2026 2:10:57 PM

Some people who received this message don't often get email from hickey.kathy@gmail.com. [Learn why this is important](#)

Please open up state street to vehicles. Right now, it is just ebikes which are dangerous. I am afraid to walk in the street now for fear I will get hit by an ebike! I think businesses would improve with the street open for vehicles. Covid is over. Let's go back to the way we were.

From: [Ashley McKoane](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: In Support of State Street Master Plan
Date: Monday, August 31, 2026 11:47:38 AM

[Some people who received this message don't often get email from ashmck217@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hi!

Sending a quick email in support of the State Street Master Plan. Closing State Street to cars has had one of the most positive impacts to the community in the 10 years I've lived in Santa Barbara. Keeping State Street closed to cars prioritizes the safety of foot and bicycle traffic, bringing more business to our local storefronts.

Thank you for your time and all that you do in support of our home!

Sincerely,
Ashley McKoane

From: [Zachary Elgart](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Keep State Street person-first
Date: Monday, August 31, 2026 11:48:53 AM

Some people who received this message don't often get email from zachary.elgart@gmail.com. [Learn why this is important](#)

At tomorrow's city council meeting, please approve the State Street Master Plan **BUT** do so in a way that ensure private automobiles are ***not allowed***, and keep moving the people-first vision forward. I frequently use State Street as a safe way to get through downtown on my bike while I go from the westside to the eastside and it give me a nice break from the risk that is riding with traffic. But, it also lets me see the city and it's people and engage with our paradise at a human pace. It is also a place that has become a favorite destination when I am caring for my nieces as they can explore and lead the adventure with much lower risk. Since State Street has been close to cars I have easily spent, without exaggerating, 300% more time and money downtown than prior - this is all due to the changed environment that came out of closing the street to motor vehicles. A return to the "before times" will greatly increase the risk to my family's safety and to the city's budget.

From: [Ginger Markovitz](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Please keep State Street open to traffic
Date: Monday, August 31, 2026 11:58:26 AM

[Some people who received this message don't often get email from gingermarkovitz@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

State Street is perfect as a pedestrian walkway. If you have to reduce the size, I get it, but don't eliminate it altogether.

Ginger Markovitz
Sent from my iphone

From: [Lang Sligh](#)
To: [Santa Barbara City Council](#)
Subject: item 9 / council meeting on Sept 1
Date: Monday, August 31, 2026 12:14:50 PM

Some people who received this message don't often get email from lsligh@yahoo.com. [Learn why this is important](#)

Closing a principal street to car traffic has worked all over the world. It is working here.
Driving on State Street, with no parking and no stopping, is pointless. Let's continue to limit it to pedestrians and bikes.

Lang Sligh
lsligh@yahoo.com
[REDACTED] cell

From: [Erin Duffy](#)
To: [Santa Barbara City Council](#); [City Clerk](#)
Subject: Body Cam Evidence File /Erin Duffy Solstice ADA Parking Accessibility Violation by City Staff - 18 minutes
Date: Monday, August 31, 2026 12:23:04 PM

Some people who received this message don't often get email from artrocksbyduffy@gmail.com. [Learn why this is important](#)

Download Attachment

Available until Sep 30, 2026

Here is the 18 minutes of body cam footage from Officer Randall Strom on 6/20/26 at this year's Solstice. Please consider this evidence with the other evidence file presented to you at the 9/1/26 city council meeting. Also another few files will be coming, which are my own recordings from that day, which are truly heartbreaking and pathetic and painful to watch.

[Click to Download](#)

NR26-2532, BWC STROM 18M 35.MP4.mp4

0 bytes

From: [Daniela Colmar](#)
To: [Santa Barbara City Council](#)
Subject: Please Support the State Street Master Plan
Date: Monday, August 31, 2026 12:26:10 PM

Some people who received this message don't often get email from notefromdaniela@gmail.com. [Learn why this is important](#)

Dear Mayor and City Council members,

As someone who was raised here in Santa Barbara, I care deeply about preserving what makes our city extraordinary while allowing it to evolve for the future.

I strongly urge you to support the State Street Master Plan, to keep State Street closed to cars. A pedestrian centered downtown creates a more vibrant, welcoming, and connected heart for our community, one where people gather, dine, shop, stroll, and truly experience Santa Barbara.

We have a rare opportunity to shape State Street for the next generation. I believe this is the future of our city, and I hope you will have the vision to embrace it.

Warmly,
Daniela Colmar

From: [Wesley Thibault](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Support for NO CARS on State Street
Date: Monday, August 31, 2026 12:27:19 PM

Some people who received this message don't often get email from westbo10@gmail.com. [Learn why this is important](#)

Hello,

I am writing to voice my support for keeping State Street closed to cars. My wife and I have the privilege of moving back here after doing our best to move back over the last 15 years. Walking down State Street is by the far most impactful and incredible change SB has made in decades. This is called the American Riviera for a reason and eliminating one of the key aspects of it being like a European city is a major step in the wrong direction.

The arguments for bringing back cars to State Street are held by old Boomers who want to bring by the "good ole" days on the basis of the argument that is the reason businesses are leaving State Street. Affordability and rent are the reasons for State Street having less businesses than they did previously. Ask the landlords why they can't rent out their properties? Having less foot traffic will exacerbate that problem, not make it better.

From: [Anna DeVore](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State street Master Plan
Date: Monday, August 31, 2026 12:28:47 PM

[Some people who received this message don't often get email from annadevore2@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear ayor and City Council,

I moved to Santa Barbara in 1980.

I have never seen the sense of having cars on downtown State Street. You can't park or stop your vehicle at the curb. There's a red light every half block. If you were walking along it, all you smelled was car exhaust.

The sections that are car free are wonderful. So much more pleasant. Please keep them, but without the e-bike traffic.

Thanks very much.

Anna DeVore

Sent from my iPad

From: [liz brady](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State street
Date: Monday, August 31, 2026 12:31:36 PM

[Some people who received this message don't often get email from lizbradyart@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

To whom it may concern,

We have been downtown SB residents for the last 40 years and we love the new direction State street has taken. We walk downtown often from our home and ride our bikes down state street as well. We love the people oriented vision and see no need for cars that are unable to park along state to ever return. Let's keep State street open and beautiful for its residents!

Thank you for your time,

Liz and Jon Brady

From: [Cynthia Stahl](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Please keep State Street car free and approve Master Plan
Date: Monday, August 31, 2026 12:37:28 PM

[Some people who received this message don't often get email from cynstahl@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

The recent heat wave was a reminder of how uncomfortable State Street would have been with the added heat and noise pollution generated by cars. And with the upcoming El Nino and increase in climate change caused flooding events, it's imperative to create better drainage to insure that the heart of Santa Barbara is accessible every day of the year.

We have the opportunity to design the street to be cooler in the summers with less flooding in the winters. A place we can gather together as a community, and as a destination for the arts and commerce. And make it safer. Please approve the Master Plan and keep State Street car free.

Cynthia Stahl

Santa Barbara, CA

From: [mark bradley](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: keep state street blocks closed to cars
Date: Monday, August 31, 2026 12:51:17 PM

Some people who received this message don't often get email from markbradleysb@gmail.com. [Learn why this is important](#)

Dear City Councilmembers

I have extensive experience in local transportation members, as a 17-year board officer of COAST (now part of MOVE SB County), an 8-year member of the TCC, and a member of the Measure A Citizen's Oversight Committee since it was formed in 2009. I am also a nationally known consultant in transportation planning and have written two guidebooks on bicycle and pedestrian travel behavior for the National Academy of Sciences. I also lived and worked in the Netherlands for over a decade without owning a car. I have lived on the Mesa since 2002, and I feel fortunate that I can still get around in Santa Barbara while rarely needing to use my car.

For the future social and economic vitality of the State Street corridor between Haley and Victoria Streets as new housing and jobs are established, it is critical to keep the pedestrian-oriented promenade layout that currently exists. The details can be adjusted to further increase safety and bicycle-pedestrian separation, and to increase accessibility via a Downtown/Waterfront shuttle. However, re-opening the street to general passenger auto traffic would be counterproductive.

I remind you that most visitors and business owners in those blocks prefer to keep the street auto-free. Some other people have the idea that bringing autos back would bring back retail business, but State Street was already suffering from the competition with e-commerce well before the "parklets" were introduced in 2020 to revive the local restaurants during the pandemic. With new jobs and housing coming into the area, businesses will shift even more towards a mix of restaurants and retail food stores that will thrive in a pedestrian-friendly environment.

This is your chance to create a future State Street that is visited and admired by people from across the country and around the world.

Thank you,

Mark Bradley

From: [Henry Weigand](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State street master plan
Date: Monday, August 31, 2026 12:59:54 PM

Some people who received this message don't often get email from henryweigand10@gmail.com. [Learn why this is important](#)

I bike to work on State street every day, and I tell my friends who don't live here that I have the best commute in the world (for now).

The new master plan looks amazing, but why do the bollards ever need to be lowered for "private access"? (pg 19). Unless I just missed it, the lack of a proposed "Access Schedule" is a little concerning. Any sort of hybrid schedule sounds awful.

Be like Spain! Please commit to a car-free state street and prioritize humans :)

Thank you,
Henry Weigand
(Westside resident)

From: [Barbara Hershberg](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Pretty please with sugar on top keep the section of State Street closed to cars.
Date: Monday, August 31, 2026 10:41:59 AM

I am writing this from St Moritz in Switzerland where the beautiful old section of town is closed to cars. It seems to be working just fine here.

How is this even be a point of discussion anymore?

Once Yardi takes over Macy's there's going to be a ridiculous amount of people downtown shopping and dining.

From: [joan ross](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Car-free State St. PLEASE!
Date: Monday, August 31, 2026 10:45:15 AM

You don't often get email from joanhross@gmail.com. [Learn why this is important](#)

Dear City Council,

I am writing to urge you to approve the Master Plan. Prohibiting private automobiles is essential to moving our people-first vision forward, creating a safer downtown that attracts both locals and visitors. The current layout—with its mix of parklets, walkways, and barriers—appears poorly planned, and the raised walkways in particular are an inefficient use of resources. Surely, we can do better.

Reopening the area to automobiles is not the solution to the e-bike issue and may only worsen the situation. Managing e-bikes is a separate challenge that all communities face, and it should be addressed independently.

Thank you for your time, leadership, and dedication to this vision.

Best regards,

Joan Ross



From: [danielle.mancuso](#)
To: [City Clerk](#)
Subject: Approve Master Plan
Date: Monday, August 31, 2026 10:49:11 AM

Please vote to approve the master plan. Thank you.

Danielle Mancuso

From: [Kian Ghodoussi](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Support for Master Plan
Date: Monday, August 31, 2026 10:51:46 AM

Some people who received this message don't often get email from ghodoussikian@gmail.com. [Learn why this is important](#)

Hello,

I'm a local resident and small business owner in downtown Santa Barbara. I strongly urge you to move forward with the master plan. For all the complaints I hear about the current version of State street, the current version of State street is already among the nicest downtowns I have ever experienced. This feeling is shared by every visitor I have shown around our town. Every visitor is amazed when we start downtown, stroll through the stores, end up at the beach, and walk back up again. The lack of cars makes the entire experience feel so safe, stress free and brings people back to visit again and again.

The local residents also deeply agree with this. I reviewed all 301 of the public comments from July's hearing over title 31 renewal and published my analysis online (<https://sbcitycouncil.sturdystatistics.com>). Nearly 90% of the comments spoke out in favor of a car-free state street. 48/301 comments specifically mention how much safer state street feels now that it is car-free (<https://sbcitycouncil.sturdystatistics.com/#topic-16>). 33 comments further discuss how lovely it is to stroll and live without car noises and exhausts (<https://sbcitycouncil.sturdystatistics.com/#topic-34>). 30 comments, including several business owners cite that tourists choose Santa Barbara specifically for the pedestrian promenade (<https://sbcitycouncil.sturdystatistics.com/#topic-19>). Finally, 20 citizens cite State streets newfound value as a third place (<https://sbcitycouncil.sturdystatistics.com/#topic-37>).

The master plan doubles down on all these characteristics that the public has come to love and appreciate, while directly addressing the concerns around accessibility. Thank you for your continued time, effort and attention on this matter and please continue to push this in the direction the vast majority of the public is hoping for.

Best,
Kian

From: [Shane Murphy](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Master Plan
Date: Monday, August 31, 2026 11:06:41 AM

[Some people who received this message don't often get email from haneuphi@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

The master plan is looking lovely! But I must continue to express my interest in a car-free downtown. Unless significant logistical issues arise due to delivery trucks not being able to serve businesses, I see no reason to kneecap the pedestrian focus for the occasional car.

Shane Murphy

From: [Finn Huggs](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State street master plan Item 9
Date: Monday, August 31, 2026 11:06:56 AM

[Some people who received this message don't often get email from finnhuggs@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello I hope this message finds you well,
Let me keep this brief,

Please vote to approve the new State Street master plan and please keep it permanently closed to car traffic. I love that State Street is now carless it is an exceptional part of our vibrant downtown. I ride my bike or walk along State Street multiple times a day. We should be making efforts to make more of our city walkable, bikeable, and carless. I also am a huge fan of the new intersection designs, especially the inclusion of benches and trees! How welcoming and beautiful!

Thank you and best,
Finn Huggs.

From: [Joe Weiland](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State street
Date: Monday, August 31, 2026 11:15:42 AM

[Some people who received this message don't often get email from joeweiland.sb@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please keep state street car free in the shopping and entertainment district.

Thank you.

Joe Weiland

From: [Dana Denton](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 11:19:56 AM

[Some people who received this message don't often get email from danadenton@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

We moved to SB 3 years ago , After walking down State Street in Covid and feeling like this community is about outdoors, sunshine, beauty and togetherness.

What place could be more amazing as we drift into our next chapter ?

We walk downtown to eat , shop and experience the massive amount of things to do.

How lucky we feel to live here and to be a part of the revitalization of Santa Barbara. (My husband and I are very involved with the Music Academy & The Muse)

Please continue to reinvent and move forward with allowing State Street to be car free and PEOPLE STRONG !!!

Dana Denton



From: [Sam G. Baris](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Master Plan
Date: Monday, August 31, 2026 11:22:15 AM

Some people who received this message don't often get email from sgbaris@gmail.com. [Learn why this is important](#)

Hi Team,

Thanks for all your help and incredible public service in putting together the State Street Master Plan.

I'm writing to express my support for the plan - it looks great overall. State Street is now a vibrant, safe space for people on foot and on bikes, and we greatly enjoy spending time there.

However, I would strongly encourage you to please keep State Street closed to private automobile traffic at all times. There is absolutely no need for private car traffic there at any hour, especially given that all businesses are easily accessible from the many public parking lots with access to the adjacent thoroughfares of Chapala and Anacapa. Adding private vehicles to the fray would significantly dampen the safety, security and quiet enjoyment of this vibrant area, and would add significant expense, all for no good reason. We should continue to prioritize people, not automobiles.

Thank you kindly for your consideration and for continuing to make Santa Barbara an even better, safer, and more enjoyable place to live and raise a family!

Best,
Sam

--

Sam G. Baris

Sgbaris@gmail.com

From: [Kate](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Master Plan for State Street
Date: Monday, August 31, 2026 11:29:34 AM

[Some people who received this message don't often get email from klmead64@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

To the City Council

I love walking in the pedestrian, car-free zone of downtown State Street.

The atmosphere is inviting and vibrant. When I have been downtown this summer,

I notice the place is bustling with shoppers and diners. The free shuttle allows anyone with mobility issues to enjoy getting around. While there needs to be better enforcement of safe use of e-motos, pedestrians do have the choice to avoid them by walking on the sidewalks.

Please keep the area car-free!

Kate Mead

Sent from my iPad

From: [Kara Le](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Item 9 - State Street Master Plan
Date: Monday, August 31, 2026 11:45:55 AM

Some people who received this message don't often get email from kara.ohlinger@gmail.com. [Learn why this is important](#)

Hello,

I am writing regarding item 9 - the State Street Master Plan. I urge the City Council to approve the Master Plan and let us move forward toward a new, beautiful, human-centered State Street! The intersection designs are beautiful and human centered. State Street should remain car-free and designed for people to experience safely and enjoyably. Keeping cars off State Street keeps people safer and will allow us to create a beautiful, liveable, walkable and bikeable, thriving heart of downtown. Businesses thrive when there is increased foot traffic. People will linger, grab a bite, do some shopping, meet friends, and enjoy Santa Barbara when they have a safe, pleasant, human-centered downtown to do it in. What we need most is community, and designing our downtown to prioritize people will help build that. Let us build a State Street that is beautiful and inviting, and see the community come together with a new vibrancy!

-Kara

From: [Milliebrother](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Please keep State St car free
Date: Monday, August 31, 2026 9:42:41 AM

[Some people who received this message don't often get email from milliebrother@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Regulate e-bikes and keep State St car free.

Millie Brother

Sent from my iPhone

From: [Maureen Bowis](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Item 9 ~ Keeping State Street for pedestrians
Date: Monday, August 31, 2026 9:50:52 AM

Dear City Council Members:

Please continue to keep State Street for Pedestrians! We have seen how well much safer it is, and how well it works.

And Please do NOT let private cars return to State Street.

Thank you for your continued Service, Maureen and Hank Bowis

From: [Danny Ettelson](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Public Comment - Item 9 9/1/26 State Street Master Plan
Date: Monday, August 31, 2026 9:57:29 AM

Some people who received this message don't often get email from danettelson@gmail.com. [Learn why this is important](#)

Hello Council,

My name is Danny Ettelson, I am a resident of Santa Barbara for ten years. I am in support of approval for the State Street Master plan, with two points of emphasis. First, State Street should remain closed to private vehicle traffic. In conversations with my wife and my social circle throughout the process of this planning, this opinion has been unanimous. Second, please also ensure that the downtown shuttle is fully funded to allow equitable access to the fruits of these efforts.

This Master Plan is well-considered, inclusive, and responsive to the needs and goals of the city. It gives me confidence and hope in our public institutions and processes in a time where those are very much in doubt.

A cohesive plan such as this one allows a city to reinforce its identity. That gives visitors reason to come and enjoy our city. It gives residents reason to have pride in our city. This plan does an excellent job of prioritizing the things that allow for people to meet their basic needs and enjoy their lives.

My wife and I live here very intentionally, as people with backgrounds in architecture, urban sustainability, and Californian roots. We love this city for the qualities that are prioritized and enhanced in this plan. The cities we have traveled to and enjoyed elsewhere share these qualities, and have their own unique histories and identities.

Please vote in support of this Master Plan, while keeping State Street closed to private vehicles and fully funding the shuttle service.

Best,
Danny Ettelson

From: frank.r.galea@gmail.com
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Car Free State Street - car free cities
Date: Monday, August 31, 2026 9:57:57 AM

Some people who received this message don't often get email from frank.r.galea@gmail.com. [Learn why this is important](#)

Dear Councilmembers and Mayor,

I am writing in support of keeping State Street car-free.

Cars bring noise, air pollution, and safety risks to public spaces. When cars are allowed into a shared area, the convenience of drivers is often imposed on everyone else, including pedestrians, families, seniors, and cyclists who would prefer a quieter and safer environment. Pedestrian-focused streets create healthier and more vibrant communities. Around the world, cities that prioritize people over cars have found that walkable public spaces encourage physical activity, improve air quality, and create more welcoming places for residents and visitors alike.

State Street has become a unique community asset where people can gather, walk, dine, shop, and enjoy downtown without the constant presence of vehicle traffic. I encourage the Council to preserve and strengthen this vision by keeping State Street car-free.

Thank you for your consideration.

Sincerely,

Frank Galea

[REDACTED]

Santa Barbara, CA 93101

[REDACTED]

– Telephone / WhatsApp

From: [Alex Houston](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Item 9
Date: Monday, August 31, 2026 10:05:41 AM

Some people who received this message don't often get email from ajhcsocal@gmail.com. [Learn why this is important](#)

Dear Santa Barbara County Clerk,

As a longtime Santa Barbara resident, I'm writing to express my strong support for keeping State Street car-free. Closing State Street to vehicle traffic has been one of the most positive changes I've seen downtown. Being able to walk and bike along State Street without cars has created a safer, more relaxed, and more enjoyable environment for residents, families, and visitors.

I believe bringing regular vehicle traffic back would take away much of what has made State Street so enjoyable over the past several years. The car-free environment gives downtown a unique character and encourages people to spend time walking, biking, dining, shopping, and simply enjoying our community. I strongly encourage the County and City to preserve State Street as a pedestrian- and bicycle-friendly space and keep it car-free.

Thank you for considering the views of longtime residents like myself.

Sincerely,
Alex Houston

From: [William Prothero](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Support for State St no cars plan
Date: Monday, August 31, 2026 9:00:58 AM

[Some people who received this message don't often get email from prothero@ucsb.edu. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I strongly support the current State St plan with no cars. You can't satisfy everyone and I'm very surprised at the positions of the folks who want cars. There are issues, of course. Bikes illegally riding where they shouldn't and homeless issues. These need enforcement. I have experienced downtown Milan, Italy and marveled at the vibrant plazas and folks walking and exploring.

Please, let's get on with it and stop the constant delays of the nay-sayers.
Bill Prothero, a strong supporter of the no cars plan now being proposed.

William A. Prothero, PhD
Prof Emeritus, Dept of Earth Science
University of California, Santa Barbara

From: [Sam Carey](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Item 9 - Final Master State Street Plan
Date: Monday, August 31, 2026 9:01:06 AM

Some people who received this message don't often get email from samuelmcarey@gmail.com. [Learn why this is important](#)

Hello -

I believe that there is a hybrid Solution for State Street where everyone wins and have seen it implemented in France.

1 - Automatic bollards should be installed at the appropriate intersections to prevent traffic limited to certain times so restaurants/businesses can still get their required through traffic for deliveries.

2 - During certain hours (Weekends, Lunch Hours, Night), the ballards should be activated to stop car traffic on State Street.

3 - A small 4 foot by 10 foot pool that is only 2 feed deep should be installed so kids can play with remote control boats as the focus. This would bring more families/economic activity to downtown as it is a free activity for families to do that would then organically turn into spending at restaurants/walking around the shops.

Best,
Sam Carey

From: [Kate Lee](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Master Plan - Public Comment
Date: Monday, August 31, 2026 9:02:54 AM

Some people who received this message don't often get email from kml710@gmail.com. [Learn why this is important](#)

Hello,

I am writing to urge you to adopt the State Street Master Plan, including keeping State St. closed for cars for the entire length. I live and work downtown and walk State St. every day. Keeping State St. car-free has increased the vibrancy, safety, and foot traffic of the downtown corridor. The community has repeatedly and resoundingly spoken up to keep State St. pedestrian and I hope you continue to honor that.

Thank you,
Katherine Lee

[REDACTED]

Santa Barbara, CA 93101

From: [Jon Crawford](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State St. Master Plan
Date: Monday, August 31, 2026 9:02:56 AM

[Some people who received this message don't often get email from crawford730@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

My view is pretty simple. No cars on State St.
Emergency vehicles OK.
Thanks for reading this.
Jon Crawford

From: [Lori Secrest](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: SB Master Plan
Date: Monday, August 31, 2026 9:03:58 AM

[Some people who received this message don't often get email from lori.secrest@me.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear City Council,

Please keep our downtown car-free! It's lovely, welcoming and safer to allow pedestrians and some bicyclists (not e-bikes) the ability to enjoy our shops, restaurants, and businesses without the noise, pollution, and congestion that comes with traffic.

What a difference it makes! It's wonderful to see people walking and gathering, families with children, couples strolling, tourists visiting without cars disrupting the enjoyment.

Some suggestions:

More visible police on foot or bicycles

Limit all E-bikes, motorized bikes

Continue electric shuttles

Thank you for your consideration .

L. Secrest

From: [John Keller](#)
To: [Santa Barbara City Council](#)
Subject: State street..car free
Date: Monday, August 31, 2026 9:13:56 AM

Some people who received this message don't often get email from racquets4less@hotmail.com. [Learn why this is important](#)

Hello.SBcitycouncil..I enjoy the car free version of state street..i feel it makes santa barbara a standout town and great roll model for visitors seeing this choice..thank you..john keller

Sent from my Metro By T-Mobile 5G LTE Android Device
Get [Outlook for Android](#)

From: [Pam Shalhoob](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: NOT in favor of State St being car-free
Date: Monday, August 31, 2026 9:14:34 AM

Some people who received this message don't often get email from pam@villagesite.com. [Learn why this is important](#)

I am **NOT** in favor of State St being car-free!!

--

Pam Shalhoob

Mobile [REDACTED]

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1250 Coast Village Road, Montecito, CA 93108



From: [Jamie Montgomery](#)
To: [Santa Barbara City Council](#)
Subject: Approve State St Master Plan
Date: Monday, August 31, 2026 9:15:49 AM

Some people who received this message don't often get email from jcmonty16@gmail.com. [Learn why this is important](#)

Hi City Council -

I am writing as a long term resident of downtown Santa Barbara where I both work and live and have young kids. I urge you to approve the State st master plan. The best parts about this plan are the extended sidewalks for better outdoor dining and walking, while keeping the middle of the street for bikes and shuttles. I like the bollards as a compromise for allowing emergency vehicles and delivery trucks onto the street.

The thing I love most are the SHADE TREES! We need more shade trees everywhere in Santa Barbara! And the design also creates a safer place for our children to explore downtown more freely - we need more opportunities for our children to practice their independence and spaces like state street are such a great way to foster that.

I hope you will approve the State St Master Plan.

Jamie Montgomery

From: [Maria Winchell](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Master Plan
Date: Monday, August 31, 2026 9:27:14 AM

Some people who received this message don't often get email from winchellorama@gmail.com. [Learn why this is important](#)

Hello,

I am writing to express my support for keeping State Street closed to cars for its entire length. Prioritizing pedestrians and bicycles creates a safer environment for everyone and increases foot traffic, which directly helps our local businesses.

Thank you for your time and for the opportunity to provide feedback.

Best regards,

Maria Winchell

From: [Gesa Kirsch](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Please approve the State Street Master Plan
Date: Monday, August 31, 2026 9:29:43 AM

Some people who received this message don't often get email from gesa.kirsch@gmail.com. [Learn why this is important](#)

Dear City Council Members,

I'm writing to urge you to vote for the State Street Master Plan. The proposed new design for State Street is very exciting, creating a cultural hub, a pedestrian-friendly zone with space for arts, community events, strolling, rolling, dining and entertainment. I love the bold forward-looking design, the emphasis on community, safety, pedestrian-friendly spaces to relax and meet friends. I spend a lot of time on State Street already: my regular venue for sipping coffee, buying farmers market produce, dining out, going to the SBIFF cinema center, visiting my bank, and going shopping at local stores (the Yes Store and Natasha's are favorites). The State Street Master Plan is great because it anticipates future development, such as Yardi's move downtown, UCSB providing downtown housing for staff & faculty, and the Academy of the West creating a rehearsal and performance space. These new developments will make it even more important to implement the Master Plan and keep State Street car-free, inviting, beautiful, and accessible via golf carts & the waterfront shuttle.

Please vote for the State Street Master Plan. Thank you for your consideration.

Warm regards, Gesa Kirsch, gkirsch@gmail.com

From: [Teralyn Renea Evans-Gutierrez](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: No Private Auto Traffic on State, Please!
Date: Monday, August 31, 2026 9:33:50 AM

Some people who received this message don't often get email from teralynrenea@gmail.com. [Learn why this is important](#)

Good morning,

I'm a D6 resident who moved into the downtown core specifically to reduce how often I have to drive for everyday errands. The State Street promenade and pedestrian-focused changes have been a great way to reduce my stress, connect with neighbors in ways I otherwise wouldn't, and makes it easier for family of all ages and abilities to visit when we know we can navigate in the larger promenade instead of sidewalks in various states of repair (which has notably been getting better this summer, thank you!). I am excited to see plans for more public restrooms and ADA-compliance throughout the Paseo, and overall the Plan is an optimistic vision for the future of State Street.

We do not need private automobiles accessing the proposed Paseo at any time for that vision. Even in areas with "slow speeds" posted or assumed by narrow driving paths, SB continues to see vehicular accidents almost every day. It seems an unnecessary risk to leave pedestrians at the mercy of someone's bad temper or impatience while operating a tool that can cause many kinds of damage to people and infrastructure alike.

Please keep cars off State Street if it is not for a specific purpose; commit to pedestrian-first infrastructure.

Thank you,
Teralyn Renea E.G. (she/they)

From: [Tracey Willfong-Singh](#)
To: [Santa Barbara City Council](#)
Subject: Sept 1 Council Meeting :State st Master plan
Date: Monday, August 31, 2026 9:38:15 AM

Dear Santa Barbara City Council,

Please approve the State St Master Plan.
Keep State St Car-Free / People oriented.

Thank you
Tracey Willfong
Santa barbara

From: [Kevin Frazier](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street walking area
Date: Monday, August 31, 2026 10:09:33 AM

Some people who received this message don't often get email from kgf@h-finc.com. [Learn why this is important](#)

Good day City Council,

State Street has become more friendly by making it a walking area. Has a better vibe and better community feel than when it had cars running up and down it. One of the times I remember, it was used to show off cars, that were old enough, not to have smog checks because of the age of the car. I remember going to the adjacent streets to get away from the smell. Not even mention the sound.

I would not feel this way if we did not have one-way streets on either side of State Street to accommodate traffic. The parking on those streets and sides are good and we've used the parking garages and street parking countless times. I did not feel inconvenience by this.

Hope you take these things under considerations and I hope you do the right thing!

Kindest regards,

Kevin Frazier

kevinfrazier@h-finc.com

www.haldemanandfrazier.com

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Please excuse informal reply and possible Siri dictation errors as this message is sent via mobile.

From: [Susan Rakov](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street Master Plan comment
Date: Monday, August 31, 2026 10:12:08 AM

Some people who received this message don't often get email from susanrakov@gmail.com. [Learn why this is important](#)

To the City Council:

Creating a car-free State Street made possible a new future for downtown Santa Barbara. No transition is smooth, but no transition could be more important to our city. Thank you for what you've done thus far to make it possible for this transition to occur.

Please stand strong for a car-free State Street.

We have the opportunity to create a city designed around social life, as opposed to personal transportation. No American city could be more beautiful, and thus no American city could be more suited to such a future.

Susan Rakov
susanrakov@gmail.com



From: [Jan Price](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Preserving a vibrant, pedestrian only State Street
Date: Monday, August 31, 2026 10:16:45 AM

Some people who received this message don't often get email from janetselsorprice@gmail.com. [Learn why this is important](#)

Dear Councilmembers,

I'm writing to express my strong support for keeping State Street pedestrian-only. Over the past several years, we've seen firsthand how transforming this central corridor into a walkable public space has revitalized our downtown, strengthened our local economy, and created a safer, more welcoming environment for residents and visitors alike.

State Street without cars has become one of Santa Barbara's greatest assets. It encourages people to linger, explore, dine, shop, and engage with local businesses in a way that simply wasn't possible when traffic dominated the area. Families feel comfortable bringing their children. Seniors and people with mobility challenges navigate more easily. Cyclists and pedestrians move freely without the constant threat of vehicle congestion. The street has become a true community gathering place—alive with energy, creativity, and connection.

Reintroducing cars would reverse much of this progress. It would reduce foot traffic, increase safety risks, and diminish the very character that has made State Street a model for modern urban design. Cities across the country have found that pedestrian-only districts boost economic activity, improve public health, and enhance quality of life. Santa Barbara has already proven this to be true.

Maintaining a car-free State Street is not just a design choice—it's an investment in our city's future. It supports small businesses, encourages tourism, reduces emissions, and preserves the charm and beauty that make Santa Barbara unique. I urge the Council to continue prioritizing a vibrant, walkable downtown and to build on the success we've already seen.

Thank you for your thoughtful leadership and for considering the long-term benefits of keeping State Street pedestrian-only.

Warm regards,

Jan Price
Santa Barbara Resident

The Jan Price Show
All About Movies
iHeartMedia
[The Jan Price Show: All About Movies | Podcast](#)
www.thejanpriceshow.com
jan@thejanpriceshow.com


From: [Kris Omar](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Item 9, State Street Master Plan
Date: Monday, August 31, 2026 10:31:42 AM

Some people who received this message don't often get email from kris_omar@hotmail.com. [Learn why this is important](#)

Dear Members of the Santa Barbara City Council,

I strongly urge you to keep State Street closed to vehicle traffic and preserve it as the pedestrian-centered heart of downtown—our community’s “living room.” I personally walk on State Street regularly, and I enjoy it far more now than I did when cars were allowed. Without traffic, honking, engine noise, and exhaust, State Street feels calmer, cleaner, safer, and much more enjoyable for walking, shopping, dining, family nights, and meeting friends. Cars generally could not park on State Street before the closure anyway, so most visitors still had to park in the garages and walk. Beautifully designed intersections, safe bicycle routes, and a well-funded downtown/waterfront shuttle can provide convenient access while keeping State Street welcoming to pedestrians and cyclists.

We should address downtown’s actual problems rather than bring traffic back. A stronger, visible police presence can discourage disruptive behavior and make residents, businesses, and tourists feel safer and more comfortable. Empty storefronts should be addressed through meaningful incentives for landlords to fill them, or potentially a carefully structured vacancy tax that discourages properties from remaining empty. The answer to downtown revitalization is more people, thriving shops and restaurants, safety, cleanliness, and attractive public spaces—not more cars. State Street has become a unique community gathering place. Please protect it, improve it, and allow it to become an even stronger centerpiece of Santa Barbara.

Thank you,

Kristen Abu-Omar

Santa Barbara Resident

From: [Kevin Miller](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State street master plan
Date: Monday, August 31, 2026 10:32:30 AM

Some people who received this message don't often get email from kevinmiller80@gmail.com. [Learn why this is important](#)

Growing up in Santa Barbara and living here for the vast majority of my life, I don't know whether I've ever seen a polarized debate such as this. It seems to follow age lines so clearly. Many older residents that I've spoken to are convinced that opening up State Street to traffic will increase business production. Unfortunately, I think this is much more to do with high rent, e-commerce, taking over brick and mortar and other macro-economic factors decreasing people spending.

Their argument seems to fall short of the reality. States never offered significant parking so residence had to park in the surrounding streets or parking structures and walk to the stores. Anyways, I do not see the difference now except that allows for more bike, accessibility, sure, we do need to rain in the "wheelie kids" and create a safer environment for walking. And yes, the ugly partlets could be improved. But I think a long-term plan would yield much greater results for the future of Santa Barbara by keeping these streets closed to car traffic.

Thank you for your time,

Kevin Miller

From: [Kevin Heim](#)
To: [City Clerk](#)
Subject: Public Comment - Item 9- State Street was built for people - keep it that way
Date: Monday, August 31, 2026 10:33:21 AM

Dear Mayor Rowse and Councilmembers,

I support adopting the Final State Street Master Plan and the Title 31 amendments. I want to make two arguments that I think have been underweighted in this debate: that a rebuilt, people-first State Street is the most powerful housing tool this Council has available to it, and that a car-free State Street is not a break with the street's history but a return to it.

State Street was built for people, and was that way far longer than it was a road

When Colonel Salisbury Haley laid out the city's grid in 1851, State Street was given an 80-foot right-of-way — wider than the 60-foot standard applied to nearly every other street — and the City's own Pedestrian Master Plan is explicit that these streets "were designed for the movement of pedestrians and horse carriages." The corner of State and Carrillo was designated the center of downtown. That 80-foot dimension we are debating how to allocate was set aside for people and horses seventy-five years before the automobile was a serious factor in Santa Barbara life.

What followed was a century of shared, largely non-automotive use. Mule-drawn streetcars ran on State Street beginning in 1875, from the waterfront to the Arlington Hotel; they were electrified in 1896 and ran into the late 1920s, when they gave way to buses. The Pedestrian Master Plan records a wonderful detail about how commerce actually worked here: saloons took the sunny eastern side of the street, and merchants took the shadier side — "where shoppers preferred to walk." Retail followed pedestrians. It always has. After the 1925 earthquake closed State Street for six months, the city rebuilt with a paseo network, and El Paseo became Santa Barbara's original pedestrian mall.

It is also worth remembering that when State Street did carry serious automobile traffic, it did so as a state highway. Early Automobile Club maps show the Pacific Highway and El Camino Real — the route that became US 101 — running along State Street through town. We then spent decades and a great deal of public money building a freeway so that State Street would not have to carry through-traffic. What's being argued about now is whether the city's civic center must also serve as a thoroughfare.

The four-lane State Street was the exception, and every generation since has been undoing it

Automobile dominance on State Street peaked within living memory and did not last long. By the early 1960s, the street had four traffic lanes, on-street parking, and narrow sidewalks. That configuration coincided with the forces that were pulling life out of downtown in the first place: postwar suburbanization, highway construction money, the explosive growth of the Goleta Valley, and the opening of the suburban La Cumbre Plaza in 1967.

Santa Barbara recognized the mistake almost immediately, and has been correcting it ever since:

- **1964.** The General Plan called for narrowing State Street from four lanes to two, moving parking off the street, and building paseos. It went further, suggesting a portion of State Street become a "pedestrian-oriented shopping street" that "allows the pedestrian to wander at will."
- **1966–1969.** Mayor Don MacGillivray convened downtown property owners, the Downtown Organization formed, architect Robert Ingle Hoyt was hired, and beginning in 1969 the City rebuilt State Street from Ortega to Victoria as a landscaped "drive-through" plaza. Traffic lanes went from four to two. On-street parking was eliminated and replaced with lots and a structure accessed entirely from Chapala and Anacapa — the "park one block off State" pattern the Master Plan still relies on today.
- **1970s–1990s.** The Redevelopment Agency extended the plaza two more blocks from Haley to Ortega with additional sidewalk widening, Victoria Court opened in the late 1970s, Paseo Nuevo opened in 1989, and the 400 block was rebuilt in the mid-1990s.
- **1999–2007.** An \$8 million beautification project replaced sidewalks and crosswalks.
- **2020.** The street closed to regular vehicle traffic
- **2025.** 1.3 million people came to a car-free State Street to shop, dine, explore and gather.

Along the way, the people who suggested going further were treated roughly. Former Mayor Sheila Lodge proposed closing just two blocks on weekends as an experiment; the consultants hired in response recommended bringing parking back to State Street, and she wrote that she "nearly got hung from one of La Arcada's lamp posts that night." In October 1992, when a pedestrian State Street first reached this Council, the Chamber of Commerce, the Downtown Organization, and some thirty-five opponents demanded the possibility be struck from planning documents entirely. One architect, Barry Berkus, spoke in favor and called a car-free State Street "an urban meadow." At the time, a City transportation planner said it would take twenty or thirty years until this idea could come to pass. They were right.

I raise all of this because the loudest objection to this Plan is that it changes the character of State Street. The historical record says the opposite. The four-lane arterial was a roughly thirty-year experiment on a street that is 175 years old, and the City has been walking it back deliberately, in every decade, since 1964. The Master Plan is not step one. It is more like step nine, and it fulfills the vision the 1964 General Plan was courageous enough to imagine.

The real prize is housing

I care about this street, but I care more about who gets to live near it, and this is where I think the Plan's value is most underestimated.

Santa Barbara is required to accommodate 8,001 housing units between 2023 and 2031. Three years in, the City had permitted 863 — about 10.8 percent — with roughly 89 percent of the obligation remaining and the deepest shortfalls in the lower-income categories. We are not going to close that gap in the foothills or on the Mesa. If it gets closed at all, a meaningful

share of it gets closed within a few blocks of State Street, and the City has already built the tools: the Average Unit-Size Density program's high-density tier covers downtown, and the Adaptive Reuse Ordinance took effect in November 2025 specifically to turn underused commercial buildings into homes.

Two facts make the connection to this Plan direct.

First, downtown housing is being approved with far less parking than housing elsewhere; projects in the Central Business District average about 0.69 parking spaces per unit, against roughly 0.99 outside it. That reduction is what makes many of these projects financially possible on small, expensive lots. But it is only defensible, to lenders, neighbors and potential residents if they can actually live well without a car. A permanently walkable State Street with a year-round shuttle is the critical infrastructure that lets downtown housing pencil at all.

Second, the Plan's appendices show that the study area today holds fewer than 420 residential units, which are performing very well, which is what unmet demand looks like. Projects like the conversion at 821 State Street, which puts studios above a retained storefront, show that this model works. The Plan's shared stormwater system, sized to let adjacent properties meet their obligations off site, removes one of the last technical barriers to repeating housing development at scale. That single provision may produce more housing than any zoning change this Council makes this year.

Permanence is the policy

Finally, approving this plan is a signal. Developers, lenders, and business owners are not making one-year bets on State Street; they are underwriting twenty- and thirty-year holds. For six years they have been asked to do that on top of an ordinance with a sunset clause. Repealing those sunset provisions, adopting a real design, and committing to a six-year build with construction starting inside eighteen months tells the market that this street's future is settled. Yardi's proposal to bring hundreds of employees downtown, the Music Academy of the West's new education and performance venue, and the continued investment in adaptive reuse projects, are what happens when people start to believe that.

This is why I hope Council will go further than the Plan strictly requires and state plainly that State Street will remain closed to general private vehicle traffic at all hours, with deliveries and service access in an overnight window, and emergency vehicles, the shuttle, and events always accommodated. Half-measures and reversible hours would preserve exactly the uncertainty that has been the real drag on downtown investment. Ambiguity is expensive. Certainty is free, and it is entirely within your control tonight.

Thank you for your work on this, and for considering my comments.

Respectfully,

Kevin Heim
Santa Barbara, CA 93108

From: [Emily Adams](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street's Future
Date: Monday, August 31, 2026 10:36:00 AM

[Some people who received this message don't often get email from emilyxadams@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

As a full-time resident of Santa Barbara, it is my strong preference that State Street remains free of private automobiles.

I love the vibrancy of a human-centered downtown and my only note is that I would like to see it more park-like, with more shade trees and permeable ground cover.

Green areas are our best defense against the heat waves that will only become more intense. Green areas will draw even more people downtown, to linger in a more pleasant area and shop in local businesses.

Please, keep an eye to our changing future as you vote on the Master Plan.

Emily Adams

Oak Park

From: [Scooby Doo](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: KEEP IT CAR FREE!
Date: Monday, August 31, 2026 8:41:20 AM

[Some people who received this message don't often get email from waybigdog@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please approve the master plan with no cars on State St.

It is going to harm businesses far more than help if cars are allowed to be on State St.

Keep it car free!

Garin Bougie

[REDACTED]

Santa Barbara, Ca
93110

From: [Lore Dobler](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: SB State Street no cars please
Date: Monday, August 31, 2026 8:41:35 AM

[Some people who received this message don't often get email from loredobler@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Do need better control of E-bike traffic.

Sent from my iPhone

From: [Brett Rietveld](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State street master plan
Date: Monday, August 31, 2026 8:42:01 AM

Some people who received this message don't often get email from brettrietveld@gmail.com. [Learn why this is important](#)

I love walking and biking state street! Please approve the plan to keep it car free and people friendly.

Thanks,
Brett Rietveld
brettrietveld@gmail.com

From: [Stephanie Crim](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State street master plan
Date: Monday, August 31, 2026 8:44:03 AM

[Some people who received this message don't often get email from stephcrim@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Love the people first vision for state street and hope that continues! Build strong and safe community!

From: [Jessica Dora](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Keep State Street Car-Free!
Date: Monday, August 31, 2026 8:44:09 AM

Some people who received this message don't often get email from jessicadora@gmail.com. [Learn why this is important](#)

Dear SB City Council,

State Street is Much more accessible and enjoyable Without Cars. We should remake it into a beautiful promenade. We go to State street to shop a lot more ever since they got rid of cars. We also need to Help the Homeless and addicted people who are on the streets to get into housing and get clean, or if they came here from elsewhere, help them reconnect with their families back home. People should not be showing up in SB because they think it is a great place to be homeless (I know for a fact this is happening and has been for a long time). We need to get All Electric Bikes, Motorcycles, electric vehicles, etc. OFF OF STATE STREET AND OFF OF THE BIKEPATHS! I don't care what anyone says, these are motorized vehicles. They are battery powered. They cannot safely share space with regular bicycles, pedestrians, and on-leash pets. This has been proven time and time again. Please vote to keep State Steet downtown car-free and hire LOCAL SANTA BARBARA architects, landscape architects, engineers and artists to design a functional and lovely downtown promenade.

Turn the empty retail spaces into REASONABLY PRICED HOUSING.

Please get a grip on reality.

Thank you in advance,

~Jessica~ (57-year resident of Santa Barbara)
jessicadora@gmail.com

From: [Kevin Hanrahan](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Downtown for the Future
Date: Monday, August 31, 2026 8:44:29 AM

Some people who received this message don't often get email from kevin.hanrahan.805@gmail.com. [Learn why this is important](#)

I am a long time Santa Barbara area resident (1990). I have been blessed to raise my children in this wonderful place and as I near retirement, I worry about the future generations ability to afford to live here. I do not have a master plan myself, but I have learned a few things.

- Demand to live in our paradise will ALWAYS outpace Supply no matter how many residential units are constructed. THEREFORE building more housing will not magically provide affordable housing.
- Increased population WILL however add congestion to our roadways, consume scarce water and other resources.
- The quiet beach town is gone. We are on our way to becoming Monte Carlo with 'lifestyles of the rich and famous' vibes. Low occupancy in the most tony areas reflects that some areas are already very much NOT "local".
- Residents prefer their neighbors to be local owners or renters, not transient occupants (AirBnB, etc) or yet another hotel.
- Nobody is going back to in-store purchases as the delivery model built by Amazon (and others) is FAR more efficient and abundant.

I fear those elected to carry our city forward have been optimizing on the wrong things. Yes, hotels bring tax revenue and commerce. Yet the streets are poorly maintained and public works from all agencies take forever. Our dollars are evaporated in the bureaucratic processes and not making it to the services intended. This is the result when a system is over-constrained. Too much energy lost just getting to the work. This energy loss is waste.

One hugely wasteful activity has been the talk of re-opening State street to vehicle traffic. It is clear that the local restaurants have made far better use of the roadway for parklet seating than traffic jams that preceded them. Walkers are back on the street even if the shops are closed as rents are just too high to make small businesses viable. This walking/cycling culture is ONE thing that is trending toward the positive. To remove it in favor of traffic jams would be counter-productive. I do not know a single person who thinks this is a good idea. Literally 100% of locals I speak with want the road to remain car-free. (Probably could use some policing around these e-motorcycles parents are confusing for e-bicycles, unleashing pods of 14 year olds doing 30+mph around town.)

I didn't use to go downtown due to parking hassles, traffic jams and lack of 'vibe', but since State St closed to car traffic, I do. Maybe let's not drive the locals away again.

Kevin Hanrahan

Local Resident

From: [Michele](#)
To: [City Clerk](#)
Subject: "Info@strongtownssb.org" <Info@StrongTownsSB.org>
Date: Monday, August 31, 2026 8:45:17 AM

Some people who received this message don't often get email from micheleprestage@gmail.com. [Learn why this is important](#)

Good morning City Council,

I am a business owner in Downtown Santa Barbara for over 16 years now - COUCH SANTA BARBARA, on Ortega St, between State and Chapala.

I have never believed that having State street closed to traffic has been a negative for a business owner. I just don't understand this argument. There is no parking on State Street. Being able to drive by shops is of no help.

What helps, is having people actually out of their cars, walking around. The likelihood of someone walking into your shop is 100% higher when they are standing in front of it.

I have always seen the closing of State Street (below Victoria) as being the Silver Lining of COVID.

It has created a vibrancy and has brought life to an area that was struggling prior to Covid.

I believe people forget that State St was already struggling and sad way before the closing of the street. Many empty storefronts and little foot traffic. Hardly anyone on bikes. Now, many people use bikes and many people walk around. Outdoor dining has been expanded and is thriving.

Changing the Fiesta Parade to Cabrillo has been amazing.

It used to be cramped in, standing room only unless you staked out a chair ahead of time on the sidewalk. You were barely able to walk through the cramped sidewalk. It was hot and harder on the horses who are the stars of the show.

Now, there is room for anyone who wants to see it, sitting on grassy areas next to the water with a breeze, bringing picnics, etc. The horses actually have space and they are cooler too.

The new plan that makes closures "sometimes" just seems like a step backwards. The people against the closure seem so against progression.

Let's embrace new ideas and new ways. The old ways weren't working.

Thank you,
Michele Prestage

From: [Steve Sereboff](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: please approve the Final State Street Master Plan
Date: Monday, August 31, 2026 8:47:13 AM

Some people who received this message don't often get email from steve@sereboff.com. [Learn why this is important](#)

I live and work downtown for a long time. Please approve the Final State Street Master Plan. It represents a magnificent compilation of input from so many constituencies. It's a reflection of successful democracy and thoughtful urban planning. Thank you, /steve sereboff/

From: [Grayson Frazier](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State street
Date: Monday, August 31, 2026 8:52:30 AM

Some people who received this message don't often get email from graysonfrazier92@me.com. [Learn why this is important](#)

Hello all,

State street has become such a hub and enjoyment in the community and our family. We ask that you please approve the Master Plan, there should not be private automobiles allowed on state street, and keep moving the people-first vision forward.

Thank you,

Grayson Frazier

From: [Bruce Caron](#)
To: [City Clerk](#)
Subject: Item 9, September 1, 2026 City Council meeting Vote YES
Date: Monday, August 31, 2026 8:53:05 AM

Some people who received this message don't often get email from brcaron@gmail.com. [Learn why this is important](#)

Please amend Title 31 and adopt the Master Plan to keep State Street car-free.

To the Honorable Mayor and Santa Barbara City Council,

The future of State Street is car-free. This future needs to start today. Your decision to adopt the State Street Master Plan can end the uncertainty that business leaders say is impacting investment downtown. The final plan has excellent pedestrian safety design features and includes the 1300 block of State.

A large fraction of the expenses for this new downtown is for necessary storm-water drainage improvements. Other expenses will be covered through various new funding sources. Perhaps the City could create an Enhanced Infrastructure Financing District to help fund low- and medium-income housing.

The City can immediately help regulate e-bicycle use on the promenade by limiting this activity to only street-legal eBikes. Today, the great majority of eBikes on State are actually illegal to ride on the promenade. The physical design of the Master Plan also helps slow bicycle traffic.

The very next task is to encourage private investment, and help fund a couple thousand new apartments, including low-income and family housing. Let's create a joyful, lively downtown neighborhood as the basis for new walkable essential retail shopping and public amenities: an actual neighborhood with spaces for kids to play. When the Master Plan is built, our beautiful pedestrian promenade will attract tourists from across the US and the world, and reward locals, who get to visit daily.

This is the City's opportunity to show its faith in a future freed from the dead weight of failing mid-twentieth-century retail and automobile fascination; a future you will enable through this Master Plan. Your decision will signal both your love for our hometown and your determination to give it new life.

The promenade can support regular, convenient micro-transit along the whole corridor, and be both safe and welcoming for all Santa Barbara residents.

I thank you and City staff for your insight and stamina, and the enormous amount of work you have accomplished on this matter.

It is time to vote YES.

Bruce Caron, Santa Barbara resident.

From: [Jennifer Cota](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: Final State St. Master Plan~ Public Comment
Date: Monday, August 31, 2026 8:57:11 AM

Some people who received this message don't often get email from jenniecota805@gmail.com. [Learn why this is important](#)

Esteemed City Council Members,

Closing State Street to vehicle traffic has transformed it into a safer, more welcoming public space where people can gather, walk, bike, and connect. I strongly support keeping it car-free to maintain the character, accessibility, and quality of life it brings to downtown Santa Barbara.

Sincerely,
Jennifer Cota

From: [Ronald See](#)
To: [City Clerk](#)
Cc: [Santa Barbara City Council](#)
Subject: State Street
Date: Monday, August 31, 2026 8:58:58 AM
Attachments: [AIorK4xi5YNiDnn_xfy5gqkPylmc7R9NKuo0db1LEkCvL7pfVYPq6vNbDN9nNo7xWJROiM1TqB95VwM.png](#)

Some people who received this message don't often get email from rsee@westmont.edu. [Learn why this is important](#)

Dear City Council,

I respectfully request that you approve the Master Plan. In addition, please do not allow private automobiles on State Street in order to fully achieve the vision of a truly beautiful downtown. By doing so, your legacy will be cemented in place for future generations.

Sincerely,
R. See

Ronald E. See, Ph.D.

Professor and Department Chair

Department of Psychology

Winter Hall 338

o: 805-565-7062

• Santa Barbara, CA 93108



WESTMONT

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