



**COMMUNITY DEVELOPMENT DEPARTMENT**

# **STATE STREET ADVISORY COMMITTEE**

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June 26, 2024

# I. Roll Call: Committee Members

- Dave Davis, Chair (at large)
- Ken Saxon, Vice Chair (at large)
- John Baucke (Planning Commission)
- Dianne Black (at large)
- Hillary Blackerby (at large)
- Roger Durling (at large)
- Nadra Ehrman (at large)
- Robin Elander (business)
- Peter Lewis (business)
- Kristen Miller (business)
- Susanne Tejada (at large)
- Michael Becker (alternate)
- Marge Cafarelli (alternate)
- Ed Lenvik (HLC)
- Meagan Harmon (City Council)
- Mike Jordan (City Council)
- Kristen Sneddon (City Council)

# II. PRELIMINARY MATTERS

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# Preliminary Matters

- A. Opening Remarks**
- B. Staff Announcements**
- C. Agenda Review**
- D. Approval of the Minutes from the 3/18/24 Meeting**
- E. General Public Comment**

# A. Opening Remarks

## B. Staff Announcements

- Timeline
  - Administrative Draft Master Plan (summer)
    - *3 month public review period*
  - Next SSAC Meeting timed with release of draft
  - Final Master Plan Approval by City Council (early 2025)

## C. Agenda Review

- Discussion and Feedback to Staff on State Street Planning and Urban Design Framework and Related Mobility Concepts
  1. Staff Presentation
  2. Facilitated Small Group Discussion
  3. Report Out
  4. Public Comment
  5. SSAC Straw Poll

# **D. Approval of the Minutes from the 3/18/24 SSAC Meeting**

## D. Roll Call: Committee Members

- Dave Davis, Chair (at large)
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# E. General Public Comment

# How To Make An Oral Public Comment

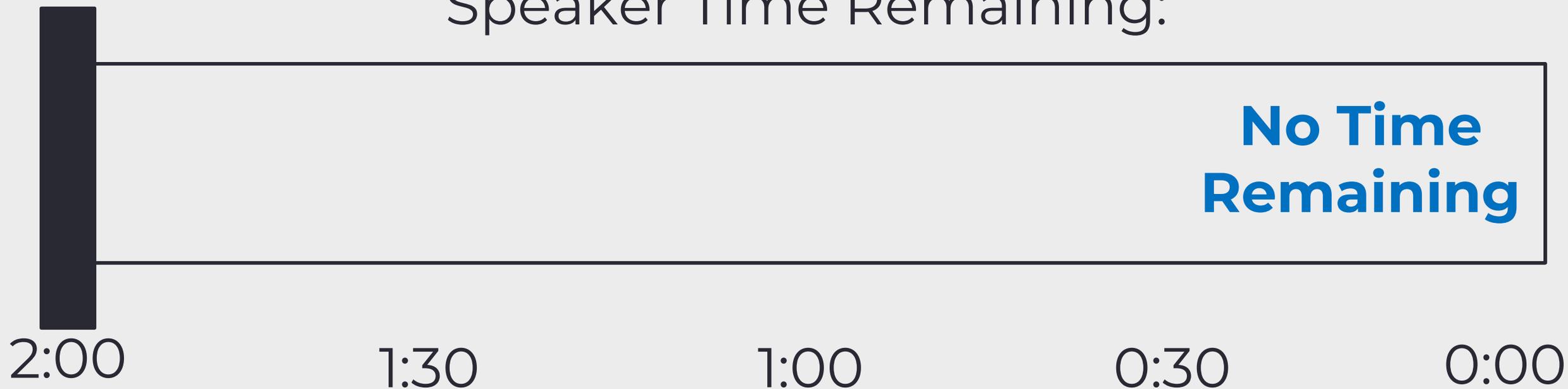
- To indicate that you would like to make a public comment, click the **Raise Hand** icon  in the Control Panel
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# Item II.E

## General Public Comment

**You Have 2:00 Minutes to Speak**

Speaker Time Remaining:



# III. A. DISCUSSION AND FEEDBACK ON PREFERRED CONCEPTS FOR STATE STREET MASTER PLAN AND RELATED MOBILITY CONCEPTS

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## Today's Goal

- Support and agreement for staff recommended design concept and mobility strategy

# Meeting Format

1. Staff presentation
2. Facilitated small groups
3. Report out
4. Public comment
5. SSAC straw poll

# Background

## Where We Have Been

- Over 15 SSAC meetings since 2021
- Significant community outreach
  - 60 events, 20 public meetings, 6,000 survey engagements, 20,000 website views
- Districts and Urban Design Framework
- Technical Reports
- Guiding Principles
- Series of Sketches

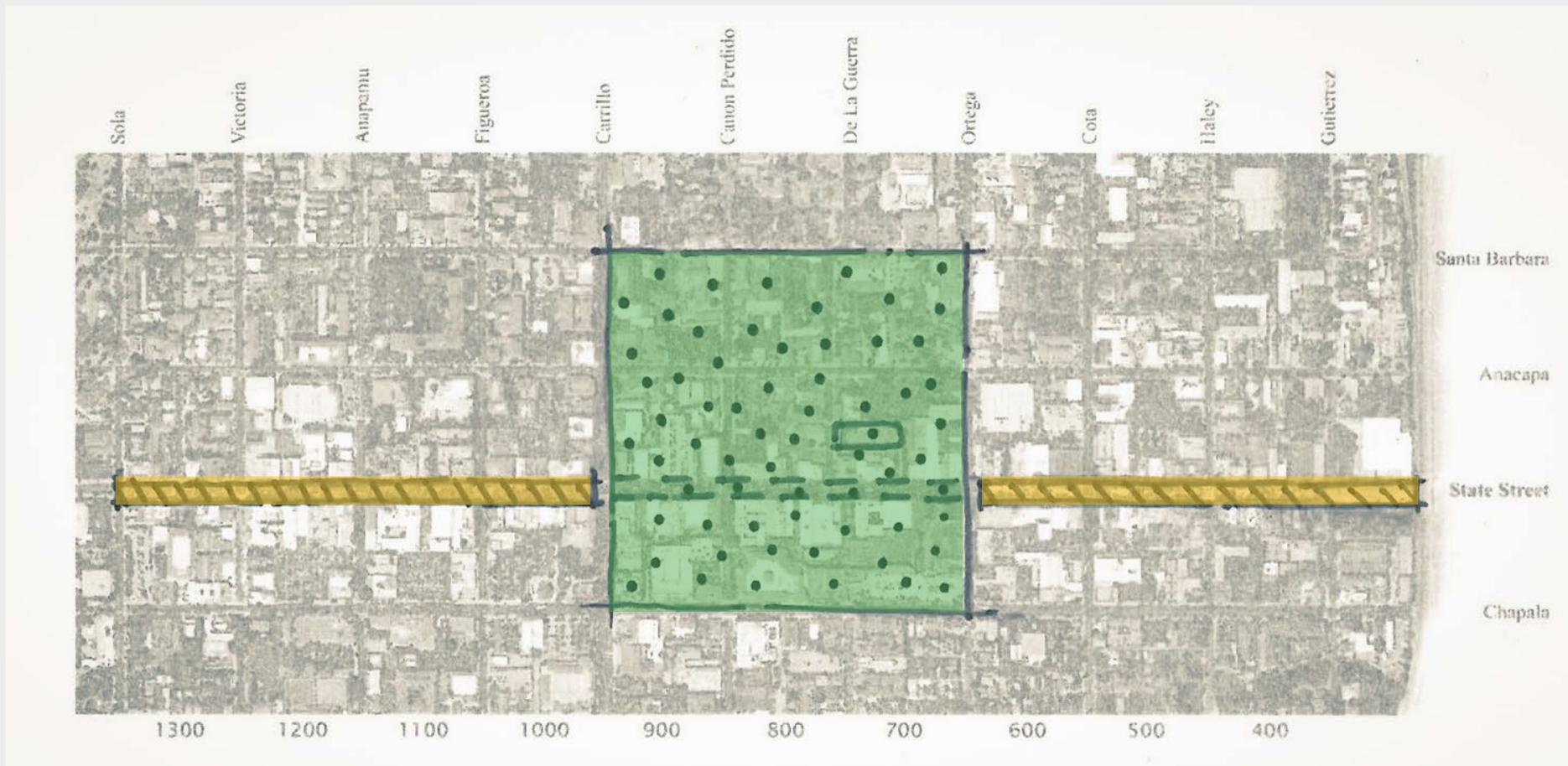
# Community Vision

*“Santa Barbara’s downtown should invoke a sense of place, a sense of history, and a sense of celebration.” – Hal Conklin*

## 4 Guiding Principles

- People & Placemaking are Key to Downtown's Success
- Economic Vitality Downtown is Critical to City-wide Economic Vitality
- Mobility & Utilities Provide Essential Function Downtown
- Sustainable Design Provides Long-Term Resiliency

# The Center of Downtown



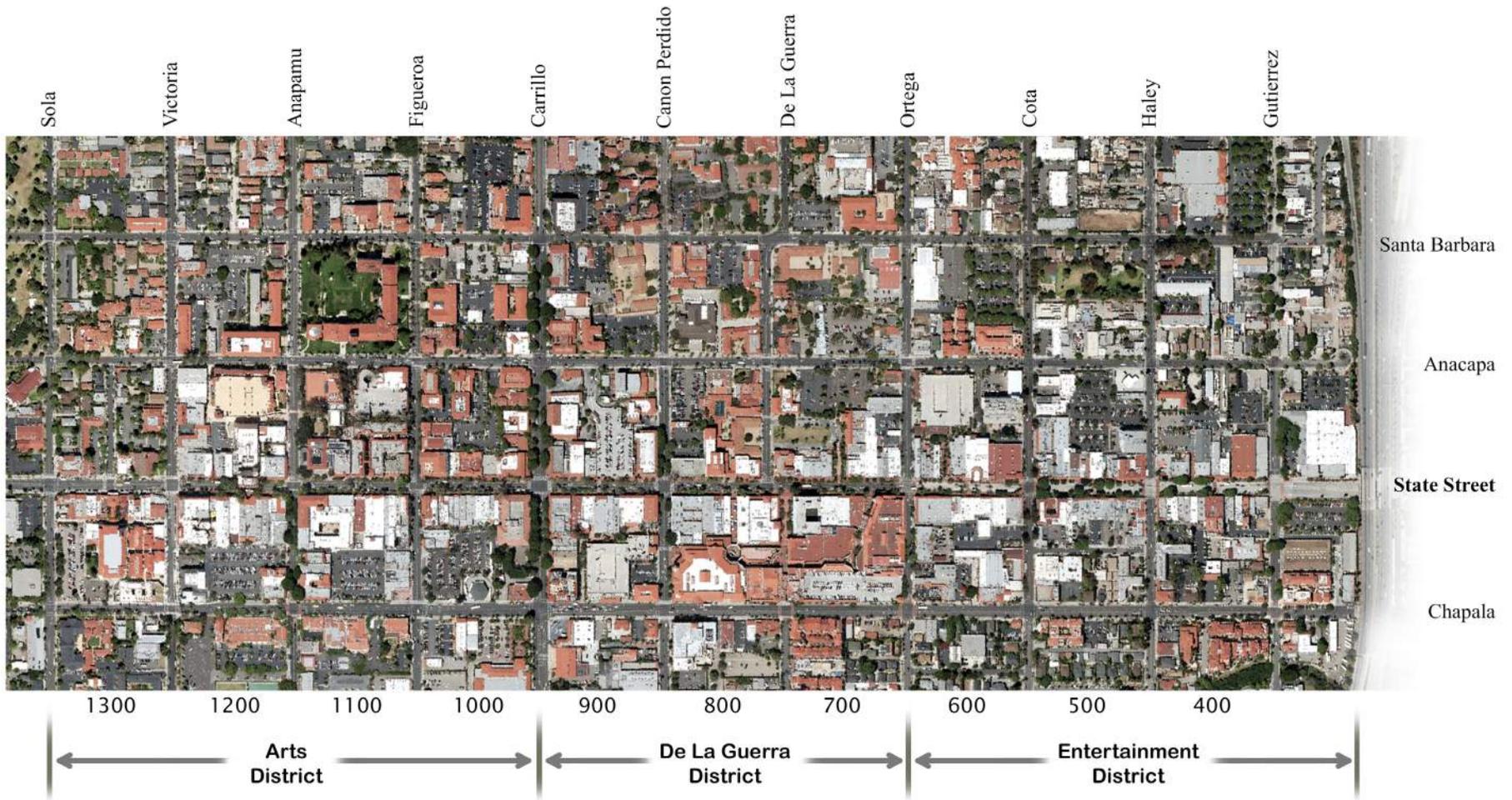
# The Center of Downtown

- A synthesis of feedback and input
- Reimagine these blocks of State Street as part of the Downtown pedestrian core
- Extending the Downtown Core to connect State St to the culturally relevant sites in the immediate vicinity
- Leverages the existence of a numerous existing paseos and creates opportunities to extend and strengthen the network
- Addresses the question of how can we use urban spaces differently if areas are designed to be less automobile focused

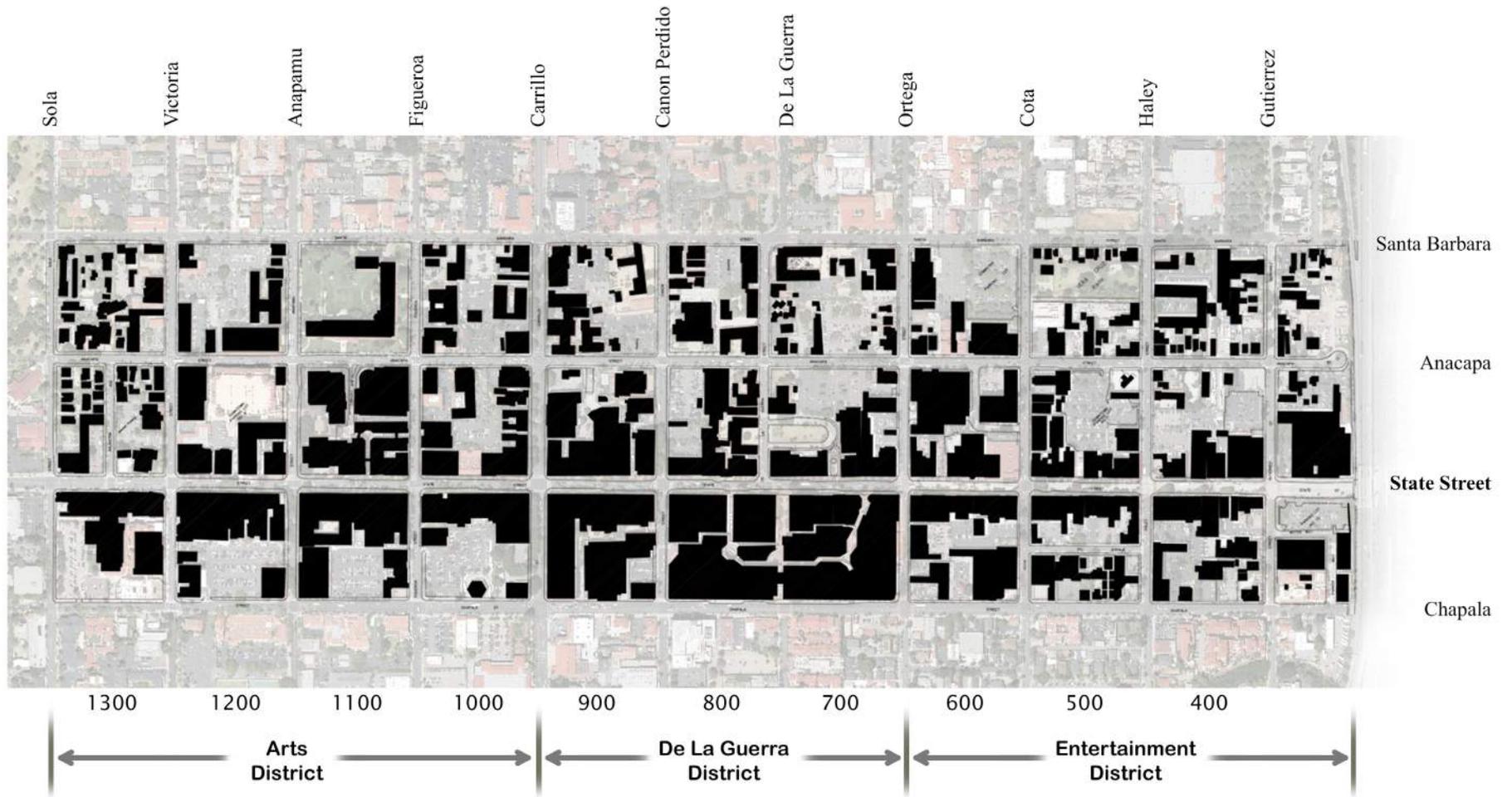
# The Grand Paseo

- A “Grand Paseo” with a “pedestrian first” design philosophy and plaza-like spaces at its center
- Becomes the basis for a vibrant mixed-use neighborhood
- Provides new public spaces for events, performances, and social gatherings that celebrate and build community
- Promotes experiences of exploration and wonder with paseos
- Creates excitement and interest that is essential to generating social and economic vitality

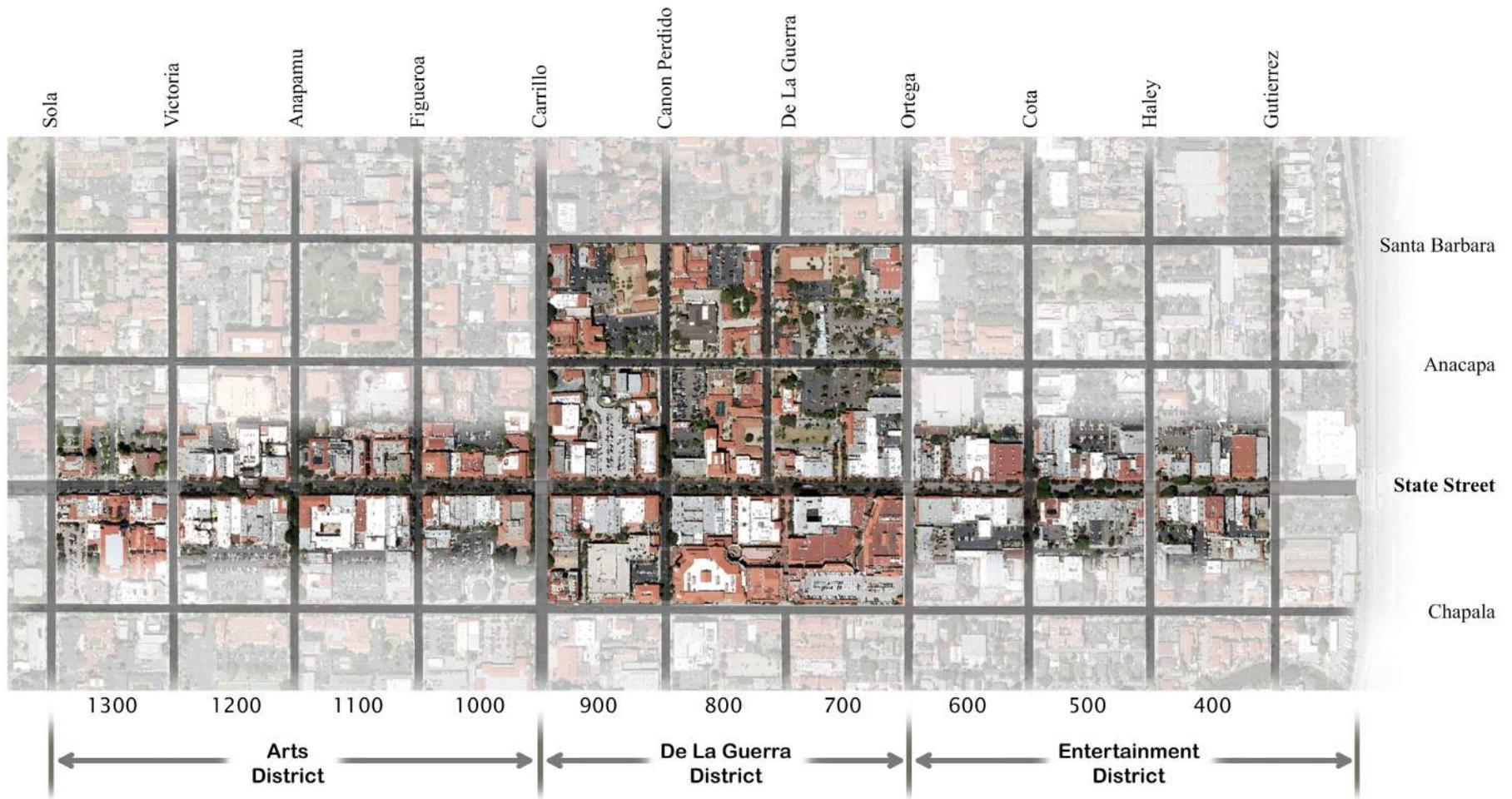
# Recommended Design Concept and Mobility Strategy



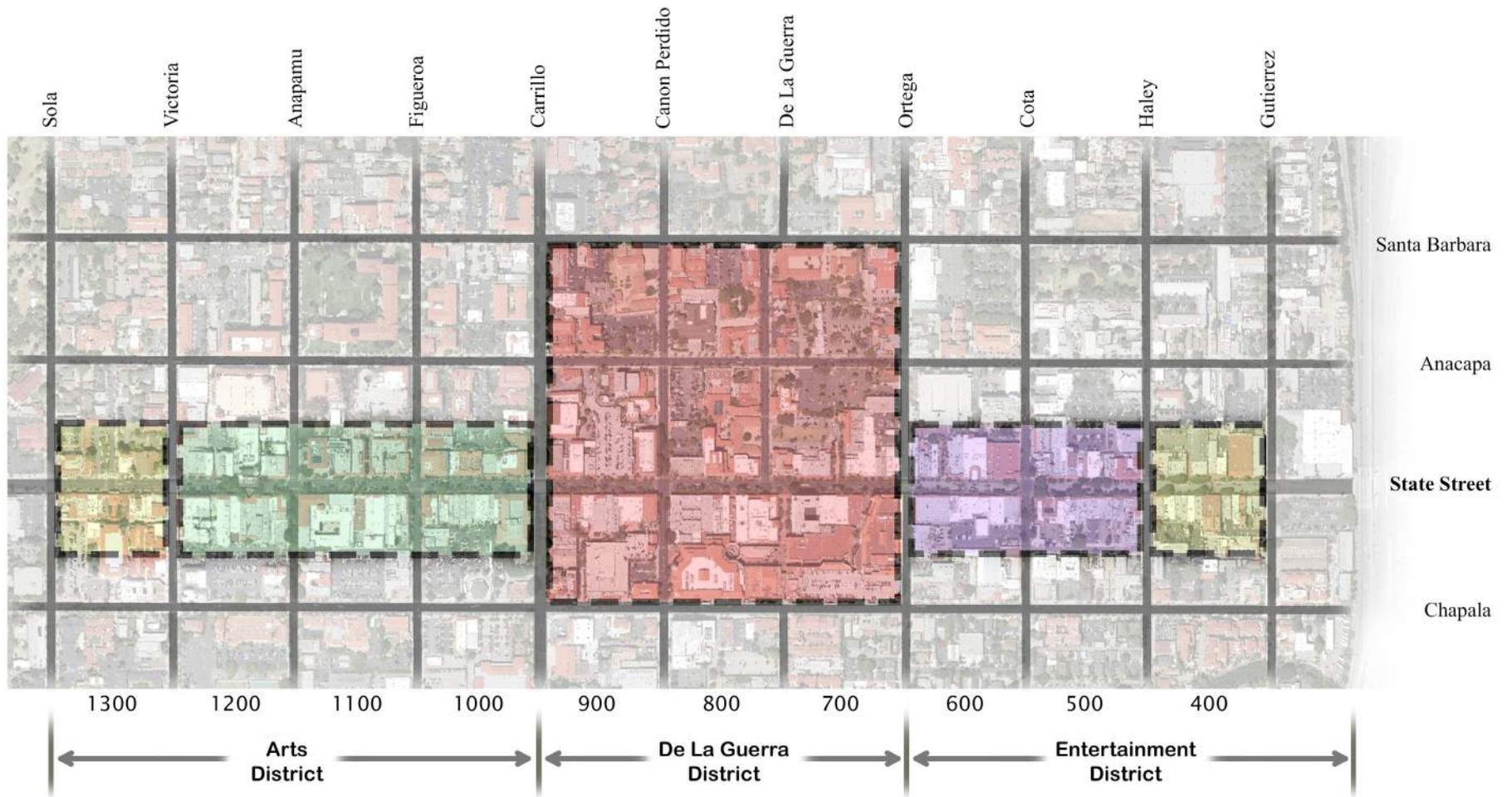
# STATE STREET OVERVIEW



# STATE STREET FIGURE-GROUD



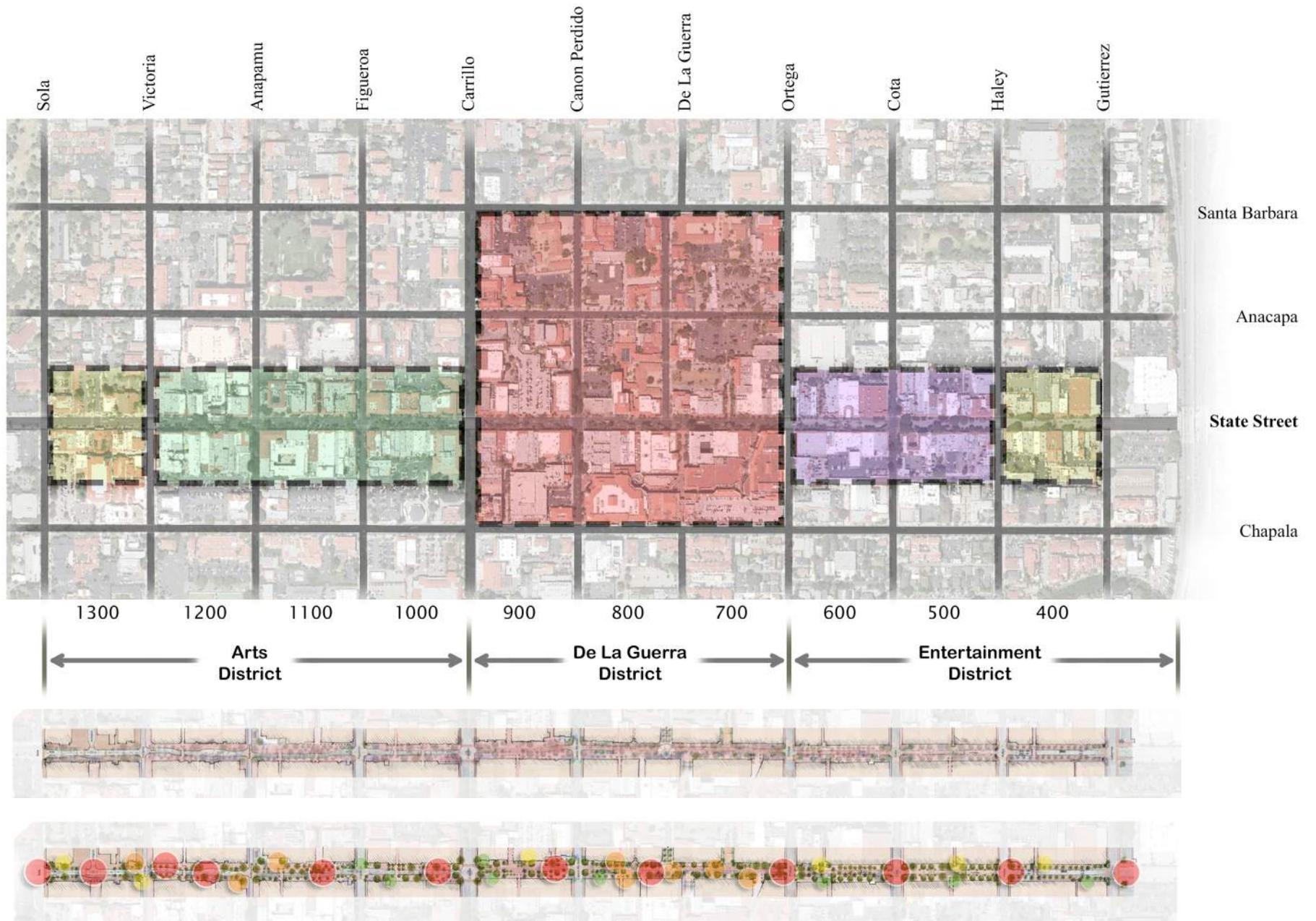
# BLOCKS OF INTEREST



# ZONES



# EXPERIENTIAL TRANSIT PATH



# DESIGN OVERVIEW



- Primary “Gateway” from/to Funk Zone & waterfront
- Important public safety access
- Continued bike & car lanes from 300 Block
- Expanded sidewalks for dining/performers

## 400 BLOCK



- Primary Nodes
- Secondary Nodes
- Tertiary Nodes
- Future Nodes

## 400 BLOCK - LANDSCAPE



400 BLOCK - PERSPECTIVE



- Flat, flexible, and curbsless
- 20 ft car-free, experiential-transit, pedestrian & bikes
- 60 ft dedicated to pedestrian, dining, and performers

## 500-600 BLOCK



- Primary Nodes
- Secondary Nodes
- Tertiary Nodes
- Future Nodes

## 500-600 BLOCK - LANDSCAPE



500 BLOCK - PERSPECTIVE



600 BLOCK - PERSPECTIVE



500-600 BLOCK - ALTERNATE



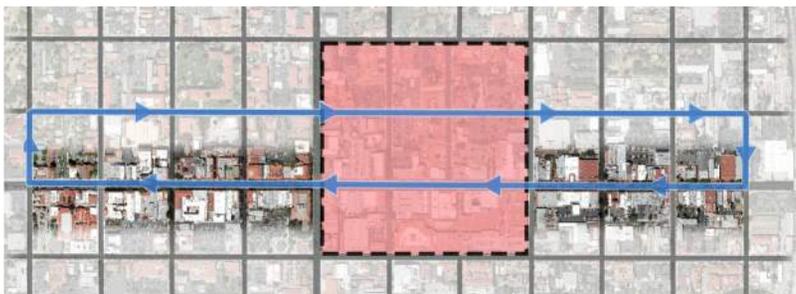
- Existing paseo
- Potential paseo
- Weak paseo

## 700-900 BLOCK - PASEO PLAN



- Pedestrian-prioritized flat, flexible, and curbsless for all 80 ft
- Loading and delivery at early hours
- ‘Walk-your-wheels’ options for certain times of week/year

## 700-900 BLOCK



- Primary Nodes
- Secondary Nodes
- Tertiary Nodes
- Future Nodes

## 700-900 BLOCK - LANDSCAPE



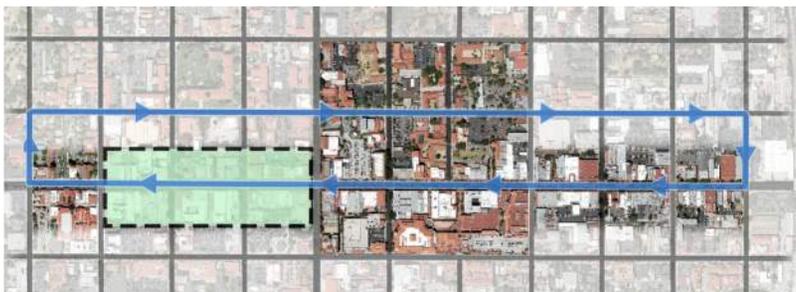
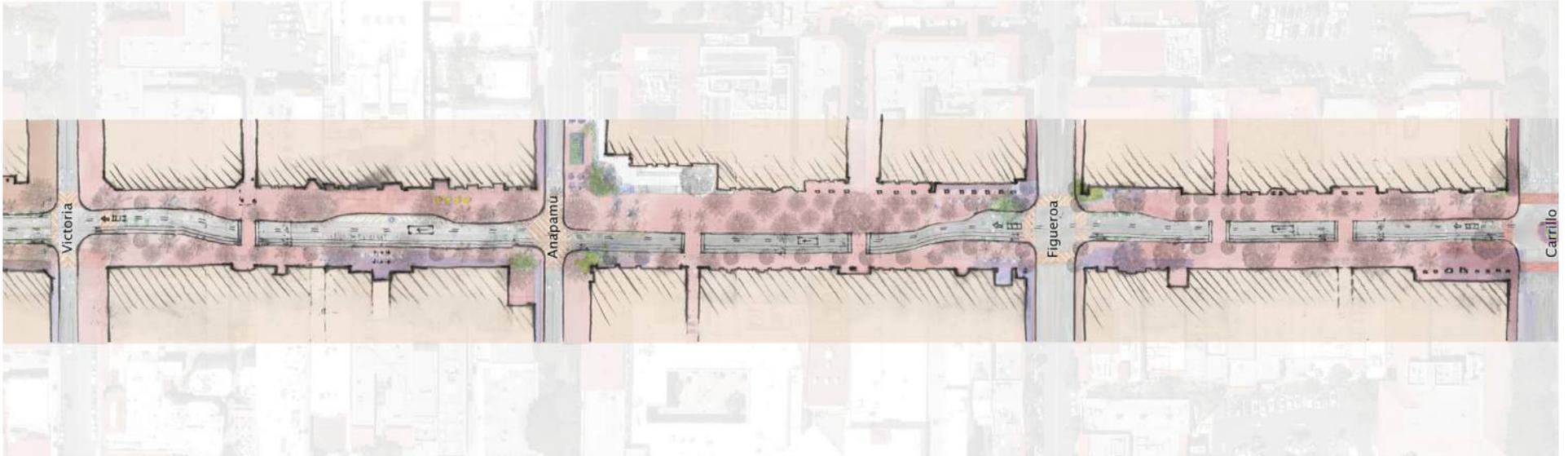
700 BLOCK - PERSPECTIVE



800 BLOCK - PERSPECTIVE

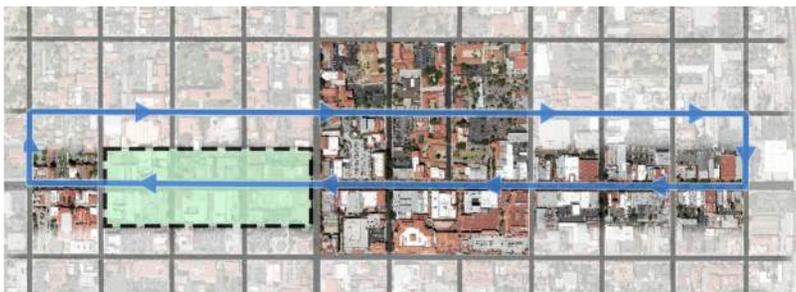
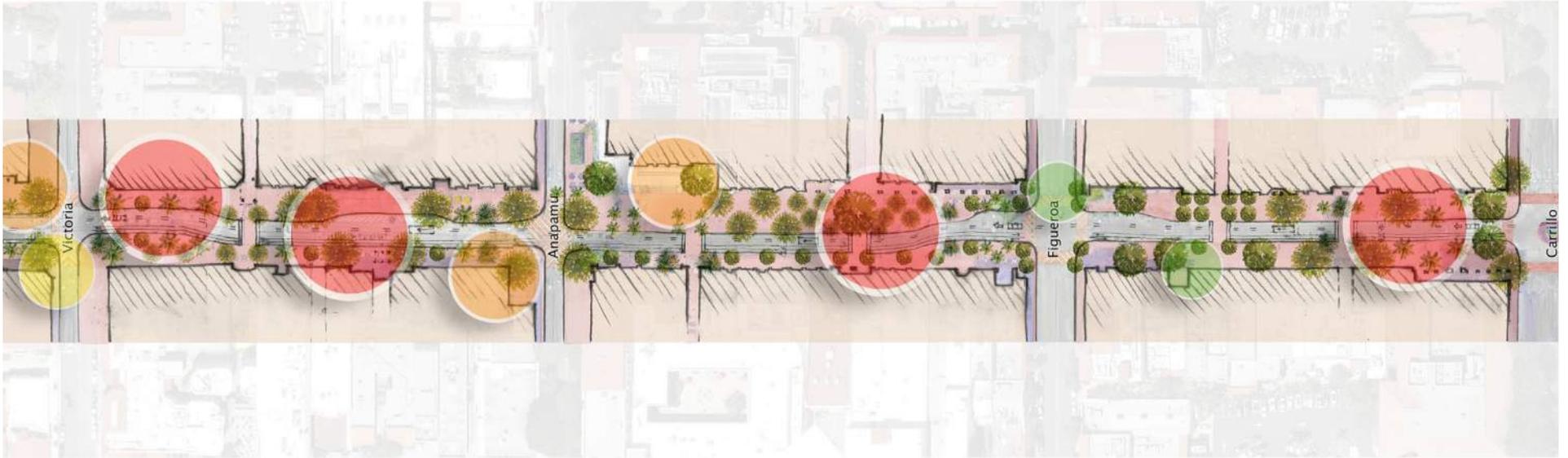


900 BLOCK - PERSPECTIVE



- Increased pedestrian sidewalk for exhibit space and dining
- One way car lane allows theater drop-offs and two-way bike lanes

1000-1200 BLOCK



- Primary Nodes
- Secondary Nodes
- Tertiary Nodes
- Future Nodes

# 1000-1200 BLOCK - LANDSCAPE



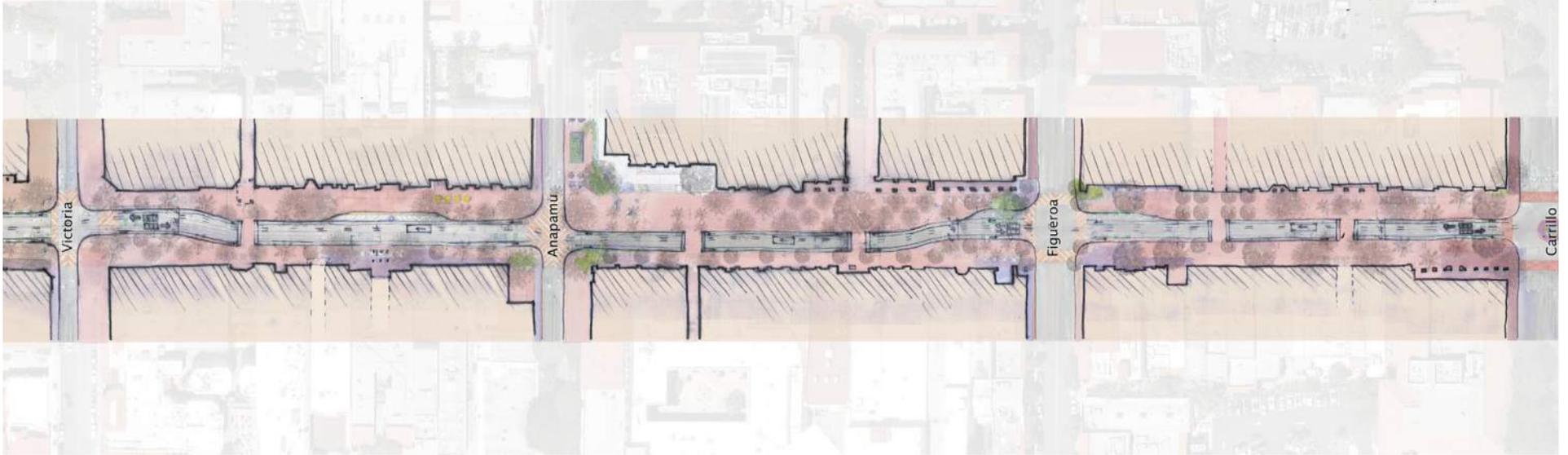
1000 BLOCK - PERSPECTIVE



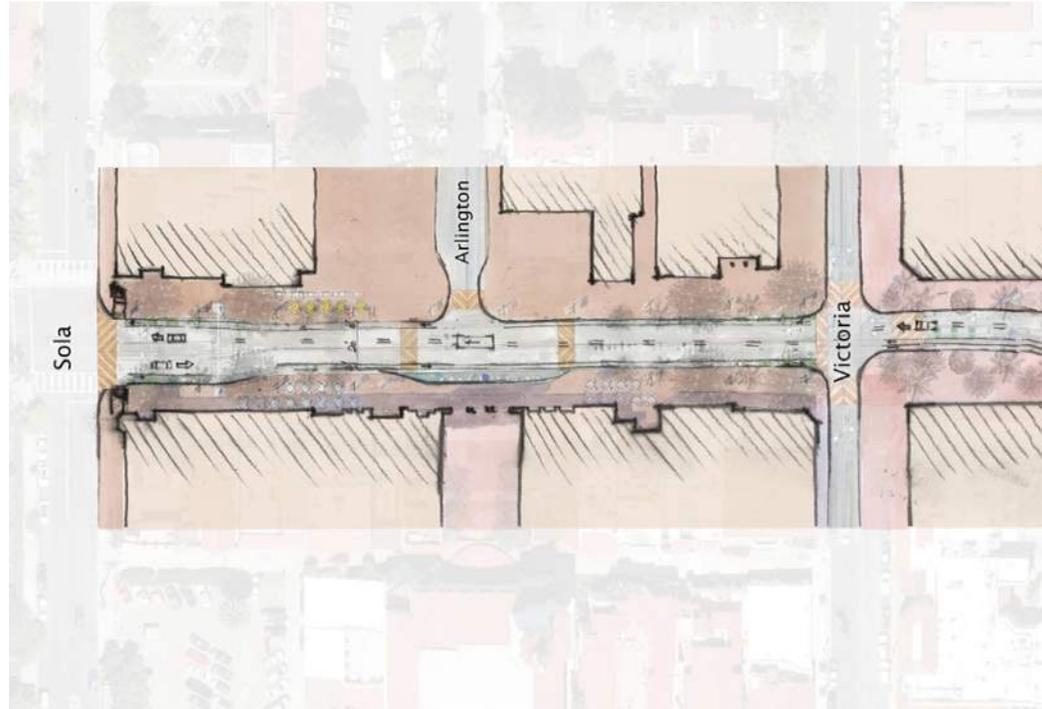
1100 BLOCK - PERSPECTIVE



1200 BLOCK - PERSPECTIVE

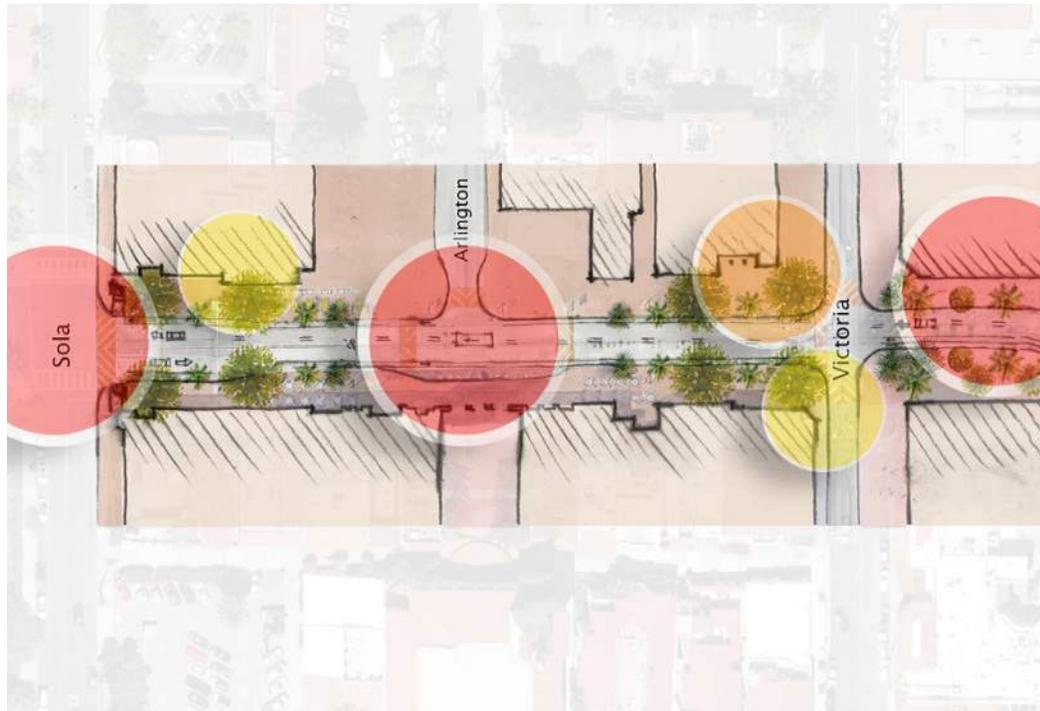


1000-1200 BLOCK - ALTERNATE



- Two way car lanes and two-way bike lanes allows access and helps with public safety
- Gateway between Upper State and downtown core

## 1300 BLOCK

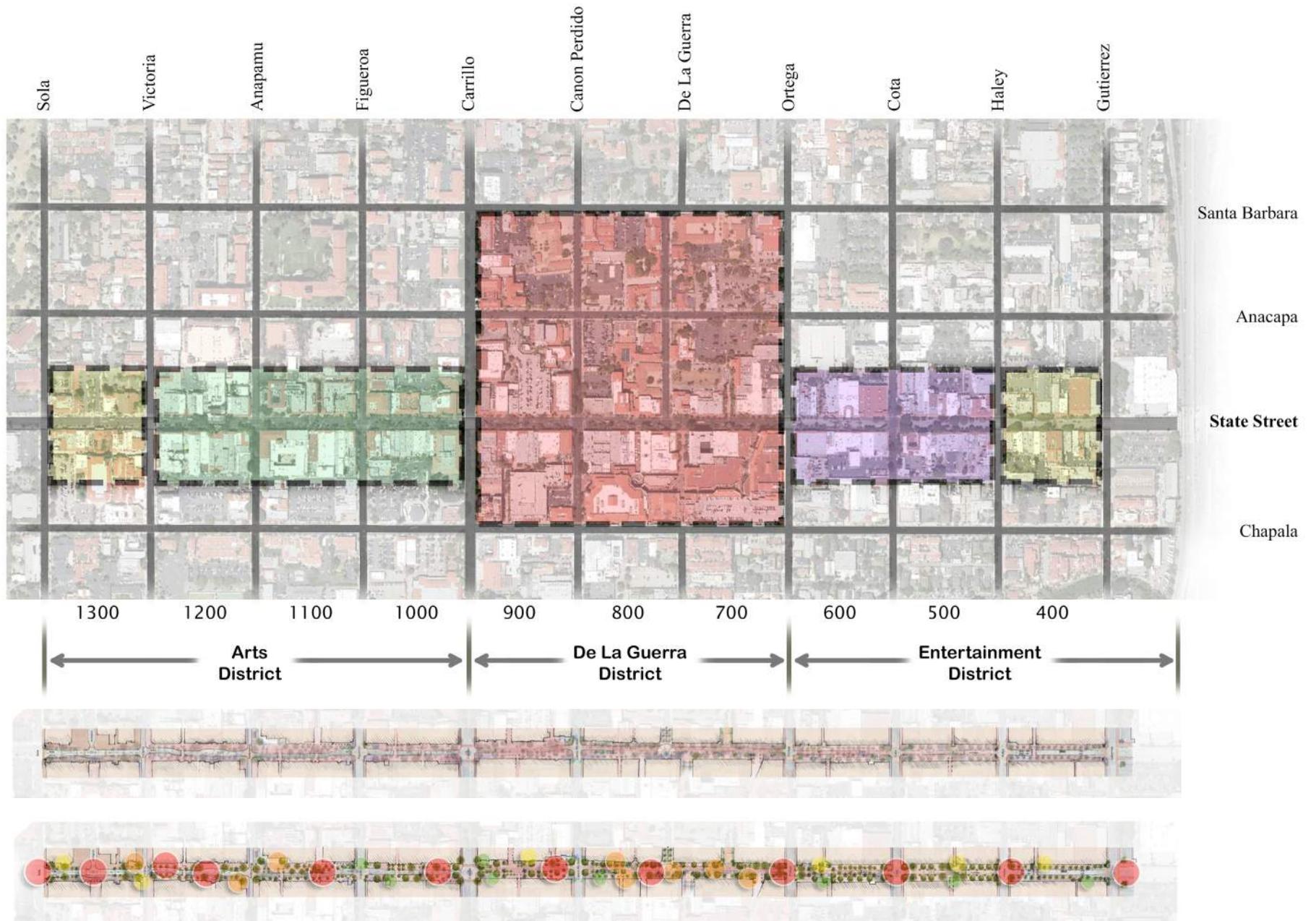


- Primary Nodes
- Secondary Nodes
- Tertiary Nodes
- Future Nodes

## 1300 BLOCK - LANDSCAPE



1300 BLOCK - PERSPECTIVE



# DESIGN OVERVIEW

# SSAC GROUP DISCUSSION

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# PUBLIC COMMENT

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# How To Make An Oral Public Comment

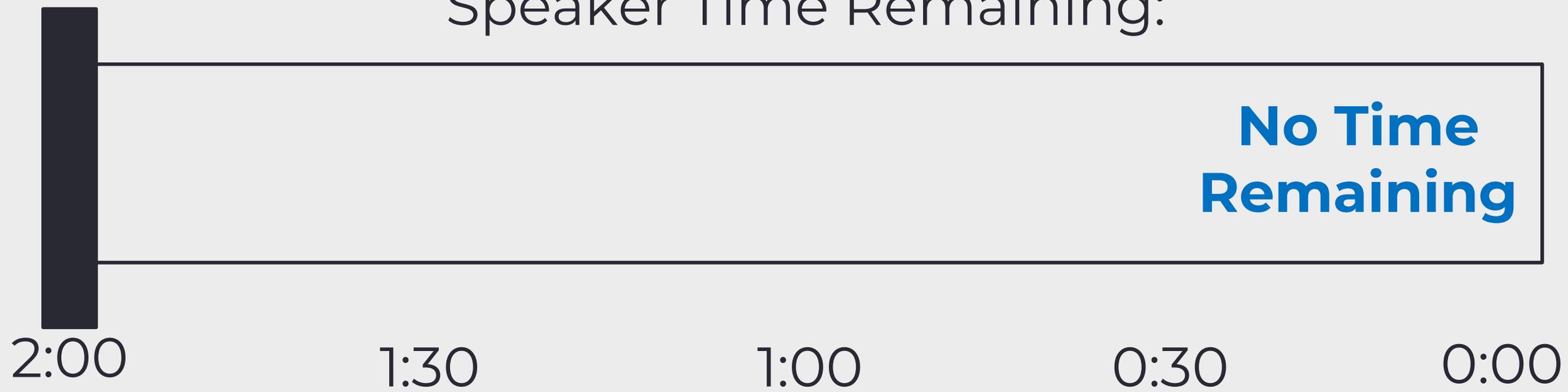
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# Item III.A

## Public Comment

# You Have 2:00 Minutes to Speak

Speaker Time Remaining:



# SSAC STRAW POLL

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# SSAC Straw Poll

- ***Do you agree that the "Grand Paseo" design framework, which includes a pedestrian core district bracketed by districts on either side that employ different approaches to mobility, aligns with the SSAC's vision for the study area?***

# SSAC Straw Poll

- ***Do you support the recommendation of a curbed design for the 400-block that allows for all modes of transportation and transforms the block into a gateway to the Grand Paseo?***

# SSAC Straw Poll

- ***Should the 400 block include physical features or monumentation to signal arrival to the district?***

# SSAC Straw Poll

- ***Do you support the curbless, flat and flexible design for the 500 and 600 blocks of State Street? This design includes a 20'-wide clear area for emergency access, that would be shared by bikes and transit, and no private vehicles would be allowed outside of service and delivery hours.***

# SSAC Straw Poll

- ***Do you support the curbless, flat and flexible pedestrian-exclusive core on the 700 and 800 blocks of State Street? This design includes plaza-like spaces, allows for festivals and special community events, and is exclusively for pedestrians at all times, even if excluding bike and vehicle access requires that capacity for bikes and vehicles be provided elsewhere on surrounding streets (e.g., Chapala)?***

# SSAC Straw Poll

- ***Do you support the curbless, flat and flexible primarily pedestrian core on the 700 and 800 blocks of State Street? This design includes plaza-like spaces, allows for festivals and special community events, and is exclusively for pedestrians during special events, days of the week with high pedestrian traffic, and during peak seasons (e.g., weekends and/or Summer)? This time-based solution to create an exclusively pedestrian core may not require the bicycle reroute.***

# SSAC Straw Poll

- ***Do you support a curbed design for the 1000 to 1200 blocks of State Street that reintroduces cars and private vehicles to State St at Carrillo St? If so, do you support the recommended design that includes expanded space for pedestrians and outdoor dining, a separated two-way bicycle facility, and a one-way vehicle lane with limited loading and/or drop-off locations?***

# SSAC Straw Poll

- ***Do you support the recommendation of a curbed design for the 1300 block of State Street that always allows all modes, and emphasizes its role as an emergency access corridor and a primary gateway to Upper State? This design includes two-way vehicle traffic, a bicycle facility, and pedestrian space on the sidewalk.***

# SSAC Straw Poll

- ***Do you support a transit option connecting the Grand Paseo to the Waterfront that includes a full-size circulator shuttle that primarily travels on Anacapa and Chapala Streets and is supplemented by a pedicab program or micro-transit on State Street?***



**COMMUNITY DEVELOPMENT DEPARTMENT**

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**June 26, 2024**