CORRESPONDENCE FROM THE PUBLIC

1-25-10
650 Miramonte Dr
Santa Barbara,
Calif 93109

#19, 803 N Milpas
Appeal of Mixed
use development
- continued -

Please read
at the Hearings
etc 1-26-10
Thank
You

Dear City Council,

This appeal should definitely be upheld. Never ever allow the huge mixed-use complex on this pristine Bungalow site. A 12,000 year old Redwood tree Building was demolished and the chemical waste dump aspect is prevalent. Never ever remediate as it is 40' deep. Never uncover the nuclear waste dump way down in the ground. All is best if it is left without people living & working on the ground level or elsewhere - or at any level. Never build the project. He was asked to build because it was over-contaminated. It doesn't need to be done. Don't have others build here either. Be well - Don't ever touch the area. Contractors would get diseases if they work here at all - Keep all away from the site 50 - 150 years - or on & on - Be well - Stop the project. Never allow contamination. It destroyed 25 villages - 60 remain - let all remain. Let the trees grow back on their own -

60 People
90 People
100 People
90 People

Sincerely
Paula Westbury
PAULA WESTBURY
Thank You

RECEIVED

2010 FEB 16 AM 8:54

CITY OF SANTA BARBARA
CITY CLERK'S OFFICE

February 11, 2010

City of Santa Barbara, Clerk
P.O. Box 1990
Santa Barbara, CA 93102

Re: Rick Feldman Letter of Appeal

Dear Planning Commissioners:

This letter is written in opposition to Mr. Rick Feldman's appeal of the Planning Commission's approval of the mixed use project at 803 North Milpas.

I have been employed for a number of years to a company only one block from the approved project at 803 N. Milpas and wish to take exception with some of his reasons for appeal. Mr. Feldman states there will be "an adverse effect on the many businesses in the area – and beyond, causing drivers to seek alternate routes and destinations in order to avoid Milpas Street congestion and inadequate parking." He, however, does not support this contention with any facts. It is inconceivable to me that the impact of this project could have any effect on either the congestion or parking as he states.

The next point I would take exception to is that the addition of bulb-outs (he calls them "Very Large") will result in restricted traffic flow, reduced number of parking spaces and increased accidents along Milpas Street. There is no proof that these devices "have created unsafe impediments to traffic flow, pedestrian and cyclist safety throughout our community" as Mr. Feldman contends. I have personally driven on Milpas Street as well as driven from, and onto, Canon Perdido at Milpas Street since their inception and found the bulb-outs at this location to be both easy to deal with and a safer alternative for pedestrians than other street corners along Milpas.

I strongly support any efforts that will have the effect of reducing the speed of traffic and its resultant safety for both bicyclists and pedestrians and urge the denial of Mr. Feldman's appeal.

Sincerely,

Russ Buford

Russ Buford
805 450-1597

12 March 2010

City Council
City of Santa Barbara
Re: Proposed Mixed Use Development
Application #MST2006-00510
803 N. Milpas St.

Council Members,

I am writing in support of the street improvements incorporated into the design of the proposed project at 803 N. Milpas St. The use of curb bulb-outs at street intersections and crosswalks is proven to increase safety for pedestrians by shortening crossing distances, and calms traffic by visually narrowing the street. This device, in concert with landscape and paving elements, contributes to a more pleasant streetscape for pedestrians and drivers alike. My work with the Mesa Architects, a volunteer neighborhood planning group, has led to similar proposals for bulb-outs along Cliff Drive to achieve these ends.

Contrary to the opinion of those opposed to these devices, bulb-outs do not reduce parking spaces significantly since they generally occur at crosswalks where no parking would be allowed. A well designed bulb-out does not reduce traffic lane widths, or exclude space for bicycle lanes, but must take into consideration the requirements of large vehicles making right turns.

As I work near Milpas and Canon Perdido Streets, I frequently walk and drive past the project site. I've found the similar improvements made at Canon Perdido Street to be justified and well received. Please continue to encourage these types of street improvements as opportunities become available. They enhance our environment and help rebalance the auto-centric focus of our streets in favor of pedestrians.

Sincerely,

Jeffrey King
Architect
607Miramonte Drive
Santa Barbara
93109
805.705.0268

Rodriguez, Cyndi

From: lhurley99@gmail.com on behalf of Liz Hurley [ehurley@heraconsulting.com]
Sent: Tuesday, March 16, 2010 11:47 AM
To: Rodriguez, Cyndi
Cc: Courtney Dietz
Subject: Regarding curb bulb-outs at the 803 N. Milpas project

To: Cyndi Rodriguez
cc: Courtney Dietz

Dear Ms. Rodriguez,

I am writing to urge the city to approve the proposed pedestrian safety features, i.e. curb bulb-outs at the 803 N. Milpas project.

I live and work in the Milpas street area, and I regularly walk, run and drive there. My family members also use the bus stops in the area. There are several reasons to approve the bulb-outs and to focus on pedestrian safety rather than vehicular traffic convenience:

1. The vehicular traffic is often heavy and uses excessive speed - curbing that seems practical.
2. Milpas has several several crosswalks with no accompanying stop sign or traffic light.
3. Motorists have poor visivility of pedestrians all along Milpas.
4. As the area is the location of several schools, bus stops, stores and businesses, shouldn't greater attention be given to the accompanying foot traffic?

I look forward to your support of these safety measures.

Sincerely,

Elizabeth Hurley
404 N. Soledad St,
Santa Barbara, CA 93103

Rodriguez, Cyndi

From: courtney.coast@gmail.com on behalf of Courtney Dietz [Courtney@coast-santabarbara.org]
Sent: Tuesday, March 16, 2010 8:48 AM
To: Theresa Pena
Cc: Rodriguez, Cyndi
Subject: safety for walkers on Milpas

Theresa,
Thank you so much for your previous letter of support for the curb extensions at 803 N Milpas. I agree with you: this area has a lot of walkers and anything we can do to improve it should be done.

Unfortunately, there are some very persistent and very vocal people that don't agree and the issue is really getting heated. It is SO important to have supporters TELL the City Council how important these improvements are at the meeting. I know it's difficult for more people as it is the middle of the day but would you be able to attend in support (3/23 at 2 pm)?

At the very least would you resend your letter (or write a new one, as it's better to come from you then me) to CMRodriguez@santabarbaraca.gov?

And if there are other neighbors or businesses that you think would support walking safety along Milpas, PLEASE let me know as we need their support as well.

Courtney

--
Courtney Dietz
COAST - www.COAST-SantaBarbara.org
Director - Santa Barbara Walks
805.875.3562

Rodriguez, Cyndi

From: Ken Tompetrini [ken_tompetrini@msn.com]
Sent: Wednesday, March 17, 2010 9:18 AM
To: Schneider, Helene; Francisco, Dale; Hotchkiss, Frank; House, Grant; Self, Michael; White, Harwood "Bendy" A.; Williams, Das
Cc: Rodriguez, Cyndi
Subject: 803 N. Milpas Curb Extension

To: Mayor and Council Members

Concerning the proposed development at 803 N. Milpas St, I am opposed to any curb extension and the resulting narrowing of Milpas and De la Guerra streets.

As a long time resident of the lower Riviera area, I travel on Milpas regularly. The lining of the street has created a four lane road with lanes that are unquestionably narrow. With our too large MTD buses and other trucks barely fitting into a single lane, we already have potential safety issues for vehicle traffic, cyclists and pedestrians. Making the road narrower makes no sense. Since it is California law that vehicle traffic must stop when pedestrians enter cross walks, the width of the street should not be a factor. What documented evidence supports the purported improvements in pedestrian safety that bulbouts bring? The bulbouts at the intersection of Milpas and Canon Perdido already represent potential safety issues since large vehicles cannot safely turn from Milpas onto Canon Perdido without swinging out of the right turn lane into the through traffic lane. The proposed mammoth bulbouts at De la Guerra and Milpas, as could be seen by the chalk markings at Monday's news conference, show that not only that street narrowing will occur, but the very same pedestrians that bulbouts are supposed to protect will be put in harm's way and bicycle riders will be forced into the vehicle traffic. Why not add pedestrian crossing signals instead which will proactively aide pedestrians.

We do not need any more obstacles to vehicle, cycle or pedestrian safety created by our transportation planning personnel. I suggest you spend some time at these bulbout intersections and see firsthand the impact on traffic flow and safety.

Again I strongly urge that no curb extension be implemented as part of the proposed development at 803 N. Milpas and that the appeal to the Planning Commission ruling be upheld.

Sincerely

Dr. Ken Tompetrini

Rodriguez, Cyndi

From: S.M.Wenz [S.M.Wenz@FIInternational.net]
Sent: Wednesday, March 17, 2010 9:40 AM
To: Rodriguez, Cyndi
Subject: Milpas Bulbouts - 803 Milpas - Appeal

Please acknowledge receipt of this email - Thanks

To: Mayor Schneider & City Councl
City of Santa Barbara

FROM: Scott Wenz
Property Manager Santa Barbara High School area

Re: Bulbouts on Milpas Street - 803 Milpas - 23 March 2009, In favor of the appellant

Bulbouts on the streets of Santa Barbara have been proven dangerous to bicycle riders and create dangerous right turn conditions at intersections, without producing "any" statistical proof of increased pedestrian use on sidewalks. Removal of the proposed bulbouts at the Condo project at Milpas and De la Guerra is in the best interests of (a) pedestrians, (b) bicyclist, and (c) safe vehicle flow.

Addressing the above items:

(a) The question of **pedestrian safety** was brought before the TCC, the Planning Commission, and the City Council of the City of Santa Barbara by the organization Cars Are Basic, Inc.(tm) half a decade back. When "Staff" and supporters of these devices were queried regarding safety claims (and more importantly statistical data) backing their claims, the answer was vague references to studies with no supporting numbers. Statistical evidence is critical when making decisions of this nature and none has been produced. At the same time *a significant large cohort study was published in the prestigious international journal Medicine & Science in Sport and Exercise regarding pedestrian activity*. The sole item confirming increased pedestrian activity, was safe travel conditions from **criminal elements**. No other observed or indicated item in this study was of significance, including sidewalk design or condition. This study was conducted in part as a response to questions of pedestrian use and urban planning.

If these devices were safe they would be recommended at hazardarounds (commonly referred to as roundabouts). The Federal Guidelines for Pedestrian Safety state to make these intersections safe the standard corners need to be sculpted out forming both an inner and outer circle, **not creating a bulbout intrusion into the intersection**. The cross walks should then be placed a minimum of 25 feet behind the intersection thus giving both pedestrians and vehicles safe travel, and addressing the issue of line of sight by both groups.

The bulbouts created at the intersection of Alta Vista and Anapamu were designed to give students a safe crossing at this corner. Specifically they were to stop the mid-street crossing by students going to the bus stop on Anapamu. Students being students, this activity has not stopped! The bulbouts have created additional congestion on Anapamu creating more noise and pollution. Working a block from this intersection I constantly see kids pushing others (as

students do) and have seen them pushed into the intersection from the bulbouts making them at greater risk of accidents.

A classic example of the dangers of these devices to pedestrians happened at the corner of State and Haley. This intersection was designated as the first main street bulbout conversion. Just prior to this item coming before the City Council, there was a significant accident forcing two of the 3 vehicles involved onto the side walk. If there were pedestrians waiting on a bulbout they would have been injured. A couple of tons of steel vs. humans is no match. Mayor Miller seeing truth of this led council to vote against this conversion. State and Haley is a large intersection with very heavy pedestrian use on weekends and holidays similar to the claims by staff of Milpas / De la Guerra.

(b) Bulbouts are dangerous for **bicyclists.** The DMV Code states, vehicles not capable of maintaining speed must travel to the right of the road. Bulbouts do not give this option to a bicycle. This makes biking very dangerous. As a bicyclist for the past 60 years traveling 50 some miles a week, I urge you not impose these devices on the streets. I have experienced may close calls from vehicles at bulbout locations, and as a result, do everything I can do to avoid these intersections. In conversation with bicycle patrol officers they have expressed the same concerns.

(c) Safe vehicle flow is hampered with bulbout construction. Traffic Staff has clearly stated their intent is to use bikes (see "b" above) as traffic calming devices. The intent is to force ~180 pounds of bike and rider into traffic, mixing with tons of cars, this is dangerous. As stated the intent is to then force vehicle to slow.

Bulbouts are dangerous to emergency response and emergency vehicle travel as well as standard large vehicles. When these devices were proposed for Chapala Street, then Councilman Seacord, questioned turn radius and emergency right hand move of vehicles. Staff answer was, the intent other then pedestrian encouragement, was to force wide turns. Turns staff admitted would then make street travel more difficult and less safe. Code states when emergency vehicles in Code 3 mode (siren & lights) approach traffic is required to pull to the right. These obstructions make this difficult at best. In this same Council meeting staff confirmed this planning was in preparation of "narrowing Chapala St." It is obvious this is the ongoing situation on Milpas. (Additional note staff created a Brown Act Violation at this meeting with this plan as was confirmed by remarks of former Councilwoman Falcone during the council session.)

The former Milpas Merchant Association was guaranteed in exchange for their help, with sidewalk landscape improvements and additional lighting, there would be no move or action taken to narrow this vital commercial corridor. Staff is well aware of the 600 plus signature petition circulated by the organization Cars Are Basic, Inc.(tm) calling for **no changes to capacity or configuration of Milpas.** As then President of CAB I both helped create the petition, organize local east side businesses, and personally walked many of the residences and businesses collecting signatures. Conditions have not changed and the vast majority on the lower east side continue their support of that petition.

A constantly heard statement by Traffic Staff is, "bulbouts do not interfere with traffic lanes." From all objective evidence it would appear staff has completely missed the point. Intersections (by their name alone) are just that, intersections of traffic lanes with completely different purposes then vehicle travel along a singular direction and defined space. It is not a difficult concept and is easily observable. Vehicles at intersections move left / right and turn. When people become fixated on just one aspect of traffic management they lose this perspective. It appears the City has lost perspective here.

In the past 15 years, studying conditions of transportation (pedestrian, vehicle, bicyle, rail, etc.) including Federal Guidelines, small and large studies, accident causes and remedies, it has become obvious most of the City of Santa Barbara's policy and implementation for bikes and pedestrian use has spectacularly failed. 45 years as an Exercise Science professional encouraging physical activity as well as teaching give me a unique insight. These devices will not increase pedestrian activity, are an unnecessary burden on the developer, and will create adverse vehicle and commercial conditions.

I spent many years in this neighborhood with my grandparents who lived on and operated rental property I now manage. I travel Milpas at the intersections of both Canon Perdidio and De la Guerra, weekly and sometimes daily. **There is no need for this design. The four way traffic lights provide a completely safe four way controlled intersection for pedestrian safety**. I urge you to uphold the appeal.

Scott Wenz
42 San Roque Rd.
Santa Barbara, CA 93015
(805) 687-1832

3/17/2010