



Agenda Item No. _____

File Code No. 550.01

CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: May 3, 2011

TO: Mayor and Councilmembers

FROM: Transportation Division, Public Works Department

SUBJECT: Street Parking Determination For Brinkerhoff Avenue

RECOMMENDATION:

That Council provide direction regarding the request of Brinkerhoff Avenue (Brinkerhoff) residents to maintain the one-way street with angled parking.

DISCUSSION:

Brinkerhoff was temporarily reconfigured for one-way traffic and angled parking to mitigate parking loss and cut-through traffic during the construction of the Haley/De La Vina Street Bridge. The reconfiguration increased the net parking to 41 spaces from the existing 35 spaces. In addition, it allowed for the closure of Haley Street at Chapala Street, moving all westbound traffic to Cota Street. After a year and a half in this configuration, some residents of Brinkerhoff requested that the temporary one-way traffic direction and parking configurations be made permanent.

The Transportation Division requested that the residents circulate a petition (Attachment) to gauge support for the change. Of the residents that signed the petition, the strong majority are requesting that the City make the temporary circulation and parking configuration permanent. Some of the residents would prefer one-way circulation with normal parallel parking, and one would prefer the street to return to its prior configuration.

City staff supports returning to the prior configuration or making the temporary street configuration permanent. Angled parking works on the east side of Brinkerhoff because there are no driveways and the street has low traffic volume, which allows for angled parking without causing traffic congestion.

If Council determines that Brinkerhoff should be one-way with angled parking, the ends of the street should be reconfigured to prevent wrong-way turns from Haley Street and provide for protection of vehicles in the parking lane. To accomplish this design feature, staff will place temporary planter boxes at each end of the street immediately. This

temporary feature is appropriate for traffic control and could remain in place for an indefinite period of time.

The permanent configuration would require both ends of Brinkerhoff to be reconstructed to narrow the roadway width to 22 feet to provide adequate width for truck traffic and emergency vehicles. The narrowing of the termini would also provide the necessary visual cue to drivers on Haley Street to assist them in recognizing Brinkerhoff as a one-way street, and provide a better location for one-way signage.

Additionally, staff will return to Council at a later date with a Consent item to add Brinkerhoff to the schedule of one-way streets listed in Section 10.60.030 of the Santa Barbara Municipal Code.

On March 10, 2011, the resident's request went before the Transportation and Circulation Committee (TCC). The TCC unanimously supported angle parking and a one-way road configuration.

On March 30, 2011, the resident's request went before the Historic Landmarks Commission (HLC) for conceptual review. The HLC could support neither the angled parking nor the one-way configuration and found that the proposed improvements are not consistent with the historic nature of the Landmark District. The HLC has tabled the item until Council has had the opportunity to review the proposal and give direction to City Staff.

Given the conflicting positions of the two Advisory Commissions, staff is requesting guidance from Council. Based on the position demonstrated by the HLC at their March 30, 2011, meeting, they are opposed to the present reconfiguration design; however, the residents on Brinkerhoff are requesting that Council support their request and provide the necessary direction to staff and the HLC to finalize the design.

Staff understands that the new roadway configuration would require environmental review prior to the item returning to Council for action. The likely environmental document is an exemption supported by a Historic Structures Report. However, the findings of the Historic Structures Report would determine whether the project would be exempt or whether further environmental review would be required.

BUDGET/FINANCIAL INFORMATION:

Currently, the project is not part of the Streets Transportation Capital Improvement Program and is not funded. The project would be added to the future Capital Improvement Program and prioritized with other City capital needs.

The permanent configuration of Brinkerhoff Avenue as a one-way street may not be completed for a couple years or more due to funding constraints. The estimated cost of the environmental review is \$7,000, and necessary approvals, design, and construction costs range between \$50,000 and \$100,000 if the HLC accepts the proposed design. If

the HLC does not accept the proposed design, an additional \$10,000, may be required to redesign the project.

ATTACHMENT: Brinkerhoff Petition

PREPARED BY: Browning Allen, Transportation Manager/JWG/kts

SUBMITTED BY: Christine F. Andersen, Public Works Director

APPROVED BY: City Administrator's Office

Attachment

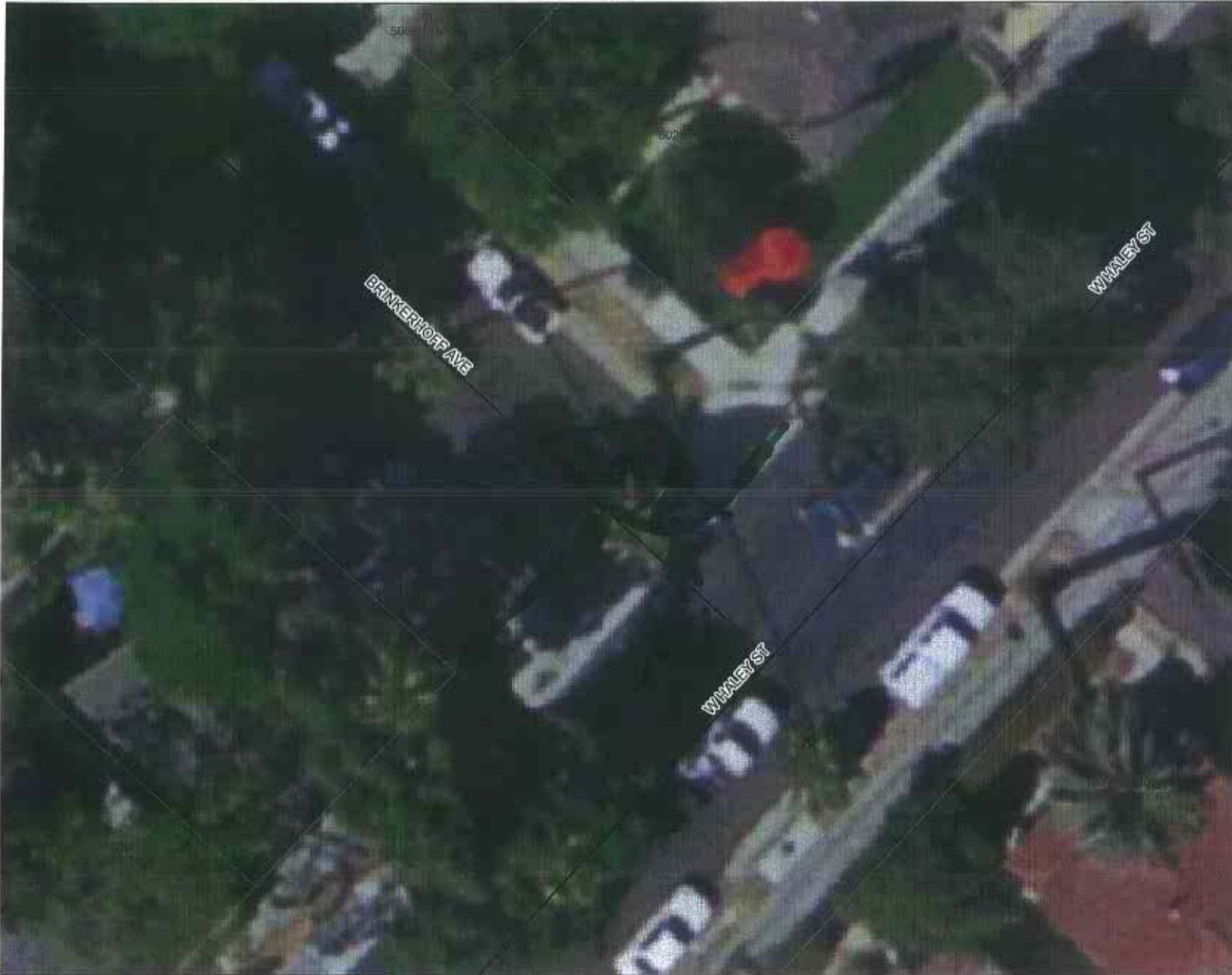
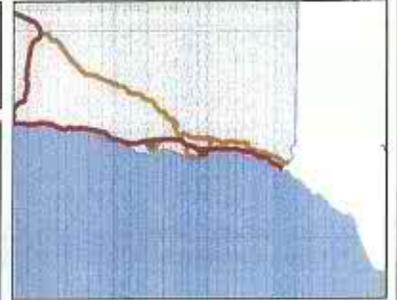
Brinkerhoff Street Striping and Parking Plan January, 2011

We, the undersigned property and business owners on Brinkerhoff, Cota, and Haley Streets, do hereby submit this petition in consideration of the future striping and parking plan for Brinkerhoff Street.

Name	Address	Phone	Email	Comments (optional)	Interest (check one or both)		Striping and Parking Plan Preference (Check One)	
					Property Owner	Business Owner	Change the street back to two way parallel parking	Leave the street one way with diagonal parking
✓ Dana Longo	509 Brinkerhoff Ave	[REDACTED]	[REDACTED]			✓		✓
✓ David Nipper	505 Brinkerhoff	[REDACTED]	[REDACTED]			✓		✓
✓ Susan Love	501 Brinkerhoff	[REDACTED]	[REDACTED]		✓	✓		✓
✓ Judy Yee	515 Brinkerhoff	[REDACTED]	[REDACTED]		✓			✓
✓ Celeste Varner	536 Brinkerhoff	[REDACTED]	[REDACTED]		✓	✓		✓
✓ Liz Terry	536 Brinkerhoff	[REDACTED]	[REDACTED]		✓			✓
✓ Carl Hightower	528 Brinkerhoff	[REDACTED]	[REDACTED]	Thanks	✓	✓		✓
✓ Edward Russell	528 Brinkerhoff	[REDACTED]	[REDACTED]					✓
✓ BARBARA PRIMEAU	524 BRINKERHOFF	[REDACTED]	[REDACTED]		✓			✓
PAUL B. PRIMEAU	524 BRINKERHOFF	[REDACTED]	[REDACTED]	GREAT	✓			✓
FAYE LEAIR	524 BRINKERHOFF	[REDACTED]	[REDACTED]		✓			✓
✓ DONALD R. LABELLE	518 BRINKERHOFF AVE	[REDACTED]	[REDACTED]		✓			✓



City of Santa Barbara



Legend

- Streets
- Parcels
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- Imagery: 2008 Images
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Notes

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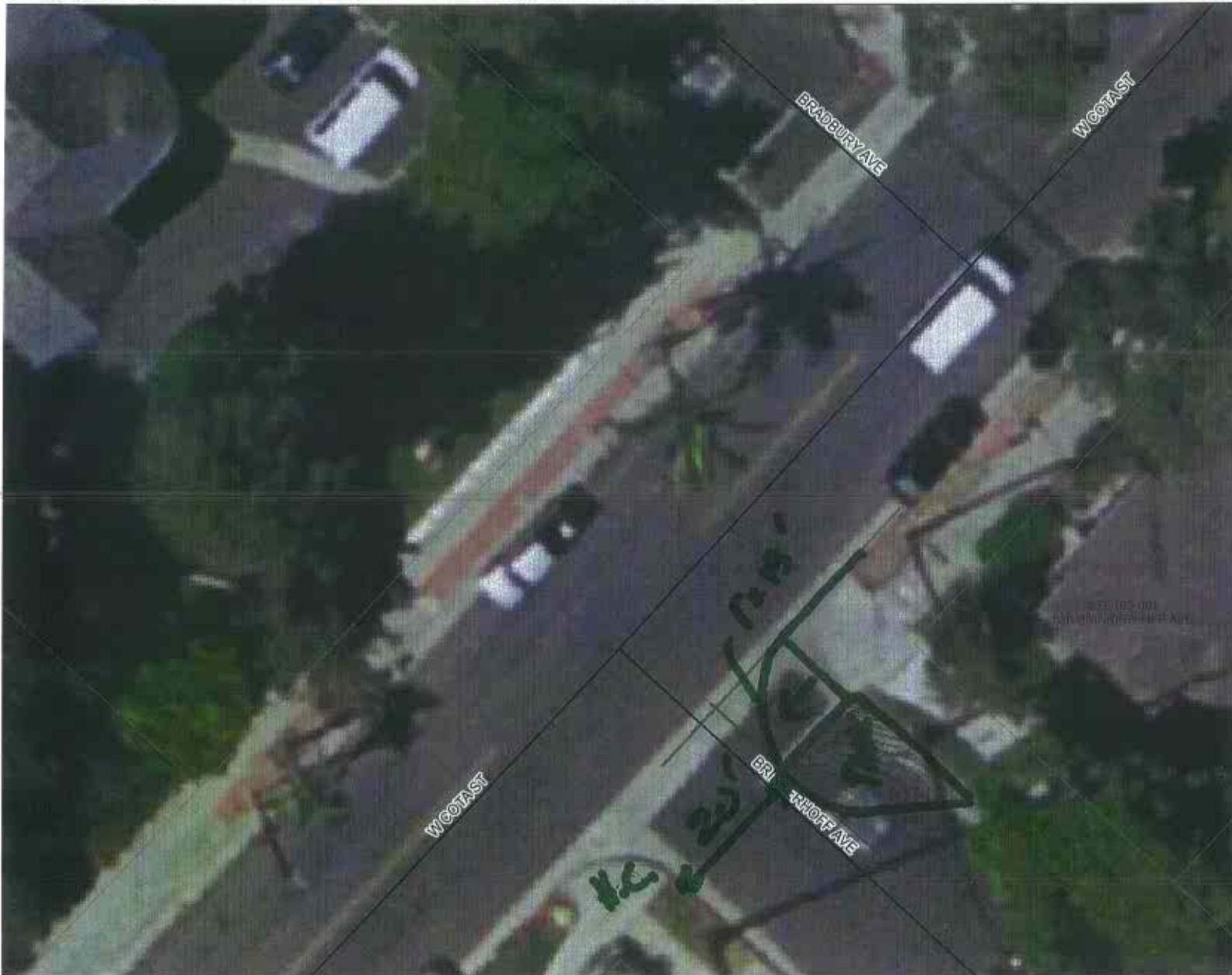
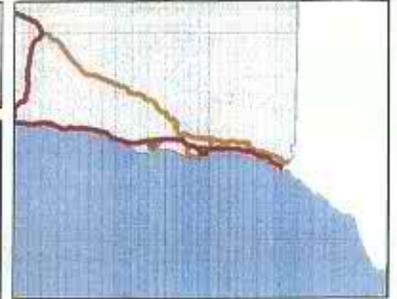
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Notes

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City Council Hearing: May 3, 2011

To: Madam Mayor and Members of City Council

Re: Appeal to render Brinkerhoff Avenue a one-way street with diagonal parking

At the March 30th HLC Hearing, not one HLC member agreed with the consent hearing request to make Brinkerhoff Avenue a one-way street with diagonal parking. I agree with the comments made by members of the HLC and am strongly opposed to diagonal parking on Brinkerhoff for the reasons below.

1. Burden to the East Side.

The current 41 space parking strip on the east side of Brinkerhoff Ave. looks like the parking strip of a mall. It's a continuous strip containing all manner of vehicles: cars, motorcycles, vans and trucks. And, it has a constant presence: morning, noon and night. In fact, it acts as a "wall", visually separating the east and west side of the street. The west side benefits in that its sidewalks and gardens are unmolested; too, the west side is opened to traffic and view. The east side bears the burden, including headlights & noise from evening parkers.

2. Devaluation of Brinkerhoff's former character and charm.

A one page Sunset magazine article from the early 1980s, entitled "19th Century Santa Barbara on Brinkerhoff Avenue," lauded our street's "throwback charm to another era." Also in the 1980s, Brinkerhoff's Business Group published a brochure, exclaiming that "Brinkerhoff Avenue alone reflects the area's turn-of-the-century visual character and for this reason it has been designated a special historic district by the City of Santa Barbara."

I believe it is this "throwback charm" and "visual character" that the HLC seeks to preserve....as do I. And that makes Brinkerhoff a special gem. The requested diagonal parking is a major departure from that. It is discordant in design to angle vehicles to the parallel streets & sidewalks. Moreover, in loading all manner of vehicles on the east side only, there is an imbalance and the block is split into 2

visual entities. The original Parallel Parking Design is visually simpler...calmer...historic...and consistent with parking standards citywide. As Urban Historian Jacobus has said at the HLC hearing, Brinkerhoff's original design plan allowed for/created an outdoor room of cottages (on both sides and ends) which surrounded an open space of parallel streets and sidewalks which spoke of unity and simplicity and calm. The current plan, according to Jacobus, maintains the cottage rim, but substantially changes the spatial relationships due to what I see as the "vehicle wall".

3. Absence of Neighborhood Meeting

No neighborhood meeting was ever held in order to brainstorm potential solutions which might have been acceptable to the HLC in preserving the neighborhood aesthetic and history and in substantially satisfying neighbor concerns for parking availability and/or convenience.

Summary.

Any chipping away at the visual part of the original Brinkerhoff Design is detrimental to its historic & spatial context. We on Brinkerhoff will come & go, but the Brinkerhoff Landmark District has its own life, one with a special quality of charm and simplicity that will live way beyond us. Its context will become ever more precious and rare as time moves on.

Please do not allow our street to become just another unattractive shopping mall parking strip, a so-called upgrade to "easy" parking--instant gratification. Brinkerhoff deserves way better than that--for *everyone*.

Thank you.

Caroline Vassallo


514 Brinkerhoff Avenue

PARALLEL PARKING ON BRINKERHOFF



DIAGONAL PARKING ON BRINKERHOFF





DIAGONAL PARKING - EAST SIDE - BRINKERHOFF

