



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** December 11, 2007

**TO:** Mayor and Councilmembers

**FROM:** Planning Division, Community Development Department

**SUBJECT:** Appeal Of Historic Landmarks Commission Approval For The East Cabrillo Boulevard Sidewalk Improvement Project

### RECOMMENDATION:

That Council deny the appeal of Deborah Healy on behalf of Santa Barbara Arts and Crafts Show and uphold the Historic Landmarks Commission decision to grant Final Approval to the East Cabrillo Boulevard Sidewalk Improvement project.

### EXECUTIVE SUMMARY:

The Santa Barbara Arts and Crafts Show (SBACS) has filed an appeal of the Historic Landmarks Commission (HLC) approval of the landscaping component of the sidewalk improvement project citing various concerns regarding vendor access to the SBACS. The appeal issues are focused on concerns about impacts the proposed landscape improvements within the planting strips along the 00 to 800 Blocks of East Cabrillo Boulevard would have on the loading and unloading operations of the Arts and Crafts show vendors. The current appeal has also brought forward the enforcement of parking and unloading restrictions in the area that contribute to the dissatisfaction of the SBACS. In their appeal letter, the SBACS is requesting that the approved landscape plantings and species be reconsidered in the planting strips and that the City approve a lane closure option that would allow for loading/unloading in the red curb zone areas on Sundays. The East Cabrillo Boulevard location is within a State Historic District and the Historic Landmarks Commission (HLC) and the City are bound by conditions and restrictions of a "Preservation Covenant" that was agreed to in 1995 when the State relinquished a portion of State Highway 225 (Cabrillo Blvd) to the City.

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REVIEWED BY: \_\_\_\_\_ Finance \_\_\_\_\_ Attorney

Agenda Item No. \_\_\_\_\_

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It is staff's opinion that the final landscape plan solution as approved by the HLC and the State Historic Preservation Office (SHPO) was thoroughly considered and that the Commission reviewed substantial historic information that supported their requirement for additional landscaping improvements in the parkway. Furthermore, the HLC took into account the potential impacts to the SBACS members and pedestrians to cross these planting strips by providing additional hard surface paving at multiple crossing points at various intervals along this pedestrian thoroughfare. Staff recommends that Council deny the appeal and request to reconsider plantings, and support staff's continuing discussions to find alternative methods to address some of the operational concerns of the SBACS vendors.

#### **DISCUSSION:**

##### Background

On September 19, 2007, the Historic Landmarks Commission (HLC) conditionally approved the East Cabrillo Blvd Sidewalk Improvement project. On October 1, 2007 an appeal of the HLC decision was filed with the City Clerk (see Attachment 1, Appeal Letter).

The SBACS appealed the approval of the landscaping component of the project and has cited various concerns regarding the potential impacts from the proposed project. The HLC required the preparation of an Historic Structures Report which provided a detailed account of the history of events and master plans that led to the creation of public space and roadway improvements along East Cabrillo Boulevard. The East Cabrillo Boulevard location is within a State Historic District, and the Historic Landmarks Commission (HLC) and the City are bound by conditions and restrictions of a "Preservation Covenant" that was agreed to in 1995 when the State relinquished a portion of State Highway 225 (Cabrillo Blvd) to the City (see Attachment 2).

Various photographs and postcards demonstrated that plantings existed along this part of Cabrillo Boulevard. Unfortunately, over several decades, the planting has disappeared in the planting strips due to the lack of an irrigation system and damage caused from pedestrian traffic. After review of this historic information, the HLC determined that that landscaping should be added to the bare planting strips along the edge of the proposed new sidewalk. Although initially the HLC preferred that landscaping be replaced in each of the bare planting strips, they agreed to a more modified approach in response to concerns expressed by the SBACS. The proposed plan restores landscaping within some of the existing planting strips along the boulevard and provides a compromise paving solution for easier pedestrian access and exiting from parked vehicles in landscaped areas.

### **Project Description**

The project proposes to demolish, remove, and replace existing concrete sidewalk material on the beachside of Cabrillo Boulevard between State and Milpas Street. The project sidewalk area is situated along a Scenic Highway (see Attachment 3 for plans, details, and photos). Approximately 5,200 lineal feet of sidewalk would be replaced in kind with the same color concrete, textures, and scoring pattern. The existing concrete sidewalk is in poor condition, as evidenced by the quantity of asphalt repairs to the walkway (see Attachment 3). The four-foot-wide planting strips originally had various forms of vegetation but are currently devoid of any plantings. Landscape (with irrigation) and hardscape pedestrian enhancements, along the adjoining planting strips, are proposed to enhance the appearance of the boulevard. Where there currently exists approximately 18,000 square feet of planting area, the project as approved proposes 7,000 square feet of planting area.

The proposed landscaping improvements would provide for new planting strips approximately 15 feet in length around streetlight poles. Between the streetlight planting strips, additional planting strip segments 12 feet in length would be established. In addition, planting strips in several areas would be altered to provide for an additional 18 inches of hardscape along the 6 -inch curb. The purpose of this design is to allow a total of 24 inches of hardscape for vehicle passengers to exit without stepping into plants. The area between the sidewalk and the back of the curb, where planting strips are not proposed, will be filled in with concrete. In accordance with the Secretary of Interior Standards, those portions of sidewalk would be differentiated by a smaller scoring pattern of nine inches square, whereas the sidewalk would retain the historic two-foot-square scoring (see Attachment 3).

### **HLC Review**

From December 2004 until the present date, the HLC reviewed the project on six separate occasions. At their first meeting on December 1, 2004, the Commission asked that the landscaping be included in the project scope by suggesting the parkway be restored with more palm trees and geraniums. The HLC also required that a Historic Structures Report be prepared to assist in determining the original historic appearance and character of the boulevard.

On April 13, 2005, the HLC reviewed and accepted a preliminary Historic Structures Report, titled "Conceptual Design Guidance Report," prepared by Post/Hazeltine Associates, which provided preliminary information regarding the historic significance of the project area. In addition the report provided guidance to the applicant (City Redevelopment Agency) and the HLC on possible design schemes that would minimize the impacts to the historic significance of the East Cabrillo Parkway Historic District. The report identified the parkway built between the 1920s and the early 1930s as "the most significant example of town planning in Santa Barbara which helped preserve the City's most prominent beach from private development." The report also concluded that the existing planting strips are considered a character-defining feature of the Historic District and that paving therein should be kept to a minimum, to avoid potential adverse impacts.

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On March 22, 2006, the HLC considered ideas for alternative paving materials for the planting strip areas. The HLC asked that other materials be studied to be more compatible with the historic Cheney-Olmstead Plans and continued to request that more planting be provided instead of the proposed paving alternatives (see Attachment 4, HLC Minutes and Public Meetings Summary).

On November 29, 2006, the HLC reviewed and approved the Historic Property Clearance Report prepared by Post/Hazeltine Associates. The report examined the proposed project design scheme and concluded that even with the proposed changes; the character-defining features would retain sufficient integrity to convey the parkway's historic appearance and eligibility as a historic resource. At the same hearing, the HLC reviewed the project design and listened to comments from the public, which included SBACS member concerns about the project. The HLC concluded by a 5-to-2 straw vote to support additional paved areas along Cabrillo Boulevard where the Arts & Crafts show sets up and indicated that they could consider an alternative design for landscaped areas within that portion of the boulevard to include more loading/unloading zones with a hardscape solution.

On March 21, 2007 the applicant returned for additional review of the project by the HLC. The HLC again heard SBACS members' concerns regarding the amount of landscape being introduced into the planting strips (see Attachment 5). The HLC granted Preliminary Approval, with support for more paving than was presented and a condition that the plant materials be in swaths. The HLC also acknowledged by consensus that the project "reflects a good compromise," and accepted the design.

It is important to note that during this hearing, SBACS members were informed that City staff would work with them to implement a lane closure to allow temporary parking in the 500-foot red zone.

On September 19, 2007, the project returned for a final review by the HLC. The HLC heard further opposition from SBACS members. The HLC granted Final Approval with a condition that a maintenance plan be submitted to ensure the new landscaping is protected. It was at this hearing that new information was provided that, based on discussions with the Public Works Department, City staff would be unable to allow the practice of using a lane closure to permit parking in the red zone. . In addition to the HLC, the project design evolved with input from the Park and Recreation Commission, Transportation and Circulation Committee, and Santa Barbara Arts and Crafts Show Advisory Committee. A recap of the public meetings is provided in the aforementioned Attachment 4

### **SBACS Appeal Issues**

Staff considers the issues raised in the appeal letter to fall into two categories: parking/unloading operation concerns raised by the SBACS, and those more relevant to the HLC landscape design approval process. In their appeal letter, the appellants raise safety-related concerns about whether landscaping improvements will hinder the SBACS

artists' ability to load and unload for Sunday shows. Staff is providing a brief response to this, as follows:

1. *"50% of Sunday parking in Crafts Section will be significantly obstructed making it difficult to load and unload from vehicles. 75 to 100 persons will be unable to reach their spaces."*

Staff Response: Staff agrees that the new landscaping areas may hamper some loading/unloading operations. However, additional paving areas have been added to the final project design to allow for improved access at these planting strip areas. A 24" curbside hardscape area has been added to better facilitate loading and unloading in landscaped areas. Staff believes this is an acceptable compromise in the approved design solution.

2. *"The agreement to allow lane closure for safe loading and unloading in the red zone in the easterly portion of craft show has been rescinded. (Impacting 40 to 80 vendors)."*

Staff Response: The issue of lane closure for loading and unloading in the red curb zone is not a component of the approved project under appeal, but it is an operational issue which came up in the course of design review of the project and has informed discussions of the design.

The claim about not allowing a lane closure is not entirely accurate: The area in question is a 500 foot length of red curb at the intersection of Calle Cesar Chavez, where some of the Arts and Craft Show vendors (approximately 19 vendors in assigned spaces and 20 vendors in unassigned spaces) set up their displays. Vendors have been unloading and loading their vehicles in this red-curbed area for approximately 10 years since the red curb was painted due to the installation of the left turn pocket onto Calle Cesar Chavez.

However, when transportation operations and police department staff were made aware of this activity, staff investigated the lane widths at the intersection and determined that there was not adequate space on the street to safely unload and load. Transportation and Police Department staff have advised the Arts and Craft Show vendors that the loading in the red zone at this location is not safe and they must use the yellow loading zone immediately before and after the red zone. Although there is not a high incident of collisions in this area, the curb was painted red in this area for safety reasons and police department and transportation staff do not recommend allowing stopping in this area due to those safety concerns. Representatives of the Arts and Craft show have expressed concerns that the distance from the yellow loading zone to the vendor spaces is too far for some of the vendors, and staff has explored many options.

One option is to cone off traffic from the curb side lane in the morning and afternoon for the purpose of allowing the vendors in the red zone to load and unload their vehicles. The area that would be closed is the entire red zone, but an additional 300 feet prior to

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the red zone would be needed in order to provide a safe and proper transition area for traffic. This area is also needed to provide a queuing area for the vendors waiting for their turn to enter the closed off zone. The lane closure would be handled by Parks and Recreation staff, with an annual staff cost at present dollars of \$11,445. There would be an additional one time expense for the necessary equipment for the lane closure of approximately \$5400. The capital cost for the equipment could be considered part of the cost of the project. Staff time would be included in the Parks and Recreation Department budget as an on- going expense, as would funds for the replacement equipment on an annual basis, estimated at \$500.

While the lane closure is something that has the potential of working, it will unfortunately impact an additional 25 vendors who will not be able to access parking along the grey curb in front of their spaces until after 9:30 am, when the cones will be removed and the lane will be opened up. This is due to the additional 300 feet needed in front of the red zone for transition and queuing. Additionally, the vendors who are using the new loading lane will not necessarily be able to stop in front of their space to load or unload and may have to carry their material several hundred feet because they would be required to pull to the end of the zone to prevent vehicles from waiting in the traffic lane for their turn.

Due to the operational impacts discussed above, staff is concerned that the closing of a lane will not be considered a satisfactory option. Instead, staff will examine in the next couple of days the possibility of extending the yellow curb area and shortening the left turn lane and corresponding red curb area at Calle Cesar Chavez to try to gain a couple extra parking spaces. If feasible, staff prefers this as an option over the operational issues of closing a lane.

The number of affected vendors as stated by the appellant is incorrect. Nineteen vendors are currently assigned to this red curbed area, along with 20 unassigned, which totals 39 vendors who will be affected. The show has the capacity for more vendors in this area which is where the appellant's estimate of 80 vendors is derived. It is important to note that the show has been reducing in size over the past several years, despite efforts to attract new vendors.

The appeal has brought forth operational concerns about the way SBCAS members have parked, loaded and unloaded during their 42-year existence, and especially over the past 10 years, since the completion of the Chase Palm Park expansion resulted in the "No Parking" area at Calle Cesar Chavez. Parks and Recreation staff have started the research on an alternative vendor location in the area but this option has not yet been fully discussed with the Arts & Craft Show vendors and the Advisory Committee.

3. *"The public at large will be unable to enjoy unencumbered access to and from their vehicles. The public's ability to exit and enter their vehicle safely will be greatly compromised."*

Staff Response: The plan includes a staff-proposed addition of a loading/unloading curb area hardscape that is 24 inches wide to allow for safe loading and unloading from vehicles. The improved paved areas actually improve access by providing flat, level surface areas instead of unimproved dirt planting strips.

4. *"Space numbers were not furnished to show members until September 5, 2007 which made it impossible to adequately study the ramifications of the proposed plan."*

Staff Response: This assertion is correct. City staff was aware that several SBACS members had been following the design review process and evolving changes of the project design at the HLC. However, the presentation of architectural and landscape plan details to the HLC was not focused on providing information relative to the location of vendor space numbers. Subsequent to the HLC hearing dates, additional information was provided to the SBACS members that identified new parking restrictions and how the final approved plan might effect each vendor's specific parking locations.

### **SBACS Requests**

- Removal or scaling-back of the planted spans between the light posts.

Staff Response: The landscape plan as approved would provide for planting strips of approximately 15 feet in length at each of the lampposts, which are situated about 130 feet apart. The proposed plan offers areas where vines can easily grow on the adjacent lampposts. In addition, larger planted areas at regular intervals are proposed between these lampposts. Removal of this landscaping would affect the historic impact assessment and may require re-approval by the SHPO.

- Reconsideration of unloading and loading plans for the large portion of the Craft Section that is red-zoned by scaling back the amount of red curb, keeping the vacant planting strips, or providing for a lane closure in the morning and afternoon.

Staff Response: Police Department recommends this area not be allowed for parking due to lane width conditions and life safety concerns. The planting strips were determined to be a significant element contributing to the Historic District; therefore, the HLC and the SHPO require that they be replanted. Removing this landscape component from the project design may cause additional project analysis and delays.

Staff investigated the option of allowing a temporary lane closure during early morning and late afternoon for loading and unloading. See staff response #2, above. Additional options are being discussed with the SBACS about the possible relocation of some vendors to improve loading and unloading problems.

- Reconsideration of proposed planting and species based on sustainability and maintenance concerns.

**Staff Response:** Staff agrees with the planting materials proposed as they represent a more diverse selection than the planting scheme in the 1940s or 1950s, which featured geraniums. The landscape plan would form a more defensible screen than other plant species, which are easily trampled by pedestrians and people entering or exiting their cars. The Parks and Recreation Department has been involved in the selection of plant species and design of landscaped areas by seeking the assistance of a licensed landscape architect. Although there will be increased maintenance costs, and although concerns remain about the viability of sustaining plantings in high-traffic areas, staff agrees with the proposed plans. Planning staff also supports the HLC's desire for a long-term protection plan to prevent damage to the plants and for increased maintenance by the City to ensure the plants' viability.

#### **RECOMMENDATION:**

Staff has concerns that consideration of more landscaping design changes will not achieve a plan that will be historically acceptable and will also cause significant delay to this needed project. Staff believes that the HLC's efforts to reach a compromise were successful in that it balanced SBACS access concerns with the protection of the area's historic significance. The City paid for the preparation of a Historic Structures Report and opinion letters by professional historians that recommended alterations to best meet all California Environmental Quality Act (CEQA) and SHPO standards. The analysis of project alternatives and potential impacts to the contributing elements of the East Beach Parkway Historic District have been fully analyzed by the HLC, SHPO, City Urban Historian, and the City Environmental Analyst. Staff recommends that Council not make significant reductions to the landscaping of the project. Significant changes could necessitate a re-evaluation of the project to determine if the plan design changes would cause significant impacts (see Attachment 6, Post-Hazeltine Letters).

Staff believes that the new sidewalk repair project and re-introduction of landscaping into East Cabrillo Boulevard will enhance and beautify the deteriorated conditions of the City's main beachside pedestrian walkway. The HLC successfully developed an acceptable compromise by paving portions of the parkway planter strips to allow pedestrians, automobile passengers, and weekend SBACS artisans to reach the sidewalk without damaging the landscaping. Planning staff understands that the HLC does not support further reduction of planter areas as approved. Finally, staff believes that the HLC approved a beneficial design that respects the historic significance of the site...

Staff, therefore, recommends that Council deny the appeal and uphold the Historic Landmarks Commission decision to grant Final Approval of the East Cabrillo Boulevard Sidewalk Improvement project.

**NOTE:** Project plans, Historic Structures Reports and files have been sent separately to the City Council and are available for public review in the Mayor and Council Office and in the Community Development Department.

- ATTACHMENTS:**
1. Appeal letter, dated 10-1-07
  2. Resolution and Preservation Covenant regarding Cabrillo Blvd.
  3. Reduced vicinity and site plans, typical planter strip plan details, photos of past and current sidewalk conditions
  4. Public Meeting Summary and HLC Minutes of: 12-1-04; 4-13-05; 3-22-06; 11-29-06; 3-21-07 and 9-19-07
  5. Various letters from public submitted to HLC
  6. Post/Hazeltine letters dated 11-8-07 & 11-21-07

**PREPARED BY:** Jaime Limon, Senior Planner

**SUBMITTED BY:** Dave Gustafson, Acting Community Development Director  
Nancy Rapp, Parks and Recreation Director

**APPROVED BY:** City Administrator's Office

Paul Casey, Director  
 Community Development Department  
 City of Santa Barbara  
 P.O. Box 1990  
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 10/1/07

RECEIVED

OCT 01 2007  
 5:20 pm ST  
 CITY CLERK'S OFFICE  
 SANTA BARBARA, CA

**RE: APPEAL OF 9/19/07 HLC DECISION BY THE CITY OF SANTA BARBARA ARTS & CRAFTS SHOW (SBACS) ADVISORY COMMITTEE**

Dear Mr. Casey,

At a special meeting held Monday, September 25, 2007, the SBACS Advisory Committee voted unanimously to appeal the final design of the East Cabrillo Sidewalk Replacement Project (0-800 East Cabrillo Blvd). This appeal is being filed on behalf of the Arts & Crafts Show members, the local public, and the visiting tourist to Santa Barbara.

The date of submission of this appeal is Monday, October 1, 2007. The \$360 filing fee has been paid by donations from show members.

**Item #: 6 9/19/07**

**0-800 E CABRILLO BLVD**

**Application Number: MST2004-00806**

Assessor's Parcel Number: 033-120-0RW

Owner: City of Santa Barbara

Agent: Marck Aguilar

The SBACS has been monitoring the conditions of the sidewalks of Cabrillo Blvd since the mid 1980's. We have observed the declining conditions of the pavement, and through the efforts of our Advisory Committee and individual artists, we have continued to keep the city apprised of the situation. With the advent of the State Bond measure which appropriated funds for the project, our committee became very active in monitoring the progress of the Bond measure to insure that our particular needs and those of the visiting resident or tourist would be met. Over the last 5 years we have insured that the item would remain on our agendas and have continued to advocate for the positions of the aforementioned groups.

**The reason for the appeal of the HLC decision is summarized below.**

1. With this plan approved by the HLC, 50% of the Sunday public parking in the Crafts Section will be significantly obstructed or encumbered in terms of access in and out of ones' vehicle, making it extremely difficult to unload from and load into our vehicles thus causing an undue hardship.
2. The agreement to allow lane closure for safe loading and unloading in the red zone in the easterly portion of the Craft Section has been rescinded.
3. An additional 75-100 persons or more in that red zone, depending on show occupancy, will be unable to reach their spaces, or will have great difficulty in reaching their spaces to load and unload.
4. Show members in the Craft Section will no longer be able to function in a safe or unencumbered manner.
5. The public at large will no longer be able to enjoy unencumbered access to and from their vehicles. Public safety in regards to the *Public's* ability to exit and enter their vehicles safely and unencumbered will be greatly compromised. At risk are parents with their young children, the elderly, the handicapped, and those using the rental facilities for evening and daytime events.

6. Space numbers were not furnished to us on the plans until September 5, 2007, which made it impossible to adequately study the ramifications of the proposed plan or to notify affected members accurately and in a timely manner.
7. The City of Santa Barbara has a **vested interest** in maintaining and protecting the Santa Barbara Art & Craft Show as both an historical and cultural resource.

**Our specific requests are as follows:**

1. Removal of the planted spans between the light posts.
2. Scaling back the planted areas around the light posts to no more than 2-foot span around the light posts, leaving an access path on the curbside. This will allow for the trailing of beautiful vines to grow upward on the proposed iron trellises, thus creating a beautiful vertical color scheme, while still allowing access to a parked vehicle by the public.
3. Reconsideration of loading/unloading plans for the large portion of the Craft Section which is red zoned: Thus either the red curb planting:
  - a. Must be scaled back equivalent to the revised planting in the grey curb areas if there is to be no lane closure for loading and unloading, or
  - b. Keeping the planting as is but providing lane closure in the morning and the afternoon. (This solution will probably retain more members in the show).

**Also:**

4. Revisiting proposed plantings and species. Sustainability of the proposed plantings is highly doubtful, and the costs are very high to maintain them. Parks & Recreation Staff have testified at the HLC meetings that sustainability, costs and maintenance of the plantings will be a significant issue and cost to the city.
5. Revisiting bench placement.
6. Planning for contemporary use. *The question we might ask:*  
*"Is it more important to return the area to its historical vision,*  
*or to adapt the historical context to the contemporary use of the area?"*

**Finally:**

7. Request of an on-site visit with show members on a Sunday during set up and break down hours.
8. A designated member of the SBACS show TBD allowed to participate in any mitigation hearings.

**Our specific concerns regarding the proposed plans are that they do not provide:**

- Unencumbered access to and from vehicles by show members.
- Unencumbered access to and from vehicles by the daily visitor.
- Safety for all pedestrians re: surreys, baby carriages, dogs on narrow sidewalks.
- Consideration of use by the handicapped population, and improved handicapped access.
- Adaptation of use of the area to current needs.
- A sustainable planting scheme.

(Handicapped access of show members to and from their vehicles to their show spaces will now be greatly encumbered. Handicapped access for the public in general is already greatly underserved in the 0-800 East Cabrillo Boulevard area, and now is even more compromised).

In closing, we are confident that we can supply the necessary written documentation, photographic evidence needed, etc. to support our appeal. And we are convinced that no functional solution can be reached without an on-site visit to the show on a Sunday during set up and break down hours with Advisory Committee representatives so that an accurate study can be made.

### Background

The SBACS also has a vested interest in seeing the Cabrillo Boulevard area beautified and restored to its former condition, and we advocate equally for any user of the area be they resident or tourist. In fact many of us wear 2 hats, that of a citizen of Santa Barbara, and that of the participating artisan. Most importantly we advocate as users of the area who are the most intimately tied to the parkland, who know its every nuance, and who are aware of the entire ramification of this project. Many of us have been located in the same space on Cabrillo Blvd for the last 25-30 years.

Since the mid-1980's, the SBACS Advisory Committee as well as individual show members have closely monitored the decline of the sidewalks and the parkway strip. We have often documented this in our minutes. When the State Bond measure was announced we made sure to keep the item on our agendas even before it had passed. We have continued to advocate on behalf of show members every step of the way. We had called for a planning charette which did not come to fruition. We have attended most public meetings that have dealt with this project and have provided public testimony. We have made sure to pass on written material which could enlighten decision members.

None the less, our Advisory Committees have worked closely with our Staff all during this process to present a viable plan which would result in a beautiful restoration of the area, while still enabling us to conduct our daily business in an unencumbered manner as before. However, the final plan, which was passed, does not allow us to do so. Without unencumbered access to our vehicles, we cannot perform our Sunday functions as artists.

With the planting in of the majority all of the grey curb areas of the Craft Section, approximately 50% of all public parking in the Craft Section will be obstructed re: access to one's vehicle, in some manner. How this translates in real terms is that approximately every two vehicles are in some way negatively affected. Two affected, two not affected and so on.

With the planting in of the red zone in the easterly half of the Craft Section, currently another 75 show members will be unable to even reach their spaces, or reach them safely due to the planting in of the red zones even with the access strip allotted, now that lane closure has been withdrawn as an option. In the grey curb area, the general public will also lose this same 50%, proving even more dangerous at night, as the Chase Palm Park building increases in demand as a rental facility.

In addition, the offer to allow safe loading and unloading via lane closure in the morning and afternoon had been crucial to the proposed project advancing any further after the 11/29/06 HLC meeting. At that meeting, HLC required staff to remediate the effects of fully planting in the Red Zones and to come back with an offer in compromise in the spring of 2007.

The remediation was the creation of 8 twenty-foot spaces to allow 75-100 show members to have at least a reduced ability to load and unload through the proposed plantings combined with lane closure to yield a safe and orderly loading and unloading process. That first compromise as required by the HLC at that meeting was seen only as the beginning of the compromise process by and for the SBACS, and we noted every step along the way the additional problems of this plan, but we were ignored. Acceptance of this first compromise by all parties was responsible for HLC voting a preliminary approval of this project at their March 21, 2007 meeting.

It was that vote allowed Mr. Aguilar to forward the "concept plan" onto the State HL Department, which subsequently approved the concept plan. In addition, we as a group were assured that the plan could be "tweaked" after State approval. That offer has also been rescinded. The SBACS and our Advisory Committee has worked with the involved city departments in good faith to nurture a plan that would function well for all parties involved.

But this approved plan is a plan we cannot endorse.

As show participants, we will be unable to access our vehicles in a safe and unencumbered manner if this plan is allowed to go any further as approved. This same restriction will also apply to the public's use of the area.

Historically, the SBACS had always had use of the grey curb area in the Craft Section. With the construction of the extension of Chase Palm Park on the northern side of Cabrillo Boulevard in the early 1990's, the bottom half of the Art Section and approximately the bottom 1/3 of the Craft Section became red curbed, with small portions being yellow curbed. The Show immediately lost access to most of the available public parking on which it relied. There was no mitigation for loss of that parking after the construction and members were often ticketed on Sunday mornings for trying to unload at their spaces. When it became apparent that this was a dysfunctional situation, members in the newly created red zone of the Craft section were informally given permits to unload and load for several years. That practice has been discontinued but ticketing of show members seems to have relaxed. Due to this loss of grey curb parking, many show members in the Craft section have declined to renew their permits and stay with the show, citing the difficulties in loading and unloading. This loss of public parking has also contributing factor to a decrease in show membership in the Craft Section, from 189 members to an all time low of 120 members, with a significant net loss of revenue to the city.

#### **A Brief History of the Santa Barbara Arts & Crafts Show**

Inspired by the outdoor art shows of Mexico and Spain, a small group of artists began an outdoor art show in De La Guerra Plaza in 1965. As the show grew, and artisans desired to participate, the need for a permanent home became apparent. A successful petition drive placed a resolution on the ballot to establish the show on a permanent basis in Chase Palm Park on Cabrillo Boulevard, on the eastern side of Stearns Wharf. The resolution passed, and in 1973 The Santa Barbara Arts & Crafts Show was born. Free to the public year round, every Sunday both visitor and resident alike can enjoy the beauty along Cabrillo Boulevard, while delighting in the artistic beauty our local artisans and artists provide.

For over 40 years, the SBACS has thrived on East Cabrillo Boulevard. Through our successful affiliation with the Parks and Recreation Department, the show has become a positive and visible cultural icon enjoyed by thousands of visitors and locals alike.

Comprised of approximately 200 artists and artisans, we feature the finest in photography, sculpture, fine and contemporary art, ceramics, custom fine jewelry, weaving and clothing, fused and blown glass. All hand made by the artist. We are the longest running year round show in the country, and many communities, including San Francisco, have modeled their shows after ours. The only requirements to participate in the show are that you make what you sell yourself, that you be present on Sunday to meet the public, and that you are a resident of SB County. In addition, one must abide by the rules of the ordinance which established our show.

Because the show takes place in a city park, we fall under the auspices of the SB Parks & Recreation Department. We are also part of the City Advisory Committee System in that we are served by the SB Arts & Crafts Show Advisory Committee, which is comprised of 2 elected members of the Art Section, 2 elected members of the Crafts Section, an appointed Member At Large, and a non-voting position of the Recreation Supervisor, Judith Cook.

Our spaces are allocated in five foot increments with the average space 10 -15 feet in the Crafts Section. Our permit fee is approximately \$490.00 per year, which generates a substantial income for the Park & Recreation Department, as well as countless dollars in tourism to the City. We pay for advertising the show out of our own pockets. We generate thousands of tourist visits to the waterfront area which yields increased business to all local hotels and restaurants, and we have been responsible for placing Santa Barbara on the map as one of the greatest cultural and artistic resources of the State of California. These tourists also make use of the revitalized downtown area, thus making the tourist dollar generated by our show even more valuable.

**To summarize:**

1. Approximately **50%** of the public parking will be obstructed, encumbered or blocked entirely by the plantings. Many show members will have difficulty reaching their spaces and vehicles due to the proposed plantings and street furniture.
2. **Public safety** in regards to the **Public's** ability to exit and enter their vehicles safely and unencumbered will be **greatly compromised**. **At risk** are parents with their young children, the elderly, the handicapped, and those using the rental facilities for evening and daytime events.
3. **Handicapped access** in and out of one's vehicle, and of show members to and from their vehicles to their show spaces is now greatly encumbered. Handicapped access **for the public** in general is already greatly underserved in the 0-800 East Cabrillo Boulevard area, and now is even **more compromised**.
4. **Sustainability** of the proposed plantings is highly **doubtful**, and the **costs** are very high to maintain them.
5. We truly believe that the SBACS will be harmed if this plan is allowed to move forward.

The solutions we have proposed allow for beautification of this area combined with a realistic assessment for the contemporary use of the area. They are workable solutions, which can also be assessed as providing another viewpoint of the Olmstead legacy, one which would satisfy the historic needs and vision for the area, and at the same time yield a vision of which we can all be proud.

*Again, the question might be:*

*"Is it more important to return the area to its historical vision, or to adapt the historical context to the contemporary use of the area?"*

Again we thank you for your consideration

Signed  
Deborah Healy 735-3901  
Chairperson of the SBACS  
On behalf of all show members.

Marilyn Lopez  
SLA-6001  
910-1290

cc:  
SBACS Advisory Committee  
Nancy Rapp, Director of Parks and Recreation Department  
Judith Cook, Supervisor of Parks and Recreation  
Marck Aguilar, Planning Specialist

*Deborah Healy*

RESOLUTION NO. 96-030

A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE A "PRESERVATION COVENANT" AGREEMENT WITH THE STATE OF CALIFORNIA, A REQUIREMENT OF THE STATE IN RELINQUISHING A PORTION OF STATE HIGHWAY 225 (CABRILLO BOULEVARD)

WHEREAS, on April 5, 1994, the City of Santa Barbara (City) adopted City Resolution No. 94-033 requesting a transfer in the location of the existing State Highway Route 225 on Castillo Street and Cabrillo Boulevard in the City, on a conventional highway basis, to a new location running northerly to Route 101 on Castillo Street from the intersection of Castillo/Montecito Streets; and

WHEREAS, in Resolution No. 94-033, the City agreed to accept relinquishment of the existing highway easterly from the intersection of Castillo Street and Montecito Street to Route 101, and the City agreed to enter a Cooperative Agreement between the City and the State of California (State) concerning funding of negotiated repair work for the existing facility; and

WHEREAS, the State has completed reviews of this proposal by the City and concurs that such a change in location will benefit the State, the City, and the County of Santa Barbara; and

WHEREAS, the City and State signed a Cooperative Agreement on October 19, 1995, describing the terms for the adoption of the new route location and the relinquishment of the existing route to the City; and

WHEREAS, the terms of the Cooperative Agreement include City's agreement to accept funds, which fully meets State responsibility to place the State highway in a state of good repair, and that the State will replace the deficient Sycamore Creek Bridge by contract administration of a State project under a construction permit issued by the City; and

WHEREAS, the State through the Department of Transportation (Caltrans) has requested the City's consent, by signature, to be bound by conditions and restrictions in a "Preservation Covenant" covering the historic features on the existing highway within the "East Cabrillo Boulevard Parkway Historic District", and this document is to be included as part of the description of the relinquishment; and

WHEREAS, it appears proper and to the best interest of the City that said "Performance Covenant" be executed; and

WHEREAS, the City wishes to reaffirm the request for a California Transportation Commission (CTC) adoption of a transfer in the location of existing State Highway Route 225, and that the City agrees to accept maintenance and the relinquished facility when the Relinquishment Resolution is recorded by the County Recorder:

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

1. The City reaffirms its request for a transfer of State Highway location by the CTC and reaffirms its declaration of intention to accept the relinquishment of that portion of State Highway Route 225 from Caltrans, as described in City Resolution 94-033, conditioned upon the terms in the Cooperative Agreement entered on October 13, 1995.
2. That the City hereby consents and agrees to the terms in the "Preservation Covenant" relating to the historic features on the existing highway within the "East Cabrillo Boulevard Parkway Historic District" and made a part hereof by this reference.
3. That the City Administrator is hereby authorized and directed to execute said "Preservation Covenant" on behalf of the City of Santa Barbara.

Adopted: March 5, 1996

PRESERVATION COVENANT FOR THE  
TRANSFER OF SB-225 FROM THE  
CALIFORNIA DEPARTMENT OF TRANSPORTATION TO  
THE CITY OF SANTA BARBARA  
filed as Agreement No. 18,241

In consideration of the conveyance of control and possession of certain improved real property, hereinafter referred to as SB-225-P.M. 4.5/7.3, located in the City of Santa Barbara, County of Santa Barbara, State of California, which is more fully described as

That portion of the road-bed (curb to curb) of the existing State Highway 225 between the present State Highway 101 interchange at Cabrillo Boulevard westerly along Cabrillo Boulevard and northerly along Castillo Street to the intersection of Castillo Street and Montecito Street, including the south leg of the intersection.

The California Department of Transportation covenants on behalf of itself, its heirs, successors, and assigns at all times to the City of Santa Barbara to maintain and preserve SB-225-P.M. 4.5/7.3, a contributing element to the "East Cabrillo Boulevard Parkway Historic District," a property formally determined eligible for inclusion in the National Register of Historic Places, including the street, bridges and street furniture within such description, as follows:

1. The City of Santa Barbara shall preserve SB-225-P.M. 4.5/7.3 in accordance with the recommended approaches in Standards for the Treatment of Historic Properties (National Park Service, 1995) in order to preserve and enhance those qualities that make the East Cabrillo Boulevard Parkway Historic District eligible for inclusion in the National Register.
2. The City of Santa Barbara shall not alter the original or significant historical fabric, or transfer, relocate or demolish historical resources on or within SB-225-P.M. 4.5/7.3 which would affect the integrity or the appearance of the East Cabrillo Boulevard Parkway Historic District without first giving notice and a summary of the proposed action to the California State Office of Historic Preservation (or successor to such office), which shall have 30 days after receipt of the notice and summary for review and comment. If the State Office of Historic Preservation determines that a proposed action will have an adverse effect on a listed historical resource, the Public Works Director of the City of Santa Barbara shall develop with the State Office of Historic Preservation such prudent and feasible measures as are necessary to eliminate or mitigate the adverse effects. No such notice, review, comment, and/or mitigation shall be necessary for normal or routine maintenance activities, including, without limitation: maintenance of the road bed; resealing or reestablishing the structural section or seal of the road; repairing or replacing the drains, street furniture and utilities; sweeping; painting and maintenance of landscaping.
3. The officers, agents and employees of the State Office of Historic Preservation shall be permitted at all reasonable times to inspect SB-225-P.M. 4.5/7.3 in order to ascertain if the above conditions are being observed.

4. In the event of a violation of this covenant, and in addition to any remedy now or hereafter provided by law, the State Historic Preservation Officer may, following reasonable notice to the City of Santa Barbara, institute suit to enjoin said violation or to require the restoration of SB-225-P.M. 4.5/7.3. The parties shall first mediate differences about prudent and feasible measures to be adopted through a mediator approved by the State Historic Preservation Officer and the City Public Works Director, acting together, or through assistance from the Presiding Judge of the Santa Barbara County Superior Court.

5. The City of Santa Barbara agrees that the State Historic Preservation Officer may, at the officer's discretion, without prior notice to the City, convey and assign all or part of the rights and responsibilities of the State Office of Historic Preservation, as contained herein, to a third party.

6. This agreement is binding on the City of Santa Barbara, its heirs, successors and assigns to SB-225-P.M. 4.5/7.4, in perpetuity. Restrictions, stipulations, and covenants contained herein shall be inserted by the City of Santa Barbara verbatim or by express reference in any deed or other legal instrument by which it divests itself of either the fee simple title or any other lesser estate in SB-225-P.M. 4.5/7.3 or any part thereof.

7. The failure of the State Historic Preservation Officer to exercise any right or remedy granted under this instrument shall not have the effect of waiving or limiting the exercise of any other right or remedy or the use of such right or remedy at any other time.

The covenant shall be a binding servitude upon SB-225-P.M. 4.5/7.3 and shall be deemed to run with the land. Acceptance of the resolution to which this covenant is appended shall constitute conclusive evidence that the City of Santa Barbara agrees to be bound by the foregoing conditions and restrictions and to perform to obligations herein set forth.

#### CALIFORNIA DEPARTMENT OF TRANSPORTATION

By \_\_\_\_\_  
Name and Title

Date: \_\_\_\_\_

Approved:  
CITY OF SANTA BARBARA

Attest: P. L. Rossi  
Chief Deputy City Clerk

By Sandra E. Lizarraga  
Sandra E. Lizarraga, City Administrator

By Pat Kelly  
Pat Kelly, Acting Public Works Director  
Date: March 5, 1996

Approved as to form:  
Daniel J. Wallace, City Attorney

By [Signature]

# CITY OF SANTA BARBARA

OFFICE OF THE CITY CLERK

TELEPHONE (805) 564-5309  
FAX (805) 564-5556

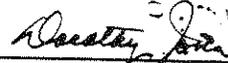


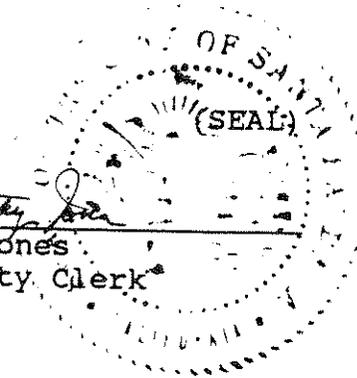
CITY HALL  
DE LA GUERRA PLAZA  
POST OFFICE BOX 1990  
SANTA BARBARA, CA 93102-1990

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

I, DOROTHY JONES, Deputy City Clerk in and for the City of Santa Barbara, California, DO HEREBY CERTIFY that attached is a full, true and correct copy of Resolution No. 96-030 adopted by the Santa Barbara City Council at its meeting of March 5, 1996.

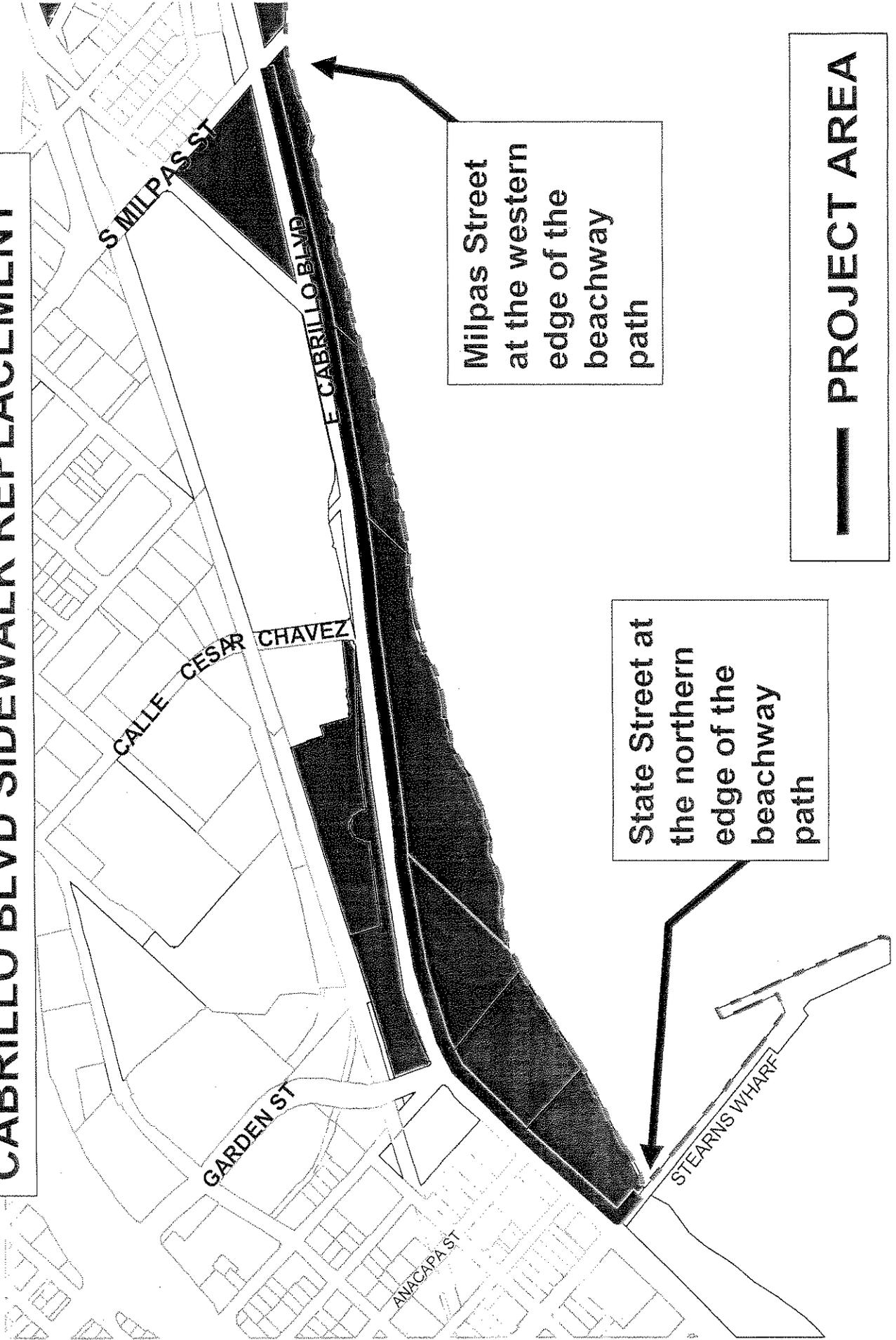
IN WITNESS WHEREOF, I have hereunto set my hand and caused the official seal of said City of Santa Barbara to be affixed this 7th day of March, 1996.

  
\_\_\_\_\_  
Dorothy Jones  
Deputy City Clerk





# CABRILLO BLVD SIDEWALK REPLACEMENT



Milpas Street  
at the western  
edge of the  
beachway  
path

State Street at  
the northern  
edge of the  
beachway  
path

— PROJECT AREA



Figure 7  
East Beach circa 1955-1960

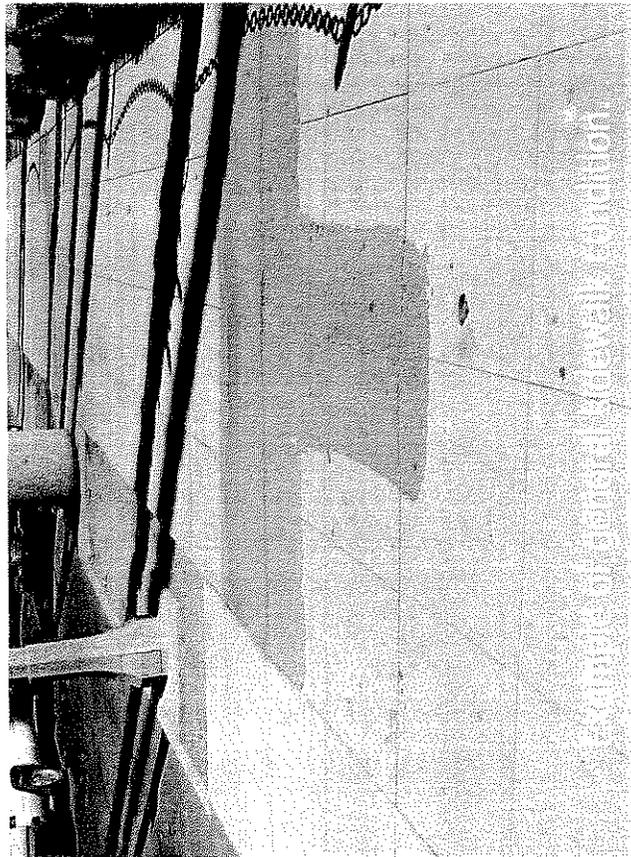
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(on file at Post/Hazeltine Associates)



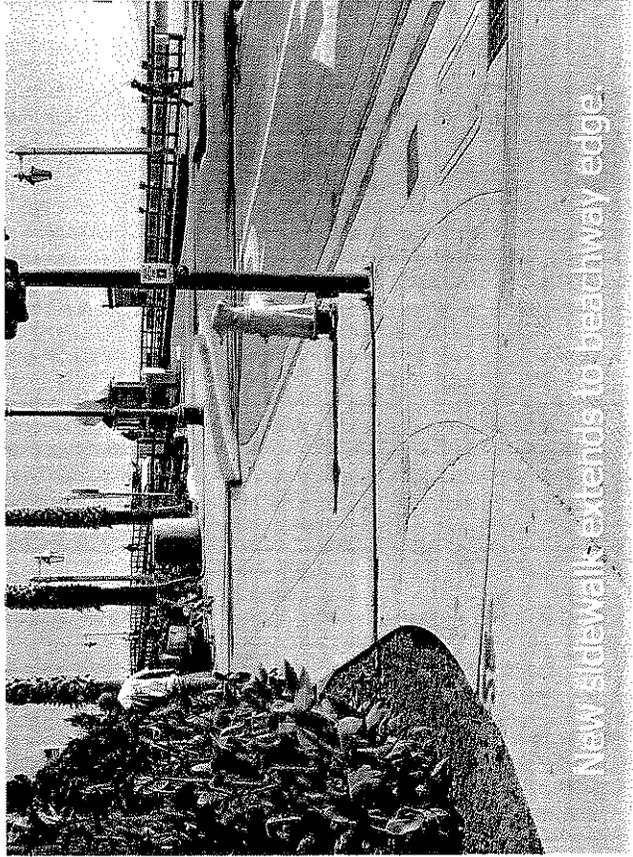
Figure 8  
Waterfront circa-1970  
(Published by John E. Berquist, no date)  
(on file at Post/Hazeltine Associates)



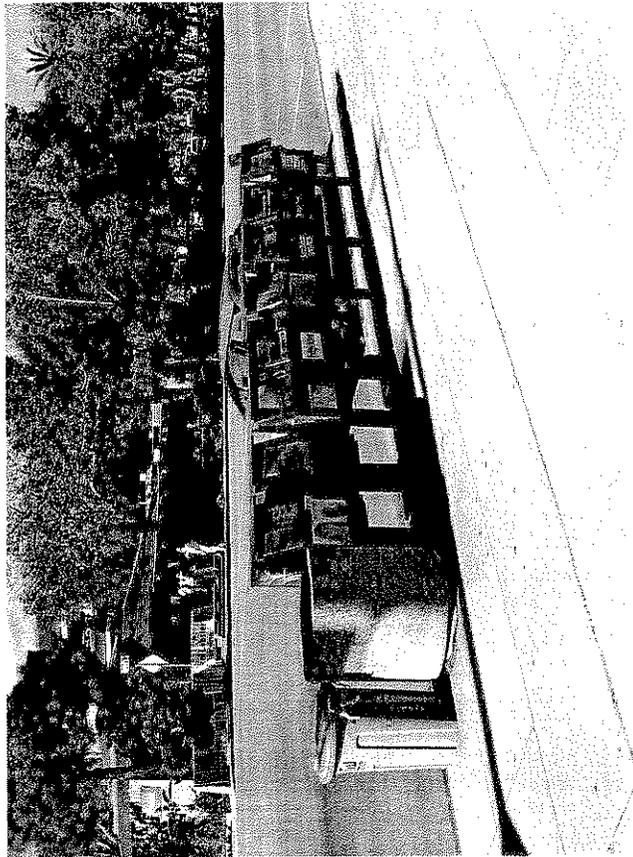
Example of general sidewalk condition



Example of general sidewalk condition

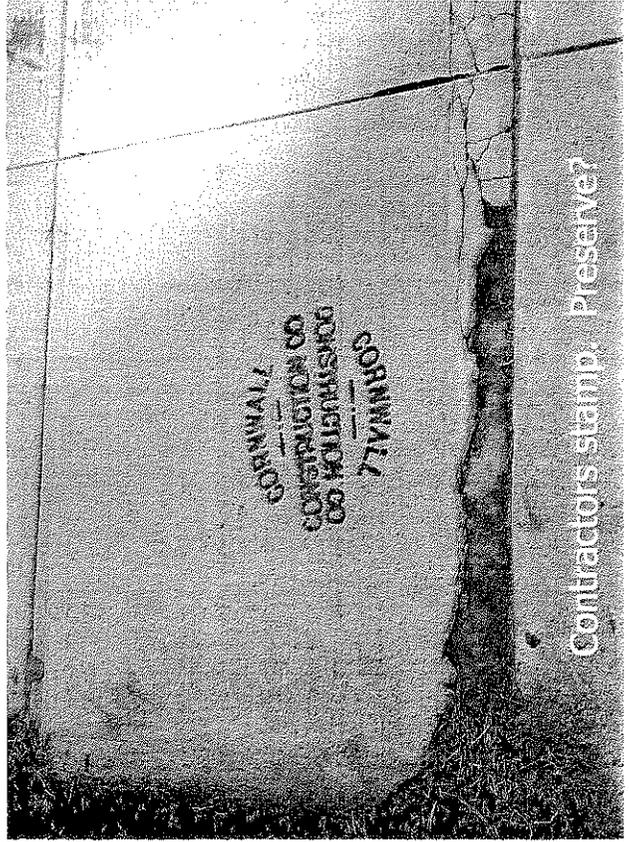


New sidewalk extends to beachway edge.





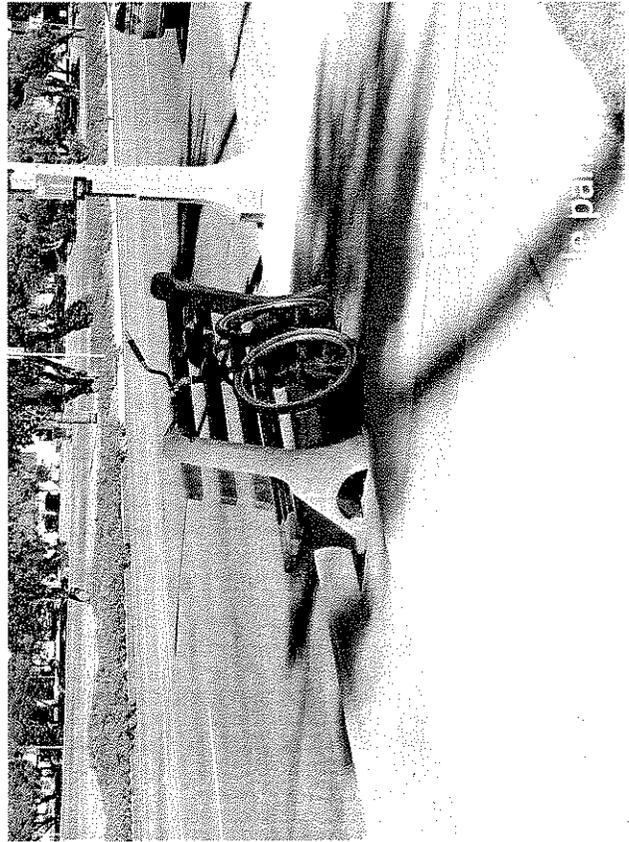
Parkway condition



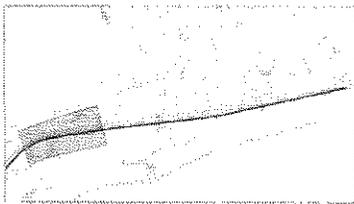
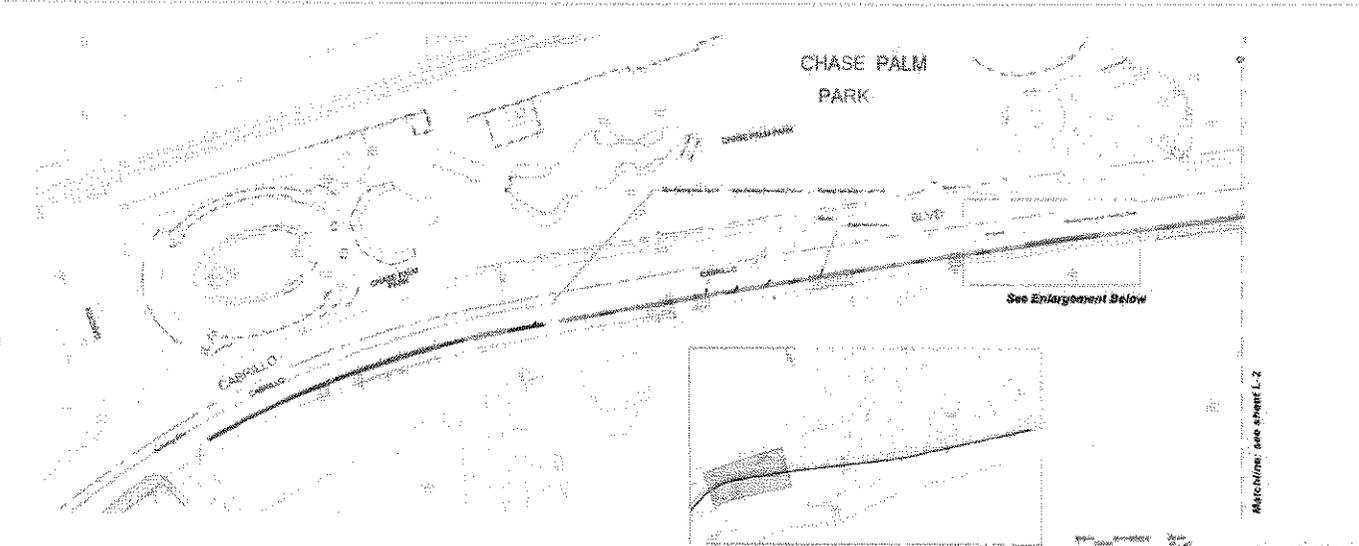
Contractors stamp. Preserve?



Trash containers



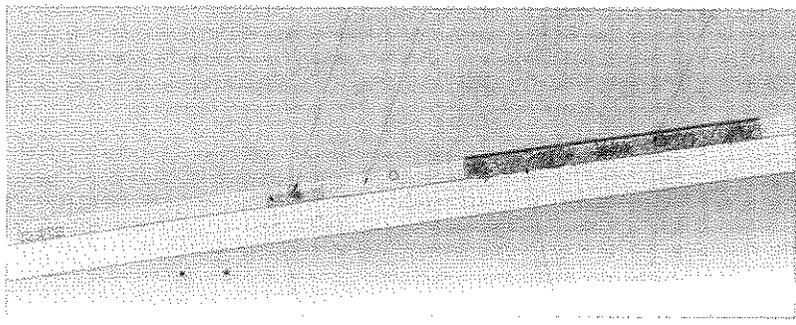
Bike parking



Key Map  
400 ft Scale

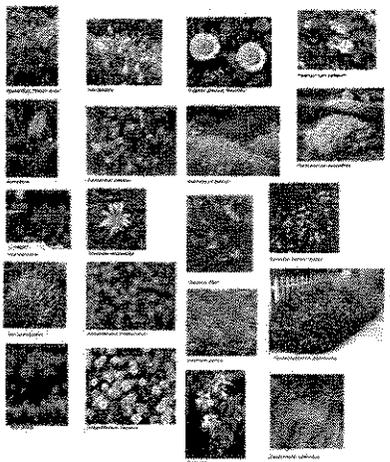
Matchline: see sheet L-2

Project Statistics:  
 100' x 100' x 100' x 100'  
 100' x 100' x 100' x 100'



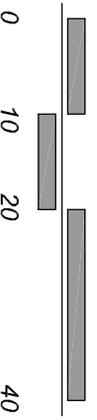
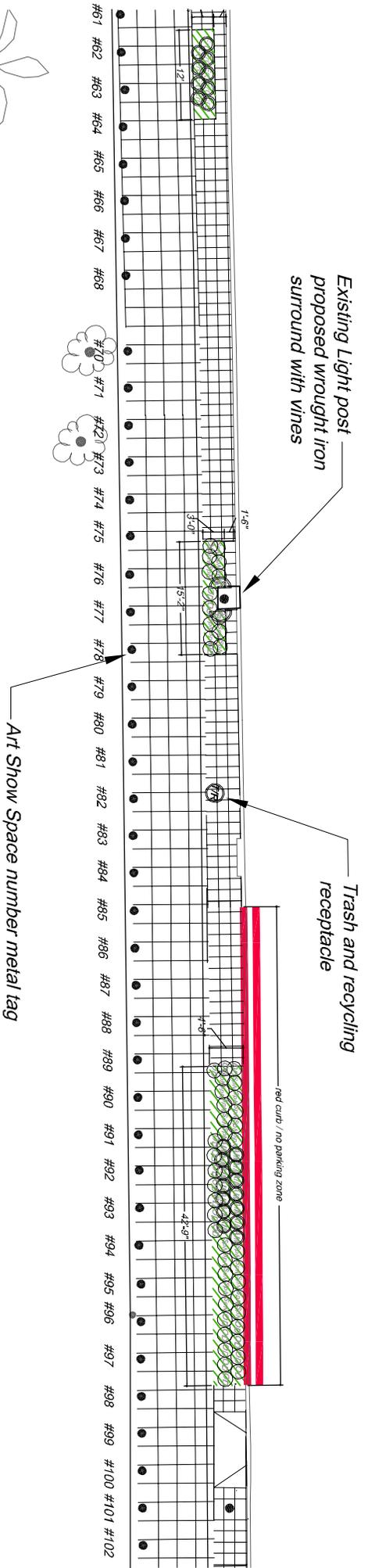
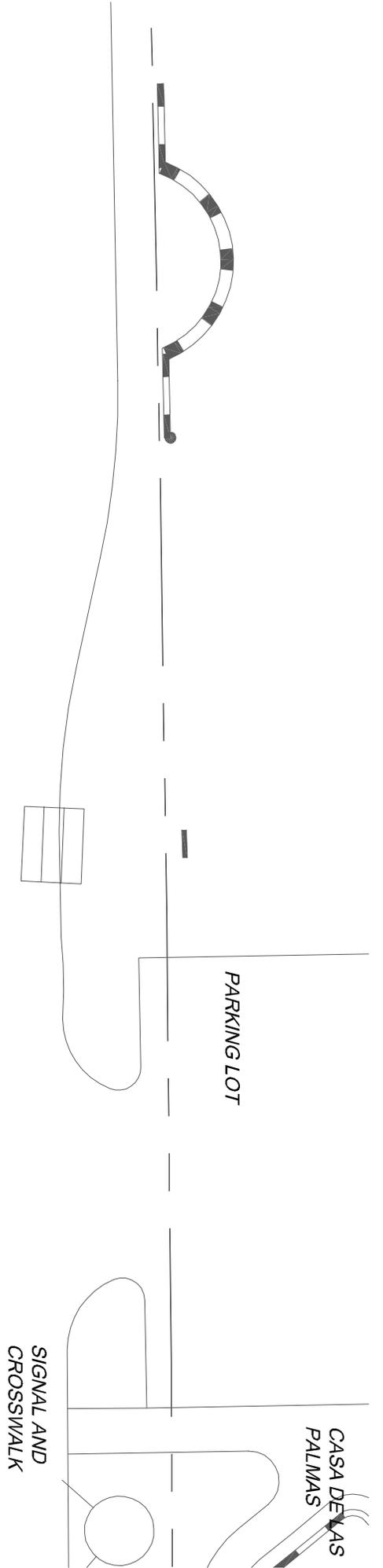
Plant List

- Agave
- Yucca
- Sansevieria
- Dracaena
- Philodendron
- Peperomia
- Polka Dot Plant
- Spider Plant
- ZZ Plant
- Snake Plant
- Dieffenbachia
- Philodendron
- Peperomia
- Polka Dot Plant
- Spider Plant
- ZZ Plant
- Snake Plant
- Dieffenbachia

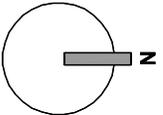


Cabrito Sidewalk Replacement

PRELIMINARY LANDSCAPE IMPROVEMENT PLAN



Scale:  
1" = 20'

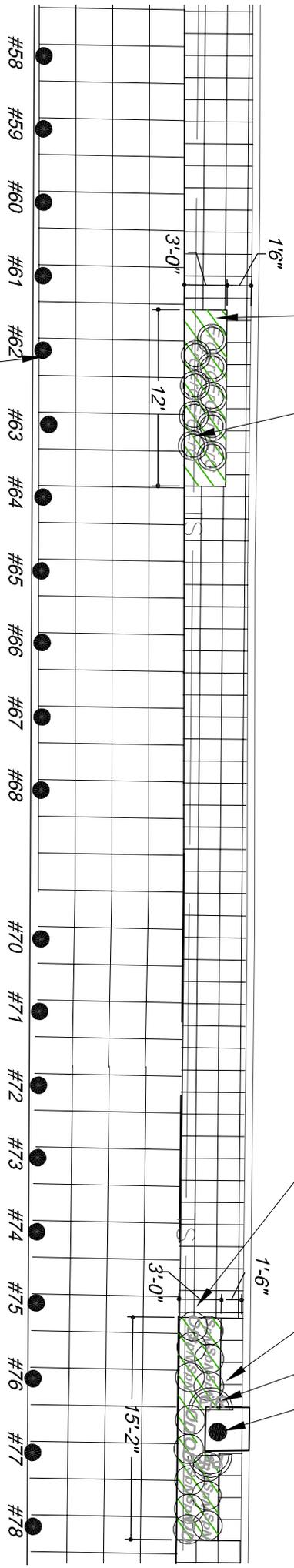


**SECTION OF SIDEWALK IMPROVEMENTS  
LOCATED ACROSS FROM PARKING LOT  
ADJACENT TO CASA DE LAS PALMAS  
(Representative of Typical Sidewalk Section)  
#1 of 3**

Existing Light post  
 proposed wrought iron  
 surround with vines  
 127 00  
 Pandorea jasminoides 'Rosea' /  
 Pink Bower Vine  
 trained on light post surround

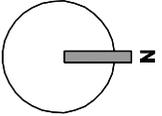
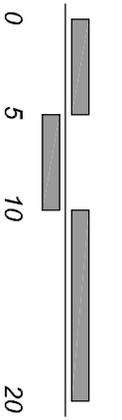
*Erigeron glaucus* 'Bountiful' /  
 Seaside Daisy  
*Dymondia margaritae* /  
 Silver Carpet

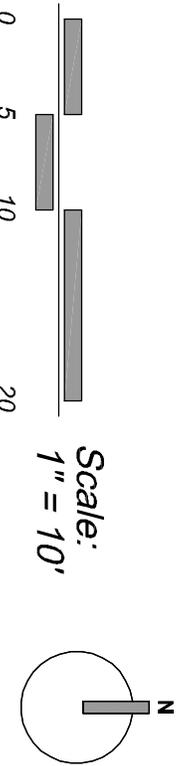
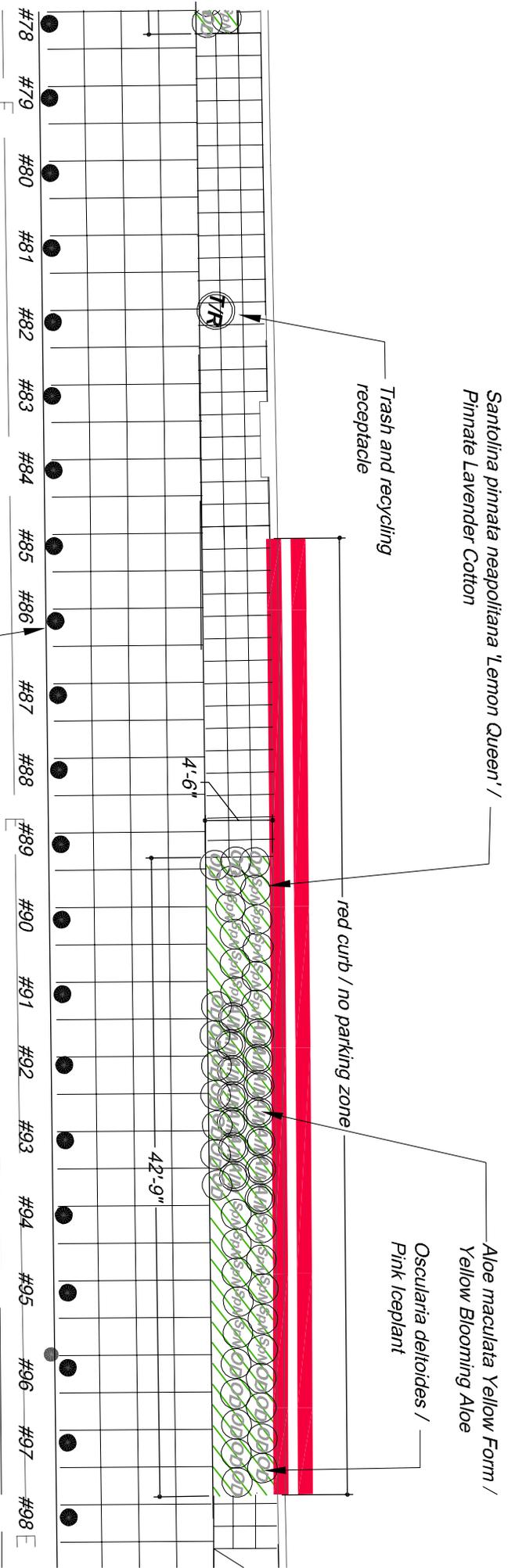
*Santolina pinnata neapolitana* 'Lemon Queen' /  
 Lavender Cotton  
*Oscularia deltoides* /  
 Pink Ice Plant



Art Show Space number metal tag

**SECTION OF SIDEWALK IMPROVEMENTS  
 LOCATED ACROSS FROM PARKING LOT  
 ADJACENT TO CASA DE LAS PALMAS  
 (Representative of Typical Sidewalk Section)  
 #2 of 3, Station 127**



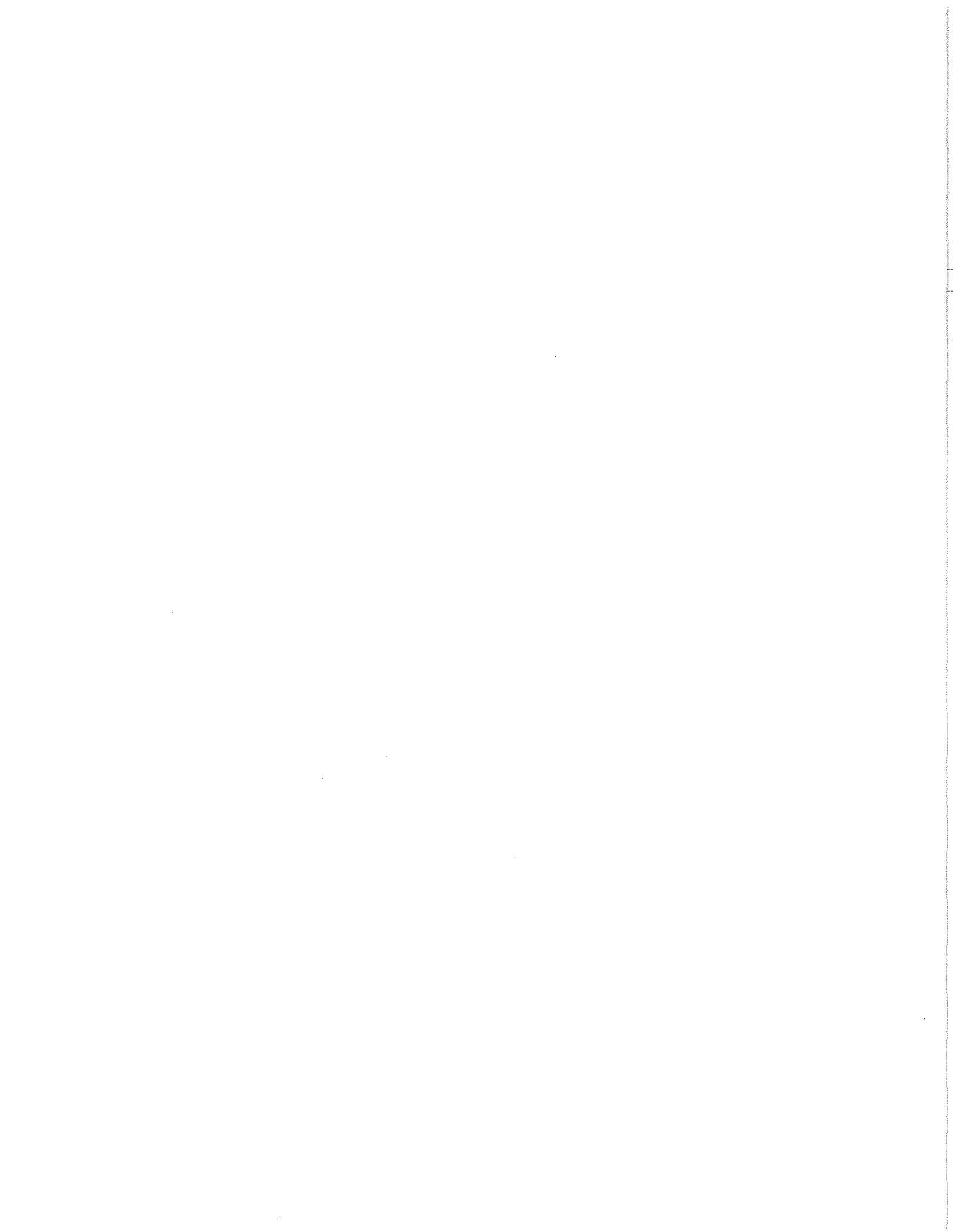


**SECTION OF SIDEWALK IMPROVEMENTS  
LOCATED ACROSS FROM PARKING LOT  
ADJACENT TO CASA DE LAS PALMAS  
(Representative of Typical Sidewalk Section)  
#3 of 3, Station 126**

Public Meetings

The project design has evolved through the review and input of the City's Historic Landmarks Commission (HLC), Park and Recreation Commission (PRC), Transportation and Circulation Committee (TCC) and the Santa Barbara Arts and Crafts Show (SBACS).

November 17, 2004	PRC: introduction of basic project concept and a request for comments.
December 1, 2004	HLC: introduction of basic project concept and a request for comments.
April 13, 2005	HLC: review and acceptance of the Conceptual Design guidance Report which served as a preliminary guide for the design direction and constraints.
April 27, 2005	PRC with HLC subcommittee: discussion of divergent priorities related to landscape between the P&RC and HLC. Extensive public noticing via mail occurred prior to the meeting.
March 22, 2006	HLC: no support for any hardscape infill of existing planting areas.
September 5, 2006	Staff presentation at SBACS
September 27, 2006	PRC: positive comments
September 28, 2006	TCC: positive comments
November 29, 2006	HLC: supportive comments with direction for the design to accommodate unloading/loading.
March 13, 2007	Staff presentation at SBACS
March 21, 2007	HLC: Preliminary Approval granted
September 5, 2007	Staff presentation at SBACS
September 19, 2007	HLC: Final Approval granted
November 28, 2007	Staff presentation at SBACS





HISTORIC LANDMARK COMMISSION

□ CASE SUMMARY

MST2004-00806

C-ALTERATIONS

0-800 E CABRILLO BLVD

**Project Description:**

Demolish, remove, and replace existing concrete sidewalk on beachside of Cabrillo Boulevard between State Street and Milpas Street. Landscape enhancements and pedestrian amenities to be included where appropriate. Sidewalk footprint from street curb to edge of part to remain unchanged.

**DECEMBER 1, 2004**

**CONCEPT REVIEW – NEW**

4. **0-800 E CABRILLO**

P-R/SD-3 Zone

Assessor's Parcel Number: 033-120-0RW  
Application Number: MST2004-00806  
Owner: City of Santa Barbara  
Agent: Marck Aguilar

(Demolish, remove, and replace existing concrete sidewalk on beachside of Cabrillo Boulevard between State Street and Milpas Street. Landscape enhancements and pedestrian amenities to be included where appropriate. Sidewalk footprint from street curb to edge of part to remain unchanged.)

**(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND COASTAL REVIEW.)**

**(2:50)**

Marck Aguilar, Agent, present.

**Motion:** **Continued indefinitely with the following comments:** 1) The Commission supports the gray concrete and the use of an alternate material in the parkway. 2) Landscaping of the parkway with more palm trees and restoration of the geraniums is suggested. 3) Return with a Historic Structures Report. 4) Retain the existing contractor's stamps. 5) Use a minimal amount of street furniture, particularly newspaper stands.

**Action:** Hsu/Suding, 9/0/0.

APRIL 13, 2005

**HISTORIC STRUCTURES REPORT**

6. **0-800 E CABRILLO** P-R/SD-3 Zone

Assessor's Parcel Number: 033-120-0RW  
Application Number: MST2004-00806  
Owner: City of Santa Barbara  
Agent: Marck Aguilar

(Demolish, remove, and replace existing concrete sidewalk on beachside of Cabrillo Boulevard between State Street and Milpas Street. Landscape enhancements and pedestrian amenities to be included where appropriate. Sidewalk footprint from street curb to edge of part to remain unchanged.)

**(Review of a preliminary Conceptual Design Guidance Report prepared by Post/Hazeltine Associates. Historic Structures/Sites Report will be submitted at a later date.)**

**(1:55)**

Marck Aguilar, City of Santa Barbara Redevelopment Agency; Pamela Post and Tim Hazeltine, Architects, present.

Staff Comment: Jake Jacobus, Urban Historian, stated that Marck Aguilar will be addressing the Historic Landmarks Commission regarding the Preliminary Conceptual Design Guidelines and that a full Historic Structures/Site Report will be submitted at a later date.

**Motion: The Commission accepts the Design Guidelines as submitted.**

Action: Murray/Suding, 7/0/0.

MARCH 22, 2006

**CONCEPT REVIEW - CONTINUED**

6. **0-800 E CABRILLO BLVD** P-R/SD-3 Zone

(1:40) Assessor's Parcel Number: 033-120-0RW  
Application Number: MST2004-00806  
Owner: City of Santa Barbara  
Agent: Marck Aguilar

(Demolish, remove, and replace existing concrete sidewalk on beachside of Cabrillo Boulevard between State Street and Milpas Street. Landscape enhancements and pedestrian amenities to be included where appropriate. Sidewalk footprint from street curb to edge of part to remain unchanged.)

**(Second Concept Review.)**

This item was heard out of order.

Present: Marck Aguilar, Redevelopment Specialist  
Santos Escobar, Parks Superintendent

Bob Cunningham and Brian Brodersen, Arcadia Studio

**Motion:** **Continued indefinitely with the following comments:** 1) Research the availability and provide a copy of the Olmsted plan. 2) The Commission feels that the materials may not be consistent with the Olmsted plan. 3) Study other materials for the parkway strip to be more compatible with the historic plan. 4) More planting should be provided, particularly within the No Parking Zones (NPZ). 5) One Commissioner felt that the paving proposal is an acceptable solution. 6) At least two Commissioners felt the paving should be of a higher quality and more beautiful. 7) Introduce color for plant material. 8) Most Commissioners would prefer grass planting material in the parkway. 9) It may be difficult to make historic findings with a paved pathway.

**Action:** Boucher/Hausz, 8/0/0.

**NOVEMBER 29, 2006**

**HISTORIC STRUCTURES REPORT**

1. 0-800 E CABRILLO BLVD P-R/SD-3 Zone  
(1:47) Assessor's Parcel Number: 033-120-0RW  
Application Number: MST2004-00806  
Owner: City of Santa Barbara  
Agent: Marck Aguilar  
Landscape Architect: Arcadia Studio

(Demolish, remove, and replace existing concrete sidewalk on beachside of Cabrillo Boulevard between State Street and Milpas Street. Landscape enhancements and pedestrian amenities to be included where appropriate. Sidewalk footprint from street curb to edge of part to remain unchanged.)

**(Review of Historic Structures/Sites Report prepared by Post/ Hazeltine & Associates.)**

**Present:** Marck Aguilar, Santa Barbara Redevelopment Agency  
Pam Post and Tim Hazeltine, Post/Hazeltine Associates

Staff comments: Jake Jacobus, Associate Planner/Urban Historian, stated that the report being reviewed is a Historic Property Clearance Report which will be forwarded to the State Office of Historic Preservation as the proposed project is located within a state historic district. Mr. Jacobus also stated that the proposed sidewalk is fully reversible.

Public comment opened at 1:59 p.m.

Kellam De Forest, resident, commented that he is in favor of upholding honoring the names of those individuals who helped to improve Cabrillo Boulevard.

Public comment closed at 2:01 p.m.

**Motion:** **Approval of the Historic Property Clearance Report with the following conditions:**  
1) That Appendix B, Paragraph C, shall include the names of those civic leaders who were influential in the developmental of the design and implementation of construction.  
2) The words "potentially significant" shall be struck from paragraphs A, D, G, F, and I.

Only the word "eligible" is to be used. 3) In the description of the concrete, both color and texture of the existing concrete are to be matched. 4) The report shall return to Staff for review prior to submittal to the State Office of Historic Preservation.

Action: Pujo/Boucher, 7/0/0. Motion carried. (Murray and Suding absent.)

**CONCEPT REVIEW - CONTINUED**

2. 0-800 E CABRILLO BLVD P-R/SD-3 Zone  
(2:09) Assessor's Parcel Number: 033-120-0RW  
Application Number: MST2004-00806  
Owner: City of Santa Barbara  
Agent: Marck Aguilar  
Landscape Architect: Arcadia Studio

(Demolish, remove, and replace existing concrete sidewalk on beachside of Cabrillo Boulevard between State Street and Milpas Street. Landscape enhancements and pedestrian amenities to be included where appropriate. Sidewalk footprint from street curb to edge of part to remain unchanged.)

**(Third Concept Review.)**

**(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND COASTAL REVIEW.)**

Present: Marck Aguilar, Santa Barbara Redevelopment Agency  
Martha Degasis, Arcadia Studio  
Pam Post, Post/Hazeltine & Associates  
Nancy Rapp, Acting Park & Recreation Director  
Judith Cook, Recreation Programs Manager  
Santos Escobar, Chase Palm Park Manager  
Beebe Longstreet, Park and Recreation Commission

Marck Aguilar provided a recapped brief history of the project area and details of the current proposal.

Nancy Rapp provided a brief background on the use of the site by the Arts & Crafts Fair with regard to issues related to loading and unloading in the no-parking red zone.

Judith Cook provided clarification of the current loading and unloading practice and the issues that will arise from disallowing temporary parking.

Beebe Longstreet summarized the Park and Recreation Commission's review of the proposal. She stated that the Commission wants a defensible, maintainable space that will enhance the area given that it is a highly used area, in addition to the arts and crafts show on Sundays. The Park Commission felt that the current plan is a compromise that can be moved forward in order to have the sidewalks repaired and the area enhanced.

Santos Escobar clarified that there are several reasons turf grass is not being installed in the project area: 1) The site is very narrow, and there are provisions within the City that state recycled water is not to be allowed to enter into gutters. 2) The landscaped edging has not been installed due to risk management concerns that, when maintenance takes place, there is a possibility of breaking concrete and of damaging automobiles. 3) The cost of maintaining the narrow space is prohibitive. 4) The effort to be a sustainable city includes moving away from installing turf. The current plant palette is designed for low

water and low fertilizer usage. Mr. Escobar added that the City's Integrated Pest Program has reduced the amount of pesticide use by over 90%.

Public comment opened at 2:52 p.m.

Vice-Chair LaVoie acknowledged receipt of several letters and e-mails expressing concern about the project design.

Marilyn Loperfido, resident, read for the record her letter expressing concern with the effects of disruption due to past and future construction in the area. Due to the loss of parking in the craft section, there has been a decline in craft show participants from 189 to 129. Ms. Loperfido suggested applying the plan outside of the craft show boundaries and developing a viable plan for resurfacing and replanting which will be viable for show members and visitors.

Susan Smith, resident, stated that 40 to 50 artisans will be lost from the art show if they are unable to locate suitable parking.

Kellam De Forest, resident, stated that the parking strip at the craft faire should contain water permeable landscaping, and suggested that perhaps the craft faire could be moved to another location in order to preserve the landscape.

Public comment closed at 3:07 p.m.

Ms. Rapp asked whether the Commission would be open to Parks and Recreation, Public Works, and the Arts & Crafts Show Advisory Committee developing a proposal that involves approved accommodations for loading, consisting of interspersed hardscape in certain areas that would facilitate loading, unloading, and crossing to the park area.

Straw Vote: How many Commissioners can support additional paved area in front of Chase Palm Park? 5/2/0 (Boucher and Hsu opposed.)

Straw Vote: How many Commissioners are struggling with the design from an aesthetic perspective in terms of break-ups to identify the new and the old? 4/3/0.

**Motion:** **Continued indefinitely back to the Commission with the following comments:**  
1) The design is not working for the users, however, the users and the Commission are attempting to solve the problem. 2) The Commission would entertain an alternative design for the westerly portion of the boulevard to include more loading and unloading zones in a hardscape solution. 3) Study the scoring pattern of the proposed paving to be more compatible with the existing (a module of).

Action: Pujo/Hsu, 7/0/0. Motion carried. (Murray and Suding absent.)

**MARCH 21, 2007**

## HISTORIC STRUCTURES REPORT

### 3. 800 SANTA BARBARA ST

C-2 Zone

(1:48)

Assessor's Parcel Number: 031-012-028  
Application Number: MST2006-00129  
Owner: 800 Santa Barbara Street Investment Company  
Applicant: Suzanne Elledge Planning and Permitting  
Architect: Cearnal Andrulaitis Architects  
Landscape Architect: Van Atta & Associates

(Proposal to demolish an existing 1,965 square foot office building and construct a three-story mixed-use project comprised of eight residential and two commercial condominium units on an 18,713 square foot parcel. Thirty underground parking spaces would be provided. Planning Commission approval will be required for a lot line adjustment of 1,529 square feet from adjacent parcel number 031-012-027 to meet residential density requirements.)

**(Review of Addendum Letter to Historic Structures/Sites Report prepared by Alexandra C. Cole, Preservation Planning Associates.)**

Present: Alexandra Cole, Architectural Historian

Staff comment: Jake Jacobus, Associate Planner/Urban Historian, stated that this addendum report analyzes the current proposed changes to the massing, scale, proportion, and site layout of the project.

**Motion: The Commission accepts the report.**

Action: Adams/Pujo, 8/0/0. Motion carried.

## CONCEPT REVIEW - CONTINUED

### 12. 0-800 E CABRILLO BLVD

P-R/SD-3 Zone

(4:30)

Assessor's Parcel Number: 033-120-0RW  
Application Number: MST2004-00806  
Owner: City of Santa Barbara  
Agent: Marck Aguilar  
Landscape Architect: Arcadia Studio

(Demolish, remove, and replace existing concrete sidewalk on beachside of Cabrillo Boulevard between State Street and Milpas Street. Landscape enhancements and pedestrian amenities to be included where appropriate. Sidewalk footprint from street curb to edge of part to remain unchanged.)

**(Fourth Concept Review.)**

**(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND COASTAL REVIEW.)**

Present: Marck Aguilar, City Redevelopment Department

Public comment opened at 4:45 p.m.

Susan Smith, Crafts Section of Santa Barbara Art Walk, expressed support for the project.

The following members of the public expressed opposition to the project:

1. Al Hannen, Cabrillo Art Show Advisory Committee, expressed concern about safety and commented that the proposed design would contribute to the fact that pedestrians will walk over the landscape and will trip over the bushes.
2. John La Pointe, member of the Arts and Crafts Show, expressed appreciation for the compromise efforts. The landscape in and around the light posts makes a difference to the members. He also commented that any landscape above the minimum is going to create problems for people in the Crafts Show.
3. Deborah Healey, Advisory Committee Chairperson, referred to the memorandum directed to the HLC that was approved by the Advisory Committee. She stated that, historically, the area where the project is proposed is where people access the beach. She considers the problem with the design to be a safety and use issue. She suggested shortening the landscaped area around the light posts.
4. Kevin Healey, member of the Arts and Crafts Show, commented that the Redevelopment staff has stated their goal is to do no harm and not change the use of the area. He considers that essentially the design *would* be changing the use of the area. He mentioned that the proposed project would be causing harm by reducing a three lane highway to a two lane highway, creating a series of bottlenecks along the sidewalk.
5. Marilyn Loperfido expressed concern that the expanded planting will block two of every six cars in the gray area for loading and unloading, creating a dangerous situation. She suggested scaling back the planting by three to four feet on each side. Ms. Loperfido mentioned that there is a red zone in the middle of the show area that really is the heart of the show because it is used to accommodate loading and unloading, and it is also used as a crosswalk into the park. She stated tourists need to be accommodated and more handicap amenities are needed. She commented that the Arts and Crafts Show is a historic resource in the area.

Public comment closed at 4:57 p.m.

Straw vote: How many of the Commissioners would like to see a larger scale paving than what is being proposed? 6/2. (La Voie/Murray opposed.)

**Motion:** Preliminary approval of the plan as presented and continued indefinitely with the comment that plant materials shall be in swaths.

Action: Boucher/Adams, 8/0/0. Motion carried.

Commission comment: There was a consensus by the Commission that the project reflects a good compromise, and accepts the design.

SEPTEMBER 19, 2007

## FINAL REVIEW

6. 0-800 E CABRILLO BLVD

P-R/SD-3 Zone

(4:18)

Assessor's Parcel Number: 033-120-0RW

Application Number: MST2004-00806

Owner: City of Santa Barbara

Agent: Marck Aguilar,

Landscape Architect: Arcadia Studio

(Demolish, remove, and replace existing concrete sidewalk on beachside of Cabrillo Boulevard between State Street and Milpas Street. Landscape enhancements and pedestrian amenities to be included where appropriate. Sidewalk footprint from street curb to edge of part to remain unchanged.)

### **(Final Approval of the project is requested.)**

Present: Marck Aguilar, City Redevelopment Specialist  
Nancy Rapp, Parks & Recreation Director  
Bob Cunningham, Arcadia Studio

Public comment opened at 4:24 P.M.

Susan Smith, a local artist in the craft show, supports the project.

Laurie Lehman, a member of the arts and craft show, as well as a member of the community, supports the project with certain reservations.

Kevin Healy, a member of arts and craft show, supports the project with certain reservations.

Deborah Healy, chair person for the Santa Barbara Arts and Craft Show Advisory Board community and representing the consensus of 200 members of the show, supports the project with certain reservations.

Marilyn Loperfido, advisory committee member, read a letters on behalf of Randi Hillard and Eileen Garrett, who are handicapped and oppose the project.

John La Pointe, a member of the arts and craft show, opposes the project.

Marilyn Loperfido, advisory committee member, opposes the project but would like to see improvements to the area.

Kellam De Forrest, local resident, supports the project.

Public comment closed at 4:51 P.M.

**Motion: Final approval and indefinitely continued to Consent to review a plan on establishment of the landscaping and adjustments as outlined in the proposal summary.**

**Action: Adams/Boucher, 5/0/2 (Curtis/Murray abstained. La Voie /Hausz absent.) Motion carried.**

To whom it may concern,

I have been a resident of Santa Barbara since 1960 and have been a member of the Sunday Art Show for 28 years. I have seen many changes here, mostly with community benefit and beautification in mind. I am delighted to see that the Cabrillo sidewalk project is finally about to take place. I am concerned with a few aspects of this project however. In an area that has no shortage of natural beauty, Chase Palm park, the new Palm Park extension, across the street, the beach and the Pacific beyond, to name a few, I can not understand the necessity for the narrow strip of landscaping between the sidewalk and the street curb. If there is a historical precedent for planting in this area it should be SERIOUSLY reconsidered for practical reasons. This landscaped area will make it difficult for visitors and show members alike to access their vehicles and in some instances make it unsafe for them to do so. The net effect will be, that almost certainly over time, the plantings will not survive. If you take a look at the immediate west side of the entrance to Stearns Wharf where there are some similar plantings to those proposed, you can see first hand the ravages of the public. Anything other than a paved sidewalk – like surface between the lamp posts will be a mistake. The proposed trellises on the lamp posts are lovely, but the groundscape surrounding them should be limited to two to three feet on either side. My greatest fear and sadness will be that in the near future, after all of the time, effort and hundreds of thousands of dollars spent that we will again have dirt and a hazardously uneven sidewalk between the grass and the street curb. Please, with all due respect, consider removing these planted areas from the plans, and choose the paved, 100% sustainable, low maintenance solution that will be attractive and can be enjoyed for many years to come..

Thank you for your time and consideration.

Sincerely,

Laurie Lehman



Community and Art Show member

Marilyn  
Loper fido  
read this  
letter.

9.17.07

Listed below are the reasons for which I am requesting a change in the proposed plantings.

1) **I am disabled.** I have congestive heart failure (CHF) and severe chronic obstructive pulmonary disorder (COPD).

2) If the proposed plants/plantings are installed in front of my spaces at the Sunday show, it is going to make it **extremely** challenging for me to unload and load my booth and wares as I must use an oxygen tank for doing both of those tasks. Do to the severity of my disability, it is not possible for me to load in or out in the designated loading area, nor is it possible for me to maneuver around and/or over any impediments.

3) Because of my extreme shortness of breath and the use of cumbersome oxygen tanks, if the plants/planters are ultimately placed in front of my space, I may not be able to continue with the show.

Unfortunately, **I am unable to park in the handicapped spots across the street as I am not able to walk that distance easily.**

Thanks you so very much for your kind consideration in reviewing my request. I am most appreciative and grateful and hope that this change may be possible.

Thank you again,  
Eileen Garrett  
Crafts section, space 116-118

9.17.07

To whom it may concern:

I would like to take this opportunity to share my concerns regarding the proposed landscaping project along Cabrillo Blvd.

As an Artisan currently participating in the Santa Barbara Arts & Crafts Show I have greatly relied on the availability of the middle red zone to facilitate the loading and unloading of my art pieces and booth fixtures. Since the red zone is adjacent to my show space, I can't tell you what a hardship it would be if those thoroughways were to be blocked. It would become virtually impossible for the various artisans in that area, including myself to get our show booth fixtures/art pieces unloaded and/or loaded. What alternative would we have? It could quite possibly hinder me to the point that I would have to drop out of the show and hence lose that source of income.

I implore you to reconsider your design plans and investigate other beautification concepts like decorative stone and/or concrete paving. This type of easement would not only continue to provide clear passage for the Sunday show set-up and breakdown but also be an inexpensive, easily maintained and attractive landscaping alternative.

Thank you for your time and consideration.

Kind Regards,

Randie Hilliard

Live Life ~ Get Dirty ~ Be Happy ~ There's Soap  
SudsUp!

MARILYN LOPERFIDO  
SBAACS Alternate  
PO BOX 1372  
SANTA BARBARA, CA., 93102  
SPACE #60, CRAFTS SECTION  
3.16.07

DISTRIBUTED TO: DATE: 3/19/07  
HLC MEMBERS (9)  
HLC PLANNING TECH  
APPLICANT(S)/AGENT  
HLC SEC  
ENTERED AS INTERESTED PARTY (IES)  
ON DATE: 3/21/07 BY: glt

Members of the SBAACS, Historic Landmarks Committee, and the Recreation Department. Please accept the following as an addition to the memo you will receive.

**First** of all, thank you all for your efforts.

**Secondly**, we have been waiting for the revised plans from the Redevelopment Department. We have only just received them on 3.13.07.

It is very difficult yet again to inform a show of 220 people adequately in less than a week, and then prepare an professional response under these time constraints, which is just what we had hoped would not occur.

-Also, it has been very difficult to prepare an informed response whilst we have not had space #'s which correspond to the plans.

Please understand this when we meet on the 21st.

**Third**, once again we find ourselves rushed to a meeting date, which is very uncomfortable for show members.

**That being said...**

1. Please remember that first and foremost the **wishes of the show were not to have this kind of impact within the show borders.**

2. **As asked by Judith Cook, I have prepared photos** for you which I took that illustrate the needs of the show and the tourist population which attends it.

3. The concessions we have offered are only the **least favorable** options for the show, but are an **expression of our good will.**

4. **The net effects** of this project will be to hamper the attendance of the visitor to our show. We are already suffering such a dramatic decline in attendance by the tourist, which will undoubtedly come to a screeching halt once the construction of the bridge project at State Street begins.

5. **We encourage you once again to reconsider the plans to plant out from the light posts a total of 15 feet.**

**In effect serious loading and unloading obstacles have been created unnecessarily in BOTH the grey and red zone areas i.e.. almost the entire**

**show boundaries.**

In addition it **dramatically narrows** the width of the show for the visiting tourist.

**6. The net effect of this plan will be to narrow the existing use of the walkways by the tourist which are already substantially under served.**

That is to say, that the preexisting tourist attendance **DEPENDS ON THE DIRT AREAS TO WALK IN**, and thus requires it.

The existing narrow paved sidewalks adjacent to the dirt areas are inadequate to accommodate the existing tourist needs at the current level of use.

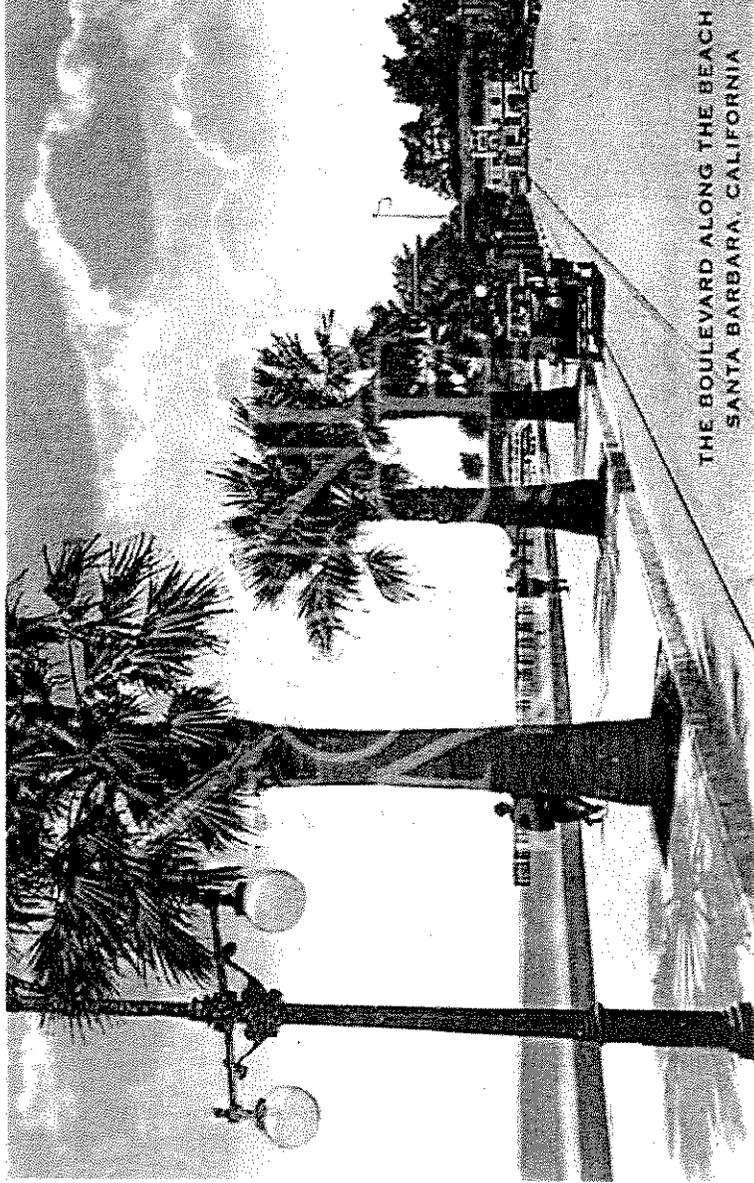
7. The net effects of these plans are will be to make our already difficult lives down there only much more difficult.

8. We encourage you to join us on a Sunday morning to experience a day at the show with us.

9. I will drop off a DVD of our rain day to the office on Monday so that you can see what a very slow Sunday is like at the show.

Again, we thought we have more time.

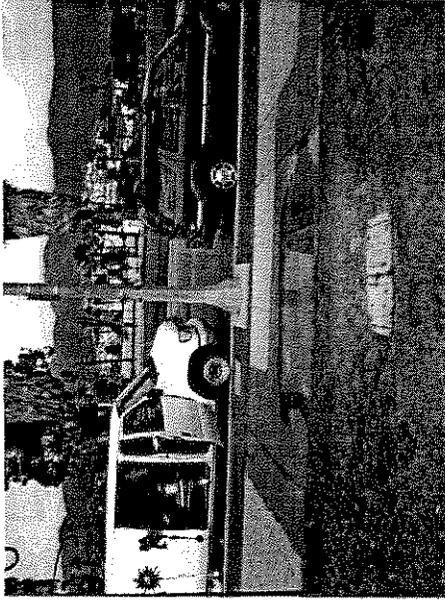
Many thanks for all of your help and kind regards,  
Marilyn Loperfido  
805.564.5007



## SBAACS SIDEWALK ESSAY

Marilyn Loperfido

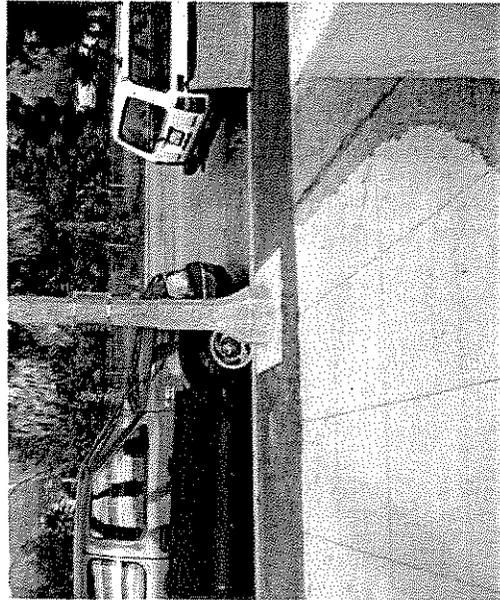
42



The rear of each front car, and the front door of each rear car...

(WEATHER DAY)  
12.10.06

4 separate shots on a RAIN DAY displaying the effect of planting 7.5' out in each direction from each light pole.

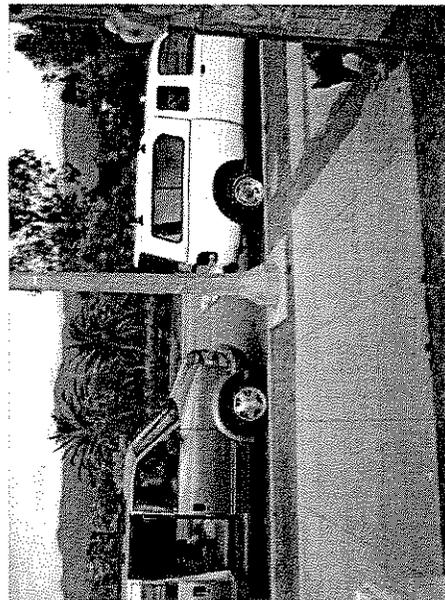


44



The request is to have no planting around the light posts, with the least amount of impact achieved

43



...will be blocked, making it unnecessarily & extremely difficult to unload in the grey areas as well. Many cars will be affected...

**Feliciano, Gabriela P.**

---

**From:** Ken Beddingfield [nicefishpottery@hotmail.com]  
**Sent:** Monday, March 19, 2007 10:14 AM  
**To:** Blum, Marty; Horton, Roger; Williams, Das; Schneider, Helene; Barnwell, Brian B.; Community Development HLCsecretary; House, Grant; Falcone, Iya; Laurent, Marcia  
**Cc:** thewoventhread@hotmail.com  
**Subject:** Cabrillo Sidewalk project

To all involved in the Cabrillo Sidewalk Project,

I could not make the meeting last week but reviewed the changes suggested. I have one main concern and that is you have taken no steps to provide access for people with disabilities.

The planters surrounding the light posts (which is where my space is) will limit my ability to load and unload my display and products safely and without injuring my self and other members that have a disability.

The ADA has laws stating that people with disabilities must have fair and equal access to all public areas. This includes public streets and sidewalks.

As of now there is only one handicap parking space along the craft section and that one is not next to an handicap access ramp. The crosswalk at the light by the kids park traps water in the gutter preventing the safe crossing of someone with a disability.

Access for persons with disabilities is also addressed under California Civil Code Section 54 through 55.2 which provides that "individuals with disabilities or medical conditions have the same right as the general public to the full and free use of the streets, highways, sidewalks, walkways, public buildings, medical facilities, including hospitals, clinics, and physicians' offices, public facilities, and other public places."

Please take this into consideration before you make any decisions on those project.

Thank you for your prompt attention in this matter.

Kenneth Beddingfield, Disabled member of the Santa Barbara Arts and Craft show since November 2001

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DI. SUBMITTED TO: DATE: 3/20/07  
HLC MEMBERS (9)  
HLC PLANNING TECH  
APPLICANT(S)/AGENT  
HLC SEC  
ENTERED AS INTERESTED PARTY(IIES)  
ON DATE: 4/29/06 BY: gpf

Date: March 16, 2007

To: Historic Lands Marks Commission

Re: East Cabrillo Sidewalk Replacement Project.

### **SAVING THE SIDEWALK FOR PEDESTRIANS**

Please re-consider the ongoing problem we have at the Sunday Art Show in the Art section.

I see where it is stated there can be no anti-skate TEXTURE on the new sidewalk due to handicap considerations. The campus of UCSB is using some form of skate control (possibly raised dots) due to the high number of skateboarders at on campus. Weren't the sidewalks downtown given texture, bricks or rounded stone, just for this purpose? I see one and maybe only way to prevent skateboarders illegally skating on the sidewalk is to put some form of TEXTURE in the walk.

Something can be done and now is the time to deal with it with this new sidewalk project. Let's return it to a Historically Nice Place to Walk without fear of being hit from behind by a 150 pound kid on a noisy rolling plank talking on his cell phone and carrying a pizza, coming up on you at 10 mph.

### **A SHORT REVIEW OF THE PROBLEM**

The Art Show is no longer a quiet pleasant place to stroll on a Sunday since the Skate park was added. Our event is greatly impacted by the Skaters Point skate park.

The sidewalk on Cabrillo Blvd. from Garden St. to State St. is used as an extension of the skateboard park by the skaters. A common trick is to race across the street at Anacapa and JUMP THE CURB into a crowded sidewalk or race up the wheelchair ramp onto the crowded sidewalk. This goes on all day long as they go to and fro from the pizza place or home, to the park. I know because my assigned space is directly in front of the crosswalk. I have seen dogs hit by skateboards, a skateboarder hit by a car in the crosswalk, skateboarders deliberately run into pedestrians knocking objects out of their

DISTRIBUTED TO: DATE: 3/21/07  
HLC MEMBERS (9)  
HLC PLANNING TECH  
APPLICANT(S)/AGENT  
HLC SEC  
ENTERED AS INTERESTED PARTY(IES)  
ON DATE: 4/2/07 BY: gof

**Feliciano, Gabriela P.**

**From:** Cook, Judith  
**Sent:** Tuesday, March 20, 2007 4:08 PM  
**To:** Aguilar, Marck; Feliciano, Gabriela P.  
**Subject:** RE: E. Cabrillo Sidewalks Plan - Arts & Crafts Committee Mtg, March 13

It's dated 3/13, and it unfortunately got caught in Postini for all this time.

Judith

-----Original Message-----

**From:** Cook, Judith  
**Sent:** Tuesday, March 20, 2007 4:07 PM  
**To:** Aguilar, Marck; Feliciano, Gabriela P.  
**Subject:** FW: E. Cabrillo Sidewalks Plan - Arts & Crafts Committee Mtg, March 13

One more email regarding the Sidewalk Replacement project.

Judith

-----Original Message-----

**From:** amlongo [mailto:tony@amlongo.com]  
**Sent:** Tuesday, March 13, 2007 11:08 AM  
**To:** Laurent, Marcia  
**Subject:** Re: E. Cabrillo Sidewalks Plan - Arts & Crafts Committee Mtg, March 13

I've said it before and I will say it again... this is a waste of our tax dollars. When not use decomposed granite in the empty area and fix the broken sidewalk... all for under \$100,000! No water and a very short disruption to the longest running tourist generating money making asset the city of santa barbara has ever had... the beach show.

Please send to the city and county planners, and to the board and the rest of the staff. This suggestion is being sent and is to be included in the next meeting as a comment during the public speech. I will be with my terminally ill mom and may not be there to attend, so as you have done in the past for the last 40 years, I am requesting that this be put on the agenda and request that we just ask why a simply solution is not being used to fix sidewalk that was not repaired when the merry go round was finished, or when the hotel was allowed to be built??

Thank you for your time and passing this alone to the board members and the rest of the city planning department.

Tony Longo  
Time Out Sculptures  
812 W Victoria St #C  
Santa Barbara, CA 93101  
www.amlongo.com



City of Santa Barbara  
Parks and Recreation Cultural Arts

DISTRIBUTED TO: DATE: 3/16/07  
HLC MEMBERS (9)  
HLC PLANNING TECH  
APPLICANT(S)/AGENT  
HLC SEC  
ENTERED AS INTERESTED PARTY(IES)  
ON DATE: \_\_\_\_\_ BY: \_\_\_\_\_

Memorandum

DATE: 3/16/2007  
TO: Historic Landmarks Commission  
FROM: Santa Barbara Arts and Crafts Show Advisory Committee  
SUBJECT: East Cabrillo Boulevard Sidewalk Replacement Project

---

The members of the Santa Barbara Arts and Crafts Show would like to thank the Historic Landmarks Commission for their serious review of the East Cabrillo Boulevard Sidewalk Replacement Conceptual plan and the Commission's consideration of the impact that this project will have on show members' ability to unload and load their arts and crafts each Sunday. We appreciate the Commission's willingness to compromise to lessen these impacts.

On March 13, 2007, the Committee and show members met and received a report from Marck Aguilar, Redevelopment Specialist, showing the revised conceptual landscape plan. Show members appreciate the reduction in the landscaping proposed for the red zone areas-providing intermittent hardscaped surfaces to provide easier access to exhibit locations and adding two (2) feet of hardscape between the curb and the proposed landscaping for a walking surface in the red zone area.

While the Arts and Crafts Show members realize that this project must consider other factors including, aesthetics, landscape maintenance, preservation of this historic resource as well as the public use of the area outside of the Arts and Crafts show, there were additional concerns raised by a number of members during the March 13<sup>th</sup> meeting. These concerns include:

- The Committee requests that the proposed 15' of landscaping around the lamp posts in the all-day parking zones and yellow zones be reduced to 4'. A 15' landscaped area will greatly inhibit show members' ability to unload and load their vehicles and the two (2) feet of hardscape between the curb and the proposed landscaping in all landscaped areas is not adequate in size to accommodate the unloading of large boxes, tables and associated exhibit items.
- The concept plan does not show the space numbers associated with the Crafts Section making it difficult to see which spaces will be most impacted.
- The current width of the sidewalk is not adequate to allow ease of pedestrian traffic without causing people to step off the sidewalk into the dirt parkway areas to make way for strollers, surreys and large numbers of pedestrians. This may cause the new landscaped areas to become trampled.
- The current conceptual plan does not include drinking fountains or enough public benches to provide the public with a resting place.

- The conceptual plan does not include a sidewalk treatment that would inhibit the use of skateboards and surreys.
- The conceptual sidewalk design would be more aesthetic if the corners of the landscaped areas were curved rather than straight-edged.

Cc: Marck Aguilar, Redevelopment Specialist  
Judith Cook, Recreation Programs Manager  
Nancy L. Rapp, Director of Parks and Recreation

POST . HAZELTINE ASSOCIATES  
ARCHITECTURAL HISTORIANS

2607 ORELLA STREET  
SANTA BARBARA, CALIFORNIA 93105

phone: 805.682.5751  
fax: 805.682.3511  
e-mail: pampost@earthlink.net

November 16, 2007

**Evaluation of Historic Resources Issues Raised by the Appeal of September, 19, 2007 of the HLC Approval of a Proposed Rehabilitation Project for East Cabrillo Boulevard by the City of Santa Barbara Arts & Crafts Show (SBACS) Advisory Committee**

**Introduction**

The East Cabrillo Boulevard Sidewalk Improvement Project is within the boundaries of the East Cabrillo Boulevard Parkway Historic District identified by Caltrans in 1992. While the historic district identified by Caltrans is not listed on the City of Santa Barbara's registers of historic resources, it was identified by a previous study prepared by *Post/Hazeltine Associates* as eligible for listing as a City of Santa Barbara Landmark; therefore, it must be treated as a significant historic resource for the purpose of evaluating a project's impacts to historic resources under CEQA. Alterations to East Cabrillo Boulevard also required review by the State Historic Preservation Office (SHPO) as a result of a covenant enacted when the state conveyed East Cabrillo Boulevard to the City of Santa Barbara. *Post/Hazeltine Associates* reviewed the proposed project and determined that the proposed design was consistent with the Secretary of Interior's Standards for Rehabilitation and that the project's impacts could be reduced to a less than significant level through photo-records. The Historic Properties Clearance Report prepared by *Post/Hazeltine Associates*, along with the revised project design, was reviewed and approved by the Historic Landmarks Commission (HLC). Subsequently, the project was reviewed by SHPO which concluded that it met the Secretary of the Interior's Standards for Rehabilitation. In September of 2007 the approval of the project by HLC was appealed by the City of Santa Barbara Arts and Crafts Show (SBACS). The appeal included a number of specific requests for design revisions that could potentially impact the character of the historic district identified in the Caltrans study. The following evaluation addresses those design revisions requested by SBACS, revisions that could potentially impact a significant historic resource.

**Appellant's requests are as follows (pg 2 of the SBACS appeal):**

1) **Removal of the planted spans between the light posts.**

The plan approved by HLC included a design that would retain, as well as replant the majority of the original planting strip, while incorporating pedestrian walkways linking curbside parking with the sidewalk. In some areas, the plantings were restricted to allow for more paving that would allow for convenient access to and from parked cars to the sidewalk, both for the use of the community and the SBACS vendors. In the Historic Properties

Clearance Report prepared by *Post/Hazeltine Associates* the proposed design was determined to meet preservation standards while allowing for contemporary uses of the parkway.

The revisions to the approved project as proposed by SBACS would replace the existing planting strip with paving and two-foot wide planting pockets extending to either side of the existing light poles. By replacing almost all of the planting strip with concrete or another hard surface material the alternative design proposed by SBACS would significantly alter a character-defining feature of the parkway that contributes to the overall historic character of the parkway and its status as a national register-eligible historic district. In the opinion of *Post/Hazeltine Associates* the removal of much, if not all of the planting strip, would not be consistent with the Secretary of the Interior's Standards for Rehabilitation since the alternative SBACS scheme would significantly alter a historic feature of the boulevard dating to its period of historic significance. The alternative design proposed by SBACS will require review by HLC.

2) ***Scaling back the planted areas around the light posts to no more than 2-foot span around the light posts, leaving an access path on the curbside. This will allow for the trailing of beautiful vines to grow upward on the proposed iron trellises, thus creating a beautiful vertical color scheme, while allowing access to a parked vehicle by the public (pg 2 of the SBACS appeal).***

Restricting the size of the planting pockets around the existing light posts and limiting the planting material to vines would change the character of the parkway, a parkway which has historically featured planting beds that extended along most of the south side of the boulevard (the planting strips are documented through historic photographs dating to as early as the 1930s). In the opinion of *Post/Hazeltine Associates* the restriction of plantings to a small pocket around the existing light posts would not be consistent with the Secretary of the Interior's Standards for Rehabilitation since the alternative scheme proposed by SBACS would significantly alter a historic feature of the boulevard dating to its period of historic significance. The alternative design proposed by SBACS will require review by HLC.

3. ***Reconsideration of loading/unloading plans for the large portion of the Craft Section which is red zoned: Thus either the red curb planting (pg 2 of the SBACS appeal):***

A. ***Must be scaled back equivalent to the revised planting in the grey curb areas if there is to be no lane closure for loading and unloading, or***

B. ***Keeping the planting as is but providing lane closure in the morning and the afternoon (this solution will probably retain more members in the show).***

As noted above in discussion of Item #1, removing most of the planting strip and replacing it with hardscape, as proposed by SBACS under Alternative 3A, would alter the appearance of the boulevard, which historically featured a planting strip between the curb and sidewalk. If Alternative 3A was implemented the integrity of the historic district defined by Caltrans would be significantly compromised. Implementation of Alternative 3A would require review by HLC. Implementation of Alternative 3B would not result in significant impacts to the historic district; but would require review by HLC.

***Also (pg 2 of the SBACS appeal):***

4: ***Revisiting proposed planting and species.***

The planting design for the proposed project was reviewed and approved by HLC and SHPO and meets the Secretary of the Interior's Standards for Rehabilitation. Alternative planting designs must be within the overall character of the historic landscape. Alterations to the approved planting design will require review by HLC.

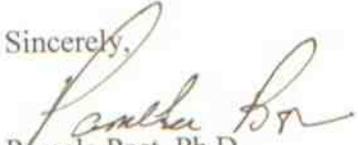
**6: Planning for contemporary use. The question we might ask: "Is it more important to return the area to its historic vision or to adapt the historical context to the contemporary use of the area?"**

East Cabrillo Boulevard has formed an integral component of the City of Santa Barbara's built environment since the 1930s and is considered an important example of urban planning; East Cabrillo Boulevard is eligible for listing as a historic resource at the city, state, and national level and is, moreover, within a historic district determined to be eligible for listing at the city, state, and national level (the East Cabrillo Boulevard Historic District). As a result, any alteration to East Cabrillo Boulevard would require environmental review to determine the impact of the project on the East Cabrillo Boulevard Parkway Historic District identified by the Caltrans study. While contemporary uses, such as parking, can be accommodated within the district, changes must be carefully considered to ensure that they do not result in a significant unavoidable impact to the historic character of the East Cabrillo Boulevard Parkway Historic District.

It should be noted that the approved plan for the East Cabrillo Boulevard Improvement Project is not a restoration project since its intent is not to restore every detail of the boulevard to its historic appearance; instead, it is classified as a rehabilitation project as its intent is to retain and enhance the historic character of the boulevard while responding to contemporary uses. Consequently, the approved project design includes alterations to the existing planting strip to incorporate additional hard-surface paving to accommodate parking along the south side of East Cabrillo Boulevard. As a result the project approved by HLC addresses in an effective and sensitive way the need to accommodate contemporary uses while still preserving the historic character of East Cabrillo Boulevard.

Conversely, SBACS's alternative plan to remove most of the planting strip in order to provide greater parking accessibility to the public and for the Arts and Crafts show does not address the importance to the community of East Cabrillo Boulevard as a significant historic resource, park, and public space. Alterations to East Cabrillo Boulevard must be thoughtfully considered to ensure the long term preservation of this resource, especially since contemporary uses and needs change over time; and while the removal of the planting strip may address one contemporary need, a longer term view, balancing current needs with the long-term preservation of a historically significant landscape, as addressed in the approved project design, should be considered the most appropriate treatment for East Cabrillo Boulevard.

Sincerely,



Pamela Post, Ph.D.  
Senior Partner

November 21, 2007

**Evaluation of a proposed scenario to reduce the amount of landscaping in the parking strip along East Cabrillo Boulevard as a result of the Appeal of the HLC Decision by the City of Santa Barbara Arts & Crafts Show (SBACS) Advisory Committee**

**Introduction**

The East Cabrillo Boulevard Parkway Historic District identified by Caltrans in 1992 is considered a significant historic resource eligible for listing at the City of Santa Barbara, State and National level. As noted in a November 16, 2007 letter prepared by *Post/Hazeltine Associates* evaluating the potential impact of the revised design proposed by the City of Santa Barbara Arts and Crafts Show (SBACS) Advisory Committee in their appeal, further reduction in the size of the planting strip has the potential for adversely impacting the integrity of the East Cabrillo Boulevard Parkway Historic District and its eligibility for listing as a historic resource at the City, State and National level.

The planting strip paralleling the east side of the boulevard has formed an integral design element of East Cabrillo Boulevard since the completion of the parkway in the late 1920s. While the original planting scheme for the planting strip cannot be documented, it is clear from a review of aerial photographs and a postcard printed in the mid to late 1950s, that the parking strip was planted. By the mid-1950s the strip was planted with red geraniums. By the 1980s these had largely disappeared and the strip was left uncultivated. The plan approved by HLC includes new sidewalks, additional concrete paths linking the sidewalk with the curb and the replanting of much of the planting strip. The approved design scheme provides an appropriate balance between the rehabilitation and preservation of a significant historic resource and the accommodation of contemporary needs.

**Reduction of the Planting Strip**

The East Cabrillo Boulevard Parkway Historic District is composed of a number of character-defining elements including the overall design of the parkway, its hardscape including curbs, sidewalks, and plantings, most notably the palms trees and turf along the south side of the parkway and the planting strip that provides a buffer between the roadway and the sidewalk. The retention of these features either in the original or by replacements that match the design of the original features allows the boulevard to convey the essential features of its historic appearance to the public.

While it is possible that the approved design could undergo refinements, these revisions would need to be minor in scope and character. Further alteration of the planting strip to include significantly more area devoted to paving will impact the integrity of this character-defining feature of the National Register eligible historic district and the overall integrity of the historic district. If most or all of the planting strip were to be paved the ability of the district to convey its historic appearance would be significantly diminished and could potentially lack sufficient integrity to maintain its eligibility for listing as a historic resource at the City, State and National level. Furthermore, alterations that impact the historic character of the East Cabrillo Boulevard Parkway Historic District (to the point that it would no longer be eligible for listing as a historic resource) would diminish not only the waterfront neighborhood but the cultural, architectural, and historical heritage of the City.

Sincerely,

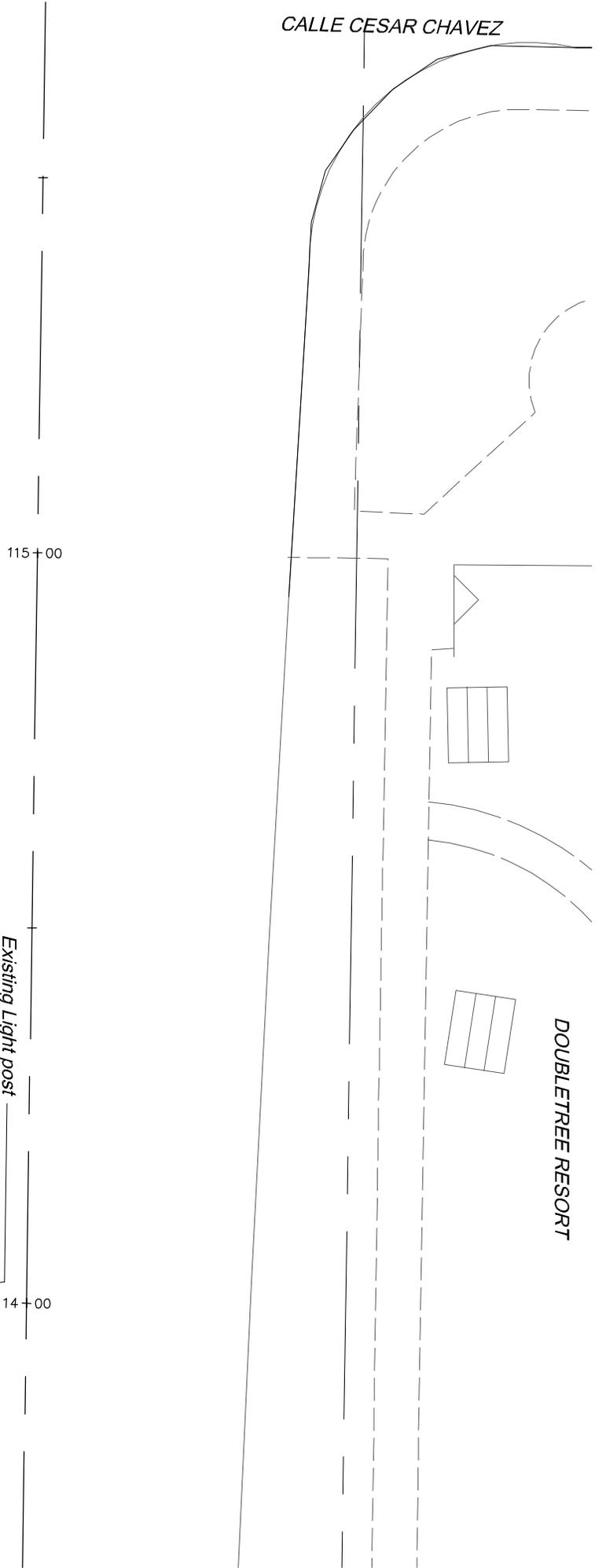


Pamela Post, Ph.D.

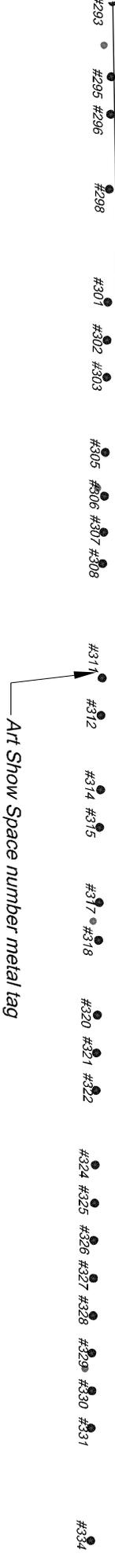
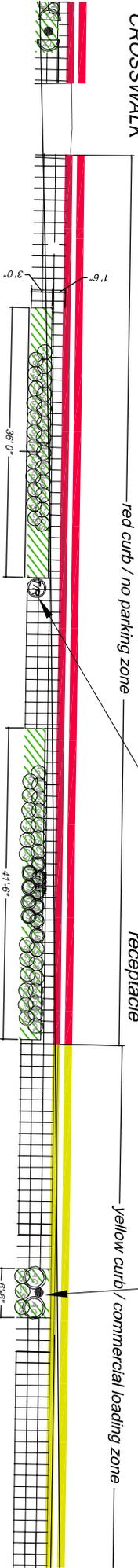
Senior Partner, Post/Hazeltine Associates

CALLE CESAR CHAVEZ

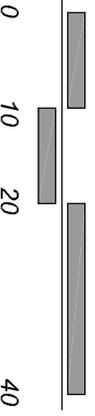
DOUBLETREE RESORT



SIGNAL AND CROSSWALK



**SECTION OF SIDEWALK IMPROVEMENTS  
LOCATED ACROSS FROM CALLE CESAR CHAVEZ  
INTERSECTION  
(Representative of Typical Sidewalk Section)**



Scale:  
1" = 20'

