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Date: November 17, 2020

To: Planning Commission

Re: Application of Robert J. Dayton, Transportation Planning & Parking Manager for City of Santa Barbara, Owner of Coastal Zone City Right-of-way (November 19, 2020 Agenda, Item A)

Allied Neighborhoods Association appreciates the opportunity to provide additional comments on the electric bike share program, proposed first phase. We have been closely following this project and our previous letters are attached for your review.

We are pleased that this is a 3-year pilot program, as so many things are in flux in our city and program changes may need to be made over time to balance various needs.

Here are a few specifics which we wish to comment on:

Ocean Views/Obstruction: We are pleased to see the number of tall black kiosks in ocean view corridors has been reduced, yet there are proposed kiosk locations on the ocean side of Cabrillo which will stand out and obstruct ocean views.

Kiosk Height: We have asked at least twice about the height of the kiosks and still there are no dimensions shown for the kiosks. What is their total height? (plans show the 3.0 station kiosk and the 1.0 station kiosk – the 1.0 kiosks could still be 6 or 7 feet in height…?)

Pedestrian Master Plan. We have brought this issue up previously. The PMP diagram on page 6/31 shows a 4 ft furnishings zone next to the curb. The bike plans show 6 ft. needed for the docks, plus a 5 ft. backup area, for a total width of 11 ft. needed. For several locations, with narrow sidewalks, it appears the 8 ft. PMP "through pedestrian zone" cannot be achieved. This includes the configuration of #4 in the Harbor where the backup area immediately abuts a very busy bikeway and #10 Cabrillo/West Lot where the sidewalk is very narrow and doesn't accommodate the 8 ft. "through pedestrian zone". Please review the proposed sites for consistency with the Pedestrian Master Plan.

Coastal Act Policy: Staff concludes that "The proposal consists of minimal infrastructure and therefore would be visually compatible with the character of the area and would not significantly impact views to or along the ocean or

scenic coastal areas, consistent with Coastal Act Policy." (Staff report, page 5) "Minimal infrastructure" is not synonymous with visual compatibility. In Santa Barbara we have a certain "Santa Barbara Green" specified for the color of traffic signal infrastructure and signposts. The purpose being to soften the visual impact of this "minimal infrastructure" and to add to the architectural appeal and character of our city. Adding a tall flat black kiosk in the coastal/ocean view corridor is not minimal or visually compatible when there is no other thing like it close by. These kiosks will stick out and will be very visible against the blues of the sky and ocean, and sandstone walls, and green grass.

Yes, we want to enhance alternative transportation modes, yet we don't want to obstruct coastal and ocean views which make it pleasant to walk, drive or bike along Cabrillo Blvd. We also don't want to make it more difficult for pedestrians by making sidewalks narrower and/or more congested.

Additional Station/Kiosk Locations: As per page 2/58 of the Staff report, a programmatic Coastal Development Permit is being applied for, and "any additional site locations would be reviewed and approved by Public Works, in coordination with Planning staff, prior to installation/removal."

Just as this initial selection process has been transparent and open to public comment, we request that changes and/or additional placement of stations and/or kiosks also follow this same process. Feedback from residents is crucial, as they are the pedestrians and cyclists, who will be affected by these changes, and who have practical knowledge of these sites.

Here are our specific comments on several station/kiosk locations:

Location #1 – Harbor View Hotel – Seems to be an excellent location for both a station and a kiosk, given the wide sidewalk and setback from the curb. Why not consider this as a location for a kiosk, as well as a station? The proposed area, tucked to the side of the electrical equipment box, helps to define this as a separate section, out of the way of the pedestrian traffic.

Location #3 – Amtrak Station – Is there enough room to park bikes in this shuttle pullout zone and not be restricted by the curb bordering the side of the station perimeter? It appears that bike users would need to lift the rear of the bike up and over the curb. It doesn't appear to be a well thought out location.

Is this proposed only as temporary use of the shuttle pullout zone? This shuttle stop services the Funk Zone, Waterfront and of, course the cruise ship passengers - and we'll need it back when tourist traffic increases.

Location #4 – Harbor - Seems like a good location for a station, yet having a tall black kiosk at this location will stand out and obstruct views of the harbor and ocean beyond. Could a kiosk be located closer to the side of an existing building so that it isn't positioned in the middle of a view corridor? Or could the kiosk be located at another station on the north side of Cabrillo? (as #6 Hotel Milo/Chads Option)

Location #5 – Cabrillo/Castillo – This is a terrible location for a station because the large ficus trees covering the area are nesting sites for Black-crowned Night Herons and Snowy Egrets (from April to September). This is a very well-known historical problem as bird poop drops

from the nesting area high in the trees and covers the sidewalk in that area during that time. Bike users will not be happy using bikes covered in poop or being pooped on when checking bikes in/out of the stations.

Location # 6 Hotel Milo/Chads (North of Cabrillo option) – Consider this location, as a kiosk would not obstruct coastal views.

Location # 7 Cabrillo/Bath - We are glad to see that there is no kiosk proposed for this location, as it would interrupt/obstruct coastal views.

Location #8 - Cabrillo/Chapala – Best option may be to site the station closer to the crosswalk at Chapala, as there can be a lot of pedestrian congestion closer to the State Street intersection.

Location #9 – Cabrillo/Anacapa (Skater's Point) - Great location for a station as the sidewalk is very wide. It was a good move to position this station across the street on the oceanside of Cabrillo, so that the sidewalk on the north side can be used by the restaurants for outside tables.

Location #10 – Cabrillo/West Lot – As we mentioned in our previous letter, we are concerned about the visual impact of a tall black kiosk on the character and scenic view of the coast and ocean. Also, the sidewalk on the ocean side is a true pedestrian only sidewalk and narrow at that.

The name of this location is very confusing as this is East Cabrillo Blvd, which runs along East Beach. A better location description might be to include that place name and/or describe proximity to the Cabrillo Bathhouse.

What about locating this station and kiosk on the north side of Cabrillo, adjacent to the existing multi-use path? This path continues east along to the Andrea Clark Bird Refuge, a significantly scenic route enjoyed by visitors and residents alike. Or locate a kiosk with a station in the Funk Zone where there are no scenic views to obstruct.

Staff Report Details:
Staff report page 2, 3rd paragraph describes the location of a bike station "at the Harbor pedestrian entrance" yet this location is not listed in the current list of 10 bike docking stations. If this location was removed from the list, the report should be updated to reflect this change.

Staff report page 2, 4th paragraph states that "Approximately 3-4 kiosks are currently proposed within the Coastal Zone" and goes on to list 4-5 possible locations. The current list of proposed kiosk locations presents 2 kiosk sites and again, the staff report should be updated to reflect this. We recommend that all kiosks be located on the north side of Cabrillo, on State Street and/or on side streets such as in the Funk Zone.

Granting a Coast Development Permit without soliciting community feedback on new locations and/or location changes is not acceptable. We need to hear the voices of residents who frequent these sidewalks.

Each possible station location, especially a kiosk location, is unique and needs review/public comment. We are already seeing problems with the proposed locations in this pilot program

proposal, including siting a station in a historically well-known nuisance area, next to the Los Banos Del Mar Pool.

We request that there be continued communication and transparency with the community on all aspects of this program and any proposed changes.

We appreciate your consideration of our comments.

Sincerely,
Allied Neighborhoods Association

Cc: Mayor and City Council
Ariel Calonne
Paul Casey
Allison DeBusk
Pilar Plummer