



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** January 27, 2015  
**TO:** Mayor and Councilmembers  
**FROM:** City Administrator's Office  
**SUBJECT:** Report From Infrastructure Committee On Public Outreach Findings

**RECOMMENDATION:** That Council:

- A. Receive a report from the Council Infrastructure Committee on findings from the public outreach effort on the City's street, park and facility needs; and
- B. Direct staff to return to Council with a proposal to hire a consultant to conduct a formal poll to get more community input on infrastructure funding options.

### DISCUSSION:

A key challenge for the community is addressing how to maintain safe and functioning streets and historic facilities to prevent them from falling into serious disrepair or closure. Many City facilities, such as the airport, parking structures, and water treatment infrastructure, are primarily funded through user fees and generally have sufficient resources to fund repairs and improvements. Meanwhile, the City's basic governmental facilities rely on general tax dollars and lack sufficient funding for regular maintenance, future upgrades or replacement. These facilities include streets, sidewalks, the police station, fire stations, parks, recreation facilities, libraries, and community centers. The elimination of the Redevelopment Agency, a decline in federal funding, and less buying power with gas tax revenue have created a gap in funding for streets, parks, and aging community facilities.

In spring of 2014, the City Council appointed a Council Infrastructure Committee (Mayor Schneider, Councilmember White, and Councilmember Rowse) to get community input on infrastructure needs, building on the efforts of the Infrastructure Task Force. The Task Force, a private group of community members, reviewed the City's infrastructure needs in 2008 and found that the City faced a significant funding shortfall to maintain and upgrade essential infrastructure, such as streets, parks, and facilities.

The Council Infrastructure Committee conducted public outreach activities to inform the public about the City's aging facilities, to review why less funding is available for infrastructure needs, and to learn about the community's interests and priorities to repair and upgrade various facilities. A total of 17 community meetings were held in different

locations, including 8 meetings for the general public and 11 meetings for service organizations, neighborhood associations, and business groups. The outreach effort was publicized widely through newsletters, social media, website, email announcements, and media coverage.

An informal survey tool was used to gather ideas and suggestions on how to prioritize funding and plan for the future of the City's infrastructure. The survey was made available in English and Spanish at community meetings and on the City's website to reach the widest audience and encourage participation. A total of 493 surveys were received.

When survey respondents were asked how they would rank facilities in order of priority for upgrades, modernization, or replacement, the highest ranked priorities were:

- 1) Streets and pavement maintenance;
- 2) Police station; and
- 3) Sidewalks.

Based on the survey results and numerous suggestions from the community meetings, the Committee recommended the following next steps:

- 1) Expand public/private partnerships to fund improvements for libraries, park and recreation facilities, and community centers;
- 2) Review municipal code and insurance requirements to allow more flexibility for philanthropy; and
- 3) Continue public outreach to gather more information about specific funding options related to top infrastructure priorities, including a possible ballot measure, by conducting a formal polling effort and convening a community meeting.

Since the public outreach effort was focused on starting the conversation with the public about infrastructure needs and priorities, the Committee determined that the next step would be surveying the public to gauge their interest in pursuing specific options to fund basic infrastructure improvements. To gather this input with a scientifically valid survey tool, Council should consider directing staff to hire a consulting firm to conduct a formal community poll.

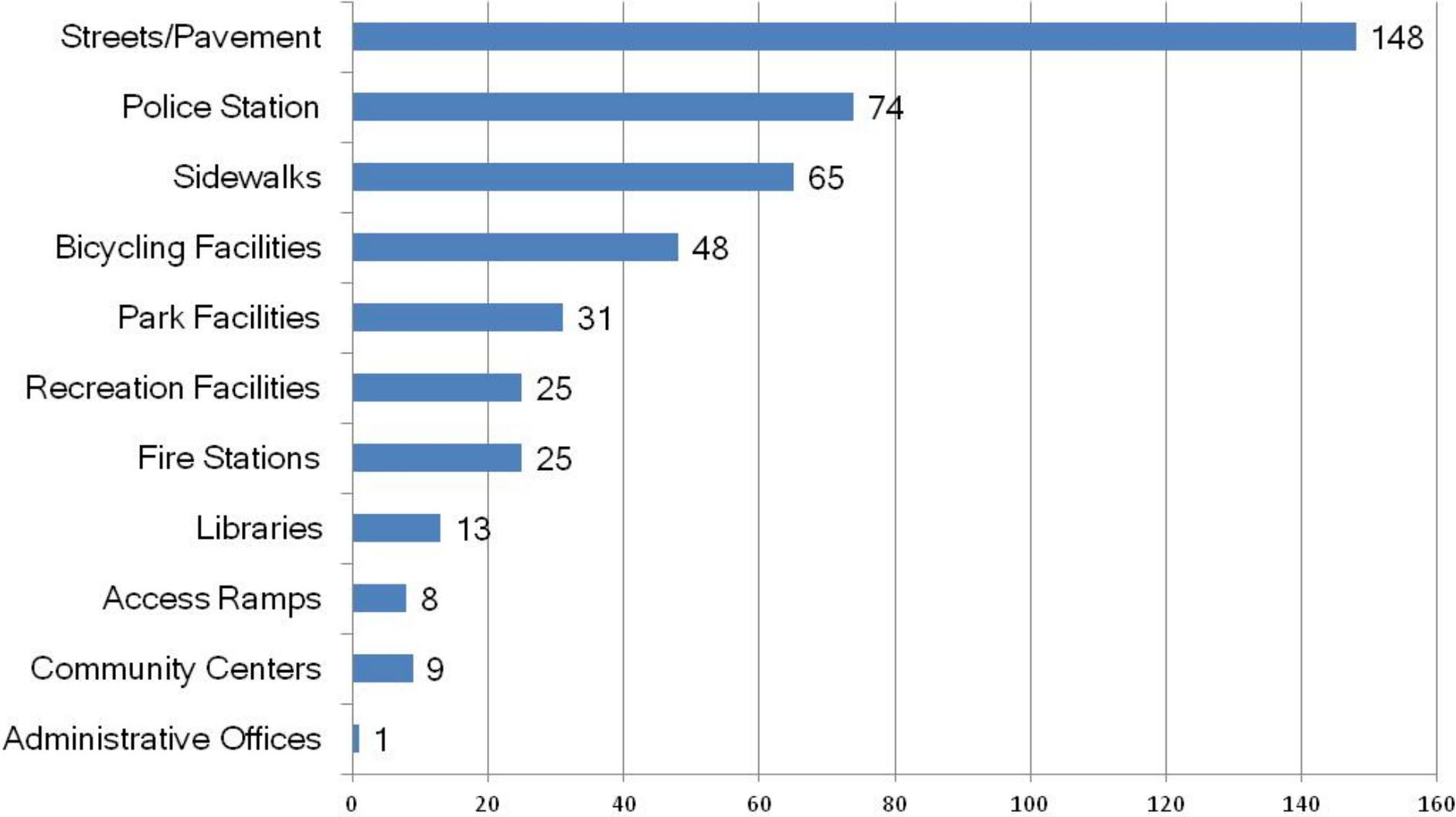
**ATTACHMENT:** 1. Highest Ranked Infrastructure Funding Priorities  
2. Letters Received on Infrastructure Needs

**PREPARED BY:** Nina Johnson, Assistant to the City Administrator

**SUBMITTED BY:** Paul Casey, Acting City Administrator

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

# Ranked Most Important of Infrastructure Funding Priorities (#1)



## *Community Neighborhood Alliance, Inc.*

October 25, 2014

City of Santa Barbara  
City Staff-Infrastructure Meeting  
Santa Barbara, CA

### **Re: Infrastructure meeting- Chase Palm Park Center**

Please find the following requests and suggestions that have been brought to the attention of our new nonprofit 501c3, *Community Neighborhood Alliance, Inc.* We are advocating for our neighbors who are unable to attend City meetings, requesting changes improvements for a safer and improved neighborhood.

I was unable to attend the October 4, 2014 Infrastructure meeting at Guadalupe Church Conference Rm. as I was ½ block away, I tripped on a lifted sidewalk, due to roots. Went to Cottage in an ambulance, etc. With that, I make the first following request:

**Create a: Lifted Sidewalk abatement team** to walk commercial streets, around churches, and make it into the residential neighborhoods. and fix, grind down, fill with concrete to make the pedestrian route safer. Perhaps, bring to the neighborhood attention, by way of  
or schools, publications to provide addresses to a phone number or website to enter addresses where lifted sidewalks are located.

**Change: 1. Eastside on Maps & Publications to: Santa Barbara East**  
**2. Westside on Maps & Publications to: Santa Barbara West**

**Note:** The reason for the suggested change, is to be rid of the stigma, and in the Real Estate Career references, the category is: Santa Barbara East or Santa Barbara West

**One Way Streets: (Many more cars on the road-call for change)**

- One Way lane and bike lane up Cota Street, from Milpas St. to APS
- One Way lane and bike lane down Gutierrez Street from APS to Milpas St.

**Better Lighting:**

- **Pedestrian Lighting** on So. Alisos St. at Cacique St. to Canon Perdido St. at N. Alisos St. **a evening ride and inspection is needed for review.**
- Cacique St to Quinientos St. , Mason St. to Montecito St. and Cota St. to De La Guerra St. as they are highly walked to and from Grocery Shopping .
- 900 Block off Milpas Street to Alisos Street from Carpenteria St. to Canon Perdido St
- Some Street blocks have mid block lighting and many do not, new intersection lighting is not enough.
- **Pedestrian Lighting** throughout Santa Barbara East and SB West and Lower West. Where there are more dark streets causes more crime. Let's Light up!

## *Community Neighborhood Alliance, Inc.*

**Replace:** Milpas Street Beacons at Ortega St & Yanonali St with regular red signal & left hand indicators.

**Left hand turn signal lights** on Milpas St. both ways at intersections, the only Left hand turn indicator is Quinientos Street.

**Requesting 4-Way Stop signs and or Flashing Beacons** at all Alisos Street corners from Cacique to De la Guerra St. Cars need to stop and be reminded they are entering a residential neighborhood. More and more accidents are happening, children getting hurt. Please install these requests.

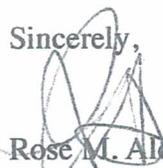
**Cacique Street Bridge to be Constructed**, for Automobiles, bikes and pedestrians, to have a very much needed Emergency Access Route. If the bridge can be connected to Soledad Street it would be much better.

**Underground Utilities**, the Electrical Poles are getting very high, strong and noisy, high voltage sounds especially on Yanonali St. from Milpas St. to Voluntario St. at Franklin Elementary School, and other areas which call for an inspection with community and City Staff - Council members.

**City Trash Cans:** on every other block along SBLWEST San Pascual St. & SBEAST Alisos St.

On behalf of neighborhood residents and Community Neighborhood, Inc. Board Members.

Sincerely,



Rose M. Aldana  
President

*Community Neighborhood Alliance, Inc.*  
805.708.7719

# Community Neighborhood Alliance, Inc.

October 4, 2014

City of Santa Barbara  
City Staff-Infrastructure Meeting  
Santa Barbara, CA

*2pm 10/9/14  
accident - lifted sidewalk  
unable to attend.*

## Re: Infrastructure meeting- Guadalupe Church

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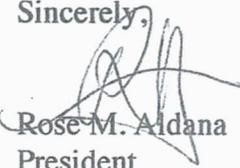
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Sincerely,

  
Rose M. Aldana  
President

*Community Neighborhood Alliance, Inc.*  
805.708.7719

This might work for a small project, like adding pullup bars at a beach location, if coordinated with Parks & Rec, maybe other fitness people in town.

<http://www.citizeninvestor.com> Raising a few thousand shouldn't be too hard, as long as you get off to a fast start. There are people in town who have experience with crowdfunding who would be happy to mentor.

San Clemente added these bars to their beach last October. It cost \$1,072, officials said, plus installation.



<http://www.ocregister.com/articles/city-533365-apparatus-small.html>

## COMMUNITY CONVERSATION ON STREETS, PARKS, AND FACILITIES

My wife, Kathy Lee Bush, and I live at 320 East Victoria Street, between Laguna and Garden Streets, in a 4 unit complex called "Victoria Garden Mews." It has LEED Awards, and is a very sustainable project in downtown Santa Barbara. We are hopeful that the City of Santa Barbara will use its Staff and resources to upgrade Victoria and Carmelita Streets like we have, at great personal expense, so that the entire neighborhood is cleaner, upgraded, pleasant to see, and a credit to the community. Please review our requests below and include them in your plans for our Laguna District.

1. Please put ADA approved curb cuts on both corners of Victoria and Carmelita, and at Laguna and Victoria and at Garden and Victoria. Victoria Garden Mews deeded an entire parking place back to the City as part of our project. We hope you believe it is the City's responsibility to do the rest of our block.
2. Please construct proper lighting (pointed down to the sidewalks) all along Victoria between Laguna and Garden, exactly like the City did it on Anapamu between Chapala to the Freeway. The City required our project to install a light on Victoria across from our house. We hope you believe it is the City's responsibility to do the rest of our block. I'll walk it some night with you. It is dangerous; easy to trip and fall; and an area with many non-law abiding people who increase the dangerous to life and limb.
3. To take 4 cars off of street parking our project installed two tier elevators and we have 8 cars in a garage behind the project, which use the un-named alley between Laguna and the Methodist Church. For over 40 years the City's garbage and other maintenance vehicles have destroyed the pavement. Owners who are contiguous to the alley have met with City Staff and attempted for more than 5 years to have the City upgrade the pavement. We will partner in this project and contribute to the cost; we will try to get all contiguous owners to do the same, especially the Methodist Church. It should be paved like the parking lot at the Westside Center on Anapamu and the Freeway. We hope you believe it is the City's responsibility to put this improvement project very high on your "to do" list since it has been neglected for a very long time.
4. City Sweepers clean Victoria Street between Laguna and Garden every Monday and Tuesday. Carmelita Street deadends into Victoria in front of our house. The City Sweepers never touch it. It is perennially filthy; ugly; full of garbage; the tenants nearby have no sense of pride, probably because the City doesn't seem to, either. It won't take a City Sweeper 2 minutes to do each side of this 100 yard long street, and once the street is kept clean the entire neighborhood will have a sense of pride and keep it clean. We hope you believe it is the City responsibility to clean Carmelita Street, since the time and cost are so very small contracted to the benefit to the entire neighborhood.

Thank you for taking the time to consider our ideas.

October 23, 2014

  
W. Joe Bush and Kathy Lee Bush

# ANDREWSEYBOLD

Andrew Seybold, Inc., 315 Meigs Road, A-267, Santa Barbara, CA 93109  
805-898-2460 voice, 805-898-2466 fax, [www.andrewseybold.com](http://www.andrewseybold.com)

11/09/2014

Nina Johnson  
Assistant to the City Administrator  
City of Santa Barbara

## **City of Santa Barbara: Infrastructure Issues**

While I fully realize that your meetings regarding infrastructure being conducted around the City, are designed to discuss the types of infrastructure which are visible to the residents and businesses of the City of Santa Barbara, my concerns as a telecommunications professional who provides services to both industry and communities, has more to do with the current state of the back-end or telecommunications infrastructure and the implications it has and will continue to have on almost every aspect of what the city is trying to accomplish.

The future of telecommunications is broadband services. This will require lots of bandwidth, for industry, for business and for the City and County of Santa Barbara. I have worked in this field over 40 years and taken part in most of the developments which have brought us to this point. A point where bandwidth and capacity is going to require new ways of looking at providing services, and in many cases, it will require, in my estimation, public/private partnerships.

Before I delve into the overall telecommunications requirements let me comment on several aspects of the City's communications infrastructure that is old, out of date and no longer able to provide the needed services for Fire, EMS, and Law services. The radio communications systems in use by the City are over 30 years old, there have been some upgrades and more are being made but there is, not that I can see, any long range planning taking place to upgrade these systems, modernizing them and getting ready to augment them with the new nationwide Public Safety broadband network for data and video services nor to meet the requirements of the mandated Next Generation 9-1-1 services which will include text reception in 9-1-1 centers as well as the ability to receive still and video images from the general public. All of these will require system upgrade and all of them need to be plan for carefully and money set aside now.

There are several issues which could be fixed quickly and yet have not been addressed. One example is that the Police Swat team operates over a voice radio system which can and is listened to by anyone with an inexpensive radio scanner or with a free application on their Apple or Android device. During several incidents every word spoken on the radio by the swat team was tweeted in near real time. This is NOT a huge problem to solve but it has not been approved after over 3 years of requests by the Swat team.

# ANDREWSEYBOLD

Next is the issue of the City Dispatch Center, today, there are 6 different Public Safety Answering Points (PSAPS) in the County of Santa Barbara. The national trend is to consolidate down to just a few which provides better staffing and saves cities and counties lots of money each year. The County should, in my view, only have two PSAPS in operation. One in North County and one in South County, with full redundancy and back-up capacities. The savings to the city could be substantial.

Now, onto the bigger picture:

## Utility Poles

The utility or power poles are regulated by the FCC, the City and controlled by joint use agreements. In many cases this means that the city has virtually no say in what can be attached to the poles in the way of wires or fiber but does have rights when it comes to cellular microcells. The current poles in Santa Barbara, today, hold at least 4 levels of wires—the top is reserved for the power company, next is the telephone company, followed by the cable provider and then other members of the pole owners association. In Santa Barbara this means that many poles have fiber on them placed there by Crown Castle or the company they recently acquired, NextG.

The telephone company, Verizon in this case, has already been given approval by the FCC and the FCC may make it a requirement, to replace existing wired telephone services with voice over IP or VoIP services in this case the wires could and should be replaced with Fiber. Verizon already has a large fiber presence in the City. Cox Cable, has been replacing their coax on the poles with fiber for some time, leaving the coax to the home in order to be able to provide higher data services, telephone services and more TV channels over their cable network. Crown Castle has pulled fiber specially to power microcell radios to expand commercial wireless network coverage. The first system was deployed by Crown Castle for Metro PCS which is now owned by T-Mobile, but there will be other vendors coming to the city requesting access to the poles. Verizon has already received approval for a fiber based system with pole mounted radios in Montecito.

The City of Santa Barbara has its own fiber, usually buried in the streets and not hung on the power poles, however, future requirements for the City will require fiber to every city facility including all two-way radio communications sites (unless they are served with very high speed microwave systems). The City of Seattle recently experimented with a private/public partnership to lease some of their unused fiber capacity to commercial companies. Unfortunately the company that won the bid was not able to remain in business but Seattle still believes that this is a viable business model.

Moving forward the city should consider broadband public/private partnerships, sharing fiber resources where possible, leasing capacity back and forth and providing an open dialogue regarding fiber and upcoming fiber to the home as has been deployed by Verizon as their FIOS offering in other areas. Google also owns a lot of dark fiber and has undertaken projects in 11 cities to run fiber to the home. Their first city is Kanas City—it is important to note that in all of the cities which Google is entering, the

# ANDREWSEYBOLD

cities have changed their requirements to insure that Google (or anyone else) can build out as they receive demand. The old model was to require a cable company to build out an entire city and then try and sell services. This is very costly and most companies, today, are not willing to follow this model. The Google model is to go into an area, pre-sell services and where they have enough demand they then deploy the fiber. This has worked out well in Kansas City and the other cities Google is working with, yet it is a model which is very different from the typical "cover my entire city contract."

Several Years ago I submitted a plan for enhanced cellular systems in the City to Councilman Francisco. The report was done gratis for the City, and detailed how a five year development plan could be put together, permitting times could be shortened and network operators would receive preference if they chose to locate a multi-user site on City property. Further, the plan outlined that the network operator could gain additional consideration by, for example, upsizing a generator at a city site to provide emergency power for the city at no additional charge (as if being done today by AT&T at the Vic Trace City communication site). The city decided not to follow through on my proposal so it is still handling cellular permitting one communications site at a time.

There are other examples of private/public partnerships which have worked in other areas. In Wellington, New Zealand the city government decided to dig trenches within the city limits. They did 1/3 of the city at a time and offered the trenches to any company that wanted to run fiber. All the companies had to do was to lay their own pipe and fiber. Once the allotted time expired the city filled in the trenches and dug up the next section of the city, this was repeated until all of the city was covered. It turned out that 4 companies responded to the offer and today the City of Wellington has 4 vendors all competing for their residential and business customers for fiber based services.

## Conclusions

The telecommunications world is moving to an all IP, broadband world and the Federal Communications Commission (FCC) and the U.S. Congress are pushing public safety, utilities, educational facilities, state and local governments and others to move in that direction. The cost of deploying broadband can be high but since it is needed by cities, counties, states, utilities, cellular operators, public safety, business entities and residential customers it should be viewed as a priority and it should be viewed as an expense to deploy which can be shared by many different public and private parties.

Once case in point here. Recently, AT&T needed to add high-speed back-haul to their cell site at the city owned Vic Trace reservoir site. The city would not approve new microwave dishes since the neighbors would probably object. AT&T asked me to get involved and we first tried to interest Cox cable which already had fiber at the site and they refused to lease fiber capacity to AT&T. Verizon agreed to run new fiber to the Vic Trace site and was going to run fiber just to the AT&T site. I asked if they could increase the number of fiber strands and run the fiber into the City owned communications building first and then into the AT&T building. It was agreed by the City, AT&T and Verizon and at no cost to the city the city site now has fiber capability installed and ready for when it is needed. This type of private/public

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partnership is important moving forward and is a win for the city, the commercial vendors, the businesses and the residents of this city.

There are many more opportunities and as a resident I am more than willing to work with the city as a volunteer or under contract to assist in any way that I can.

Andrew Seybold  
Andrew Seybold, Inc  
315 Meigs Road, A-267  
Santa Barbara, CA 93109  
805-898-2460  
[Aseybold@andrewseybold.com](mailto:Aseybold@andrewseybold.com)

Too long for the card, so I wrote in here:

#1 (3) The infrastructure available to visitors is far superior to that for residents. Look at State St and around the beach/Sterns Wharf area, vs the lower east side. The city is driving out the middle class by allowing older, traditionally working/middle class neighborhoods to decay into overcrowded slums filled with low wage workers.

Most people I know who live in S.B. avoid the State St / Sterns Wharf area during the summer as it is crowded with traffic, buses and too many people. This avoidance time has now been extended because of the cruise ships - increased traffic, closed lanes. The local business people I have talked to say it is actually bad for their businesses because local people avoid the area and the tourists buy at least as much from corporate stores on State as from local businesses.

#2 (9) The city continues to cater to the tourist industry instead of supporting its older neighborhoods. I have lived in SB over 40 years and this has always been the case - 40 years of neglect! The fact is SB will never have enough housing for all the people who want to live here. The city

has been going in the wrong direction for decades by supporting industries that provide jobs with wages too low for most small cities, especially S.B. - The result has been older neighborhoods crowded, overparked, RVs both on the street and in drive-ways (with people living in them) Garages with people living in them Graffiti, trash, front yards full of junk etc. Meanwhile, the infrastructure under the ground (H<sub>2</sub>O, sewer etc) is very old. Some streets, for example Gutierrez between Milpas and State are horribly cracked and dangerous for bicyclists.

The answer is not "low cost" housing with even less (!) off street parking. Especially not in a drought!!

By allowing these low wage industries to take over our city we are driving out working people because they don't want to live in ruined, crowded neighborhood that are neglected.

Money should be directed at saving our older neighborhoods and bringing back the way of life that people used to enjoy here.

Attend to the aging underground infrastructure. Put utilities underground. Ban parking of RVs/boats at all times on all streets. Enforce laws

already on the books

#4 Lowest priority to the "improvement" of State St and the Steeds Wharf area. Let private sector deal with that - they are the primary beneficiaries.

#5, 6, 7, 8 on card

kgstebake@yahoo.com

An Accident Makes Strong Case for Undergrounding Utilities in Santa Barbara

An accident on the evening of Saturday, January 17, 2015, makes a compelling and very strong case for undergrounding utility power poles and live wires. A motorist struck and knocked down a power pole on Alameda Padre Serra at Cleveland Elementary School that completely blocked the heavily trafficked thoroughfare all Saturday evening and into Sunday morning. Aside from knocking power out to over 1,000 residents for several hours, the bigger and more compelling issues are the live power lines and the large utility pole that completely blocked APS, including access to Cleveland Elementary School. What would have happened if live wires and the power pole were in the street in front of Cleveland Elementary on a school day?

What would happen in a large earthquake if several power poles and their live wires were to fall making access routes all over Santa Barbara impassable?

We cant wait for a devastating event to take place that risks the lives of Santa Barbara residents. Its time for action on a large scale toward undergrounding utility poles & lines in Santa Barbara now!

Santa Barbara needs to work with Edison to implement a plan to underground the whole community over time. Santa Barbara imposes a requirement on homeowners doing construction to their homes to pay to underground from their homes to the power pole. Santa Barbara also needs to impose a requirement on Edison to eliminate the poles over time.

Santa Barbara should not ignore this very critical safety issue!

Wendy Gragg  
Santa Barbara

**RECEIVED**

**JAN 20 2015**

**CITY ADMINISTRATORS OFFICE  
SANTA BARBARA**



# Report from Infrastructure Committee on Public Outreach



City Council  
January 27, 2015

# Infrastructure Task Force

- ◆ Richard Jensen, Chair
- ◆ W. Scott Burns
- ◆ Bob Geis
- ◆ Renee Grubb
- ◆ Dr. Stephen Kurtzer
- ◆ Dudley Morris
- ◆ Frank Schipper

## KEEPING SANTA BARBARA IN SHAPE

Infrastructure Financing Report  
for the  
City of Santa Barbara

Infrastructure Financing Taskforce  
October 2008



# Infrastructure Committee

- ◆ Appointed by Council to conduct public outreach on the City's unfunded infrastructure needs
- ◆ Inform the community about the condition of the City's streets, parks, and facilities and why less funding is available for infrastructure
- ◆ Learn about community needs and get input on facility priorities and ideas to close the funding gap and complete improvements



# **Our Infrastructure Challenge**



*Central Library, c. 1920*

**Many Historic  
Buildings Still in Use**



*Sola Street Fire Station, c. 1940*

*West Beach Wading Pool*

**CLOSED**

NO SWIMMING

CITY HALL

# Elimination of Redevelopment Agency:

## Loss of \$16 Million/Year for Downtown Revitalization



57%  
Outside  
Grants



88%  
Outside  
Grants

50%  
Outside  
Grants



Projects Completed with Outside Grants



*Police Station, Built in 1960*

*Seismically Unsafe*





*Cost to Move  
9-1-1 Dispatch to  
Safe Location =  
\$2,300,000*



***Repaving a City Block = \$80,000***

***Slurry Sealing a City Block = \$16,000 (Pictured Here)***

# Infrastructure Committee

- ◆ Reviewed current infrastructure needs to understand issues facing streets, parks, and various facilities
  - Estimated Cost of Unfunded Infrastructure Needs:  
Over \$500 Million for Next 20 Years
  - Divided major projects into:
    - 1) Essential Maintenance
    - 2) Essential Improvements
    - 3) Non-Essential Improvements

# Community Meetings

- ◆ 17 Community Meetings held, including 8 General Public Meetings
  - Chamber of Commerce
  - Downtown Organization
  - Neighborhood Advisory Council
  - Kiwanis Club
  - Rotary Sunrise
  - Riviera Association
  - Yacht Club
  - High-Tech Community
  - Santa Barbara Village for Seniors
  - Open Streets Event
  - Mission Canyon Historic Trail Foundation (Safe Passage)



Santa Barbara Swim Club	Chamber of Commerce	Santa Barbara Beautiful
Santa Barbara Athletic Roundtable	Downtown Organization	Arts Collaborative
Santa Barbara Bicycling Coalition	Visit Santa Barbara	Arts Fund
Housing Authority	Lodging Association	805 Connect
Fund for Santa Barbara	Hispanic Chamber of Commerce	Harbor Merchants Association
Community Action Commission	Eucalyptus Hill Association	Stearns Wharf Association
Interfaith Council	Riviera Association	Bicycle Coalition
Santa Barbara Police Foundation	Upper East Association	COAST
Police Activities League (PAL)	Mission Canyon Historic Trail	Traffic Solutions
Firefighters Alliance	Foundation	MTD
Wildland Fire Council	Coast Village Business Association	Surfrider Foundation
Santa Barbara Library Foundation	Milpas Community Association	ParentClick
PARC Foundation	THRIVE	Friends of the Library
Contractors Association	Mesa Architects	Makerspace
Architects Association	San Roque Association	Technology Meetups
Association of Realtors	Santa Barbara Bar Association	Farmers Market Association
Independent Living Resource	MIT Forum	Neighborhood Watch
Center	Startup SB	Coordinators
Citizens Planning Association	Community Emergency Response	200 Board and Commission
Trust for Historic Preservation	Team (CERT) Volunteers	Members
Pearl Chase Society	Santa Barbara Young Professionals	
Youth Council	Association	



**YOU ARE INVITED** to join us for a  
**COMMUNITY CONVERSATION ON  
STREETS, PARKS, AND FACILITIES.**



*Los Baños del Mar Pool, c. 1905*

Our streets, parks, and historic community facilities define the quality of life for Santa Barbara residents. It's time to take a serious look at the state of our infrastructure. The City Council is hosting workshops to review the most urgent facility needs and learn what's important to you to prioritize funding and plan for the future. Attend a workshop for a brief 25-minute presentation that covers the current condition of our streets, sidewalks, parks, recreation facilities, libraries, community centers, and police and fire stations. Don't miss this opportunity to share ideas with the City Council on upgrading and modernizing community facilities.

[Learn More](#)

[Printable List of Workshops](#)

*Watch a Video on  
Infrastructure Needs*

**Watch Now**

### **Workshop Schedule**

Saturday, October 4, 2:00 PM  
**Our Lady of Guadalupe Church**  
*(Spanish Translation Available)*

Monday, October 6, 5:30 PM  
**Central Library, Faulkner**

## ◆ E-mail announcements:

- 1,200 Newsletter Recipients
- 3,100 Twitter followers
- 4,500 Nextdoor subscribers
- 5,000 business license holders
- Featured in newsletters for community organizations



**EXPLORE**

- City Hall Home
- Holiday Closures
- City Charter
- City Election Information
- City Facilities
- City Officials
- Mayor & City Council
- Municipal Code
- Organization Chart

Take the Survey

Responda la Encuesta

Home » Government » City Hall » City Facilities

Share 2



### The Community Conversation on Streets, Parks, and Facilities

The City Council is reviewing community input on how to plan for the future of the City's basic infrastructure, including streets, sidewalks,

### COMMUNITY SURVEY

Watch the Video



Take the Survey

Mire la Presentación



Responda la Encuesta

### DOCUMENTS

- ◆ 667 views of video presentation, English and Spanish
- ◆ Airs on Channel 18 during unscheduled time

# SANTA BARBARA NEWS-PRESS

## Public asked about city priorities

By TAYLOR KNOFF, NEWS-PRESS STAFF WRITER  
October 5, 2014 5:52 AM

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City Councilman Randy Rowse and Mayor Helene Schneider speak about the city's infrastructure during a public workshop Saturday at Our Lady of Guadalupe Catholic Church.

NIK BLASKOVICH/NEWS-PRESS

Santa Barbara city officials met residents Saturday on the Eastside to ask their opinion about the state of the city's infrastructure.

Public workshops are being held throughout the community this month to take public comment about city priorities. Saturday's session was held at Our Lady of Guadalupe Catholic Church.

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## Santa Barbara Residents Weigh In on City's Infrastructure Needs

The council hosts the third in a series of eight planned public workshops to gather input on prioritizing projects



Santa Barbara City Councilman Bendy White answers questions and hears suggestions during Monday evening's community hearing on area infrastructure needs. (Gina Potthoff / Noozhawk photo)

By Gina Potthoff, Noozhawk Staff Writer | @ginapotthoff | Published on 10.06.2014 10:00 p.m.



# Conversación Comunitaria sobre la Inf

El Consejo Municipal de Santa Bárbara quiere saber q financiación y planeación para la futura infraestructura recomendaciones para el Consejo de la Ciudad. *Por fe*

1) En una escala del 1 al 10 y siendo el diez el número n situación general de la infraestructura en Santa Bár

1 2 3 4 5 6 7 8 9 10

2) En una escala del 1 al 10, siendo diez el número máxi el estado actual de la infraestructura en Santa Bárba

1 2 3 4 5 6 7 8 9 10

3) En cuanto a la infraestructura, ¿Qué piensa usted qu de la Ciudad?

4) En relación con la infraestructura, ¿Cuál piensa uster financiera de la Ciudad?



# Community Conversation on Streets, Parks, and Facilities

The Santa Barbara City Council wants to learn what's important to you to prioritize funding and plan for the future of the City's infrastructure. With your input, a council committee will prepare recommendations to the City Council. We appreciate your participation in this important community discussion. Please answer the following questions.

1) On a scale of 1-10, with ten being excellent, what rating would you give the current overall condition of Santa Barbara's infrastructure?

1 2 3 4 5 6 7 8 9 10 Why? \_\_\_\_\_

2) On a scale of 1-10, with ten being the most, how concerned are you about the current state of Santa Barbara's infrastructure?

1 2 3 4 5 6 7 8 9 10 Why? \_\_\_\_\_

3) Related to infrastructure, what do you believe the City's top funding priority should be?

\_\_\_\_\_

4) Related to infrastructure, what do you believe the City's lowest funding priority should be?

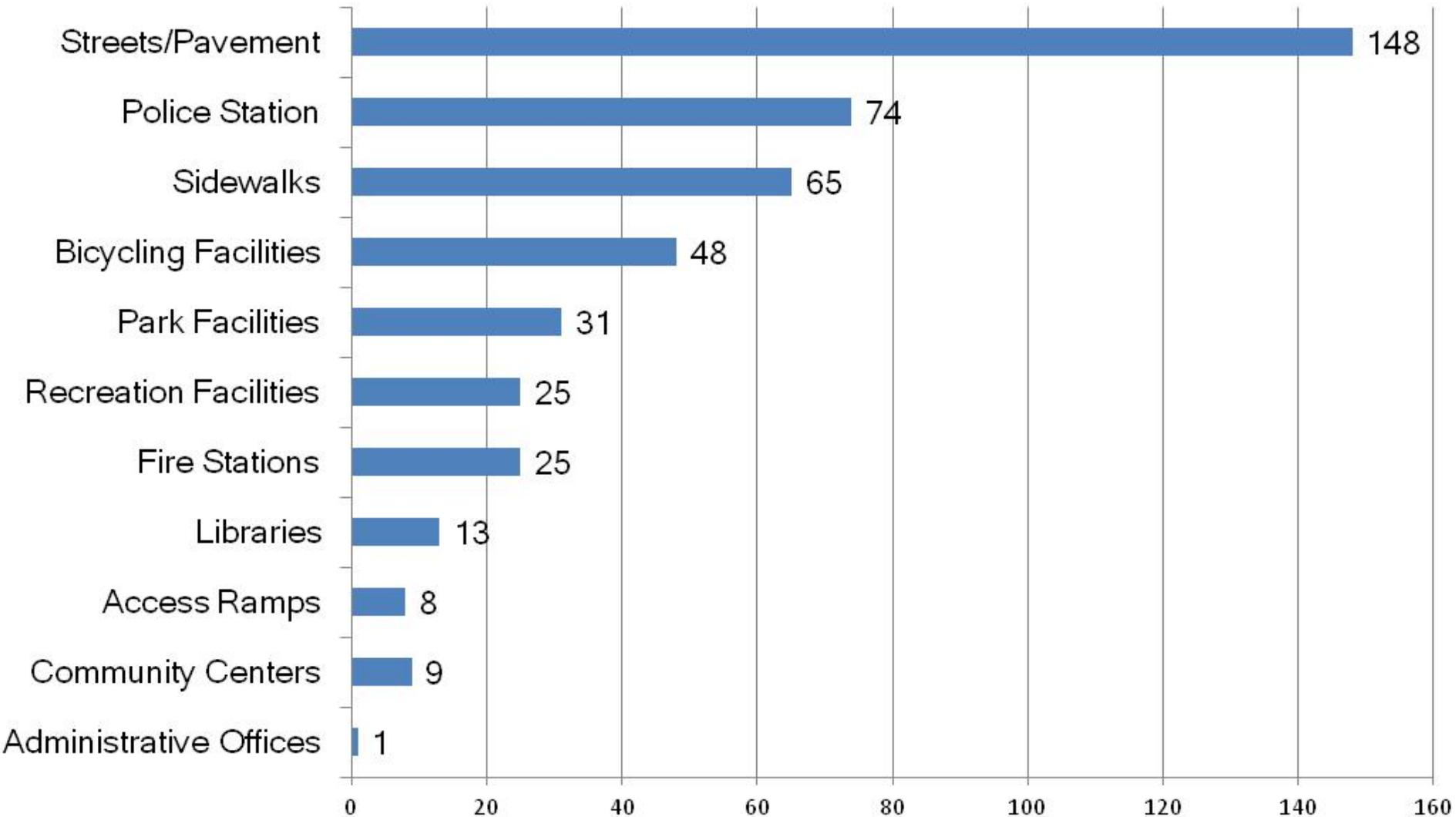
\_\_\_\_\_

- ◆ 493 surveys received
  - English and Spanish
  - Written survey cards and online survey
  - Not scientifically valid survey

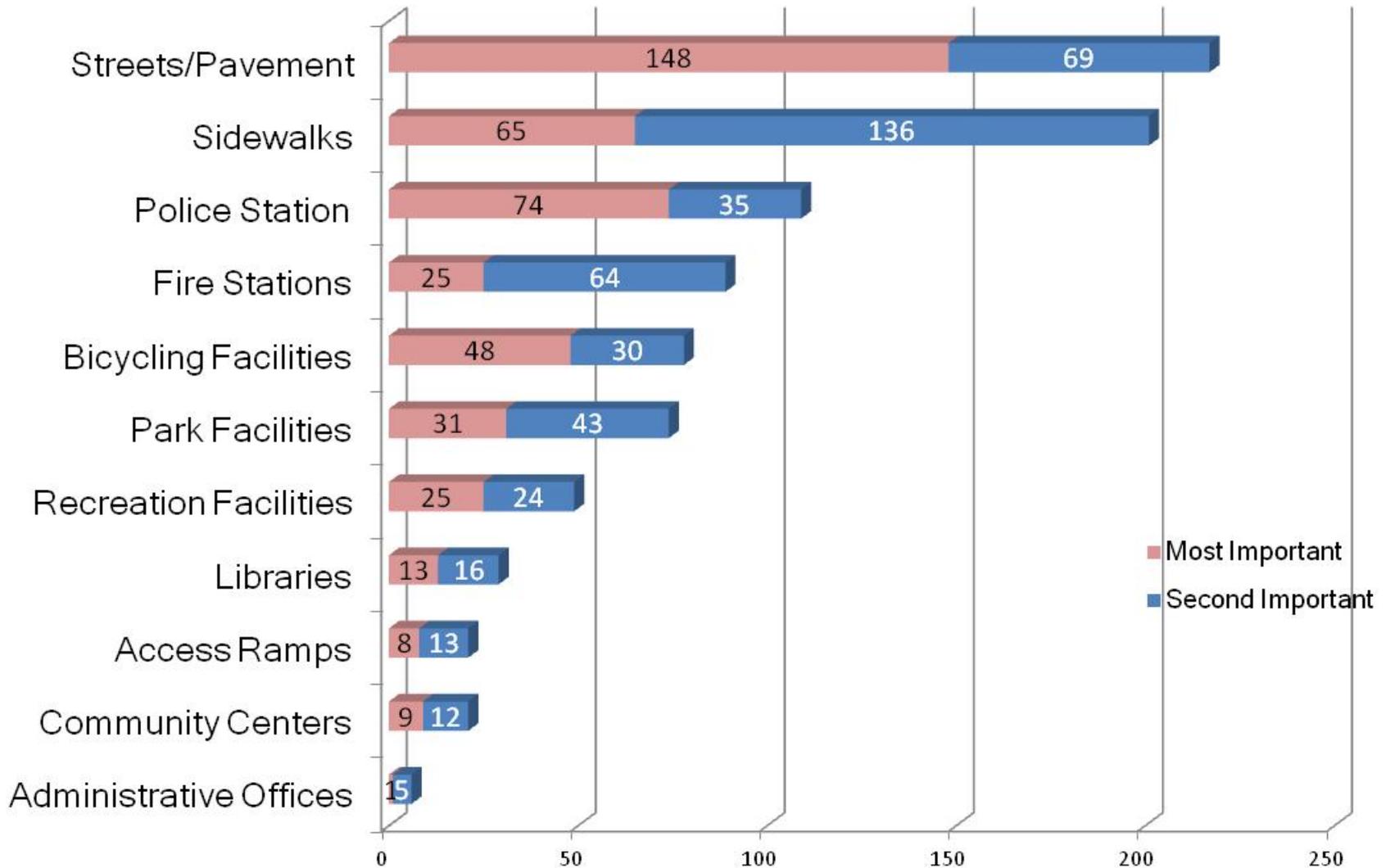


# **What We Heard During the Public Outreach Effort**

# Ranked Most Important of Infrastructure Funding Priorities (#1)

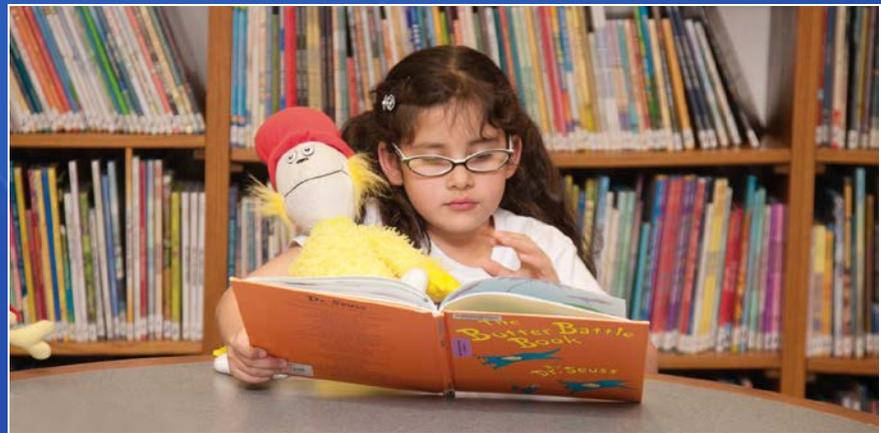


# Highest Ranked Infrastructure Funding Priorities (#1 and #2)



# Frequent Suggestions

- ◆ Public/Private Partnerships
- ◆ Community Philanthropy
- ◆ Naming Opportunities
- ◆ Volunteer Opportunities/Community Projects



# Frequent Suggestions

**KICKSTARTER** Discover Start Search Projects Sign up

## A Parklet for North Berkeley - Build it with us!

by North Berkeley's Gourmet Ghetto

lon Guerrilla Cafe Philz Coffee

SIDEWALK

Moveable Table PLAY Hanging Bar Benches

Planter Rail

- 17 Feet Parklet - 35 Feet

SHATTUCK AVE

**153** backers

**\$15,054** pledged of \$15,000 goal

**0** seconds to go

**Funded!**  
This project was successfully funded on July 28.

**North Berkeley's Gourmet Ghetto**

First created | 1 backed  
gourmetghetto.org

See full bio Contact me

Berkeley, CA Civic Design Share this project

**NORTH SHATTUCK ASSOCIATION BERKELEY**

- ◆ Crowdfunding for small enhancements

# Frequent Suggestions



- ◆ Review street repair strategy and planning

# Frequent Suggestions

- ◆ Reduce pension benefits and employee costs
  - Size of organization reduced by 6% since 2009, cutting 69 positions since 2009; Same number of employees in 1999
  - All City employees now pay their full contribution for pension benefits, offsetting what the City once paid (\$6 Million savings in Fiscal Year 2014)
- ◆ Sharpen pencil and restructure current spending to increase funding available for infrastructure
  - Council adopted a policy to dedicate 50% of any budget surplus to infrastructure needs

# Frequent Suggestions

- ◆ Explore additional revenue and financing options
  - ◆ Sales tax increase
  - ◆ TOT increase
  - ◆ Property tax increase
  - ◆ Bond issue
  - ◆ Parking fees
- ◆ Proposed revenue enhancement should pay for specific improvements not the full list of needs

# Frequent Suggestions

- ◆ Analyze cost/benefit of upgrades to find best opportunities to generate more revenue and recover more of our costs
- ◆ Encourage recreation facility users to pay higher fees
- ◆ Reduce or eliminate spending on facilities least used

# Frequent Suggestions

- ◆ Advocate for Southern California Edison to upgrade the electrical grid to avoid power outages downtown
- ◆ Work with utilities to encourage improved broadband service for faster Internet connectivity

# Priority Capital Projects

- ◆ Police Station Replacement
  - Last estimated cost = \$60 Million, based on preliminary design work
- ◆ Annual Street Maintenance
  - Currently Budget \$3 Million/Year
- ◆ Sidewalks
  - ◆ Currently Budget \$250,000/Year for Repairs
  - ◆ Currently Budget <\$100,000/Year for Infill Projects used for grant matching funds
  - ◆ One-time cost of \$12 Million for State Street Sidewalk Replacement needed in approximately 15-20 years

# Infrastructure Committee Findings

- ◆ Expand public/private partnerships for libraries, park and recreation facilities, and community centers
- ◆ Review municipal code and insurance requirements to allow more flexibility for philanthropy
- ◆ More information is needed from the community to gauge interest on various funding options
  - Recommend convening a community meeting
  - Recommend returning to Council with a proposal to hire a consultant to conduct a formal poll on infrastructure funding options

# Questions

