



# City of Santa Barbara California


## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** June 29, 2006

**AGENDA DATE:** July 6, 2006

**SUBJECT:** Request of the Downtown Organization for parking on the north side of the 00 West Block and south side of the 100 East block of Anapamu Street

**TO:** Planning Commission

**FROM:** Transportation Division, (805) 564-5390  
Rob Dayton, Supervising Transportation Planner 

Prior to the construction of the Granada Garage, the north side of the 00 West block and the south side of the 100 East block of Anapamu Street had full time bike lanes. As a Planning Commission Condition of Approval, Public Works looked for temporary on-street parking to replace the Lot 6 parking supply lost for the duration of construction. The above specified blocks of Anapamu Street were identified as opportunities for temporary parking were converted to full time parking on the 00 West Block, except from 7 to 9 am on the 100 East Block.

When City Staff proposed the temporary removal of the full time bike lanes for these block faces of Anapamu Street, the bicycle community expressed concern. The main reason for public opposition to the temporary parking was that the City would not reinstate the bike lanes once construction of the garage was completed. Staff emphasized that no proposal existed to retain the temporary parking and that the full time bike lanes would be replaced.

### **Bicycle Master Plan - Anapamu Bike Lanes**

Anapamu Street has restricted parking in the morning (7:00 – 9:00am) for a bike lane that runs eastbound toward Santa Barbara High School from De la Vina Street to Alta Vista Street and in the afternoon (2:00 – 4:00pm) for the same stretch westbound. Prior to construction, the 00 and 100 east blocks of Anapamu Street have had full time bike lanes on both sides and parking on the north side of the street. The 00 west block had a full time bike lane on the north side of Anapamu Street with a time restricted lane on the south side. Anapamu Street is an important east-west connection for cyclists and pedestrians because of the Anapamu Overcrossing at Highway 101, which provides a direct route from the Westside to a central location Downtown. The Bicycle Master Plan shows Mission, Micheltorena, Anapamu, Canon Perdido, and Cota Streets as the proposed east-west corridors for bike lanes. Currently, only Anapamu Street and Canon Perdido Street East of Santa Barbara Street have bike lanes.

The Redevelopment Agency is currently in the process of enhancing pedestrian and bicycle access to/from Downtown to the overcrossing through a series of sidewalk, lighting, and street improvements on Anapamu Street. Additionally, the City's first Bikestation will be opening as a traffic mitigation requirement of the Granada Garage. The Bikestation will house 80 covered bike spaces and hopefully will become a destination for many bicycle commuters. The station can be accessed from Anapamu and Anacapa Streets.

### **Requests of the Businesses on Anapamu Street**

The Downtown Organization representing the businesses on Anapamu Street, has requested that parking replace the full time bike lanes on the 00 West Block and, the 00 and 100 East Blocks of Anapamu Street (see attached letter). The argument is that even with the Granada Garage in place, the area will still maintain a parking deficit. The letter states the reason for having the full time bike lanes is unclear and that the bike lanes would still exist during the peak school hours in the appropriate direction.

### **Staff Recommendation**

The south side of the 00 East Block of Anapamu on-street parking cannot remain because of space limitations created by the new mid block pedestrian signal and the garage entrance left-turn lane. The space limitations also do not allow for a bike lane. The vehicle lanes are striped wider than normal and provide a little more room for vehicles and bikes to share.

Transportation Planning Staff recommends that the full time bike lanes on the north side of the 00 West Block and the south side of the 100 East Block remain as full time bike lanes. The main reason for our recommendation is based on Staff's commitment to reinstate the bike lanes when members of the public expressed concern that the lanes would disappear. As a result, we believe replacing the bike lanes with parking would erode staff credibility and make other temporary street configurations more difficult to implement.

### **Purpose of the Full Time Bike Lanes**

As far as we know, both bike lanes have been in place since the 1970s. The 100 East Block has full time bike lanes on both sides, while the 00 West Block only has a full time bike lane on the north side of the street. Staff could not determine from the records why this configuration was implemented. We do know that the 1974 Bikeway master Plan shows significantly more bicycles on Anapamu just East and West of State Street, than on blocks that are further away.

### **Circulation Element Policy**

The Circulation Element (CE) provides policies that support parking and increased bicycling. Chapter 8, **Increase Parking Availability and Access for Downtown Customers**, clearly states that the City shall manage the Downtown parking supply to support the economic vitality of the Downtown business district (CE Policy 8.1). This chapter also states that the City shall increase the public parking available for Downtown to address existing needs (CE Policy 8.3). An important need specifically identified in the CE is the parking deficit north of Carrillo Street (CE Strategy 8.3.1), which clearly includes Anapamu Street. These policies have guided the City to construct of the Granada Garage, adding 360 parking spaces at a cost of approximately \$25 million.

The CE Chapter 4, **Increase Bicycling as a Transportation Mode**, as well as the Bicycle Master Plan (BMP), says that the City shall increase ridership by expanding the system of bikeways (CE Policy 4.2, BMP Policy 2.1). Policy also states that the City shall increase the number of secure, convenient, and attractive bicycle parking and storage facilities on public property (BMP Policy 3.2). The bike lanes on the 00 East Block of Anapamu Street were removed in order to accommodate a left turn lane into the Granada Garage project. The project did create the City's first ever Bikestation, which was required to offset an increase in traffic anticipated with more parking opportunity.

Chapter 2, **Strive to Achieve Equality of Convenience and Choice Among All Modes of Transportation**, demonstrates the balance with which the CE must be implemented. The construction of the Granada Garage Project added 360 parking spaces to this area of Downtown, removed bike lanes for one block of Anapamu Street and added a Bikestation. In the balance of implementing CE policy, Staff believes that further removal of bike lanes for parking is inappropriate. This argument is made stronger by the existence of the new Bikestation. Strategically, we would expect to increase and improve bicycle access to the Bikestation and along Anapamu Street, which are positioned adjacent to the largest employer in the Downtown (County) where we can anticipate the most success.

Additionally, the type of parking the City has provided on-street, and in the new Granada Garage, is expressly for the use of customers versus employees (CE Policy 8.2). The bike lanes provide an incentive for employees to use a bike to get to work versus using the Downtown's parking supply.

### **Transportation and Circulation Committee (TCC) and Historic Landmarks Commission (HLC)**

The TCC was presented this item on June 22 and recommended that the bike lanes be reinstated on the aforementioned blocks. The TCC indicated that additional on-street parking should be considered for evening times when bike commuting was less frequent and restaurant parking could be more convenient. The HLC considered the request for parking on the south side of the 100 East Block of Anapamu Street from as an aesthetic backdrop for the historically designated Court House. The Commission voted unanimously not to permit parking along this frontage at any time. The HLC suggested that perhaps incentives to use the new garage could be offered to customers of the businesses that desire the on-street parking.

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If you have any questions regarding this report and issue, please contact Rob Dayton, Supervising Transportation Planner (564-5390) or Dru Van Hengel, Mobility Coordinator (564-5544).

Exhibits:

A. Letter from the Downtown Organization

March 29, 2006

**HAND DELIVERED**

Browning Allen  
Transportation Manager  
City of Santa Barbara  
Post Office Box 1990  
Santa Barbara, CA 93102-1990

**RE: ANAPAMU STREET PARKING**

Dear Mr. Allen:

I am writing on behalf of the businesses located on the 00 block of West Anapamu Street and those on the 00 and 100 blocks of East Anapamu Street with respect to the City's upcoming plan to remove all of the temporary parking in the vicinity of the Granada Garage. Although we support the removal of the temporary parking on Victoria Street, we respectfully request that the on-street parking spaces that were added on Anapamu Street for the Granada Garage construction be made permanent.

These additional spaces have been a significant help in off-setting the loss of the Lot 6 parking and the businesses in this area feel strongly that they will continue to be well used in the future. Even with the additional parking provided by the Granada Garage, this area of downtown continues to be significantly "under-parked." Parking studies have documented the historic shortfall of parking north of Carrillo Street and the 350 additional spaces in the Granada Garage address less than twenty percent of that deficit.

The parking needs in this area from government and non-profit entities are significant. The County Administration Building, the County Courthouse, the Public Library and Santa Barbara Museum of Art place particularly heavy demands on daytime parking. The Arlington Theatre, Victoria Hall, Granada Theatre (in approximately one year), and the many restaurants and clubs in this area create an equally high nighttime parking demand that the Granada Garage and existing on-street spaces cannot meet.

The three block-faces in question (00 West Anapamu Street on the north side and 00/100 East Anapamu Street on the south side) were the only ones in the immediate vicinity of State Street prior to the Granada Garage project that did not have parking and the reason

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for not having parking there is not clear. The neighboring businesses realize that all of the spaces in the 00 East block cannot be maintained due to the new mid-block crosswalk and the return of the Library drop-off box, but they ask that as many as possible be retained. They also understand and support maintaining the morning and afternoon bike lane restrictions along those block faces on Anapamu Street.

If it would be helpful during the process of reviewing this request, we would be willing to speak to the appropriate boards and commissions and to City Council, to explain, clarify and advocate on behalf of this request.

We understand that the City is moving forward with the parking removal work acting on previously made commitments. Therefore, we respectfully ask that City staff postpone the work on the Anapamu Street portion of the project to remove the temporary parking until a full discussion and decision is made.

Sincerely,

Marshall A. Rose  
Executive Director