

DRAFT



City of Santa Barbara Planning Division

PLANNING COMMISSION MINUTES

May 5, 2016

CALL TO ORDER:

Chair Campanella called the meeting to order at 1:02 P.M.

I. ROLL CALL

Chair John P. Campanella, Vice-Chair June Pujo, Commissioners Mike Jordan, Sheila Lodge, Deborah L. Schwartz, and Addison Thompson.

Absent: Commissioner Jay D. Higgins

STAFF PRESENT:

Beatriz Gularte, Senior Planner
 N. Scott Vincent, Assistant City Attorney
 Rob Dayton, Principal Transportation Planner
 Dan Gullett, Supervising Transportation Planner
 Derrick Bailey, Supervising Transportation Engineer
 Peter Brown, Associate Transportation Planner
 Julie Rodriguez, Planning Commission Secretary

II. PRELIMINARY MATTERS:

A. Requests for continuances, withdrawals, postponements, or addition of ex-agenda items.

None.

B. Announcements and appeals.

Ms. Gularte made the following announcements:

1. The Planning Commission meetings of May 12, 2016 and May 19, 2016 have been cancelled.
2. The Density Bonus and Development Incentives Ordinance Amendment originally scheduled to be heard on May 12, 2016, will now be heard on June 16, 2016.
3. The next Planning Commission meeting will be June 2, 2016.

C. Review, consideration and action on the following draft Planning Commission Minutes and Resolutions:

1. April 14, 2016

MOTION: Jordan/Schwartz

Approve the minutes as corrected.

This motion carried by the following vote:

Ayes: 6 Noes: 0 Abstain: 0 Absent: 1 (Higgins)

Chair Campanella abstained from the minutes related to 711 Milpas Street.

2. April 21, 2016

3. PC Reso No. 013-16

Allocation of Small Space Floor Area

MOTION: Thompson/Schwartz

Approve the minutes and resolution as corrected.

This motion carried by the following vote:

Ayes: 6 Noes: 0 Abstain: 0 Absent: 1 (Higgins)

Commissioner Jordan acknowledged the work done by Ms. Rodriguez on both sets of minutes given their complexity.

D. Comments from members of the public pertaining to items not on this agenda.

Chair Campanella opened the public hearing at 1:09 P.M.

Joe De Figlio addressed the Commission with concerns over open trenches on work being done on De la Vina and State Streets. He asked that Staff have the contractor address public safety.

With no one else wishing to speak, Commissioner Campanella closed the hearing at 1:11 P.M.

III. **DISCUSSION ITEM**

ACTUAL TIME: 1:11 P.M.

RECUSAL: To avoid any actual or perceived conflict of interest, Commissioner Pujó recused herself from hearing this item due to owning property on Micheltorena Street.

Commissioner Pujó left the dais at 1:12 P.M. and did not return.

BICYCLE MASTER PLAN

The Public Works Department provided the Planning Commission with an update on the progress of the 2016 Bicycle Master Plan and the additional public outreach directed by City Council. Public comment was welcome.

The intent of the Bicycle Master Plan is to establish a set of goals, policies and projects for the City of Santa Barbara in order to improve safety for all road users, reduce collisions, close gaps in the bicycle network and improve transportation options and public health. The 2016 Santa Barbara BMP is a Bicycle Transportation Plan pursuant to Section 891.2 of the Streets and Highways code.

The California Environmental Quality Act (CEQA) Statute, Section 21080.20 and 21080.37 of the Government Code, requires that a proposed Bicycle Transportation Plan hold at least one noticed public hearing in areas affected by the proposed Plan to hear and respond to public comments. This is the third noticed hearing on the BMP to fulfill this requirement and allow for a Notice of Exemption to be filed with the Office of Planning and Research at time of City Council approval/adoption of the BMP.

Information related to the Draft BMP is kept current on the website: www.SantaBarbaraCA.gov/BMP.

Contact: Peter Brown, Associate Transportation Planner
Email: PBrown@SantaBarbaraCA.gov Phone: (805) 897-2669

Rob Dayton, Principal Transportation Planner, gave the Staff presentation. Peter Brown, Associate Transportation Planner; and Derrick Bailey, Supervising Transportation Engineer, were available to answer any of the Commission's questions.

Chair Campanella acknowledged a class of students from Anacapa School before calling for a recess at 2:49 P.M. and reconvened the hearing at 3:01 P.M.

Chair Campanella opened the public hearing at 3:02 P.M.

The following people commented on the Bicycle Master Plan:

1. Carson Presley lives on Castillo Street between Micheltoarena and Sola Streets on the east side and was concerned about losing parking in front of her home with the Contra Flow Lane under Option 6a. She is physically disabled and challenged with walking long distances to park away from her home.
2. Eva Inbar urged support for the Alisos Street Bike Boulevard. It is a needed alternate route to Milpas Street and provides a safe route to school for east side children riding to the junior high and high school. The added stop signs would benefit pedestrians, too. This is independent of any options and could stand alone in funding and implementation.
3. Dan Fox just purchased and moved into a home on Sola Street yesterday and does not think a bike lane is necessary on Sola Street, especially without a thought for the disruption, inconvenience, and distress for elderly, businesses, handicapped and

- homeowners based on something that is not required. She is concerned that there is no plan in place for addressing displaced parking.
4. Ann Campbell left before speaking, but left a comment stating that Sola Street is a safer option. Staff has not presented options fairly but biased.
 5. Donn Longstreet, West side resident, stated that Sola Street will only be a viable option if there are controlled intersections from Castillo to Laguna Streets. However Castillo and Bath Streets must be controlled for safety reasons. Without that there will not be any connectivity. This is based on the hope of an ATP grant. Without receipt of the ATP grant, the Sola Street option is dead and we should go back to the Micheltoarena Street option. For the safety of the 2,000+ people that live in a dense community, it is necessary to take the 24 parking spaces for the Rancheria Street Bike Lanes to be able to put in a Class II route that connects through Perking Park to the Class I bikeway at the beach.
 6. Ben Crop, Santa Barbara City College teacher, is a highly experienced rider and spoke of his present fears riding on Rancheria and Loma Alta Streets. There are at least 250 bicycles on Santa Barbara City College campus and need a safe route to City College. The only means of riding to City College are Rancheria or Loma Alta Streets. He urged Planning Commission support for Rancheria Street Bike Lanes.
 7. Virginia Milhoan, Bath Street resident, prefers not to have the bike lanes on Micheltoarena Street or lose off-street parking. The elderly and handicapped would be impacted. She supports Sola Street as a preferred option.
 8. Gabrielle Johnson, Micheltoarena Street resident, supports a bike lane on Sola Street. Sola Street has less traffic and is more forgiving for child riders than a bike lane on Micheltoarena Street. Sola Street still presents a safe route to school and with streetlights would be safer for pedestrians. Sola Street would also give a direct route to Alameda Park. Parking will become even more challenging with the Arlington Building that is being developed.
 9. Carol Sipper requested to speak but was unable to remain at the hearing.
 10. Naomi Greene supports the idea of a bike boulevard on Alisos Street and thinks that it would alleviate accidents.
 11. Howard Green, Transportation and Circulation Committee member, asked the Commission to give Staff direction to prepare ATP Grant applications so that if the City Council were to approve their submission on June 14th, Staff would be able to meet the June 15th deadline. The 1800 page document would not be something that could be done in an overnigher. There appear to be three major candidates: 1) the Micheltoarena Street bridge; 2) the Cota Westbound Traffic, and 3) the Chino West Side Lane. He would like to have the trees moved from Cota Street by Ortega Park onto Ortega Park. There is a City owned lot on the corner of Victoria Street and De la Vina Street. If it had some 90-minute parking spots, it could help with overflow parking.
 12. Todd Amspoker, Micheltoarena Neighborhood Association Counsel (MNA), disagrees with City's Counsel stating that the removal of parking spaces is not a part of the Bicycle Master Plan that is exempt from CEQA because a part of the Bicycle Master Plan that is exempt from CEQA only includes restriping of streets, not removal of parking spaces. Also, the idea that categorical exemptions could be used for various

components of the Bicycle Master Plan is clearly not a legal proposition, but would be illegal piece-mealing of the entire BMP. On behalf of his clients, he has drafted an MOU that has been provided to the Bicycle Coalition with the hopes that consensus can be reached. Both sides have been accommodating. Alternative 6c is the preferred alternative that both groups can be satisfied with, but there would be an interim solution that meets the needs of both sides, on the 300 block of Micheltorena, that would remove the parking on an interim basis on the south side of that block only. This interim solution would work while the city uses existing funding to do the contra flow lane on Castillo Street. He is willing to work with City Staff to figure out parking mitigation so that as many of the lost parking spaces could be replaced in some areas as close as possible to that area. His group is willing to help work on the grant funding and also put in time and funding for a Sola Street solution. Micheltorena Bike Lane Option 1a is a non-starter. Yvonne Ashton, and John Day yielded speaking time to Mr. Amspoker.

13. Woody Wilde, 317 W. Micheltorena Street, had his home assessed in 2013 at \$20,000 less due to the traffic and was concerned with the negative impact it would be to his property valuation if parking was removed on Micheltorena. He is opposed to losing any parking on the 300 block of Micheltorena and cannot support the MOU being crafted by the MNA. He proposes as an interim solution making Micheltorena Street one-way going west, and 300 block of Sola Street one way going east.
14. John Holehouse does not support Option 1a. and would like to retain all parking if possible. The Average Unit Density (AUD) plan has not been fully implemented and it is unknown how many parking spaces will be needed as AUD reduces parking requirements in an effort to create smaller projects. Sola Street is a natural route that is wider, smaller, slower, and can be a bike boulevard. There has been progress made with the Bicycle Coalition and finding commonality. HLC has recommended doing a, b, or c. He supports c.
15. Grace Wilde, Micheltorena resident, owner of 2414 Castillo Street, only has access to her property to via an alley. She and her husband are octogenarians with limitations and need handicap access. She is concerned that a contra flow bike lane would limit access to the alley for emergency vehicles. She is a part of the Micheltorena coalition but feels like a pawn in having decisions made for her by the coalition with regard to her street. She has worked hard on street improvements for 30 years and received an award from the city for her contributions. She has not received one notice about the bicycle master plan other than from the Micheltorena coalition.
16. Terrie Furukawa, 22 W. Micheltorena Street, supports safe bike routes. She has never received any notification of actions on the Bicycle Master Plan. The Active Transportation Program grant application process is highly competitive and there is no guarantee that we will receive grant funding. Direct routes are not always the safest or best. We need counterbalance between grant fundability and community viability. She supports Sola Street as the solution.
17. Marge Schwartz left before speaking, but commented that parking should be retained for the Micheltorena Street neighborhood. Sola Street is less dangerous because it is wider.

18. Grant House, Grant House Sewing Machines at 336 E. Cota Street, supports couplets between Haley and Cota Street, as long as the current on-street parking is maintained or expanded. A one way solution for Cota Street would be ideal.
19. Bernard Unterman, bicyclist, appreciates that Santa Barbara is becoming more bicycle friendly and is in support of the BMP. Whether Micheltorena or Sola Street is the chosen route should be based on safety for bicyclists. Sola Street is wider and safest street for bicyclist with one-tenth the amount of traffic. It make no sense for bicyclist to share Micheltorena Street with ten times more traffic. Option 6c is great and a safe pathway from the west side to the east side.
20. Ed France, Santa Barbara Bicycle Coalition, supports the compromise position of Option 6c. The challenge of a bicycle boulevard is that it needs to be connected to other bicycle boulevards. He asked the Commission to give Sola Street a shot and asked for support for Option 6c. Eve Sanford conceded speaking time to Mr. France.
21. Cameron Gray, Community Environmental Council, supports the BMP update. A watered down BMP with projects that cannot address the Highway 101 widening, high density developments, the job-housing imbalance, and the urgent need to reduce vehicle miles traveled adequately would be at odds with the General Plan and Climate Action Plan. We need to shift more people to bicycles and away from single occupant vehicle travel in our community.
22. Ana Riko had requested to speak but was unable to stay at the hearing.
23. Nancy Gotle lives on the corner of Victoria and De la Vina Streets. Many of the homes in that area pre-date cars and have no off-street parking. She received late notice of the proposals for the Micheltorena Options. She is in favor of the Sola Street option. She supports taking the route to Laguna or Olive Streets and said that extra points in the grant are awarded for schools. The Castillo Contra Flow Lane, for one block from Sola to Micheltorena might be OK, but by design will result in loss of parking on both sides of the street. There is a desire to want to carry it beyond Micheltorena north which will take it to the freeway onramp. There has been some discussion about making that block of Castillo from Micheltorena to Arrellaga two-way traffic which would be insane. The 300 block of Micheltorena on the north-side to connect the bike lane from Bath over is reasonable and would only result in a loss of 15 parking spaces. With the loss of parking, there will be an increase on cars going around the block to find parking. Given the choice of having cars going around the block or bikes, it is a preferred alternative to have the bikes go around the block. For Option 1a, there has been lots of talk that it would not be possible without taking sections and widening because of left and right turns. Without the turns, it would be unsafe. Sharon Adams conceded her time to Ms. Gotle.
24. Tom Mitchell, lives at Coronel Place with access to Rancheria Street and opposes changing Rancheria Street to a Class III from a Class II bike lane.

With no one else wishing to speak, the public hearing was closed at 4:00 P.M.

Public comment letters were received from Paul Orfalea in support of the BMP and Scott Wentz, Cars are Basic, with concerns.

Commissioner's comments:

Commissioner Jordan:

1. The choice comes down to Options 6a, 6b, or 6c. and comes down to what you will call the plan. Questioned whether this is a plan for the next 25 years, or something that came about from what is necessary based on what is on the ground. Nothing is changing his original thought as to what should be part of a bicycle master plan for the next 25 years and does not see much information to change his original recommendation from Options 1b or 1c. If neither option works, then prefers Options 6b or 6c. Someone else is going to have to decide on the burden of parking removal. The plan is best suited for what was originally presented which was an east to west direct connection on Micheltorena over the freeway. He is OK with the Haley Street option, and on the fence on the Cota Street option. He wonders what will be done with the park. If he was asked to choose between parking versus trees, he would get rid of parking as he does not want to take out mature trees.
2. Supports bike boulevards on Alisos Street.
3. Liked the Gillespie Street option and did not understand what took it off and replaced it with Chino Street, since it is closer to Harding School and a clear path to La Cumbre High School.
4. The Rancheria Street Bike Lanes are troublesome. He can only support parking removal if a site specific parking permit program can be achieved to mitigate the removal of spaces.

Commissioner Lodge:

1. Maintains her former position and believes that the route should be moved onto Sola Street. Supports Option 6b as the best alternative.
2. Troubled about Rancheria Street Bike Lanes and wishes there was a better way of managing the bike lanes but does not have a suggestion.
3. Cabrillo Boulevard seems like a good move given the amount of traffic. More parking spaces on Cabrillo Boulevard could only be in the East Beach area because one of the conditions with the gift from Mrs. Clark to build the bird refuge was that there could never be any parking on Cabrillo Boulevard below the Clark Estate.

Commissioner Schwartz:

1. Not sure what additional recommendations she could add to the Rancheria Street Bike Lanes to improve on Staff's proposal.
2. Removal of parking is always sensitive and controversial, so she does not think that we should shy away from looking at parking removal from Rancheria Street if we look at a larger set of solutions for a neighborhood.
3. Does not know if a residential parking permit program is part of the solution to be considered, but something needs to be done with Rancheria Street. It is a good route for bicyclists and the speeds need to be slowed down in ways that respect the need for

some on-street parking. A compromise needs to be reached with some restriping and some removal of parking spaces along with insuring that those that park there are residents of the neighborhood. Maybe the residential parking permit program needs to be revisited.

4. On Cabrillo Blvd, she is not sure a comparison with Cliff Drive is an apples to apples comparison in terms of improvements, reducing speed and increasing safety by restriping. We have a number of commercial hotel projects being developed that will generate more automobile traffic in this area, for example the Waterfront Hotel.
5. OK with supporting the Bicycle Master Plan as proposed in the Staff Report.
6. Supports a bike boulevard on Alisos and Chinos Streets for safe routes for all age groups.
7. On Cota, Ortega and Haley, she supports the green lanes that are being proposed. She hopes that bicyclists exercise discipline in riding along with less experienced riders.
8. Regarding the East-West corridor design, she would have liked to have had the opportunity to see a draft MOU from the Micheltorena Neighborhood Association and the Bicycle Coalition to understand the positions taken in the negotiations.
9. Previously she supported removal of parking on Micheltorena Street, and still thinks it is the future of Santa Barbara. She now sees Option 6c, a Sola Street Option, and understands the neighbors concern for removing parking from Micheltorena Street but wants to see a hybrid solution that balances both the residents and riders inconvenience. We need safer roadways for all to move traffic. She is now leaning toward Option 6c. even though the Michelorena option gave the best overall long-term community planning.
10. Appreciates that Staff looked at the parking inventory.

Commissioner Thompson:

1. The Alisos bike boulevard is a good idea and should be implemented.
2. The Cota/Haley green lanes are a good solution, but if traffic analysis shows that it is not the best way to go, then we should go ahead and take the two blocks off street by the high school and Ortega Park and let the Parks Department know that it is an access to the park and does not require removal of mature trees.
3. The Chino bike boulevard as proposed should be continued in the plan.
4. If the traffic presented in the staff analysis indicates that Cabrillo Boulevard can handle the road diet, then he supports the proposal in the plan
5. Rancheria Street does have a parking problem, but need for a class II bike lane is great and needs to remain in the plan. A residential parking program should be considered.
6. There has been a lot of information that has come forward since the last two meetings on the East/West corridor that would have been helpful to have sooner. From a technical and operational viewpoint, the Micheltorena route is the way to go. When you start looking at parking, social issues, and fiscal issues, then Option 6b is the best option, with the removal of parking on only one side of Micheltorena. We do not need to remove parking on both sides of the 300 block of Micheltorena.

Commissioner Campanella:

1. We need the Rancheria Street Bike Lanes for safety and the amount of traffic that goes through that area. He agrees with Commissioner Jordan that we should explore giving residents preferred parking on Rancheria Street.
2. There is a need for the Cabrillo Boulevard bike lanes for consistency between Class II and Class III that each will accomplish access for bikers.
3. The Chino Street bike boulevard services the west side, is an important BMP project, and slows down traffic on that street.
4. Alisos Street is a neighborhood street that is a safer alternative than Milpas Street. You can get to Cacique Street safely.
5. The Cota/Haley bike lane provides a needed west access route for bikers. Consideration should definitely be given to getting kids back and forth safely by the high school as well as for the high utilization by Ortega Park.
6. Supports either Option 6b or Option 6c, which ever removes less parking.

IV. ADMINISTRATIVE AGENDA

ACTUAL TIME: 5:26 P.M.

A. Committee and Liaison Reports

1. Staff Hearing Officer Liaison Report
 - a. Commissioner Jordan reported on the Staff Hearing Officer meeting of April 27, 2016.
2. Other Committee and Liaison Reports
 - a. Commissioner Lodge reported on the Historic Landmarks Commission meeting of May 4, 2016.
 - b. Commissioner Schwartz reported that she and Commissioner Pujo represented the Planning Commission at Tuesday's City Council meeting that heard the appeal on the Planning Commission's decision on 251 S. Hope Avenue.
 - c. Commissioner Campanella reported that he and Commissioner Schwartz had attended a recent South Coast Joint Affordability Task Force meeting.
 - d. Commissioner Campanella reported on the Architectural Board of Review meeting of April 25, 2016.
 - e. Commissioner Campanella reported that it was First Thursday and Cinco de Mayo and encouraged everyone to enjoy all events.

- f. Commissioner Jordan stated that it was “Dine out for Solstice Festival” night at Pascucci’s and encouraged public support.

V. ADJOURNMENT

Chair Campanella adjourned the meeting at 5:37 P.M. to the meeting of June 2, 2016

Submitted by,

Julie Rodriguez, Planning Commission Secretary

DRAFT