

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST DISTRICT
89 SOUTH CALIFORNIA ST., SUITE 200
VENTURA, CA 93001
(805) 585-1800



F9a

A-4-SBC-21-0021 (CITY OF SANTA BARBARA)

June 11, 2021

CORRESPONDENCE

5/6/21

To: California Coastal Commission

From: Tom Becker

Subject: Public comment, Agenda item 10a, appeal A-4-SBC-21-0021, CCC meeting of 5/13/21

- 1- The proposed "Bike sharing" project entails placing privately owned bike rentals on taxpayer owned property in the coastal zone area of the City of Santa Barbara.
- 2- The proposed project will directly compete with established, private, for-profit bike rental businesses located in the coastal zone.
- 3- The proposed project will have an unfair competitive advantage over established bike rental businesses.
- 4- The proposed project has no apparent policy or plan to identify and differentiate recreational bike rentals and commuter bike rentals.
- 5- Every recreational bike rental in the coastal zone associated with the proposed project will take profits from established bike rental businesses located in the coastal zone.
- 6- The City of Santa Barbara Public Works has a history of submitting exaggerated and inflated bicycle statistics to state and federal agencies to obtain funding and/or approval of "alternative transportation" plans.
- 7- The city has no apparent policy or plan to accurately differentiate between commuter rentals and recreational rentals. This would allow the city to falsely claim recreational rentals as commuter rentals to state and federal agencies.
- 8- The company that has the permit for the project, BCycle, was sent a questionnaire on 5/3/21 concerning the above issues. As of the time this email was sent, BCycle has not responded to the questionnaire.
- 9- The appeal for the project's CDP should be found to have raised substantial issues related to the above issues, and a de novo hearing should be scheduled.

Thank you,

Tom Becker

Buellton, CA

tsbecker069@gmail.com

From: SouthCentralCoast@Coastal
To: [Kubran, Michelle@Coastal](mailto:Kubran.Michelle@Coastal)
Subject: FW: Public Comment on May 2021 Agenda Item Thursday 10a - Appeal No. A-4-SBC-21-0021 (City of Santa Barbara Public Works Department, Santa Barbara)
Date: Friday, May 7, 2021 1:15:13 PM

From: Melissa Cunningham [mailto:melissa@coast-santabarbara.org]
Sent: Friday, May 07, 2021 12:48 PM
To: SouthCentralCoast@Coastal
Cc: Jesse Rosenberg; Sam Furtner; Jessica Grant; Heather Deutsch
Subject: Public Comment on May 2021 Agenda Item Thursday 10a - Appeal No. A-4-SBC-21-0021 (City of Santa Barbara Public Works Department, Santa Barbara)

Dear Commissioners,

On behalf of the Coalition for Sustainable Transportation and the Santa Barbara Bicycle Coalition, we would like to express our support for expanding the Bikeshare Pilot Program in the city of Santa Barbara. The pilot program has already been implemented with great success throughout the city and expanding into the coastal zone would serve to further enhance the scope of the project. The coastal zone is home to many hotels, restaurants, businesses, beaches and the train depot; as well as the harbor, ball fields and other important destinations. Bikeshare enables locals and visitors alike to have widespread access to the city but not yet to the aforementioned amenities in the coastal zone. Bikeshare poses no coastal access issues or ocean view impediments and since the coastal zone is a huge destination in Santa Barbara, it is crucial that the docks and kiosks are permitted to be installed there; and as this is a 3 year pilot program there will be room for modifications down the road. We hope that the Commission find that the appellant's contentions raise no substantial issue with regard to the approved project's consistency with the policies and provisions of the City's certified LCP and the public access policies of Coastal Act.

Thank you,
Melissa Cunningham and Heather Deutsch

Melissa Cunningham
Executive Director
melissa@coast-santabarbara.org
970.209.9560

Heather Deutsch
Executive Director
SBBike | Santa Barbara Bicycle Coalition | Bici Centro
t: [805.845.8955](tel:805.845.8955)

From: [Venegas, Denise@Coastal](mailto:Venegas_Denise@Coastal)
To: [Kubran, Michelle@Coastal](mailto:Kubran_Michelle@Coastal)
Subject: FW: A-4-SBC-21-0021 Appeal; Item F9A, June 11, 2021
Date: Tuesday, May 25, 2021 11:46:11 AM

From: SouthCentralCoast@Coastal <SouthCentralCoast@coastal.ca.gov>
Sent: Tuesday, May 25, 2021 11:30 AM
To: Venegas, Denise@Coastal <Denise.Venegas@coastal.ca.gov>
Subject: FW: A-4-SBC-21-0021 Appeal; Item F9A, June 11, 2021

From: Nancy Mulholland [<mailto:nmulholland.sbbc@gmail.com>]
Sent: Tuesday, May 25, 2021 10:52 AM
To: SouthCentralCoast@Coastal
Subject: Re: A-4-SBC-21-0021 Appeal; Item F9A, June 11, 2021

Commissioners,

As a native Californian and longtime resident of the City of Santa Barbara, I am strongly supportive of both access for all residents and visitors to the coast and protection of the scenic resources that our coast provides for us all. I appreciate the Commission's ongoing work in ensuring both.

Today, I ask that the Commission find that **no substantial issues** exist in this appeal brought before you.

Specifically,

Access Issue: The proposed project does not restrict access to the coast. In fact it increases access for those who choose not to use a motor vehicle but rather a more sustainable alternative (combination of walking/bicycling) for that access. It does not remove any existing motor vehicle parking spaces. But rather in accordance with state and local sustainability goals, it reduces the need to develop additional vehicle parking and reduces vehicle miles traveled (VMT) to the coast for local residents.

Scenic Resources/Public Scenic Views Issue: Again, there is no substantial issue on this. I submit that a 44" high e-bike in a dock located anywhere in the "furniture" zone along Cabrillo Blvd obstructs scenic views less than the 66" to 107" high car or van that is currently permitted to be parked adjacent to that zone. In reality, from the inland side of the Cabrillo you will not be able to see the docked bikes over most of the parked cars. From the coastal side of the street, the bikes will be docked inland of the beach sidewalk. There will be no visual obstruction from the docked ebikes.

On both of these appeal issues, I see no evidence of a substantial claim.

Thank you for your attention to my comments.

Nancy Mulholland

Resident of the City of Santa Barbara

Kubran, Michelle@Coastal

From: SouthCentralCoast@Coastal
Sent: Friday, June 4, 2021 10:01 AM
To: Kubran, Michelle@Coastal
Subject: FW: Public Comment on June 2021 Agenda Item Friday 9a - Appeal No. A-4-SBC-21-0021 (City of Santa Barbara Public Works Department, Santa Barbara)

From: Info [mailto:info@sbtrrolley.com]
Sent: Thursday, June 03, 2021 1:54 PM
To: SouthCentralCoast@Coastal
Subject: Public Comment on June 2021 Agenda Item Friday 9a - Appeal No. A-4-SBC-21-0021 (City of Santa Barbara Public Works Department, Santa Barbara)

To whom it may concern,

We are writing to express our concern over the proposal B-Cycle docking stations along Santa Barbara's waterfront. We believe that the Docks provide not only an unsightly appearance to our waterfront but also propose a hazard to our local and tourist pedestrians that frequent the waterfront. Santa Barbara is known for its pristine and attractive coastline; the beauty of our city is what brings tourists by the thousands each weekend. However, we are ruining the aesthetic of our coastline by allowing docking stations on the sidewalks, disrupting views of Cabrillo Blvd. We believe that Santa Barbara should follow in the steps of Santa Monica and not allow docking station on the sidewalks along the waterfront. Instead place them in parking lots where they are not an unattractive nuisance to those enjoying their views of Santa Barbara's boulevard. Furthermore, we feel as though the B-cycle docking stations propose a safety hazard to riders and pedestrians. B-cycle is an app based rental system with minimal instruction given the rider on how to operate the bicycle. User error is going to occur it's a matter of when and how serious their injuries are. Riders are expected to follow helmet laws however helmets are not provided to customers. How will these laws be enforced? According to the CDC, Traumatic Brain Injury led to 166 related deaths each day. B-cycle is expecting customers to operate high speed electric bikes, without formal instruction, without providing them with helmets, in a densely populated area. This is an accident waiting to happen. We strongly encourage the Coastal commission to rethink the placement of these docking stations and utilize parking lots where hazards to pedestrians is lessened.

Thank you,
Reggie & Teddi Drew



Wheel Fun Rentals of Santa Barbara

24 E. Mason St.

Santa Barbara, CA 93101

Office: 805.965.0353

Email: info@sbrolley.com

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June 4, 2021

Commissioners,

The issuance of a “*programmatic Coastal Development Permit*” (CDP) as described in the public notice for the Planning Commission hearing on November 19, 2020 (Exhibit 5, page 10 of 22) and in the Planning Commission and City Council Staff Reports, is of statewide significance and I ask that the Commission vote to hold a de novo hearing.

Allowing a jurisdiction to suddenly create a new type of CDP, which is undefined in its Local Coastal Program (LCP), without siting the locations or holding a public hearing where the public could “*fully participate in decisions affecting coastal planning*” is inconsistent with the Coastal Act and the LCP. Approving this new type of CDP would set a precedent statewide, which would result in problematic and unintended outcomes in multiple jurisdictions because any project could become a “*pilot project*” in order to avoid the requirements for a CDP in any certified LCP. Furthermore, the locations could not be appealed once permitted for 3 years, and up to 6 years with extensions, even if they reduce public access or safety, impact scenic resources, or the locations are not in the “*furniture zone*”.

While it is Coastal Staff’s contention that site locations and public access issues would be addressed by a traditional CDP after a 3 year “*pilot program*” this is entirely insufficient to protect public access, safety, and scenic resources. Why? The Public Works Department:

- (1) Received approval under this “*programmatic*” CDP to install bike docks in a bus turn out, not the “*furniture zone*”, on State Street directly in front of the Amtrack Station (Exhibit A).
 - a. It was only after the Planning Commission’s approval of this “*programmatic*” CDP and a news article about the site location that the MTD objected to the location. The site was eliminated by agreement between Rob Dayton, who works in the Public Works Department, and Hillary Blackerby, who works at MTD, due to the MTDs objection. However, this site remains as a permitted location in the “*programmatic*” CDP which was not modified by the City Council.
 - b. This example illustrates that public noticing is needed to protect public access now and not 3 years from the installation of a bike dock location.
- (2) Intended to install 7 bike docks directly in front of Ambassador Park (Exhibit B) which is a protected scenic view (Exhibit C), a view corridor and a landmark. The Park is included in the California Register of Historic Resources and is eligible to be included in the National Register of Historic Places. Additionally, the bike docks were to be installed outside the “*furniture zone*”, and not inside the “*furniture zone*”, which is directly adjacent to Cabrillo Boulevard.

- a. The installation of bike docks at this location was only prevented due to a noticed public hearing prior to the Planning Commission's approval of the "*programmatic*" CDP.

Furthermore, the Resolution approved by both the Planning Commission and City Council contained a provision that allowed the "*Community Development Director [to] grant up to three (3) one-year extensions of the coastal development permit approval.*" (Exhibit 4, page 5 of 14, #3.) This would have the effect of granting a "*programmatic*" CDP for up to 6 years before a public hearing could even occur. It would also deny the public any ability to appeal a problematic site before its installation or during the "*pilot program.*"

Allowing any jurisdiction to unilaterally permit "*programmatic*" CDPs without a public hearing, siting the locations, or permitting the public to appeal a decision is simply a bad policy. Furthermore, it has the real and demonstrated potential to permit locations that would not otherwise have been permitted.

There are additional reasons to require a de novo hearing. These reasons include public safety and public access on the Beachway, a multimodal path, where pedestrians are faced with a substantial increase in both personal and now commercial electric bikes under this "*programmatic*" CDP. These commercially permitted electric bikes will travel up to 17MPH on a primarily pedestrian path, which is crowded during peak tourist season, and which has not been expanded in decades. There are no conditions placed on speed, or access to, the Beachway during peak tourist season. Additionally, and contrary to Coastal Staff's Report, the "*programmatic*" CDP does not limit the number of bike docks in the Coastal Zone where the commercial applicant and City state that the primary users will originate.

It is also important to note that the City and Coastal Staff Reports did not address the cumulative effect of past, current, and future projects related to public access when a substantial increase in electric bikes traveling on the Beachway are fully anticipated. Why? First, both the Coastal Act and the LCP require that the cumulative effects of projects on infrastructure be analyzed. Second, City and Coastal Staff, as well as each member of the Commission, is aware that other local jurisdictions such as Mill Valley, San Clemente, and New Port and Huntington Beach limit the speed of electric bikes and/or limit access to pathways due to public safety concerns. – These speed limits range from 8MPH to 11MPH while the City of Santa Barbara and this "*programmatic*" CDP has not limit except the maximum speed of any electric bike.

I would like to note that I have no objection to a bikeshare program. The objections I have to the "*programmatic*" CDP concern: (1) public access and safety issues that could be accommodated by reducing the speed of electric bikes and controlling access to the Beachway, (2) the approval of unknown sites which eliminate public noticing of new locations and participation of the public in siting locations, which bypasses necessary public hearings and does not allow the public to appeal a location, (3) the extension of time allowed under the "*programmatic*" CDP which could allow 6 years before a public

hearing could be held on a site location without any way for the public to appeal the *“programmatic”* CDP, and (4) the creation of a new type of CDP which is inconsistent with the LCP and the Coastal Act. - Especially, when jurisdictions like Santa Monica, Los Angeles and Santa Cruz all obtained CDPs from the Coastal Commission where all locations were publicly noticed, hearings were held, and the locations were identified through site plans, other visual aids and alternate sites were publicly discussed.

I again request that the Commission vote to hold a de novo hearing as the issuance of a *“programmatic”* CDP is of statewide significance as I have described above.

Sincerely,
Anna Marie Gott

Approval of a “programmatic” CDP is inconsistent with the:

1) LUP Policies:

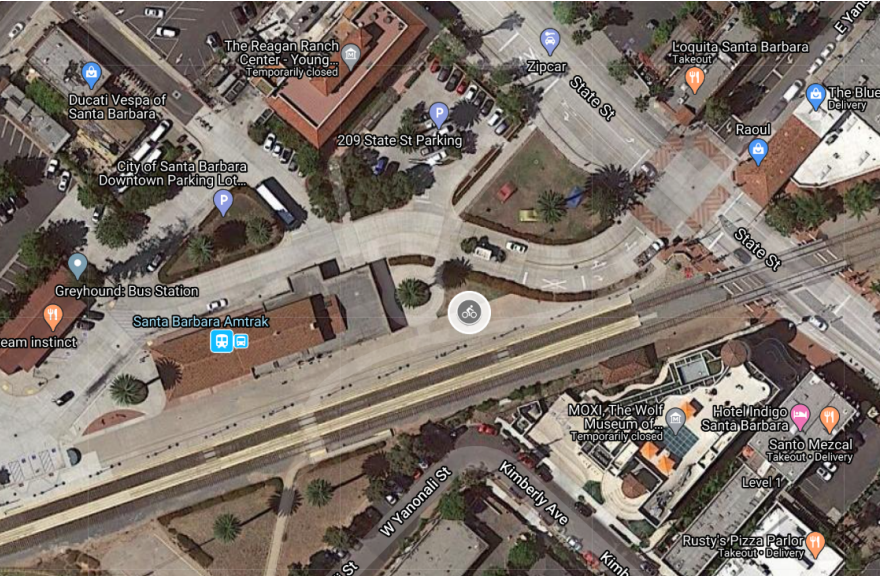
- 1.2-2: Resolution of Policy Conflicts. Where policies within the Coastal LUP overlap, the policy which is most protective of resources, i.e., land, water, air, etc., shall take precedence.
- 2.1-15: Maintenance and Enhancement of Public Access, in relevant part states:
 - As outlined in Coastal Act Section 30252, the location and amount of new development or substantial redevelopment should maintain and enhance public access to the coast...
- 2.1-16: Siting of New Development, in relevant part states:
 - As outlined in Coastal Act Section 30250(a), new... development,...shall be located within,.. existing developed areas able to accommodate... and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources
- 3.2-10: Increased Recreational Demand Evaluation. New development and substantial redevelopment shall be evaluated for potential new user demand generated by the development and associated circulation impacts on nearby coastal park and recreation facilities.
- 3.1-27: Maintain, Improve, and Maximize Sustainable Coastal Access, in relevant parts: New development...shall maintain and,... improve and maximize safe walking,
 - (f): [Improve] the Beachway path to increase safety for all users;
 - (i): [Improve] and maximizing safe walking, cycling, and transit use to and within the Coastal Zone at Santa Barbara City College.
- 3.1-37: Implementation of Public Access Policies, in relevant part:
 - A (i): Public access policies of the Coastal LUP shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access
- 3.2-10: Increased Recreational Demand Evaluation. New development and substantial redevelopment shall be evaluated for potential new user demand generated by the development and associated circulation impacts on nearby coastal park and recreation facilities.
- 4.3-3: Design Review. Development in the Coastal Zone shall be reviewed by the Architectural Board of Review, Historic Landmarks Commission, or Single Family Design Board in accordance with established rules and procedures, as applicable. If any of the rules, procedures, or actions of these design review boards/commissions conflict with the policies of the Coastal LUP, the policies of the Coastal LUP shall take precedence.
- 4.3-5: Protection of Scenic Resources and Public Scenic Views, states in relevant part that:

- Development shall be sited and designed to avoid impacts to scenic resources and public scenic views...
 - 4.3-6: Obstruction of Scenic View Corridors, in relevant part states that:
 - Development shall not obstruct public scenic view corridors of scenic resources,...
 - 4.3-7: Compatible Development, in relevant part states that:
 - Development shall be sited and designed to be visually compatible with the character of surrounding areas and where appropriate, protect the unique characteristics of areas that are popular visitor destination points for recreational uses.
 - 4.3-28: View Corridor. A narrow view framed on both sides by existing development (including landscaping), large enough to provide a sense of contrast between the urban area in the foreground and important visual resources in the background.
 - 4.3-29: Visual Evaluation Requirement, in relevant part states:
 - Site-specific visual evaluations shall include an analysis of all feasible siting or design alternatives that would minimize significant impacts to public scenic views of scenic resources...
- 2) Implementation Plan requires site plans and hearings:
- SBMC 22.22.145, and SBMC 22.68.045 in part state and require:
 - Approval of a “project design” of a “proposed development project in a noticed public hearing”
 - SBMC 22.68.090 in part state and require that:
 - TNo building or structure shall be erected upon any land owned or leased by the City,...or other public property, unless plans for the same and the location thereof shall first have been submitted to the Architectural Board of Review or the Historic Landmarks Commission, as applicable, for its approval.
- 3) Coastal Act Sections:
- 30210 states in relevant part that:
 - maximum access,... shall be provided for all the people consistent with public safety needs and the need to protect public rights
 - 30214 states in relevant part that:
 - (a) public access policies...shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access...
 1. (2) The capacity of the site to sustain use and at what level of intensity
 - 30251, states in relevant part that:
 - The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views...

14. Amtrak Station

Station type: 3.0, 8 docks

EXHIBIT A



6. Ambassador Park
Station size: 28' x 5'8" (10' Backup)
Station type: 3.0, 7 docks

EXHIBIT B

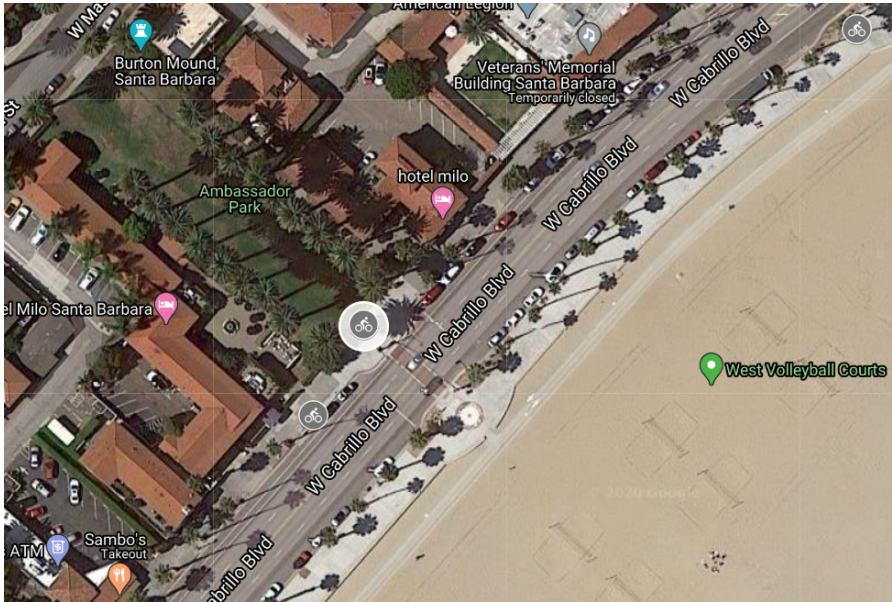


EXHIBIT C

FIGURE 4.3-1 SCENIC RESOURCES



This map includes scenic resources identified by City staff, found on the "Visual Resources in the Coastal Zone" Map, and other sources (e.g., Designated Landmarks). The Visual Resources in the Coastal Zone Map was prepared as a part of original LUP (1981) and delineates the view potential from station points located along the main transportation corridors within the coastal zone. Each "cone of view" gives both the foregoing (within a radius of 300 feet) and a background (to the horizon) view. While many changes have occurred to the built environment since the map was produced, it still provides information on important views of scenic resources.

The cone of view also rates each view as being plus (+) for desirable, minus (-) for undesirable and zero (0) for neutral. A (+) view can be either natural land forms, such as the mountains, foothills, ocean, lagoon and plant materials, or manmade such as significant buildings, harbor, and boulevards. A (-) view can either be an impairment of the background scene by foreground features, such as utility lines, or a foreground scene that is not maintained, or inappropriate. These include such examples as littered creeks, inappropriate buildings, and utility poles. An (0) view has neither desirable nor undesirable attributes but can be (+) or (-) depending upon a shift of point-of-view or an improvement or degrading of conditions. For example, a view that is desirable may have a minor view impairment, such as a utility pole, but by changing the observer's position or by eliminating the pole, the view becomes improved.

The observer, standing at a given station point, has a potential 360° view of both the foreground and background. Conditions in the foreground, such as plant materials, buildings and land features, may block all or portions of the background. In addition, desirable background scenes may become undesirable due to foreground conditions such as numerous utility lines and signs.

The Scenic Resources Map shall be maintained by the City. The map is to be used by planners and the public as a screening tool to help evaluate development projects with regard to potential impacts to scenic resources and public scenic views/corridors of scenic resources. Absence of mapping cannot alone be considered absence of scenic resources since over time, new scenic resources may appear due to landform, vegetation, or other natural changes. Additionally, the visual quality of buildings and structures may increase in the future rendering them scenic resources. For these reasons, local site conditions must be examined at the time of permit application using the best available technology.

Note: Southern city limits extend into the Santa Barbara Channel. See Official Annexation Map for official city limit boundary. The Coastal Zone Boundary depicted on this map is shown for illustrative purposes only and does not define the Coastal Zone. The delineation is representational, may be revised at any time in the future, is not binding on the Coastal Commission, and does not eliminate the possibility that the Coastal Commission must make a formal mapping determination.

Certified August, 2019

BOUNDARIES

- Coastal Zone
- City Limits

IN COASTAL ZONE SCENIC RESOURCES

- Vista Point
- Parks
- Historic Trees
- Designated Structures of Merit
- Designated Landmarks
- Highway 101 - Potential State Scenic Highway
- Cabrillo Blvd - Potential City Scenic Route
- Shoreline Dr - Potential City Scenic Route
- Scenic Shoreline

VISUAL CONE VIEWS

- Negative
- Neutral
- Positive

Background View

Foreground View

From: [Paulina Conn](#)
To: [SouthCentralCoast@Coastal](#); [Kubran, Michelle@Coastal](#); [Anna Marie Gott](#)
Subject: Public Comment on June 2021 Agenda Item Friday 9a - Appeal No. A-4-SBC-21-0021 (City of Santa Barbara Public Works Department, Santa Barbara)
Date: Monday, June 7, 2021 11:41:24 AM

Dear Coastal Commission,

Do not allow the electric bicycles or any other type of vehicle rental on public coastal rights-of-way.

Placing the docking stations right smack in front of Ambassador Park, a sacred village area of the Chumash with the wrong name, is particularly egregious and insensitive.

All of Santa Barbara Coastline is a tourist mecca for photography. these e-bike stations are an affront. They get in the way of well composed pictures. For Shame.

Coastal Commissioners it is your duty to protect the coast from these intrusive businesses.

These e-bicycles that the City of Santa Barbara Transportation Department has just dropped all over town is causing eye-sore clutter and disrupting sidewalk effectiveness.

It is especially annoying along the waterfront. If bicycles are to be parked anywhere they should be in the parking lots and parking garages and not on the sidewalks and not taking up parking places on the street.

In reality, this e-bicycle rental business is a private business. It has to abide by the rules of all other private businesses. Get a store and rent your bicycles out of it.

Other businesses are not allowed to use public space for private rentals or sales. Electric carts, scooters, surreys, and other ways of sightseeing are not having business done on public streets. What would our coastal access look like? It would be like a used car parking lot, up and down for miles and miles of beach front property.

Please deny permits for these intrusive rental bicycles. The hotels have bicycles for guests stored on their own property. This e-bicycle business in the coastal zone must be stopped now. Otherwise this activity will become litigious as others will want in on the turf.

It has been brought to my attention that there has not been an ability by many of the public to read parts of Exhibit 5. People want more time for Public Comment.

Please extend the Public Comment window for this appeal.

Please **vote “No”** to hold a de novo hearing on this matter..

Thank you.

Sincerely,

Paulina Conn
805-682-5183
2612 Foothill Rd.

Santa Barbara, CA

Please note that I needed more time to submit my public comments because pages in Exhibit 5 of the Appeal were illegible. On Friday a new exhibit was published. I was notified that my public comments would be accepted if they were received on Tuesday (6/8/21). My public comments are below.

To the Coastal Commissioners:

I am a member of the Santa Barbara Harbor Commission since 2007. I am writing for myself, a longtime Santa Barbara eastside resident, a daily dog walker in the waterfront area, and a frequent harbor/waterfront user. Attached is the 1/25/21 HC letter that incorporates most of our concerns expressed at our January 21 meeting.

Approving a "programmatic" Coastal Development Permit (CDP) through a finding of No Substantial Issue is of statewide significance. This would be precedent-setting, saying that a jurisdiction may approve a long-term CDP, even if it is for a "pilot program" or a long-term contract, without identifying a specific location, without requiring public noticing or a site plan. Also, the public would not be permitted to appeal a project or specific site for years if there was a problem with public access, or if it was detrimental to the scenic or public views, or a landmark or structure of merit, all of which are protected resources! Please **vote "No"** as this Appeal raises substantial issues and a *de novo* hearing is needed.

My concern is public welfare for all the visitors to the Santa Barbara waterfront. Safety and public access on the Beachway, a multi-modal pathway, which runs through the harbor and along the waterfront, East and West Beaches, are of significant concern, especially in Santa Barbara's touristed times, the late spring-summer-fall months. With increased visitation opening up from Covid-19, we have more and more visitors, on weekends, especially, but all year-round. Those times, it's no longer a quiet beachfront town.

Better conditions are needed to protect, maintain and improve pedestrian access and safety along the Beachway. Approving this e-bike project is inconsistent with the Coastal Act (Section 30214) and the LCP (Policy 3.1-27): the proposed e-bike rental development, along with current, past and future increases in bicycle use, including personal electric bikes, as well as the increasing pedestrian use of the Beachway necessitates ensuring pedestrian safety and improving and safe walking. One way is by regulating access to the Beachway by electric bikes.

Pedestrians are often sightseeing and not entirely aware of their surroundings are facing an ever-increasing number of personal electric bikes on the Beachway. Walkers have an equal right to enjoy what used to be called the "bike path". Already, some visitors avoid the pathway and nearby sidewalks due to the high rates of speed and the crowded conditions found during the weekends, holidays, in and around peak tourist season. Accidents have been reported and there is significant controversy in the city over the increasing problems pedestrians are encountering not just at the Waterfront, but on State Street, for instance.

These BCycle electric bikes can travel up to 17MPH. There are no safety helmets required or accessible at the docks. A profusion of bikes with unskilled riders poses a real safety risk, not only to strolling walkers but sometimes to the mostly helmetless riders themselves. It is not just the speed, but the increasing numbers of electric bikes/electric scooters on sidewalks and primarily pedestrian pathways weaving around walkers (and their dogs) is frightening. (NOT all

the time, but enough to be a real concern. I have not been hit, nor has my small dog, but a friend was.)

More conditions are needed to ensure that pedestrians and cyclists can use our waterfront pathway year-round AND preserve the safety of pedestrians year-round. This could be done by **reducing speed** and **limiting the access** of these, or all, ebikes along the Beachway for a portion of the year and/or on the weekends. There IS a bike lane on the adjoining Cabrillo Boulevard so this would not be prohibiting biking, something that many of us, including me, enjoy.

Other cities along the coast have begun regulating the speed and even access of pathways year-round or during peak tourist season due to the increasing number of conflicts between pedestrians and cyclists many of whom are riding electric bikes. For instance,

- Newport Beach prohibits speeds over 8MPH along the Boardwalk,
- Manhattan Beach now only permits human-powered bikes on The Strand,
- Mill Valley prohibits speeds over 10MPH,
- San Clemente now prohibits electric bikes on its pier, and prohibited them on certain beach trails and in some areas from June 15th to Labor Day, and has limited speed to 10MPH, and
- Long Beach prohibits all bikes on the Seaside Walk south of Ocean Boulevard between 59th Place and 69th Place, known as the Boardwalk

I would also like to mention that, as a Harbor Commissioner, the question of operating a bikeshare in the harbor came to our attention only in January. As a Commission we were unanimous, with substantial concerns re public safety and enforcement and the lack of review were permitted which is required under the City's LCP. Attached is the letter we sent to the City Council before the appeal was heard on February 2, 2021. I was disappointed not to see this letter expression of our concerns in the Coastal Commission's report.

Please vote "No" to hold a de novo hearing on this matter. Allowing this "programmatic" CDP is inconsistent with the LCP and the Coastal Act.

Thank you,
Elizabeth R. Cramer
Harbor Commissioner, City of Santa Barbara

Attached: Harbor Commission letter, January 25, signed by Chair Lang Sligh.

From the Minutes of the 1/21/21 meeting:

Motion: - Commissioners Cramer/Sloan to direct staff to draft a letter on behalf of Harbor Commission voicing Harbor Commission's concerns about the Bike Share Program within the Waterfront Area, and to submit the letter of concern to City Council prior to the Appeal of the Planning Commission's approval of a Coastal Development Permit for the Bike Share Program in the Coastal Zone Vote: - Unanimous vote

LCP Policy 3.1-27 states:

New development and substantial redevelopment shall maintain and, where appropriate and feasible, improve and maximize safe walking, bicycling, and transit use to and within the Coastal Zone, consistent with the protection of coastal resources, through...

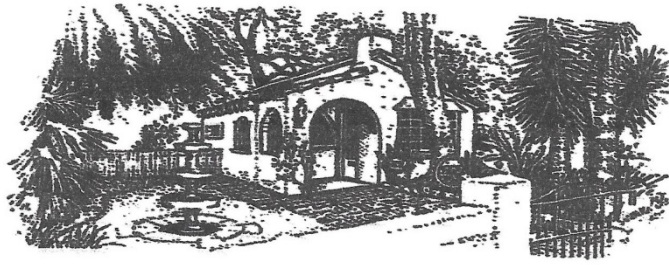
- F. Improving the Beachway path to increase safety for all users;
- I. Improving and maximizing safe walking, cycling, and transit use to and within the Coastal Zone

Coastal Act Section 30214 states, in relevant part:

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

...

- (2) The capacity of the site to sustain use and at what level of intensity.



13 Oct 2020

Dear Commissioners:

It's understandable that steps were taken at this time to make temporary adjustments for the use of State Street as well as for side streets. When I hear words like reinvigorate, reinvent, reimagine, and repurpose, however, I tend to think developer's buzz words.

State Street is Santa Barbara's artery which provides ambiance as well as the historic look of our city. The public sidewalks and right-of-way belong to the public rather than to State Street property owners or business owners. The current pedestrian promenade is a visual blight of ugly barricades of umbrellas, and other furniture. The maze of pedestrian hazards obstructs the signature view corridor which is a thoroughfare for mixed retail not just tourists. To permanently close any portion that removes unobstructed views of historical significance would be a travesty for residents.

Until our country can return to normal the current conditions can be justified, however State Street must remain a street and should be returned to pre-Covid-19 status.

Thank you for your consideration.

Sincerely,

Pamela Boehr

The Gates Building

A Structure of Merit in *El Pueblo Viejo*

707 Anacapa Street

Santa Barbara, CA 93101

June 8, 2021

RE: Public Comment on June 11, 2021 Agenda Item Friday 9a - Appeal No. A-4-SBC-21-0021 (City of Santa Barbara Public Works Department, Santa Barbara)

Dear Coastal Commissioners,

Here are some comments on the above referenced agenda item:

1) The Santa Barbara Planning Commission spent an afternoon reviewing the project. Their motion approving the Coastal Development Permit included important conditions related to visual impacts in the Coastal Zone (especially by the enrollment kiosk). Those include:

e. Kiosks shall be the "Enrollment Kiosk" with a maximum height of approximately nine feet.

f. Do not install any kiosks on the ocean side of Cabrillo Boulevard

h. Kiosks shall be installed as discretely as possible.

Unfortunately, at the BCycle appeal at City Council, the above important conditions were not included in the Council motion of the project.

At the Planning Commission CDP hearing, the Planning Commission was concerned enough to also limit the number of kiosks – "g. A maximum of three kiosks may be allowed in the coastal zone, strategically spaced along Cabrillo Boulevard with one at each location between East Beach area, central Cabrillo Boulevard near State Street, and West Beach area", and give additional guidance on docking stations -

d. Where possible, locate the docking stations on the mountain side of Cabrillo Boulevard.

2) After installation of docks and kiosks, six feet clear on sidewalks is **inadequate**. Our Waterfront area, and Cabrillo Boulevard and lower State Street, (all in the Coastal Zone) can be very crowded/packed with lots of visitors and locals enjoying the Coastal Zone. We have lots of tourists and locals and reducing sidewalks to a useable width of six feet clear is a (big) problem and may impede proper access and flow of visitors in the Coastal Zone.

3) We ask you to hold a de novo hearing.

Thank you for your consideration.

Sincerely,

Mary Turley
Santa Barbara resident