

Marymount

of Santa Barbara

2130 Mission Ridge Road, Santa Barbara, CA 93103 T 805-569-1811 F 805-569-0573

December 5, 2014

Mr. Daniel Blough Chair
County Planning Commission
County of Santa Barbara
c/o Planning and Development
123 East Anapamu
Santa Barbara, CA 93101

Dear Chair and Members of the Planning Commission:

As Headmaster of Marymount School of Santa Barbara, I am writing to support the Mission Park to Mission Canyon Multimodal Improvements Plan. I live on Alameda Padre Sera and travel through this area regularly with students and therefore I have intimate personal knowledge of the road and safety conditions of the area and am delighted that the conceptual plan before you offers a feasible solution to some of the most severe safety issues that plague this corridor. In fact, I often walk from Marymount to the Mission and Rose Garden with students, and therefore the lives of hundreds of students would be enhanced by this project. As a bicyclist, I can testify that these intersections are some of the more worrisome places in Santa Barbara.

I have studied the improvement plans and am in strong support. The proposed plan developed in cooperation between City and County staff and with extensive input by the citizens group Mission Heritage Trail Association does not resolve all the problems the corridor has, but it does provide an excellent solution for some of the most severe and most urgent issues.

I am impressed that the proposal offers a concept that can be implemented with very little impact on historic structures. I am looking forward to future design work that will implement this plan in a manner that is also fully consistent with the semirural character of Mission Canyon.

In all, I believe that the plan holds the promise of not only making it far safer for pedestrians, bicyclists, and motorists to move through this heavily used corridor without risk to life and limb but also of preserving and enhancing some of the most precious historic resources of our City and County. The plan will be a great boon to the many tens of thousands who come to the Mission, Marymount School, and our sister schools. It will also be a first step towards improving the appearance of long neglected sites of our historic heritage and of presenting them to the tens of thousands of out-of-town visitors who come to the Mission and its surroundings annually in a manner that reflects well on our City and County.

Sincerely, _____

Andrew Wooden
Head of School

Villalobos, David

From: Lanny Ebenstein [lannyebenstein@aol.com]
Sent: Tuesday, December 09, 2014 2:40 PM
To: Villalobos, David; PCsecretary@santabarbaraca.gov
Subject: Mission Canyon project hearing

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DEC 09 2014

Categories: Purple Category

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

Dear Members of the Santa Barbara County and City Planning Commissions:

As a lifelong resident of Mission Canyon, and whose family owns the only privately-held historic landmark in the Mission Canyon corridor (the "Glendessary" residence), I am very concerned by the proposed multimodal improvement plan. I believe this plan would have serious negative repercussions on irreplaceable historic and historical resources in Mission Canyon.

I hope that the following opinion piece I've submitted to the Santa Barbara News-Press will be of interest.

- 1) How realistic is the \$3.3 million figure for the entire first phase from Laguna and Los Olivos Street to Las Encinas, including new pedestrian bridge construction, new walkways from Laguna to Las Encinas, moving Mission Canyon Road 14' to the east for more than 200', moving a storm drain, moving and relocating historical stone walls, and other changes?
- 2) Some of the walls that would be removed and reconfigured date to the 1800s, together with the existing landmarked stone bridge. What effect would the proposal have on historical resources?
- 3) What would become of through pedestrian access on the eastern side of Mission Canyon Road and Los Olivos?
- 4) Why are no data provided in the recent report with respect to the number of pedestrians and bicyclists who currently use the area?
- 5) Why hasn't an improvement plan for the eastern side been presented as an alternative? This could be accomplished at far less cost and far sooner.

I regret I will be unable to attend the hearing tomorrow.

Thank you for your consideration.

Yours sincerely,
Lanny Ebenstein, Ph.D.

AGENDA ITEMS

ITEM #: 1

MEETING
DATE: 12-10-14

Questions remain on Mission Canyon plan

Lanny Ebenstein

Members of the County and City of Santa Barbara planning staffs, together with some interested members of the community, have big plans for Mission Canyon. Essentially, they would like to transform and fundamentally alter the historic and scenic gateway and entrance to Mission Canyon that has organically evolved for more than 200 years.

For more than 200 feet, from about the entrance to Rocky Nook Park to Puesta del Sol (which is in front of the Museum of Natural History), Mission Canyon Road would be widened, straightened, and modernized. Historical Mission Canyon Road would be shifted approximately 14 feet to the east onto property of Rocky Nook Park. In addition, even on Los Olivos Road on the Mission side of the historic Mission Creek Bridge, according to the recent "Multimodal Improvement Plan" report, "a portion of the road would be realigned to the east" (p. 3-4).

The eastern side direct pedestrian walkway along Mission Canyon Road would be lost. It would be replaced by a continuation of the existing trail through Rocky Nook Park to the fire station on Foothill Road going in front of the Women's Club. In its

place, a pedestrian walkway would be created on the west side of Mission Canyon Road to Las Encinas (the road up from Puesta del Sol to Foothill on Mission Canyon Road). Essentially, all through pedestrian travel would be redirected along the west side of Mission Canyon Road from the Mission to Foothill.

Importantly, the report says, for the area right at the Mountain Drive, Los Olivos intersection: "The road realignment required for the west side pathway would further narrow the existing pathway at the south end of the intersection" (p. 3-10).

A vital question the recent report does not clearly answer is whether there would continue to be pedestrian access on the eastern side of Los Olivos across the Mountain Drive intersection to the existing pedestrian bridge.

Surprisingly, no data are provided in the recent report as to the number of pedestrians who currently use this area or the number of bicyclists who do.

Many involved with the plan ultimately foresee a second free-standing pedestrian bridge across Mission Creek on the east side of the historic stone bridge, and a tunnel under Alameda Padre Serra, in addition to a new free-standing pedestrian bridge on the west side of the stone bridge. About 30' of historical stone walls would be reconfigured on the south side of the bridge and there would be about a 4' puncture in the existing "stegosaurus" wall, in front of which the new west side pedestrian way would be located.

Though the report says first phase changes would cost \$3.3 million, some architects believe the cost would be closer to \$10 million. No detailed budget is provided in the recent report.

Paulina Conn, who played the key role in the preservation of the historical Santa Barbara Botanic Garden, has developed new ideas with respect to the intersection of Alameda Padre Serra with Los Olivos that would expand Mission Park. These ideas should be considered as part of an alternative plan that would renovate the eastern side of Los Olivos and Mission Canyon Road in the near future--including the removal of barbed wire around historic ruins and low-cost screening of the sewer pipe across Mission Creek.

Existing pedestrian access on the eastern side could be improved at a fraction of the cost and much sooner than moving hundreds of feet of Mission Canyon Road 14' to the east, moving and removing stone walls that date to the 1800s, building a new pedestrian bridge west of the existing stone bridge, and greatly altering eastern side pedestrian access.

JOHN AND EDITH KAY
609 MISSION CANYON ROAD

AGENDA ITEMS

March 21, 2012

ITEM #: 1

MEETING
DATE: 12-10-14

To Whom It May Concern:


RE: Pathway from SB Mission to SB Natural History Museum ("Safe Passage")

As owners of the property located at 609 Mission Canyon Rd., and as participants in the Safe Passage group of volunteers who seek to implement a comprehensive solution to both traffic and pedestrian safety issues in the Mission Canyon corridor, we are fully supportive of the Safe Passage community group's recommendations.

Specifically, we agree that the decisions reached by the Safe Passage coalition should be forwarded to the City of Santa Barbara and the County of Santa Barbara with our strong support for an application for funding a CalTRANS project in the subject area. The grant will support engineering studies to ultimately implement a solution to the critical issue of pedestrian safety through the historic corridor between the corner of Laguna Street and Los Olivos Street and the intersection of Mission Canyon Road and Puesta del Sol and continuing north to the intersection of Foothill Road (Hwy 192).

My wife and I are proud to support the efforts of such a community based volunteer group (of which we are members) that has brought together the stakeholders in this endeavor. We commend the consensus the group has built to resolve the critical safety issue that has plagued our community for over 50 years. More personally, I have been associated with the 609 Mission Canyon Rd. property for nearly seventy years and am intimately associated with the increasingly hazardous traffic and pedestrian safety problems in the area.

Sincerely,



John D. Kay, owner
609 Mission Canyon Rd.
Santa Barbara, CA

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PLANNING & DEVELOPMENT
HEARING SUPPORT

Phoenix of Santa Barbara

A non-profit corporation providing high quality mental health
& addiction-recovery services since 1972

107 East Micheltorena
Santa Barbara CA 93101

www.phoenixofsb.org

Tax ID # 23-7220562



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March 8, 2012

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Residential Programs

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To whom it may concern,

We fully support the work being done by the "SAFE PASSAGE" project team. Gerry Westerfield is the staff member who represents our agency on this team.

Our residential treatment facility, "Mountain House" at 37 Mountain Drive has adult residents diagnosed with mental illness who walk into town regularly, and who risk life and limb because pedestrian access on Mountain Drive, Los Olivos, and Mission Canyon, is not adequately supported by sidewalks, crosswalks, and safety-oriented signage.

We estimate there are 3,285 pedestrian trips from our facility per year around this hazardous set of streets, where the traffic flow often appears to flout basic safety standards.

In addition, we have an event "Art Along the Creek" Memorial Day weekend at our Mountain House facility, which attracts close to 1,000 people, whose safety is not well served by the issues I mention above.

Sincerely,

J. T. Turner, MFT

Executive Director

JT@phoenixofsb.org

(805) 895-7585

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S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

AGENDA ITEMS

ITEM #: 1

MEETING
DATE: 12-10-14

AGENDA ITEMS

ITEM #: 1

MEETING

DATE: 12-10-14

Date: March 6, 2012

SUBJ: Safe Passage

To Whom It May Concern:

Following decades of first-hand dangerous experiences, the residents and community members that pass between the Mission Park/Mission Santa Barbara area and Mission Canyon feel that now is the time to make improvements for people to safely walk or bicycle between these two neighborhoods in our community, and, at the same time, allow for safe passage of vehicles. Over the past year, a volunteer consortium of concerned neighborhood associations, neighbors, historic preservation organizations and institutions in the immediate vicinity of the Mission Canyon Road and East Los Olivos Street corridor, has come together to form an ad hoc Working Group to find ways to provide safe passage through this corridor and to enhance the experience of absorbing the scenic and historical value of this wonderful area of our community. The process undertaken by the Safe Passage Working Group has focused on defining the involved areas and coordinating the transfer of information and recommendations to the various civic entities that have jurisdiction over the areas of concern.

Members of our organization, Garden Street Academy, have actively participated in the Working Group. We have reviewed the *Safe Passage Information Packet* and *Corridor Maps*. This information is a very comprehensive summary of the safety issues and constraints present in this corridor for pedestrians, bikers and drivers of motor vehicles. Many of our members experience these issues on a daily basis and regularly observe, or are part of, near misses and accidents.

Following the presentation and discussion by our Leadership Team and voted unanimously to endorse the findings of the Working Group and strongly urge City and County officials to take action to improve the safety within this corridor. We believe that this is a critical public safety issue and deserves high priority and immediate attention.

Sincerely,



Kevin J. Redick
Director of Development

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S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT



Santa Barbara Trust for Historic Preservation

To preserve, restore, reconstruct and interpret historic sites in Santa Barbara County

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February 29, 2012

To Whom It May Concern:

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

Following decades of first-hand dangerous experiences, the residents and community members that pass through the historically significant Santa Barbara Mission and Mission Historical Park area feel that now is the time to make improvements. Changes must be made so that people can safely walk or bicycle through this neighborhood and at the same time, allow for safe passage of vehicles. Over the past year, a volunteer consortium of concerned neighborhood associations, neighbors, historic preservation organizations and institutions in the immediate vicinity of the Mission Canyon Road and East Los Olivos Street corridor, has come together to form an ad hoc Working Group to find ways to provide safe passage through this corridor and to enhance the scenic and historical value of this wonderful area of our community. The process undertaken by the Safe Passage Working Group has focused on defining the involved areas and coordinating the transfer of information and recommendations to the various civic entities that have jurisdiction over the areas of concern.

As members of our organization, the Santa Barbara Trust for Historic Preservation, Mary Louise Days and Michael Imwalle have actively participated in the Working Group. At our Board meeting on February 27, 2012, the Draft *Safe Passage Information Packet* and *Corridor Maps* were presented for our review. This information is a very comprehensive summary of the safety issues and constraints present in this corridor for pedestrians, bikers and drivers of motor vehicles. Many of our members experience these issues on a daily basis and regularly observe, or are part of, near misses and accidents. Following the presentation and discussion by our Board Members, the Board voted unanimously to endorse the findings of the Working Group and strongly urge City and County officials to take action to improve pedestrian and vehicle safety as well as institute measures to protect significant historic resources within this corridor. We believe that this is a critical public safety issue and deserves high priority and immediate attention.

Sincerely,

Robert L. Hoover, Ph.D., President
Santa Barbara Trust for Historic Preservation

Jarrell C. Jackman, Ph.D., Executive Director
Santa Barbara Trust for Historic Preservation

AGENDA ITEMS

ITEM #: 1

MEETING
DATE:

12-10-14

SANTA BARBARA WOMAN'S CLUB

670 Mission Canyon Rd.

Santa Barbara, CA 93105

805-682-4546

sue@sbwc.sbcoxmail.com

December 4, 2014

Mr. Daniel Blough Chair
County Planning Commission
County of Santa Barbara
c/o Planning and Development
123 East Anapamu St.
Santa Barbara, CA 93101

AGENDA ITEMS

ITEM #: 1

MEETING

DATE: 12-10-14

Dear Chair and Members of the Planning Commission:

As the Office Administrator and a representative of the Santa Barbara Woman's Club, I am writing to support the Mission Park to Mission Canyon Multimodal Improvements Plan. The Woman's Club Board of Directors and its members have long been concerned about the safety of pedestrians, bicyclists, and motorists in the Mission Canyon area. Throughout the 86 years that our organization has been a part of Mission Canyon, we have seen the use of the area increase while few changes have been made guarantee the safety of residents and visitors to the area.

The Santa Barbara Mission, the Mission Rose Garden, Mission Historical Park, the Santa Barbara Museum of Natural History, and the Santa Barbara Woman's Club are visited by thousands of visitors and residents every year. The corridor is also used by large numbers of bicyclists and pedestrians, many of whom visit the Mission and Natural History Museum. The lack of signage for pedestrians as well as poorly marked bicycle paths put these people who travel the area at risk of being injured or killed by motorists.

The plan for the addition of a new pedestrian bridge on the west side of the stone bridge over Mission Creek would be the solution to the current safety issue now confronting pedestrians in the Mission Canyon area. Continuing a pathway along the stone wall to the Museum would add to the safe passage of the tourists and residents through the canyon.

We urge the County and the City of Santa Barbara to work together to continue to work together to support and fund the further development of the plans presented today that will benefit not only our neighborhood but also residents from throughout the City and County.

Sincerely,

Susan Graff
Office Administrator
Santa Barbara Woman's Club

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S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT



Santa Barbara Unified
Every child, every chance, every day.

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PLANNING & DEVELOPMENT
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720 Santa Barbara Street
Santa Barbara, CA 93101
Phone: 805.963.4338
Fax: 805.962.3146
TDD: 805.966.7734
SBUnified.org

December 4, 2014

Mr. Daniel Blough Chair
County Planning Commission
County of Santa Barbara
c/o Planning and Development
123 East Anapamu
Santa Barbara, CA 93101

AGENDA ITEMS

ITEM #: 1

MEETING

DATE: 12-10-14

Dear Members of the Planning Commission:

I am writing to support the conceptual plans before you for improving public safety and for enhancing the preservation and appreciation of historic resources in the vicinity of Old Mission Santa Barbara.

The area under consideration is a heavily traveled part of Santa Barbara. Lower Mission Canyon Road is the main artery serving the Mission Canyon neighborhood and it is also used as a transit route for many traveling from Goleta to downtown Santa Barbara. In addition, the Old Mission, the Mission Rose Garden, Mission Historical Park, and the Santa Barbara Museum of Natural History are attended by tens of thousands of community residents and visitors every year. Besides the thousands of motorcyclists and motor vehicles that drive across the historic Mission Bridge daily, the corridor is also used by large numbers of bicyclists and pedestrians, many of them school children who visit the Old Mission and Natural History Museum. They are exposed to grave danger because of the lack of defined pedestrian and bicycle paths and crossings at points where it is difficult to see oncoming traffic.

The proposal to create a continuous foot path from the Old Mission to the Museum of Natural History and Las Encinas Road and beyond would create much needed protection for pedestrians and bicyclists and at the same time improve safety for motor vehicles and motorcycles. In addition, such a path would finally also provide universal access to this important area for the increasing number of people in wheel chairs and on walkers.

The proposed plan is sensitive to the semirural nature of the area and improves the conservation and appreciation of the incredibly rich historic and cultural treasures of what truly can be called the historic heart of our City and County. I applaud the cooperation between the City and County of Santa Barbara to address an issue that will benefit not only the adjoining neighborhoods but residents from throughout the City and County.

Sincerely,


David Cash, Ed.D.
Superintendent

Santa Barbara Unified School District

Karl L. Hutterer
790 Mission Canyon Road
Santa Barbara, CA 93105

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S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

December 2, 2014

Mr. Daniel Blough Chair
County Planning Commission
County of Santa Barbara
c/o Planning and Development
123 East Anapamu
Santa Barbara, CA 93101

AGENDA ITEMS

ITEM #: 1

MEETING
DATE: 12-10-14

Dear Chair and Members of the Planning Commission:

I am writing to support the Mission Park to Mission Canyon Multimodal Improvements Plan. Before moving into my current home on Mission Canyon Road about two blocks north of the Old Mission, I lived for 12 years immediately adjacent to the road corridor under consideration and served as the director of the Santa Barbara Museum of Natural History. I have intimate personal knowledge of the road and safety conditions of the area and am delighted that the conceptual plan before you offers a feasible solution to some of the most severe safety issues that have plagued the corridor for decades.

While I have over the years witnessed numerous crashes of cars into the stegosaurus wall and the bridge abutments, it is truly a miracle that so far no pedestrians or bicyclists have been killed in this heavily used corridor. The proposed plan developed in cooperation between City and County staff and with extensive input by the citizens group Mission Heritage Trail Association does not resolve all the problems the corridor has, but it does provide an excellent solution for some of the most severe and most urgent issues.

From my perspective, the proposal to create a new pedestrian bridge on the west side of the historic stone bridge takes a brilliant out-of-the-box approach to a conundrum that seemed until recently unsolvable because of the great density of highly valuable historic resources that need to be protected. The idea of making very modest modifications to two small sections of the stegosaurus wall is very respectful of the historic resource and will have little noticeable impact on the wall that runs for many hundreds of yards. As a trained archaeologist, with a lifelong passion for history and historic structures, I am particularly pleased that the proposal offers a concept that can be implemented with a very light touch on historic structures. I am looking forward to future design work that will implement this plan in a manner that is also fully consistent with the semirural character of Mission Canyon.



December 7, 2014

Ms. Deborah Schwartz, Chair
City of Santa Barbara Planning Commission
630 Garden Street
Santa Barbara, CA 93101

Mr. David Blough, Chair
Santa Barbara County Planning Commission
123 E. Anapamu Street
Santa Barbara, CA 93103

RE: Mission Park to Mission Canyon Multimodal Improvements, CalTrans Grant Report, 2014

Dear Commissioners:

The Riviera Association is on record as supporting the initiative to improve and enhance the Mission Canyon corridor. We recognize that the issues of safety and traffic flow are paramount; at the same time, we encourage efforts to take greater advantage of the unique combination of cultural, educational, and aesthetic resources we are fortunate to have in our neighborhood. By providing means for safe and unambiguous movement between the Mission, the parks, the archaeological features, and the Natural History Museum, many more school children, visitors, and adult citizens can, and likely will choose to, experience these resources. Moreover, those of us who reside nearby would appreciate a journey along APS near the Mission less fraught with pedestrians who, having no clear ways to cross, shoot across traffic, hoping drivers will miss them, or confused tourists in rental cars trying to effect "U" turns after misinterpreting the inconsistent signage.

We urge the Planning Commissions to continue working jointly to solve the problems in this area, and to support the findings and recommendations of the County's report.

Sincerely,

Shelley Bookspan
President

AGENDA ITEMS

ITEM #: 1

MEETING
DATE: 12-10-14

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S.B. COUNTY
PLANNING & DEVELOPMENT
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SANTA BARBARA CONSERVANCY

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S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

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Mr. Daniel Blough Chair
County Planning Commission
County of Santa Barbara
c/o Planning and Development
123 East Anapamu
Santa Barbara, CA 93101

Ms. Deborah Schwartz, Chair
Planning Commission
City of Santa Barbara
c/o Community Development Department
630 Garden Street
Santa Barbara, CA 93101

December 2, 2014

AGENDA ITEMS

ITEM #: 1

MEETING

DATE: 12-10-14

SUBJ: *Mission Park to Mission Canyon Multimodal Improvements - Caltrans Grant Report 2014*

Dear Members of the County and City Planning Commissions:

I am writing this letter on behalf of the Board of Directors of the Santa Barbara Conservancy. Over the past three years, we have been monitoring the work of the community group working with the County and City trying to address the many safety issues present in this historically sensitive area. We are extremely impressed with the progress that has been made and fully support the conceptual plans before you that, if approved and implemented, will improve public safety, enhance preservation and appreciation of the historic resources in the vicinity of Old Mission Santa Barbara, and set the stage for addressing the other safety issues on the eastside of the corridor.

This proposal will create a continuous walkway from the Old Mission to the Museum of Natural History and Las Encinas Road. It would create much needed protection for pedestrians and bicyclists and at the same time improve safety for motor vehicles. Also, the proposed plan is sensitive to the semi-rural nature of the area and improves the conservation and appreciation of the incredibly rich cultural treasures of what truly can be called the historic heart of our City and the South Coast region of the County.

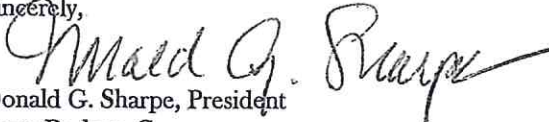
We applaud the cooperation between the City and County to address these safety issues that will benefit not only the adjoining neighborhoods but residents from throughout the City and County. This project, once implemented, will serve as a model for future projects that involve safety issues that span jurisdictional boundaries and that are located in areas that are enriched with historic and archaeological resources. We urge the County and City Planning Commissions to endorse this conceptual plan and recommend to the Board of Supervisors and City Council that they approve the plan and agree to pursue its implementation.

829 De la Vina St., #300
Santa Barbara, CA 93101

www.sbconservancy.com

Santa Barbara Conservancy, a
501(c)(3) nonprofit organization.

Sincerely,


Donald G. Sharpe, President
Santa Barbara Conservancy

From: Francesca Galt <frangalt@cox.net>
Subject: **Mission Park to MissionTerrace Planning Commission Meeting** 12-10-14
Date: December 7, 2014 11:44:38 AM PST
To: jharris@co.santa-barbara.ca.us

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S.B. COUNTY
PLANNING & DEVELOPMENT

Dear Commissioners,

This is a very important and sensitive area. The ambience is irreplaceable and extremely valuable to Santa Barbara.

The Historical features - the tree canopy - the native habitat should be given utmost respect. These are features that give authentic Santa Barbara character to the place.

The undulating topography is a typical characteristic of the canyon and should remain as untouched as possible.

The 35mph signs are detrimental to all and should have been removed long ago.

This is one of the most scenic roads in Santa Barbara and has always been used for walking and biking as well as vehicles, and that posted speed limit is unsafe and irresponsible.

A steady flow of traffic at 20 - 25 mph would improve the situation enormously.

Extra large vehicles could be encouraged to use alternate roads.

Visitors and residents alike are awed by the beauty of this small area that truly defines Santa Barbara. It would be a great loss if changed too much.

Thank you for your consideration.

Sincerely,
Francesca Galt

longtime resident of Mission Canyon and present at most of the meetings regarding this issue

AGENDA ITEMS
ITEM #: _____
MEETING
DATE: _____ 12-10-14



P.O. Box 2495
Santa Barbara, CA 93120
805.875.3562
www.coast-santabarbara.org

December 8, 2014

RECEIVED

Mr. Daniel Blough Chair
County Planning Commission, County of Santa Barbara
By e-mail

DEC 08 2014

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

Dear Members of the Planning Commission:

On behalf of the Coalition for Sustainable Transportation (COAST), I am writing to support the conceptual plans before you for improving public safety and for enhancing the preservation and appreciation of historic resources in the vicinity of Old Mission Santa Barbara. COAST provides advocacy, education and outreach to improve transportation options in the Santa Barbara and Ventura regions, promoting rail, bus, bike and pedestrian access.

The area under consideration is a heavily traveled part of Santa Barbara. Lower Mission Canyon Road is the main artery serving the Mission Canyon neighborhood and it is also used as a transit route for many traveling from Goleta to downtown Santa Barbara. In addition, the Old Mission, the Mission Rose Garden, Mission Historical Park, and the Santa Barbara Museum of Natural History are attended by tens of thousands of community residents and visitors every year. Besides the thousands of motorcyclists and motor vehicles that drive across the historic Mission Bridge daily, the corridor is also used by large numbers of bicyclists and pedestrians, many of them school children who visit the Old Mission and Natural History Museum. They are exposed to grave danger because of the lack of defined pedestrian and bicycle paths, and because of the need to cross at points where it is difficult to see oncoming traffic.

The proposal to create a continuous foot path from the Old Mission to the Museum of Natural History and Las Encinas Road and beyond would create much needed protection for pedestrians and bicyclists, and at the same time improve safety for motor vehicles and motorcycles. In addition, such a path would also finally provide universal access to this important area for the increasing number of people in wheel chairs and on walkers.

The proposed plan is sensitive to the semi-rural nature of the area and improves the conservation and appreciation of the incredibly rich historic and cultural treasures in what truly can be called the historic heart of our City and County. We applaud the cooperation between the City and County of Santa Barbara to address an issue that will benefit not only the adjoining neighborhoods but residents from throughout the City and County.

Sincerely,

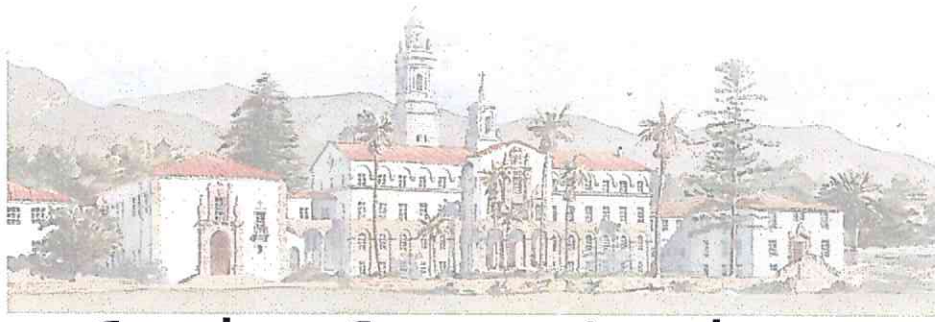
Greg Janée, President

AGENDA ITEMS

ITEM #: 1

MEETING

DATE: 12-10-14



Garden Street Academy

A Vision of Excellence

December 1, 2014

Mr. Daniel Blough Chair
County Planning Commission
County of Santa Barbara
c/o Planning and Development
123 East Anapamu
Santa Barbara, CA 93101

AGENDA ITEMS

ITEM #: 1

MEETING

DATE: 12-10-14

Dear Members of the Planning Commission:

I am writing in two capacities; one as a resident of Mission Canyon and the other as the head of a school with over one hundred children whose site is directly behind the Old Mission. My goal in writing this letter is to support the conceptual plans before you for improving public safety and for enhancing the preservation and appreciation of historic resources in the vicinity of Old Mission Santa Barbara.

The area under consideration is not only heavily traveled by cars, bicycles, pedestrians, etc., but as a site of historic interest enjoys thousands of community residents and visitors every year. The corridor is used by large numbers of bicyclists and pedestrians, many of them school children who are exposed to danger because of the lack of defined paths and crossings at points where it is difficult to see oncoming traffic.

The proposal to create a continuous footpath from the Old Mission to the Museum of Natural History and Las Encinas Road and beyond would create much needed protection for pedestrians and bicyclists and at the same time improve road safety. In addition, such a path would finally also provide universal access to this important area for the increasing number of people in wheel chairs and on walkers.

The proposed plan is sensitive to the semirural nature of the area and improves the conservation and appreciation of the incredibly rich historic and cultural treasures of what truly can be called the historic heart of our City and County. I applaud the cooperation between the City and County of Santa Barbara to address an issue that will benefit not only the adjoining neighborhoods but residents from throughout the City and County.

Sincerely,

Dr. John Dewey
Head of School

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DEC 05 2014

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

Florence J. Sanchez
116 E. Constance Avenue
Santa Barbara, CA 93105

December 2, 2014

Cecilia Brown

2nd District
c/o Planning & Development, Hearing Support
123 East Anapamu Street
Santa Barbara, CA 93101

Ms. Deborah Schwartz, Chair
Planning Commission
City of Santa Barbara
c/o Community Development Department
630 Garden Street
Santa Barbara, CA 93101

AGENDA ITEMS

ITEM #: 1

MEETING

DATE: 12-10-14

I write in support of the recommendations in the staff report (Agenda item #1) to be considered at your joint meeting on Wednesday, Dec. 10, 2014, regarding the Mission Park to Mission Canyon Multimodal Improvement Program. The area in question is long overdue for a thoughtful reconfiguration and redesign of a terribly awkward and at times dangerous interface of pedestrian and vehicle traffic at that location.

I am a 45-year resident of Santa Barbara and the Upper East. I have driven or walked through this area many times. I love the historic nature of the surroundings and strongly feel that its character should be preserved; however, the current configuration just doesn't work and I find it hard to believe that anyone could support leaving things just as they are.

I share with others, including those who oppose the project, their concerns about the historic stone walls. However, I have been encouraged by the extent to which the Mission Heritage Trail Association has taken them into consideration. I would say only that moving and reconstructing the walls should be a last resort option, but it should not be taken off the table as long as it can be done in a manner that preserves their appearance and character. After all, Mission Santa Barbara has been reconstructed many times over the past 100 or so years.

I urge you both to vote to let this project go forward for as recommended by staff.

Sincerely,


Florence J. Sanchez

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DEC 05 2014

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT



December 2, 2014

Mr. Daniel Blough, Chairman
County Planning Commission
County of Santa Barbara
c/o Planning and Development
123 East Anapamu Street
Santa Barbara, CA 93101

AGENDA ITEMS

ITEM #:

1

MEETING

DATE:

12-10-14

RE: Mission Canyon Association Statement Supporting Mission Heritage Trail

Dear Chair and Members of the Planning Commissions,

My name is Alastair Winn and I have lived about 2 blocks from the Museum and Mission for 28 years. I am here today representing the Mission Canyon Association and my 9 year old granddaughter who lives next door. Thank you for considering the need to implement this project. Mission Heritage Trail Association originally grew from collaboration between the Santa Barbara Museum of Natural History and the Mission Canyon Association to address the MCA's concerns about the Museum revitalization plan and the impacts on the safety of our canyon residents. Our original focus was on safe traffic evacuation in the event of a catastrophe, but upon looking at the risks and options, it became clear that the everyday risks to bicyclists, school age children, innocent tourists, and resident walkers were equally, if not more important.

Almost like spontaneous generation, capable community leaders from the Upper East Association, St. Barbara's Parish, the Women's Club, the Pearl Chase Society, the Riviera Association, the Santa Barbara Academy, Roosevelt School and many others stepped up to investigate the problems and solutions. We were truly blessed to have Don Olsen lend his leadership and professional experience to guide this effort and to have Fred Sweeney and Tom Jacobs to do likewise. There is not time to thank all the other unpaid volunteers to this effort, but I am sure the Planning Commissions will recognize the depth and commitment of the "Stakeholders". It has been an honor to work with them for the last 4 years.

From Kellam DeForest, we learned that citizen efforts to fix the poor planning in this corridor date back to at least the 1940's. It is a complex project. We all recognized the sensitive habitat and culturally rich course of the project and studied it for three years before presenting a concept plan. During that time, we met as a group monthly and much more often in smaller sessions. We listened to ideas and perspectives and believe we have given it our best shot.

This effort is unanimously supported by the MCA Board both conceptually and financially because we believe this project will make a better Mission Canyon experience and prevent a tragedy that is inevitable unless we act now. We thank City and County Planning for embracing our efforts and for giving us to the opportunity to bring this project to your attention and look forward to your support to create a safe and culturally sensitive corridor from the Mission to the Museum. Working together, I know we can find both the technical and financial resources to do this right!

Respectfully yours,
Alastair Winn

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DEC 08 2014

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

Mission Canyon Association, P.O. Box 401, Santa Barbara, CA 93105



Santa Barbara
Museum of Natural History

Inspiring a thirst for discovery and a passion for the natural world since 1916

25 November 2014

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Ms. Deborah Schwartz, Chair
Planning Commission, City of Santa Barbara
c/o Community Development Department
630 Garden Street
Santa Barbara, CA 93101

DEC 08 2014

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

Dear Members of the Planning Commission:

I am writing to support conceptual plans before you for improving public safety and enhancing the preservation and appreciation of historic resources in the vicinity of Old Mission Santa Barbara. I am writing both on behalf of the Museum of Natural History and as a resident of the area under consideration.

As a resident, I observe the very frequent near miss accidents of vehicles and pedestrians and have experienced the impact of cars crashing into the so-called "stegosaurus" wall or the bridge abutments. These accidents are the result of a narrow roadway with tight turns and very short sight lines. While these accidents are of concern in themselves, they accentuate the considerable danger to which people moving across Mission Creek Bridge on foot or by bike are exposed.

Many pedestrians and bicyclists daily travel the stretch of road under consideration. The danger they are exposed to is greatly increased by the fact that there are no satisfactory and continuous pathways for either bicyclists or pedestrians.

As President of the Museum, I am particularly concerned about the safety of the many schoolchildren who visit our facility: classes from neighboring Roosevelt School frequently come to the Museum, making the short trip on foot; many school classes from throughout Santa Barbara and southern California visit both the Mission and the Museum. Because of the dangerous traffic situation, they are forced to drive the short distance by bus rather than enjoying a brief walk that would offer great opportunities to observe firsthand the unique history and natural history of the area.

The conceptual plan for a continuous foot and bicycle path along the west side of the corridor is an elegant and practical solution to a serious problem of long standing. The proposal is very respectful of both the historical and natural resources of this incredibly rich part of our city, and it would protect the semirural character of Mission Canyon. A well-constructed pathway would also be of great benefit to the increasing number of older people using walkers or wheelchairs.

With the current situation being untenable, the proposed plan would not only make walking and biking safer but also easier, thus encouraging this alternative mode of transportation and support our city's goal of greater sustainability. However, in the end, even people moving through this corridor in cars or on motorcycles would benefit: they, too, would be safer, and be less likely to make unwanted contact with pedestrians or bicyclists.

Sincerely,

Luke J. Swetland
President & CEO
Santa Barbara Museum of Natural History

AGENDA ITEMS

ITEM #: 1

MEETING
DATE: 12-10-14

SANTA BARBARA MUSEUM OF NATURAL HISTORY

Museum	Sea Center
2559 Puesta del Sol, Santa Barbara, California 93105	211 Stearns Wharf, Santa Barbara, California 93101
805.682.4711 • Fax 805.569.3170 • www.sbnature.org	805.962.2526 • Fax 805.962.3483 • www.sbnature.org



Santa Barbara
Museum of Natural History

Inspiring a thirst for discovery and a passion for the natural world since 1916

4 December 2014

Mr. Daniel Blough, Chair
County Planning Commission
County of Santa Barbara
c/o Planning and Development
123 East Anapamu
Santa Barbara, CA 93101

AGENDA ITEMS

ITEM #: 1

MEETING

DATE: 12-10-14

Dear Chairman Blough:

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Sincerely,

Luke J. Swetland
President & CEO
Santa Barbara Museum of Natural History

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DEC 08 2014

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

SANTA BARBARA MUSEUM OF NATURAL HISTORY

Museum | Sea Center
2559 Puesta del Sol, Santa Barbara, California 93105 | 211 Stearns Wharf, Santa Barbara, California 93101
805.682.4711 • Fax 805.569.3170 • www.sbnature.org | 805.962.2526 • Fax 805.962.3483 • www.sbnature.org

December 5, 2014

Mr. Daniel Blough – Chair
Santa Barbara County Planning Commission
Planning and Development
123 East Anapamu Street
Santa Barbara CA 93101

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DEC 08 2014

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

Re: Mission Canyon Multimodal Improvements

Dear Members of the Planning Commission:

Having grown up in Mission Canyon and as the son of the landscape architect Lockwood de Forest Jr. I urge your support of the proposed pathway from Laguna Street to Foothill Road. .

I can remember my father being involved in plans to improve the traffic and pedestrian flow from Laguna Street to Mission Canyon Road in 1940. Please, after 75 years of no progress, approve the concept before you.

Respectfully,

Kellam de Forest

AGENDA ITEMS

ITEM #: 1

MEETING
DATE: 12-10-14

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DEC 08 2014

12.3.2014

Mr. Daniel Blough Chair
County Planning Commission
County of Santa Barbara
c/o Planning and Development
123 East Anapamu
Santa Barbara, CA 93101

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

Dear Members of the Planning Commission:

As a member of the Safe Passage/Mission Heritage Trail Association, I want to place our group's activity in context. We are not representing private property interests looking to prevail over other applicants. We are not proposing development that could generate personal gain to any of our members. Rather, for almost three years we have been carefully coalescing a group that has one vital shared community interest, the safety of all who visit the corridor between the Mission Historic Park and Foothill Rd.

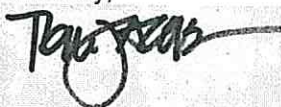
In the big picture, this area is a link in the regional transportation system that supplements the 101 Freeway and Hwy 154 and is the main overflow when those routes are congested; it is also the most important emergency excavation route out of the densely populated foothill neighborhoods. The Old Mission, the Mission Rose Garden, Mission Historical Park, and the Santa Barbara Museum of Natural History are attended by hundreds of thousands of community residents and visitors every year. Besides the thousands of motorcyclists and motor vehicles that drive across the historic Mission Bridge daily, the corridor is also used by large numbers of bicyclists and pedestrians, many of them school children who visit the Old Mission and Natural History Museum. The lack of well-signed pedestrian and bicycle paths and difficult to negotiate intersections pose danger to all who travel the area.

This area is literally the cradle of our community, but confusing local jurisdictional boundaries have conspired to make it dangerous, under-maintained, and mute to the opportunity for a safe, well designed continuous route between two of our most important local institutions and beyond. The master plan we present envisions creation of a reworked roadway, new bike lanes, and a semi-rural path that creates a safe travel environment that respects, celebrates and interprets the unique natural environment and surrounding historical context of our earliest native inhabitants and later Mission period settlements.

The continuous footpath would create much needed protection for pedestrians and bicyclists and at the same time improve safety for motor vehicles and motorcycles. In addition, such a path would finally also provide universal access to this important area for the increasing number of people in wheel chairs and on walkers.

I applaud the cooperation between the City and County of Santa Barbara to address a longstanding issue that will benefit not only the adjoining neighborhoods but also residents from throughout the City and County. I urge you to continue to work together to support and fund the further development of the plans presented today for a project that crosses and links both jurisdictions and presents an unparalleled opportunity to improve a signature area of the Central Coast.

Sincerely,

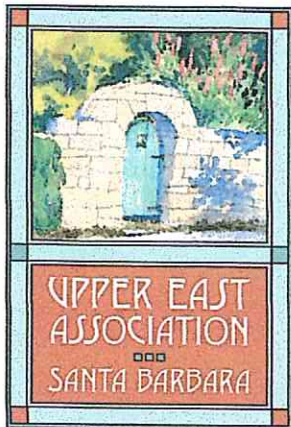


Tom Jacobs, AIA Architect
885 Veronica Springs Rd.
Santa Barbara, CA 93105
mailto:tomejd@cox.net

AGENDA ITEMS

ITEM #: _____ 1 _____

MEETING
DATE: _____ 12-10-14 _____



AGENDA ITEMS

ITEM #: 1

MEETING

DATE: 12-10-14

December 8, 2104

Mr. Daniel Blough, Chair
County Planning Commission
County of Santa Barbara
c/o Planning and Development
123 East Anapamu
Santa Barbara, California 93101

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DEC 08 2014

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

Subject: Mission Park to Mission Canyon Multimodal
Caltrans Report 2014, Public Hearing of December 10, 20144

Dear Commissioner Schwartz and Planning Commission Members,

This letter is being submitted on behalf of the Board of Directors of the Upper East Association, representing over 140 households here in Santa Barbara. We would like to express our support of the conceptual plans that will be presented to the combined meeting of the County and City of Santa Barbara Planning Commissions on December 10, 2014.

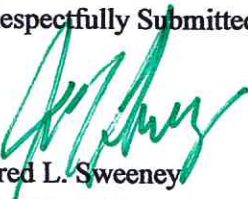
Representatives of our board have been active members of the Concerned Citizens for Safe Passage, now known as the Mission Heritage Trail Association, from its inception over four years ago. Our board and many of our members have contributed many hours of effort to this plan, as well as significant monetary contributions to allow this work to continue. We would like to point out some key points as you review this proposed conceptual plan and hopefully provide your support to this most important project.

- As a result of the various historical cultural and natural attributes of this corridor it will be important to allow any plan to recognize and celebrate the importance this area has played in the development of the modern day community of Santa Barbara and the Mission Canyon area. This is an area that is shared, not only with local residents, but visitors from all over the world.
- Because of the importance of this area as the "cradle" of Santa Barbara's history it is vital that we take steps to assure the safety of pedestrians, bicyclists, motorists, and others that use this corridor daily. Improvements to ensure a *universal* access to all people that use this corridor, including persons with disabilities; will be paramount to assure that this important resource of our community is preserved for generations to come.

- We encourage the community and others to take steps to implement the proposed concepts which we believe represent the consensus of many of our residents over the last four years of work so that we all can continue to understand the importance of this area, to who we are as members of this community, but also most importantly being able to share with the world this area we cherish.

This plan, we believe, when implemented will be sensitive to the semirural nature of the place and will carry out strategies that will assure the safety of all who use this corridor. Most importantly, it will continue to enhance and preserve the beauty of Santa Barbara.

Respectfully Submitted



Fred L. Sweeney
President, Upper East Association Board of Directors

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AGENDA ITEMS

2612 Foothill Rd.
Santa Barbara, CA 903105

DEC 08 2014

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

ITEM #: 1

MEETING
DATE: 12-10-14

December 6, 2014

RE: Joint City and County Planning Commission Hearing on December 10, 2014 regarding the Mission Park/Canyon Modal Planning

Dear City and County Planning Commissions,

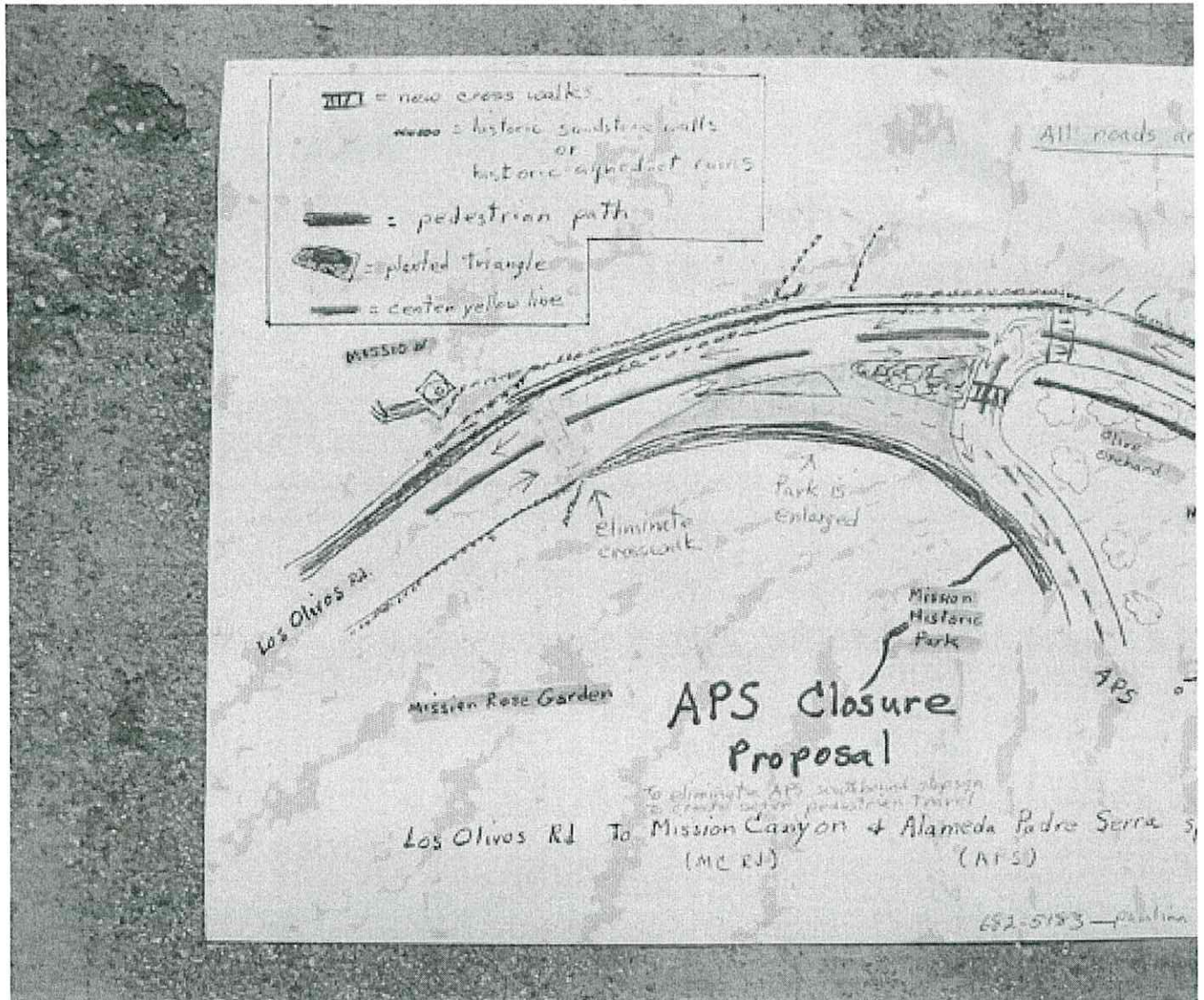
I have sent letters and photos before to the City Planners and County Historic Landmarks, Architectural Review, and Parks Commissions giving solutions that save the historical resources and the ambiance of Mission Canyon and, in my opinion, are safer and cheaper than the ones proposed. I do not approve of the project going through the various commissions for review. It destroys too much. Safety is not necessarily improved. The fact that supposedly over 80% "approved" was because only one project was presented and the majority of those attending are not aware of the impact that the changes would make.

Tunnel under APS. I am against it. There is a safer, less destructive and cheaper solution.

PROBLEMS: People do not like walking in tunnels. It is scary for women alone. Parents are afraid for their children because these are closed and isolated situations for walking. UCSB is shutting down its pedestrian/bicycle tunnels for this reason. Those at UCSB are wide and well lit but people do not feel comfortable in them. The tunnels could also become a dangerous water trap if drainage is inadequate or becomes clogged.

SOLUTION: See drawing below which is of a freeform T at APS and Los Olivos. The pedestrian crossing is across land from an expanded Mission Park instead of across APS. All the pedestrian crossings are narrower across Los Olivos to the Mission side of the street and narrower

across the top of the triangle to the Mission Ruins. Visibility of the pedestrian crossings is good. Traffic has slowed down or is stopped.



Not marked on this schematic is the potential for access to a possible new pedestrian path and bridge from the driveway (parallel dotted lines at north side of Los Olivos) that would start at the City reservoir and go between the fence and north boundary sandstone wall of the monastery. see photo A below. Schematic and photo by Paulina Conn

Current Pedestrian Crossing at the APS/Los Olivos_Y. Remove it.

PROBLEM: The pedestrian crossing at the south end of the triangle below the APS/Los Olivos Y is VERY DANGEROUS. It is in an unexpected place (not at an intersection). Drivers in cars that are low to the ground (non SUVs) can not see the pedestrian crossing hash marks.

SOLUTION: Remove this crossing and move it to area where the Monastery wall is so that a crossing can be put to the Ruins. This is narrower. Visibility is good.

See above schematic photo.

New Bridges Across Mission Creek. I am against them. They destroy historical resources and do not solve the pedestrian safety problem because people will need to cross the street from the Ruins and Rocky Nook Park to the Museum of Natural History and back again. Children at Roosevelt School will have to cross the street to get home if they live on the west side of Mission Canyon Rd. (MC Rd).

PROBLEM: The Mission Canyon community has stated that they want their historical, natural, and aesthetic resources preserved. The proposed alterations destroy intact, well preserved historic resources, trees, and change the aesthetics. The sandstone walls, sandstone bridge, and pedestrian walk over Mission Creek are some of Santa Barbara's best preserved and most interesting historical resources. Moving the aqueduct wall and stegosaurus wall (they are on the west side of of Los Olivos/Mission Canyon Rd.) destroys a historic resource that are important for teaching our cultural and natural history and aesthetics. It creates a change in the entry into Mission Canyon by widening the view creating a cityscape instead of a vision of what it was like long ago (including this Chumash area) and what it still can be like if we just slow down a bit. Putting a huge hole in the Monastery wall that is perpendicular to the Aqueduct/Stegosaurus wall also destroys and permanently alters a current intact historical resource. Beginning the new, at least six feet wide, pedestrian bridge right here, unnecessarily completely destroys the integrity of the historic Mission Creek bridge, the views, and the rock walls. The pedestrian bridge on the east side of the Mission Creek bridge is also a historical resource having been there since the 1920s. The bridge itself is a historical landmark. Changes in the historic pedestrian

walkway will alter the historic watering trough as well.

SOLUTION: Build a pedestrian bridge on the west side behind (west of) the Monastery. Access can be either along the private access road (photo A below) to the east side of City Reservoir behind the Mt. Calvary Monastery or through the current gate (photos B below). There is at least six feet of width between the chain link fence (reservoir side) and the stone wall (Monastery boundary) for a pathway. A bridge can be built down the hill and across the creek to end up behind the Museum of Natural History, between the museum and the carriage house or elsewhere. This would be come an adventurous and perhaps educational walk not just a utilitarian bridge. From the pathway as seen the photo B with gate the same bridge could be accessed.

The pedestrian bridge on the east side of the Mission Creek bridge can be left as is with perhaps a more solidly base (without cracks for wheel chairs although the cracks are likely too narrow for wheels to get stuck in) and making sure the anchorage is safe. It is already ADA compliant in width. It is short enough and visibility is good enough so if a wheel chair is on it than people on the other side can have a short wait before accessing the walkway. The curb at the sidewalk at the reservoir south of Mountain Dr. can be cut for ADA compliance. There is a flatish surface here. See photo under "Mountain Dr. Safety" below.



IMG_6455.JPG

Photo A. path to City reservoir near Mt. Calvary Monastery. 5-3-14 12:45PM. along private road that goes from Los Olivos to Garden St. behind the Mission. A pedestrian path and bridge over Mission Creek could be built between the reservoir and the Monastery boundary wall. I assume this is City property. It could be a delightful trail for families to explore. Photo by Paulina Conn



IMG_6493.JPG

Photo B. 5-7-14- Wed. 10AM view of gate and "aqueduct wall" and perimeter wall at north side of Mt. Calvary Monastery property and bridge over Mission Creek as seen from across Mission Canyon Rd. at Mountain Drive. The perimeter wall is 32" thick. the aqueduct wall is 18" thick. The buttresses I did not measure but they are thicker than the aqueduct wall. an alternative path and bridge could go through the gate and cross the creek at the western boundary of the Monastery. Photo by Paulina Conn



IMG_6494.JPG

Photo B. walk from the gate up the Calvary Monastery north side. 5-7-14- 10 AM Wed. This could become a path to a bridge across Mission Creek on the west side of Los Olivos. It would mean taking a bit of the Monastery property. The bridge would be at the western boundary on City property by the reservoir. A path would need to lead down (northward) the hill to a bridge. Photo by Paulina Conn

COMPROMISE SOLUTION: Take the entire Kay property by eminent domain. See property in photo below. Make a small entry (4 feet)

at the south west end of the historic bridge north of the perpendicular (east/west running) Monastery wall. This means demolishing a small portion of the bridge wall to make the entry similar to what is on the east side. Then create a free standing 4' wide pedestrian bridge across Mission Creek with a path on the inside (west side) of the stegosaurus wall to end at Puesta del Sol where it would connect with the new path that would connect with the existing path that starts at the north side of where Las Encinas Rd. enters MC Rd.



Kay Property that is north of the historic bridge and on the west of Mission Canyon Rd. The shoulder is a minimum of 42" wide. The entire Kay property could be taken for a safe path on the west side of MC Rd. by placing the path on the inside (west side) of the stegosaurus wall. Photo by Paulina Conn

Historic Landmark Bridge over Mission Creek. Save it including the vistas from it and the visual structure of it. Do not destroy it by putting new bridges right next to it. The bridge examples in the City's Exhibit B all visually overpower this understated bridge and are therefore are unacceptable aesthetically. The Historic Landmark Bridge is the bottle neck for traffic but there is a 42" of shoulder on the west side where pedestrians often walk. MOVE the wisteria vine off the stegosaurus wall (Kay property on the west side of Mission Canyon Rd.) to increase driver visibility of the bridge, pedestrians, and the Mountain Drive entry onto Los Olivos. Keep all vegetation off the bridge. See above photo.

Pedestrian and Bridge Safety along Mission Canyon Rd. Forbid all parking along Mission Canyon Rd. including along Rocky Nook Park.

PROBLEMS: Traffic goes too fast along Mission Canyon Rd in both directions. Public institutions (Rocky Nook Park, Mission Ruins, Woman's Club, Museum of Natural History) all bring pedestrians. and vehicles. Numerous private roads and driveways have blind access to MC Rd. Drivers speed north on MC Rd. making the pedestrian crossing at Las Encinas dangerous. Drivers speed south on MC Rd. making the curve at the stegosaurus wall dangerous. Traffic going north along Los Olivos goes too fast as it enters the narrow historic bridge making it dangerous for crashing into the historic stone walls and for Mountain Drive egress. Parking along MC Rd. makes a dangerous obstacle course for pedestrians. Vegetation on the stegosaurus wall impedes good visibility.

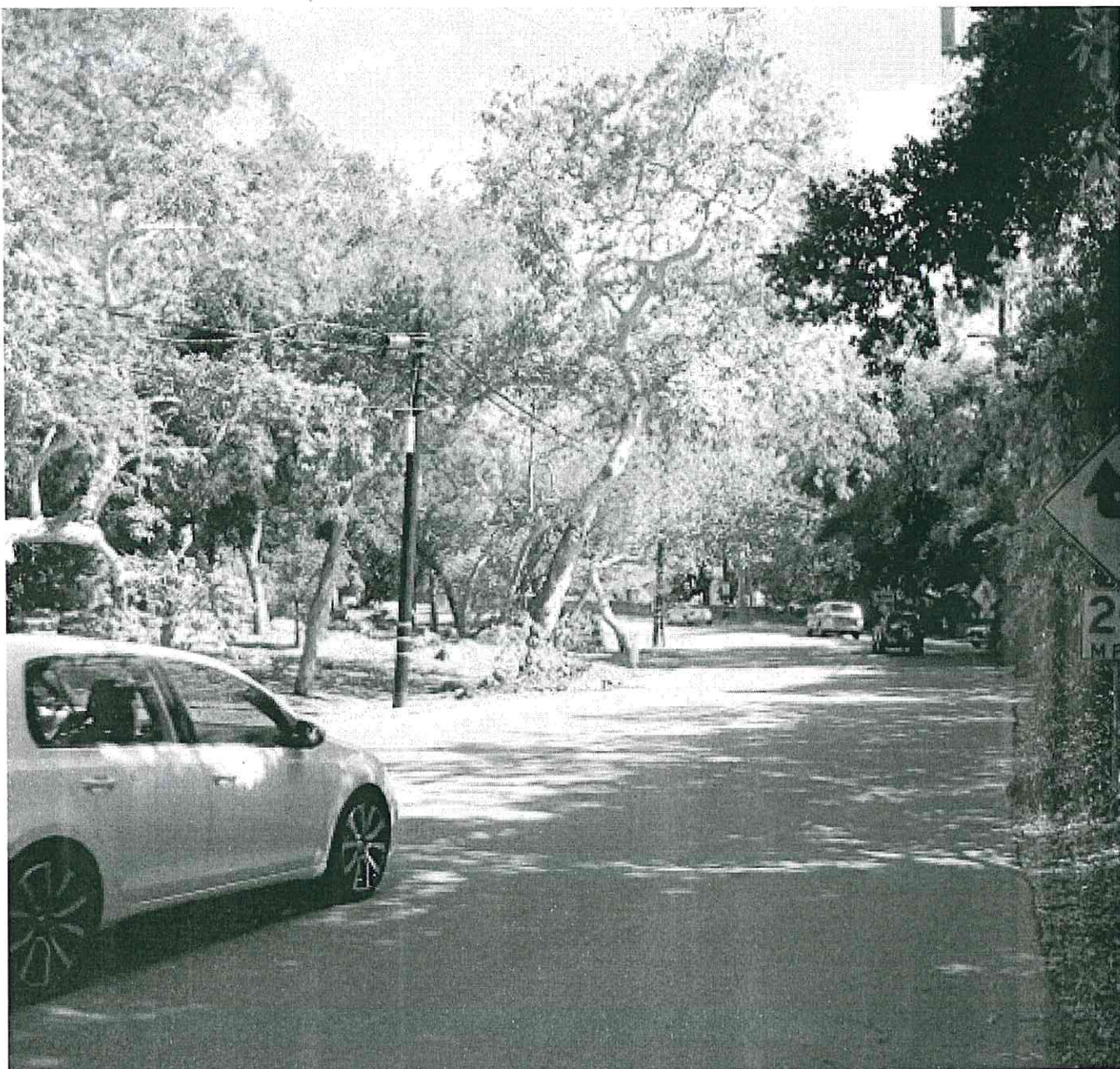
SOLUTIONS: Slow traffic down to a maximum of 25 MPH from Laguna St. to Foothill Rd. Slow traffic to 20 MPH before Mountain Dr. and on the bridge. Put a stop sign for south bound traffic at Las Encinas Rd. or perhaps in both directions at Las Encinas Rd. Make Los Olivos

narrower in front of the Mission to help slow traffic down. This can be done by putting the bike lane inside the park (widen the park and put plantings on the street side). Use the freeform T configuration as seen in the first photo above to slow traffic down while also allowing traffic to move freely. This freeform T removes the Y merge at the bottom of the triangle at Alameda Padre Serra and Los Olivos. This increases safety for all. DO NOT REMOVE TREES AND WIDEN AND STRAIGHTEN MISSION CANYON RD. at Rocky Nook Park. The unintended consequence will be that traffic speeds up. Widening also destroys the bucolic ambiance of the entry into Mission Canyon turning this precious area into a cityscape. Close Puesta del Sol in front of the Museum to MC Rd. allowing only the driveway to the historic carriage house to have access to MC Rd. Make all of MC Rd visually narrow to help slow traffic down. See photo marked #1 below. All No Parking and the road closure can be enforced with removable wooden fencing (for emergency vehicle access only) and/or vegetation. This helps with the visual and actual narrowing. It makes pedestrian walkway safer too as the fencing/vegetation would be on the road side of the path. See current width of MC Rd. at south side of Las Encinas/MC Rd in photo marked #2 below. Remove the wisteria from the stegosaurus wall on the Kay property. See wisteria in photo marked #3 below.



IMG_6395.JPG

Photo #1. 4-30-14. 3:20 P.M Wed. Looking south from the west side of MC Rd at the intersection of the one way road that fronts the museum of natural history This may be an extension of Puesta del Sol. Note driveway to carriage house. The Kay property is towards the left side of the photo. Close Puesta del Sol but leave Mission Canyon Rd. access to this driveway. Remove all vegetation from the stegosaurus wall. Photo by Paulina Conn



IMG_6392.JPG

Photo #2. 4-30-14. 3:15 P.M. Wed. Looking south after Las Encinas intersection. Note how wide the south bound lane is. Small care is near center of the road. Women's Club is on the left. Kay property is just beyond the first bend. One way street (Puesta del Sol) to museum of nat. history is at the ped. Xing sign. Drivers do not obey this 20mph sign. I believe this is partially because the road south is too wide here. Suggest narrowing the road here in actuality and visually by continuing the pedestrian path along the west side of MC Rd. and placing a vegetation barrier between traffic and the path. Keep the path at its location on the east side of MC Rd. in front of the Woman's Club. This is the prettiest part of the MC Rd walk. Prevent parking in front of Rocky NookPark by

planting chaparral hedges or a putting in a removable (for emergency vehicle parking only) rustic wooden fence. Photo by Paulina Conn



IMG_6400.JPG

Photo #3. 4-30-14. 3:30 P.M. looking north over the stegosaurus into the side front yard of the Kay property that is south of the driveway. There are no buildings here. Road is MC Rd. Truck is in front of the Women's Club. Wisteria vine impedes view from the south looking north. It also impedes from the north

looking south. Note that the shoulder is at least 42" wide here. If traffic flows at 20 MPH (current recommendation) than pedestrian and bicycle safety is maximized. By visually and actually narrowing Mission Canyon Rd. between Las Encinas Rd. and Puesta del Sol on the west and in front of Rocky Nook Park and the Woman's Club on the east with vegetation traffic will slow down. photo byPaulina Conn.

Bicycle Safety. Foothill Rd. is not safe for bicyclists so Mission Canyon Rd. should not be encouraged as the main access corridor to Foothill Rd.

PROBLEMS: School children need safe passage. Bicyclists want to be able to go to the Botanic Garden. Bicyclists tend to enjoy quiet bucolic places and will tend to use MC Rd. for access to rural areas.

SOLUTIONS: Make a bicycle path through Rocky Nook Park and up Mission Oaks Lane or up the current trail from the park to the fire station for safer passage to the Botanic Garden. Make the pedestrian pathway along the west side of Mission Canyon Rd. north of Las Encinas Rd. to Foothill Rd. smooth and even so that it can be used by both pedestrians and bicyclists similar to the way the bicycle path along Cabrillo Blvd. is now used by everyone - runners, walkers, skaters, bikers, skateboarders, etc. Separate the path from traffic with native California grasses or chaparral plants where no emergency equipment is needed. There is not much pedestrian traffic north of Las Encinas Rd. so bicyclists and walkers would not be competing very often. Mountain trails are shared. This path can also be shared.

To go to upper State St. area have bicyclists go along Las Encinas at MC Rd. and then along Puesta del Sol and Miradero to Alamar or cut through the residential San Roque area to get to the bicycle lane along State St. Or get permission to have bicyclists go down the private Glendessary Lane and the private Mission Park Dr. to Puesta del Sol (safer than Las Encinas/Puesta del Sol as Puesta del Sol in this short area has blind curves and is narrow) or have bicyclists go down Glendessary Lane and a new 4' wide foot/bike bridge over the creek at the end of Glendessary and La Combadura Rds. for bicyclists wanting to go to Foothill Rd. and parts beyond. Or have bicyclists go from Las Encinas/MC Rd and then south along Puesta del Sol and through the Museum of Natural History parking lot to the trail that connects with Las Encinas again

and again to Puerta del Sol. This is circuitous, destroys more natural resources (pavement needed), and is less safe than other ideas presented here.

Laguna St. Intersection Safety at the Mission. I like the idea of expanding the rose garden park and narrowing the roads so that left hand turn lanes are eliminated.

PROBLEMS: The intersection is very wide for pedestrians to cross. The left and right hand turn lanes (marked and unmarked) make drivers indecisive as to who has the right of way. This is dangerous to pedestrians and can cause fender bender accidents for drivers.

SOLUTIONS: Create a mini roundabout so all traffic slows down and goes in the same direction in a single lane. This does not help pedestrians as the intersection is still wide.

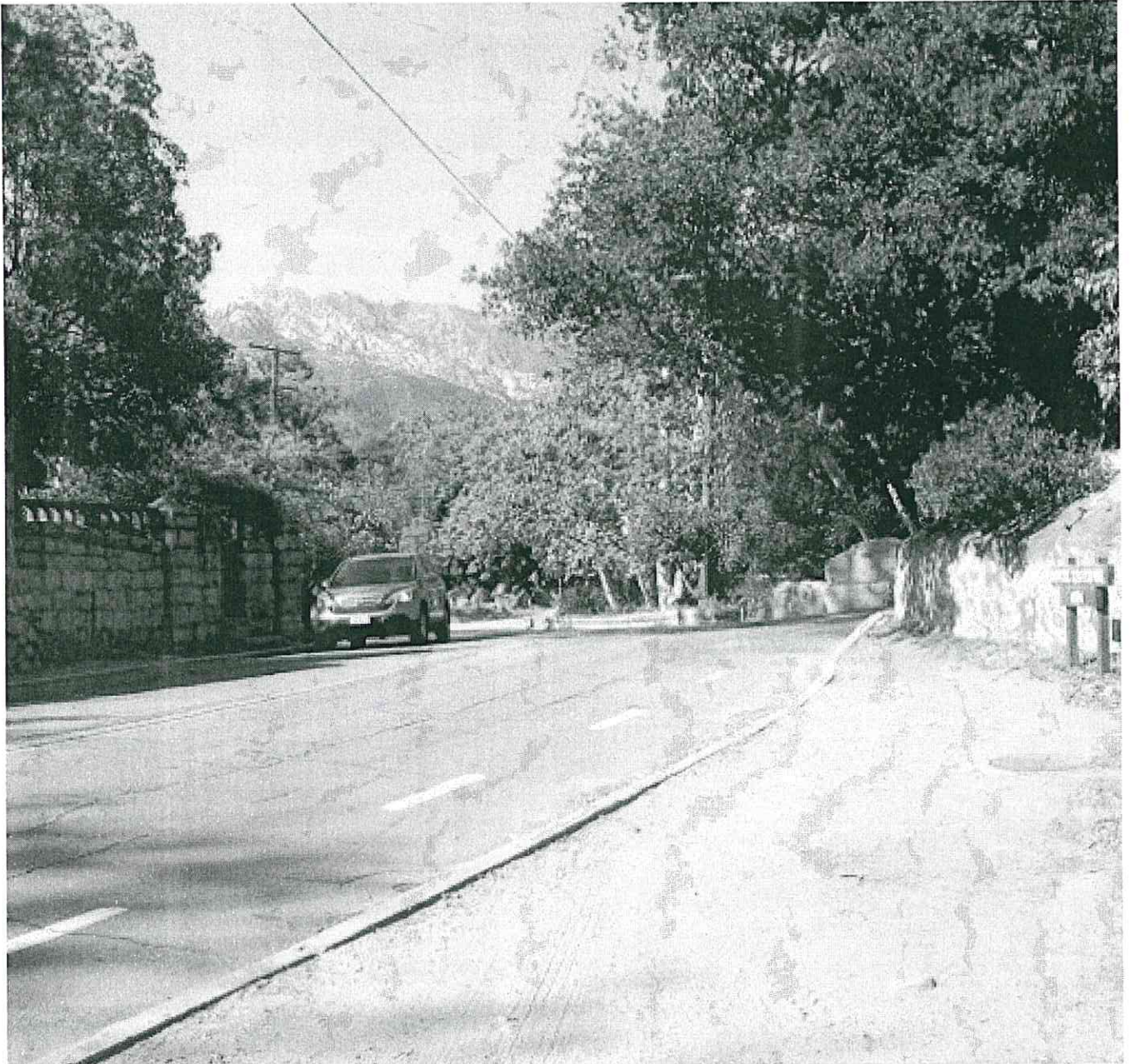
Expand all the park areas(rose garden park and north and south sides of the Mission)where possible to narrow the intersection to the width of Laguna St. and the width of Los Olivos as it is between Laguna and Garden Streets. Include narrowing the entry into the Mission grounds if that seems as if that is also needed as part of the best workable solution.

Mountain Drive Safety . I would make sure that traffic north bound on Los Olivos was really slowed to 20 MPH as it is for traffic going south on Mission Canyon Rd. to make access onto Los Olivos easier.

PROBLEM: Entering Los Olivos St. by car can be hazardous as visibility is not great and vehicles on Los Olivos northbound are moving too fast and those going southbound over the bridge are not paying attention to the Mountain Dr. entry. There really is no problem for pedestrians. Visibility is good and Mountain Dr. is very narrow. There is a problem for wheel chair crossing as there is no curb cut. The historic reservoir needs to be saved. This makes ADA changes to this area more of a challenge.

SOLUTIONS: Close Mountain Dr. completely to all vehicle traffic except emergency vehicles. It would become a bicycle and pedestrian area. This makes access to a few homes less convenient. They would

have to go up and down Mission Canyon and Foothill Rds or up APS. Closing Mountain Dr. decreases the number of emergency fire exits from the Riviera although the road could be opened for fire escape. For ADA pedestrian access, the sidewalk curb in front of the reservoir south east of Mountain Dr. could be cut as Los Olivos Rd. is quite flat at this point for wheel chair stability. Then it is easy access to the current pedestrian bridge over Mission Creek on the north side of Mountain Dr. The bridge width is ADA compliant.



IMG_6411.JPG

4-30-14. 3:45 PM. Looking north from east side pathway along Los Olivos St. Far right is historic reservoir. Then comes Mountain Drive on the right and then the Mission Canyon bridge. Entry to the bridge is 50" wide. Wooden walk varies from 42" to 45" usable width. On left of photo is a dirt path and a historic sandstone wall known as the "Aqueduct Wall". Note that Los Olivos is flat enough for wheel chair access from a curb cut. Photo by Paulina Conn

I have many more photos. I have walked the area numerous times in my 43 years of living in Mission Canyon. I continue to walk the area to downtown, the Mission, the Botanic Garden, the Mountain Dr. Foothill Rd. loop, through Rocky Nook Park, to and through the Museum of Natural History grounds, along the back driveways behind the Mission, etc. etc.

Thank you for your consideration and attention.

Sincerely,

Paulina Conn
682-5183



PLANNING & PERMITTING
SERVICES, INC.

4 December 2014

AGENDA ITEMS

ITEM #: _____ | _____

MEETING

DATE: _____ 12-10-14 _____

Ms. Deborah Schwartz, Chair
Planning Commission
City of Santa Barbara
c/o Community Development Department
630 Garden Street
Santa Barbara, CA 93101

Mr. Daniel Blough Chair
County Planning Commission
County of Santa Barbara
c/o Planning and Development
123 East Anapamu
Santa Barbara, CA 93101

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DEC 08 2014

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

RE: Draft Mission Park to Mission Canyon Multimodal Improvement Project

Dear Members of the City and County Planning Commission

It is a pleasure to be writing a letter to both the City and County Planning Commissioners as it relates to the **Draft Mission Park to Mission Canyon Multimodal Improvement Project**. It is rare that your two agencies have the opportunity to collaborate on a proposed project, and we want to share with you our enthusiastic support of this important conceptual plan.

Our firm has been a member of the Mission Heritage Trail Association (formerly Safe Passage Citizens group) since inception. This is a grass roots collaboration of stakeholders, private property owners and private citizens who have been discussing the importance of safety improvements in this historical corridor for more than three years. In collaboration with the County of Santa Barbara and the Santa Barbara Museum of Natural History, a CalTrans grant was obtained which provided funding for the development of the conceptual plan under consideration. The plan was the subject of hearty discussion by agency staff, the public, and volunteers who dedicated significant hours of their time.

As a professional planning firm working locally for over twenty years, we encourage you to support the draft plan for inclusion in the County's Capital Improvement Program. We believe your support of this plan is an important milestone in the ongoing, and thus far successful, multi-agency and stakeholder collaboration. The millions of annual visitors and thousands of school children that traverse the corridor between the Old Mission and Museum of Natural History, in addition to local bicyclists, walkers, joggers, explorers and picnickers have long been in need of a safe, continuous pathway.

This important historical, cultural, and scenic corridor deserves to be safely enjoyed by all those who use it.

We urge you to support the plan, to include it in the County Capital Improvement Plan, and determine the plan is exempt from CEQA pursuant to State CEQA Guideline Section 15262.

Sincerely,

SUZANNE ELLEDGE

PLANNING & PERMITTING SERVICES, INC.



Suzanne Elledge
Principal



Heidi Jones, AICP
Associate Planner

RECEIVED

December 6, 2014

DEC 08 2014

Mr. Daniel Blough – Chair
Santa Barbara County Planning Commission
Planning and Development
123 East Anapamu Street
Santa Barbara CA 93101

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

Dear Commissioners:



Preserving Santa Barbara's
Historic Sites of Enduring
Community Value

The mission of the Pearl Chase Society is to preserve and celebrate Santa Barbara's historic sites and structures. The corridor that runs from the Old Mission and Mission Historic Park north to the Botanic Garden is such a site. Its rural character contains the remnants of the water supply system built by Chumash workers under the direction of the Mission Fathers in the early 19th century. Their 1806 aqueduct supplied water to Santa Barbara into the 20th century.

To ensure these remnants are preserved along with later additions such as Joseph Dover's 1891 stone Mission Canyon Bridge and the affectionately dubbed "Stegosaurus wall", the Pearl Chase Society has been a stakeholder and concerned citizen of a grassroots workgroup that originated in February of 2006.

Originally named "Safe Passage," the group's aim was to search for a safe passage for vehicles, bikes, pedestrians and the physically-challenged as they tour our Mission Canyon resources through dangerous road and sidewalk conditions. Resolving that the history in this neighborhood must not be diluted or damaged, the group sought "long view solutions" with the vision that the outcome will incorporate the partnering of County and City entities and should actively engage private donors to help defray the costs of preserving, protecting and exhibiting our extraordinary historic resources. The Society believes that the educational opportunities in the area's Mission Trail location are an underdeveloped resource that should be explored and respectfully exhibited.

Now titled the **Mission Heritage Trail Association**, the non-profit organization wishes to work with the County and City by participating in fund-raising opportunities to benefit the area's rich historic resources. Traditionally, the human history of Mission Canyon has always been benefactor driven. Throughout the decades, individuals, much like today's John Kay family, have stepped up to contribute either property or financial resources to enhance the origins of Santa Barbara's Chumash and European history. The MHTA intends to continue the rich legacy of the Chumash, Spanish, Mexican and American periods by helping to provide a volunteer and financial support

P.O. BOX 92121
SANTA BARBARA
CA 93190-2121

AGENDA ITEMS

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DATE: 12-10-14

system to fulfill the City and County's vision of preserving Mission Canyon's unique cultural resources in a long-term and meaningful way.

If the community waits for the inevitable loss of life resulting from confusing and hazardous pathways, the outcome may be more than a human tragedy. The historicity of this romantic corridor may be lost to characterless urban renewal unless a partnered effort crafted by the County and City Planning Commissions begins a process to establish an improvement project with a vision to embrace Santa Barbara's premier cultural site. The project before you is the first step to provide safety and historic preservation for our school children, our local residents and for the countless visitors who arrive here from every corner of the world.

The Pearl Chase Society supports the conceptual draft of the project and the vision of the Mission Heritage Trail Association and urges you to do the same.

Respectfully,

A handwritten signature in cursive script, reading "Barbara Lowenthal". The signature is written in dark ink and is positioned above the printed name and title.

Barbara Lowenthal, President
Pearl Chase Society

Shelley Bookspan, Ph.D.
Historical Consulting
1807 Lasuen Road
Santa Barbara, California 93103
(805) 965-0429

RECEIVED

DEC 08 2014

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

December 7, 2014

Ms. Deborah Schwartz, Chair
City of Santa Barbara Planning Commission
Community Development Department
630 Garden Street
Santa Barbara, CA 93101

AGENDA ITEMS

Mr. David Blough, Chair
Santa Barbara County Planning Commission
Planning and Development Department
123 E. Anapamu Street
Santa Barbara, CA 93103

ITEM #: _____

MEETING

DATE: 12-10-14

RE: Mission Park to Mission Canyon Multimodal Improvements, CalTrans Grant Report, 2014

Dear Commissioners:

I am a multi-decade resident of the Riviera section of Santa Barbara, and, at present, I am the President of the Riviera Association, which is on record as in full support of the goals of the grass-roots community group formerly known as Concerned Citizens for a Safe Passage. I am also a professional historian with such long experience locally in preservation policy under CEQA that I was one of the three historians on the committee that drafted the County's "Cultural Resources Guidelines" for historical elements that has been in use for about 30 years. Through the Riviera Association, I became involved with the "Safe Passage" grass roots group, and quickly gained respect for the willingness and dedication of so many citizens to devote their time, effort, and talent to address the multiple and complex problems contained within the Mission Park corridor. What should, could, and, with your approval, will become a bouquet of cultural features accessible via seamless passages instead is now a jumble which pedestrians, bicyclists, and motorists, many of whom are tourists, must negotiate. The "Safe Passage" group has gone where none have dared go before: the group has

identified, one by one, the problems contained within the corridor, and has initiated solving them through master planning. I proudly signed on as an incorporator of the Mission Heritage Trail Association, and I urge your support for inter-government cooperation and the multi-modal improvement report.

A major feature of the report is the recommendation for creation of a pedestrian/bicycle passage way on the west side of the bridge over Mission Creek. This beautiful stone arch bridge was a collaboration between landowner/designer Roland Hazard and master stone mason, Joe Dover, more than 100 years ago. Some individuals now have expressed deep concern that the addition of a passageway on the west side will result in damage to the integrity of this historic bridge, for it will require the creation of openings at the south end. It is easy for those of us who have lived for many years with an environmental feature, built or natural, to believe it has always been the way we know it. Historical research becomes particularly important in cases like this, for only primary sources or contemporaneous secondary sources can provide us information about how things were in the past, prior to any time we can actually remember.

What we now know, based on documents uncovered by Dr. Ronald Nye in his research, is that the west side of the original bridge was moved in 1930 so that the road could be widened. This makes sense, for when the bridge was originally constructed, in 1891, not only was the population of Santa Barbara small and confined to an area south of Mission Creek, but automobiles did not exist. As one of the early photographs Dr. Nye found shows, the road across the bridge, which was used by pedestrians as well as by horse travelers, was dirt. By 1929, automobile travel had become common, the Mission Canyon area had been subdivided and settled, and the old bridge necessitated modification in order to continue to serve its infrastructure purposes. At that time, the County funded the construction of a wooden footbridge on the east side of the bridge, which required opening up the bridge's south end. The following year, the west side of the bridge was moved further west in order to accommodate a widening of the roadway. As a consequence, the existing bridge is not an unmodified original. Even so, we historians would argue that the existing bridge is nonetheless of historical significance, for the modifications it has sustained have not destroyed its integrity. I would even say that the modifications it has sustained have allowed it to continue to be a usable bridge and that they, therefore, have helped it retain its integrity, possibly even its existence. Unlike some other types of historic features, historic infrastructure inevitably becomes obsolete; population and use demands inevitably change; we can only preserve our historic infrastructure by effecting sensitive

December 7, 2014
Bookspan to Planning Commissions
Page 3

modifications, those meeting U.S. Secretary of Interior Standards for the Treatment of Historic Structures. Our use demands have developed so that we need confluent passage along the west side of Mission Canyon Road. I am delighted that we have a viable plan for preserving our beautiful stone bridge while providing that passage.

I encourage your support as well.

Yours truly,

A handwritten signature in cursive script, reading "Shelley Bookspan". The signature is written in dark ink and is positioned below the "Yours truly," text.

Shelley Bookspan, Ph.D.



Province of St. Barbara

FRANCISCAN FRIARS ♦ Office of the Provincial Minister

RECEIVED

March 21, 2012

To Whom It May Concern:

RE: Safe Passage

AGENDA ITEMS
ITEM #: 1
MEETING
DATE: 12-10-14

DEC 08 2014

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

As the Provincial Minister of the Franciscan Friars of CA, I would like to draw your attention to a matter that is of great concern to the friars who live at Old Mission Santa Barbara. I join with the Mission Park/Mission Santa Barbara area and Mission Canyon community in thinking that now is the time to make improvements for people to safely walk or bicycle between these two neighborhoods in the community, and, at the same time, allow for safe passage of vehicles. We all have experienced first-hand dangerous experiences for the residents and community members over a significant period.

During this past year, a volunteer consortium of concerned neighborhood associations, neighbors, historic preservation organizations and institutions in the immediate vicinity of the Mission Canyon Road and East Los Olivos Street corridor, has come together to form an ad hoc Working Group. They attempted to find ways to provide safe passage through this corridor and to enhance the experience of absorbing the scenic and historical value of this wonderful area of the Santa Barbara community. The process undertaken by the Safe Passage Working Group has focused on defining the involved areas and coordinating the transfer of information and recommendations to the various civic entities that have jurisdiction over the areas of concern.

Members of our religious order, the Franciscan Friars of California, Inc. have actively participated in the Working Group. We reside at the Old Mission and many of our members experience these issues on a daily basis and regularly observe, or are part of, near misses and accidents. At our meeting of Trustees on March 15, 2012, the *Safe Passage Information Packet* and *Corridor Maps* were presented for our review. This information is a very comprehensive summary of the safety issues and constraints present in this corridor for pedestrians, bikers, and drivers of motor vehicles. It is a complicated and dangerous passage.

Following the presentation and our discussion, we voted unanimously to endorse the findings of the Working Group and strongly urge City and County officials to take action to improve the safety within this corridor. We believe that this is a critical public safety issue and deserves high priority and immediate attention. I hope you take action on our request. It is a matter of justice and safety.

Sincerely,



Province of St. Barbara

FRANCISCAN FRIARS ♦ Office of the Provincial Minister

X Very Rev. John S. Hardin, OFM

Very Rev. John S. Hardin, OFM

Provincial Minister of St. Barbara Province of Franciscan Friars



MISSION HERITAGE TRAIL ASSOCIATION

December 3, 2014

Mr. Daniel Blough, Chair
County Planning Commission
County of Santa Barbara
c/o Planning and Development
123 East Anapamu
Santa Barbara, CA 93101

RECEIVED

DEC 08 2014

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

AGENDA ITEMS

ITEM #: _____

MEETING

DATE: 12-10-14

SUBJ: **Mission Park to Mission Canyon Multimodal Improvements -
Caltrans Grant Report 2014**

Chair and Members of the Planning Commission:

I am writing as Interim Chairman of the Mission Heritage Trail Association to support, on behalf of the Association, the Mission Park to Mission Canyon Multimodal Improvements Plan.

The group I represent was formed in early 2011 with the title "Concerned Citizens for Safe Passage". It has recently submitted papers to the California Secretary of State for incorporation as a nonprofit organization with the name of "Mission Heritage Trail Association". Members of the group include individuals who own property immediately adjacent or in close vicinity to the corridor, representatives of educational, cultural and civic organizations located in the corridor area, representatives of the three neighborhood associations adjacent to the corridor (Mission Canyon, Upper East, Riviera), individuals representing organizations concerned with historic heritage and preservation, and a number of individuals who live in one or the other of the three neighborhoods who are deeply concerned about safety, traffic, historic preservation, and the quality of their neighborhoods.

The members of the Mission Heritage Trail Association (MHTA) have worked very hard for nearly four years to generate a grassroots-based consensus about problems affecting the corridor and potential solutions to them. They have done very extensive community outreach both within their neighborhoods and throughout the City and County, and they have been instrumental in facilitating and supporting collaboration between relevant City and County agencies. In pursuing their work, they have collectively contributed many thousands of volunteer hours and donated thousands of dollars of personal and institutional funds.

From the outset, the members of the MHTA have been focused on a principal goal of finding solutions to mitigate severe traffic safety issues in the Mission to Mission Canyon corridor that affect first and foremost pedestrians and bicyclists but also concern cars and motorcycles. Addressing these issues will not only provide safer traffic circulation on a daily basis, but will help improve this corridor as a safe evacuation route when natural disasters occur in the foothills in Mission Canyon.

The group has been keenly aware that the area the corridor traverses is part of the historic heart of Santa Barbara and is consequently endowed with an incredible wealth of historic resources. It is the MHTA's goal that any improvements to the transportation infrastructure must not only preserve these historic resources but should also enhance their appearance and access to them. Furthermore, the MHTA is also committed to preserving the wonderful semi-rural character of Mission Canyon.

While the multimodal improvements proposed in the plan presented to you do not address all problems in the Mission to Mission Canyon corridor, they do address the problems that were unanimously identified by our group as being of the highest priority. Furthermore, the five experts on historic resources and preservation who are members of the MHTA all concur that the plan is highly sensitive to the historic structures. And finally, while the current plan is still conceptual in nature, we firmly believe that the proposed improvements can be designed to be in full accord with the area's semi-rural character.

The fact that the area in question houses such an incredible wealth of historic, cultural, and educational institutions makes it one of the most visited and most heavily used parts of Santa Barbara by both City and County residents and tourists. This heavy usage itself accentuates the urgent need to improve the traffic safety situation. Concurrent attention to the preservation and better interpretation of historic resources will pay handsome dividends in terms of citizens' enjoyment, quality of life, and even tourist dollars.

Thank you for your support of the plan.

Sincerely,



Donald D. Olson, Interim Chairman
Mission Heritage Trail Association

COALITION TO PRESERVE MISSION CREEK & BRIDGE

P.O. BOX 2444, SANTA BARBARA, CA 93120
SAVEMISSIONBRIDGE@GMAIL.COM



December 8, 2014

AGENDA ITEMS

Planning Commissions
County and City of Santa Barbara

ITEM #: 1

MEETING
DATE: 12-10-14

Re: Joint County and City Planning Commission Hearing on the Mission Park to
Mission Canyon Multimodal Improvements Plan

Dear County and City Planning Commissioners:

The plan before you this Wednesday is a bad one that should be rejected by each and both of your commissions. Though there is widespread agreement in the community on the desirability of restoring this area, there is very little knowledge on the specifics of the plan before you. As the plan becomes better known, it will meet with strong opposition throughout the community--especially in Mission Canyon, the Riviera, the upper eastside, and among historical preservationists.

Attached to this letter are a variety of documents that shed light on this issue. The Coalition to Preserve Mission Creek & Bridge hopes that you will give careful consideration to these in your deliberations. The idea that, at this point, the community has signed off on a proposal for two new pedestrian bridges across Mission Creek, a tunnel under Alameda Padre Serra, demolition of historic walls and elements, and moving Mission Canyon Road 10' to 15' to the east is very mistaken.

Yours sincerely,

Alexandra Rosenthal
Coordinator

cc: Board of Supervisors, County of Santa Barbara
Mayor and Council, City of Santa Barbara

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DEC 08 2014

S.B. COUNTY
PLANNING & DEVELOPMENT

COALITION TO PRESERVE MISSION CREEK & BRIDGE

P.O. BOX 2444, SANTA BARBARA, CA 93120
SAVEMISSIONBRIDGE@GMAIL.COM



September 8, 2014

Historic Landmarks Advisory Commission
County of Santa Barbara
105 E. Anapamu Street
Santa Barbara, CA 93101

Supervisor Salud Carbajal
County of Santa Barbara
105 E. Anapamu Street
Santa Barbara, CA 93101

**RE: Opposition to a New Free-Standing Pedestrian Bridge
Adjacent to the Existing Historical Mission Creek Bridge;
Community Opposition to Commission or Staff "Conceptual" Approval**

Dear Commission Members and Supervisor Carbajal:

The Coalition to Preserve Mission Creek & Bridge is a new community organization dedicated to preserving Mission Canyon, Mission Creek, and Mission Bridge from a great peril-- the proposal for a new free-standing pedestrian bridge adjacent to the existing historical Mission Creek Bridge and loss of pedestrian access on the eastern side of Mission Canyon Road to Mission Historical Park, the Mission lawn, and the Santa Barbara rose garden.

This proposal would have a negative effect on property values throughout Mission Canyon. Replacing the organic entrance to Mission Canyon that has evolved over more than 200 years with a very widened concrete and asphalt thoroughfare, combined with the destruction and moving of historical stone walls and the loss of pedestrian access on the eastern side of Mission Canyon Road, would be a community tragedy. Irreplaceable historical features would be lost or altered, the Mission Creek ecosystem would be jeopardized, and perhaps hundreds of properties in Mission Canyon would lose value.

It is important to emphasize that in its latest proposals, western side pedestrian bridge advocates acknowledge that eastern side continuous pedestrian access would be lost at Mountain Drive and Los Olivos, immediately before (coming from the Mission) the historical Mission Creek bridge. This access which has existed for more than 200 years would be wantonly eliminated by pedestrian bridge advocates.

The proposal for a western side pedestrian bridge is related to efforts to increase tourism in Mission Canyon through expanding operations at the Santa Barbara Museum of Natural History. No quantitative studies have been performed as to the number of tourists who would use the proposed western side pedestrian bridge, nor of traffic impacts at the mission.

The question remains why a potentially \$10 million+ capital project is being proposed to allow greater tourism access to Mission Canyon when the Mission Canyon community has solidly rejected excessive Museum of Natural History expansion proposals? No funding has been identified for the proposed western side pedestrian bridge/historical wall relocation and moving/Mission Canyon Road moving and widening project.

Accordingly, neither county staff nor the County Historical Landmarks Advisory Commission should give conceptual approval to a "western side" pedestrian access. This proposal would result in the land-locking of Rocky Nook Park, as it would no longer be possible to walk from Rocky Nook along the eastern side of Mission Canyon Road and Los Olivos to Mission Historical Park, the Mission lawn, and the rose garden.

By copy of this letter to Supervisor Carbajal and Dr. Glenn Russell, Director of Planning and Development of the County of Santa Barbara, we are requesting a written statement as to whether the Planning and Development Department of the County of Santa Barbara has given conceptual approval to this very misconceived proposal--one on which no historical or environmental studies have been conducted.

Thank you for your consideration. Many residents in Mission Canyon and the larger community are concerned about this issue. In the near future, the Coalition to Preserve Mission Creek & Bridge hopes to submit a historical landmark application proposal to your commission that would provide greater protection for the historical Mission Creek bridge and adjacent historical features that are among the most significant and oldest such resources in California. This historical landmark application would preclude the proposed western side pedestrian bridge, demolition and relocation of historical resources.

Yours sincerely,



Alexandra Rosenthal
Coordinator

cc: Board of Supervisors, County of Santa Barbara
Mayor and Council, City of Santa Barbara
Historic Landmarks Commission, City of Santa Barbara
Dr. Glenn S. Russell, Director, Planning and Development, County of Santa Barbara

COALITION TO PRESERVE MISSION CREEK & BRIDGE

P.O. BOX 2444, SANTA BARBARA, CA 93120
SAVEMMISSIONBRIDGE@GMAIL.COM



August 25, 2014

Historic Landmarks Commission
City of Santa Barbara
P. O. Box 1990
Santa Barbara, CA 93102

Historic Landmarks Advisory Commission
County of Santa Barbara
105 E. Anapamu Street
Santa Barbara, CA 93101

Parks Commission
County of Santa Barbara
105 E. Anapamu Street
Santa Barbara, CA 93101

**RE: Opposition to a New Free-Standing Pedestrian Bridge
Adjacent to the Existing Historical Mission Creek Bridge;
Request for Historical and Environmental Studies**

Dear Commission Members:

Mission Canyon, Mission Creek, and Mission Bridge are threatened as never before. A proposal you will receive in the coming weeks concerning a new pedestrian bridge to be built in Mission Creek adjacent to the existing and historical stone bridge, moving Mission Canyon Road by 10' to 15' to the east, moving and puncturing historic and historical stone walls, and possibly building a pedestrian tunnel under Alameda Padre Serra should be dismissed by your commissions. These are very bad ideas that would jeopardize property values throughout Mission Canyon, destroy and detract from among the most significant historic resources in California, and prevent much needed improvements--at low cost--from being made.

The Coalition to Preserve Mission Creek & Bridge is a new civic group emerging in Santa Barbara to do what is necessary to stop these plans. Quite apart from the demolition of historic resources advocated by pedestrian bridge supporters, this proposal would cost many millions of dollars.

With respect to the environment, thousands of pounds of concrete would be poured into Mission Creek for the proposed new pedestrian bridge. The riparian habitat would be jeopardized. From all of the perspectives of preservation of historical resources, cost, and environmental quality, the proposed pedestrian bridge must be stopped.

Mission Historical Park is a community resource that has long been neglected. Barbed wire and chain link fencing surround among the most historical resources in California on Los Olivos Road within 100 yards of the Santa Barbara Mission and adjacent to the El Pueblo Viejo District. It should be noted that historical and historic resources in this area predate the Santa Barbara Mission.

The Coalition to Preserve Mission Creek & Bridge strongly supports efforts to improve and restore Mission Historical Park on both sides of Alameda Padre Serra. In addition, we strongly support meaningful and low-cost improvements to Mission Canyon Road with respect to signage, street crossings, possible additional stop signs, new curbing, and other improvements that can be implemented in the next twelve to eighteen months to make Mission Canyon safer and more beautiful.

It would be vital that before any approval--conceptual or otherwise--were given by any of your commissions to the proposed pedestrian bridge project that there be a formal historic report on the proposed bridge and that environmental studies be performed. Mission Canyon, Mission Creek, and Mission Bridge are too valuable as community, historical, and environmental resources for anything other than the highest level of scrutiny and participation concerning any proposed project. Before any project could be attempted, an Environmental Impact Report would be required and the participation of the Army Corps of Engineers would be necessary. In addition, alternatives to the proposed pedestrian bridge must be considered.

Thank you for your consideration. Members of the Coalition to Preserve Mission Creek & Bridge stand ready to work with you, other members of the community, and community organizations to improve--and to save--Mission Canyon, Mission Creek, and Mission Bridge.

Yours sincerely,



Alexandra Rosenthal
Coordinator

cc: Board of Supervisors, County of Santa Barbara
Mayor and Council, City of Santa Barbara

Dear Commissioners,

The entrance to Mission Canyon is a rare and unique place and the proposal is extremely damaging to Historic and aesthetic resources.

The stone walls and bridge - the curving road and mature native trees are an important part of its distinctive character.

The native trees and plants are important to the ecology of Mission Creek ...

The curving roads and narrow bridge are natural traffic-slowing devices and encourage safety. Paths are protected by the trees.

Coming through the winding road and narrow bridge to the open space of the Mission creates a very special and beautiful effect.

I attended the meetings and this proposal is much more radical than I expected.

Sincerely,

Fran Galt - longtime resident of Mission Canyon

2612 Foothill Rd.
Santa Barbara, CA 903105

December 6, 2014

RE: Joint City and County Planning Commission Hearing on December 10, 2014 regarding the Mission Park/Canyon Modal Planning

Dear City and County Planning Commissions,

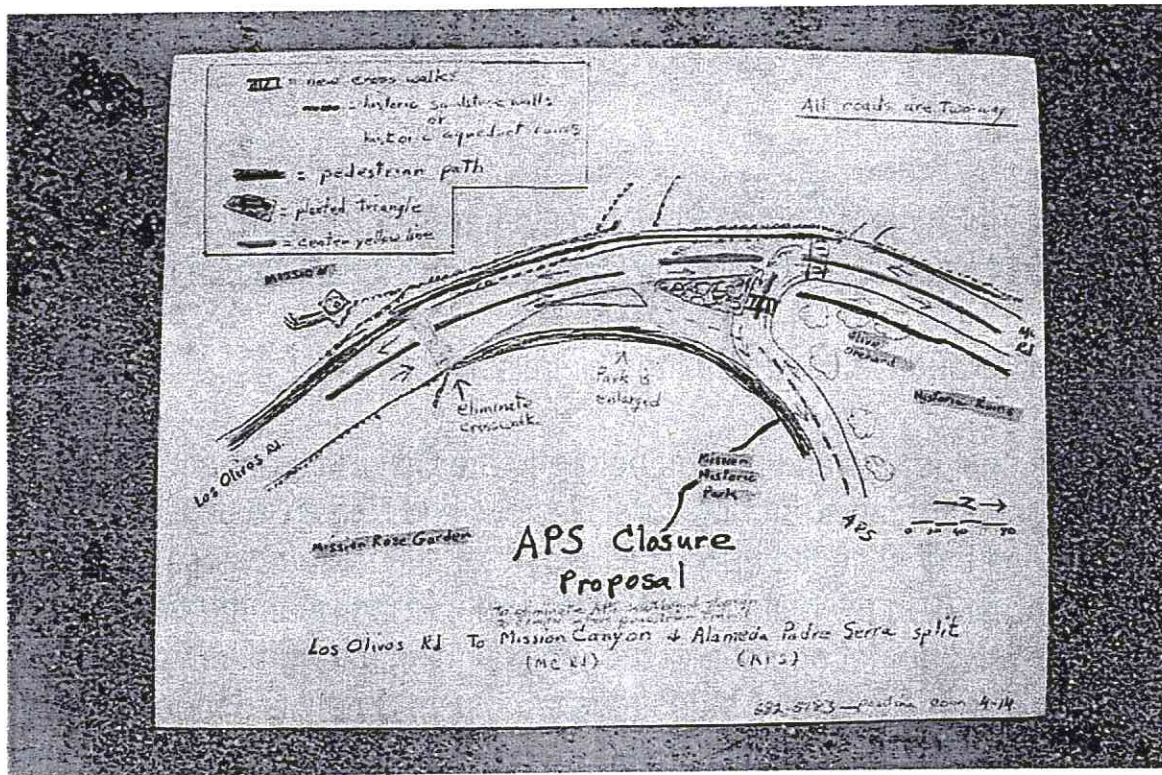
I have sent letters and photos before to the City Planners and County Historic Landmarks, Architectural Review, and Parks Commissions giving solutions that save the historical resources and the ambiance of Mission Canyon and, in my opinion, are safer and cheaper than the ones proposed. I do not approve of the project going through the various commissions for review. It destroys too much. Safety is not necessarily improved. The fact that supposedly over 80% "approved" was because only one project was presented and the majority of those attending are not aware of the impact that the changes would make.

Tunnel under APS. I am against it. There is a safer, less destructive and cheaper solution.

PROBLEMS: People do not like walking in tunnels. It is scary for women alone. Parents are afraid for their children because these are closed and isolated situations for walking. UCSB is shutting down its pedestrian/bicycle tunnels for this reason. Those at UCSB are wide and well lit but people do not feel comfortable in them. The tunnels could also become a dangerous water trap if drainage is inadequate or becomes clogged.

SOLUTION: See drawing below which is of a freeform T at APS and Los Olivos. The pedestrian crossing is across land from an expanded Mission Park instead of across APS. All the pedestrian crossings are narrower across Los Olivos to the Mission side of the street and narrower across the top of the triangle to the Mission Ruins. Visibility of the

pedestrian crossings is good. Traffic has slowed down or is stopped.



Not marked on this schematic is the potential for access to a possible new pedestrian path and bridge from the driveway (parallel dotted lines at north side of Los Olivos) that would start at the City reservoir and go between the fence and north boundary sandstone wall of the monastery. see photo A below. Schematic and photo by Paulina Conn

Current Pedestrian Crossing at the APS/Los Olivos Y. Remove it.

PROBLEM: The pedestrian crossing at the south end of the triangle below the APS/Los Olivos Y is VERY DANGEROUS. It is in an unexpected place (not at an intersection). Drivers in cars that are low to the ground (non SUVs) can not see the pedestrian crossing hash marks.

SOLUTION: Remove this crossing and move it to area where the Monastery wall is so that a crossing can be put to the Ruins. This is narrower. Visibility is good.

See above schematic photo.

New Bridges Across Mission Creek. I am against them. They destroy historical resources and do not solve the pedestrian safety problem because people will need to cross the street from the Ruins and Rocky Nook Park to the Museum of Natural History and back again. Children at Roosevelt School will have to cross the street to get home if they live on the west side of Mission Canyon Rd. (MC Rd).

PROBLEM: The Mission Canyon community has stated that they want their historical, natural, and aesthetic resources preserved. The proposed alterations destroy intact, well preserved historic resources, trees, and change the aesthetics. The sandstone walls, sandstone bridge, and pedestrian walk over Mission Creek are some of Santa Barbara's best preserved and most interesting historical resources. Moving the aqueduct wall and stegosaurus wall (they are on the west side of of Los Olivos/ MissionCanyon Rd.) destroys a historic resource that are important for teaching our cultural and natural history and aesthetics. It creates a change in the entry into Mission Canyon by widening the view creating a cityscape instead of a vision of what it was like long ago (including this Chumash area) and what it still can be like if we just slow down a bit. Putting a huge hole in the Monastery wall that is perpendicular to the Aqueduct/Stegosaurus wall also destroys and permanently alters a current intact historical resource. Beginning the new, at least six feet wide, pedestrian bridge right here, unnecessarily completely destroys the integrity of the historic Mission Creek bridge, the views, and the rock walls. The pedestrian bridge on the east side of the Mission Creek bridge is also a historical resource having been there since the 1920s. The bridge itself is a historical landmark. Changes in the historic pedestrian walkway will alter the historic watering trough as well.

SOLUTION: Build a pedestrian bridge on the west side behind (west of) the Monastery. Access can be either along the private access road (photo A below) to the east side of City Reservoir behind the Mt. Calvary Monastery or through the current gate (photos B below). There is at least six feet of width between the chain link fence (reservoir side) and the stone wall (Monastery boundary) for a pathway. A bridge can be built down the hill and across the creek to end up behind the Museum of Natural History, between the museum and the carriage house or

elsewhere. This would be come an adventurous and perhaps educational walk not just a utilitarian bridge. From the pathway as seen the photo B with gate the same bridge could be accessed.

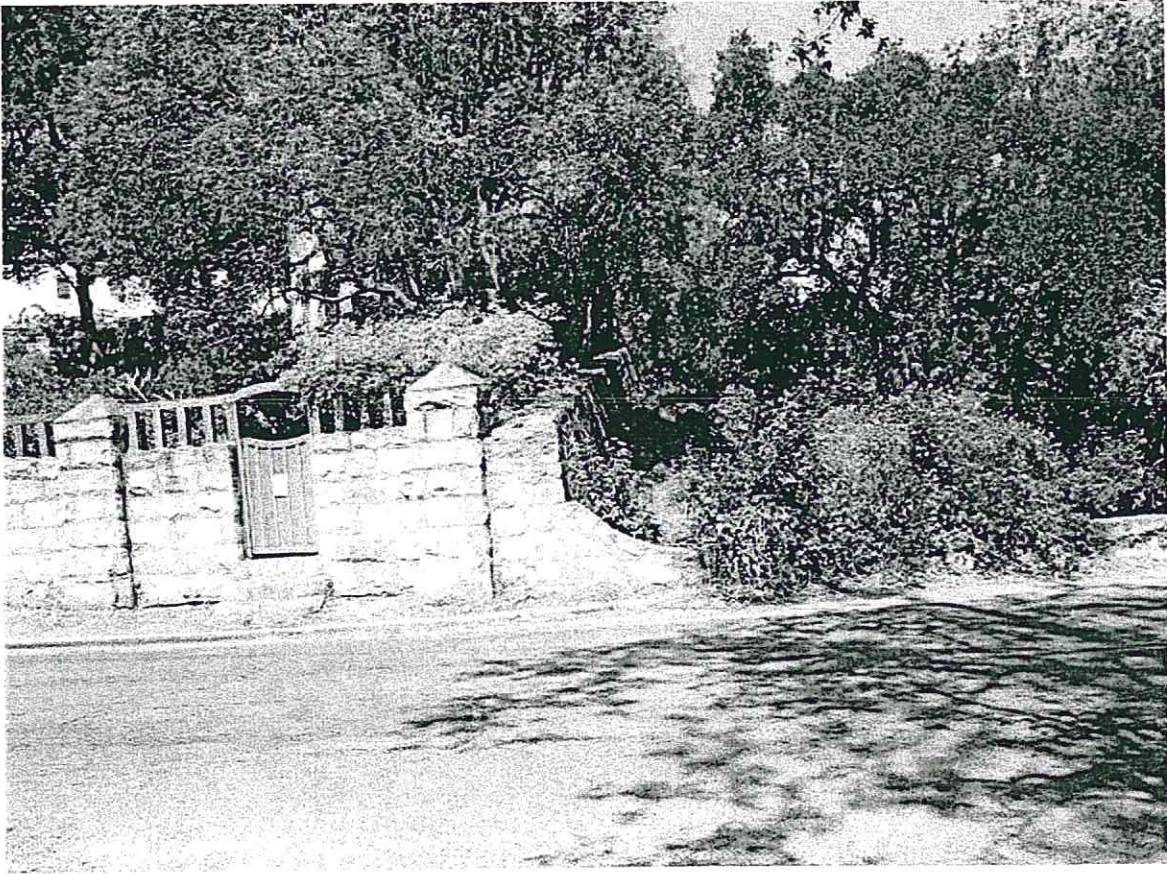
The pedestrian bridge on the east side of the Mission Creek bridge can be left as is with perhaps a more solidly base (without cracks for wheel chairs although the cracks are likely too narrow for wheels to get stuck in) and making sure the anchorage is safe. It is already ADA compliant in width. It is short enough and visibility is good enough so if a wheel chair is on it than people on the other side can have a short wait before accessing the walkway. The curb at the sidewalk at the reservoir south of Mountain Dr. can be cut for ADA compliance. There is a flatish surface here. See photo under "Mountain Dr. Safety" below.



IMG_6455.JPG

Photo A. path to City reservoir near Mt. Calvary Monastery. 5-3-14 12:45PM. along private road that goes from Los Olivos to Garden St. behind the Mission. A pedestrian path and bridge over Mission Creek could be built between the

reservoir and the Monastery boundary wall. I assume this is City property. It could be a delightful trail for families to explore. Photo by Paulina Conn



IMG_6493.JPG

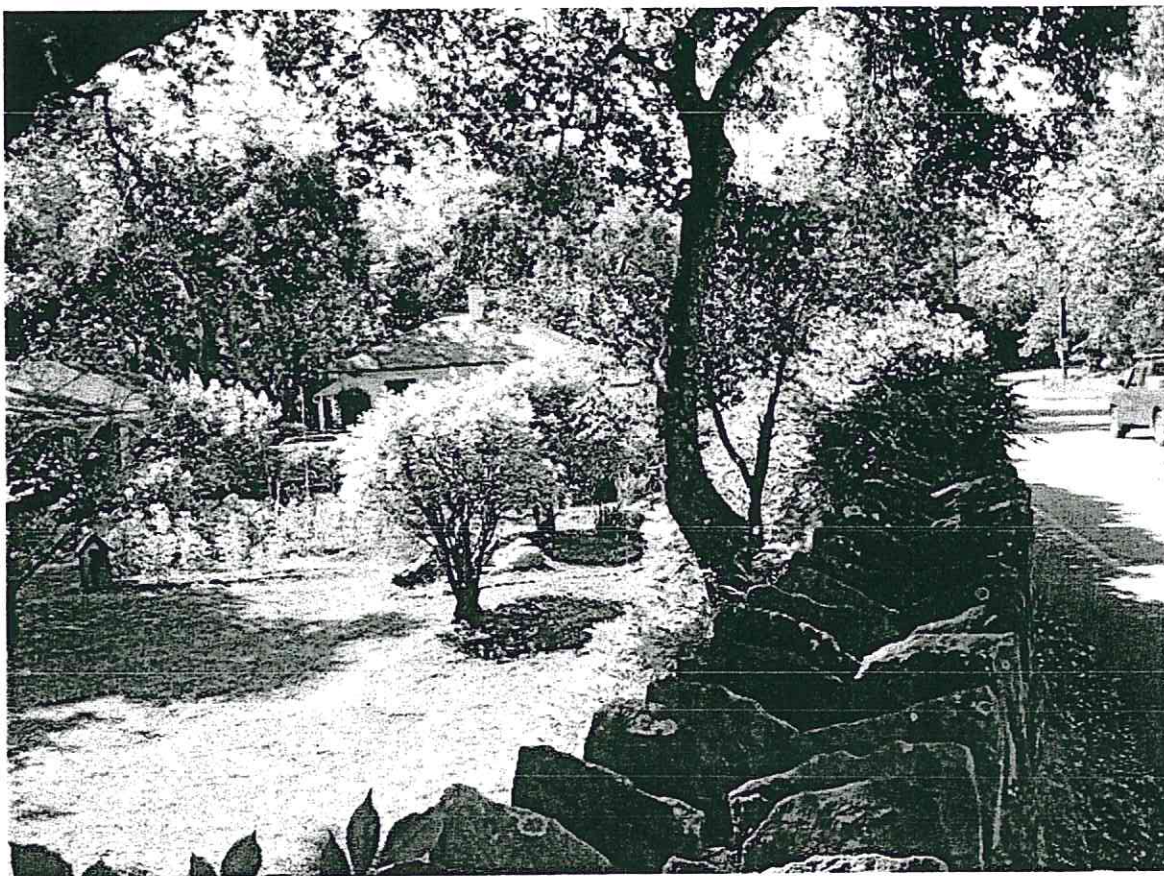
Photo B. 5-7-14- Wed. 10AM view of gate and "aqueduct wall" and perimeter wall at north side of Mt. Calvary Monastery property and bridge over Mission Creek as seen from across Mission Canyon Rd. at Mountain Drive. The perimeter wall is 32" thick. the aqueduct wall is 18" thick. The buttresses I did not measure but they are thicker than the aqueduct wall. an alternative path and bridge could go through the gate and cross the creek at the western boundary of the Monastery. Photo by Paulina Conn



IMG_6494.JPG

Photo B. walk from the gate up the Calvary Monastery north side. 5-7-14- 10 AM Wed. This could become a path to a bridge across Mission Creek on the west side of Los Olivos. It would mean taking a bit of the Monastery property. The bridge would be at the western boundary on City property by the reservoir. A path would need to lead down (northward) the hill to a bridge. Photo by Paulina Conn

COMPROMISE SOLUTION: Take the entire Kay property by eminent domain. See property in photo below. Make a small entry (4 feet) at the south west end of the historic bridge north of the perpendicular (east/west running) Monastery wall. This means demolishing a small portion of the bridge wall to make the entry similar to what is on the east side. Then create a free standing 4' wide pedestrian bridge across Mission Creek with a path on the inside (west side) of the stegosaurus wall to end at Puesta del Sol where it would connect with the new path that would connect with the existing path that starts at the north side of where Las Encinas Rd. enters MC Rd.



Kay Property that is north of the historic bridge and on the west of Mission Canyon Rd. The shoulder is a minimum of 42" wide. The entire Kay property could be taken for a safe path on the west side of MC Rd. by placing the path on the inside (west side) of the stegosaurus wall. Photo by Paulina Conn

Historic Landmark Bridge over Mission Creek. Save it including the vistas from it and the visual structure of it. Do not destroy it by putting new bridges right next to it. The bridge examples in the City's Exhibit B all visually overpower this understated bridge and are therefore are unacceptable aesthetically. The Historic Landmark Bridge is the bottle neck for traffic but there is a 42" of shoulder on the west side where pedestrians often walk. MOVE the wisteria vine off the stegosaurus wall (Kay property on the west side of Mission Canyon Rd.) to increase driver visibility of the bridge, pedestrians, and the Mountain Drive entry onto Los Olivos. Keep all vegetation off the bridge. See above photo.

Pedestrian and Bridge Safety along Mission Canyon Rd. Forbid all parking along Mission Canyon Rd. including along Rocky Nook Park.

PROBLEMS: Traffic goes too fast along Mission Canyon Rd in both directions. Public institutions (Rocky Nook Park, Mission Ruins, Woman's Club, Museum of Natural History) all bring pedestrians. and vehicles. Numerous private roads and driveways have blind access to MC Rd. Drivers speed north on MC Rd. making the pedestrian crossing at Las Encinas dangerous. Drivers speed south on MC Rd. making the curve at the stegosaurus wall dangerous. Traffic going north along Los Olivos goes too fast as it enters the narrow historic bridge making it dangerous for crashing into the historic stone walls and for Mountain Drive egress. Parking along MC Rd. makes a dangerous obstacle course for pedestrians. Vegetation on the stegosaurus wall impedes good visibility.

SOLUTIONS: Slow traffic down to a maximum of 25 MPH from Laguna St. to Foothill Rd. Slow traffic to 20 MPH before Mountain Dr. and on the bridge. Put a stop sign for south bound traffic at Las Encinas Rd. or perhaps in both directions at Las Encinas Rd. Make Los Olivos narrower in front of the Mission to help slow traffic down. This can be done by putting the bike lane inside the park (widen the park and put plantings on the street side). Use the freeform T configuration as seen in the first photo above to slow traffic down while also allowing traffic to move freely. This freeform T removes the Y merge at the bottom of the triangle at Alameda Padre Serra and Los Olivos. This increases safety for all. DO NOT REMOVE TREES AND WIDEN AND STRAIGHTEN MISSION CANYON RD. at Rocky Nook Park. The unintended consequence will be that traffic speeds up. Widening also destroys the bucolic ambiance of the entry into Mission Canyon turning this precious area into a cityscape.

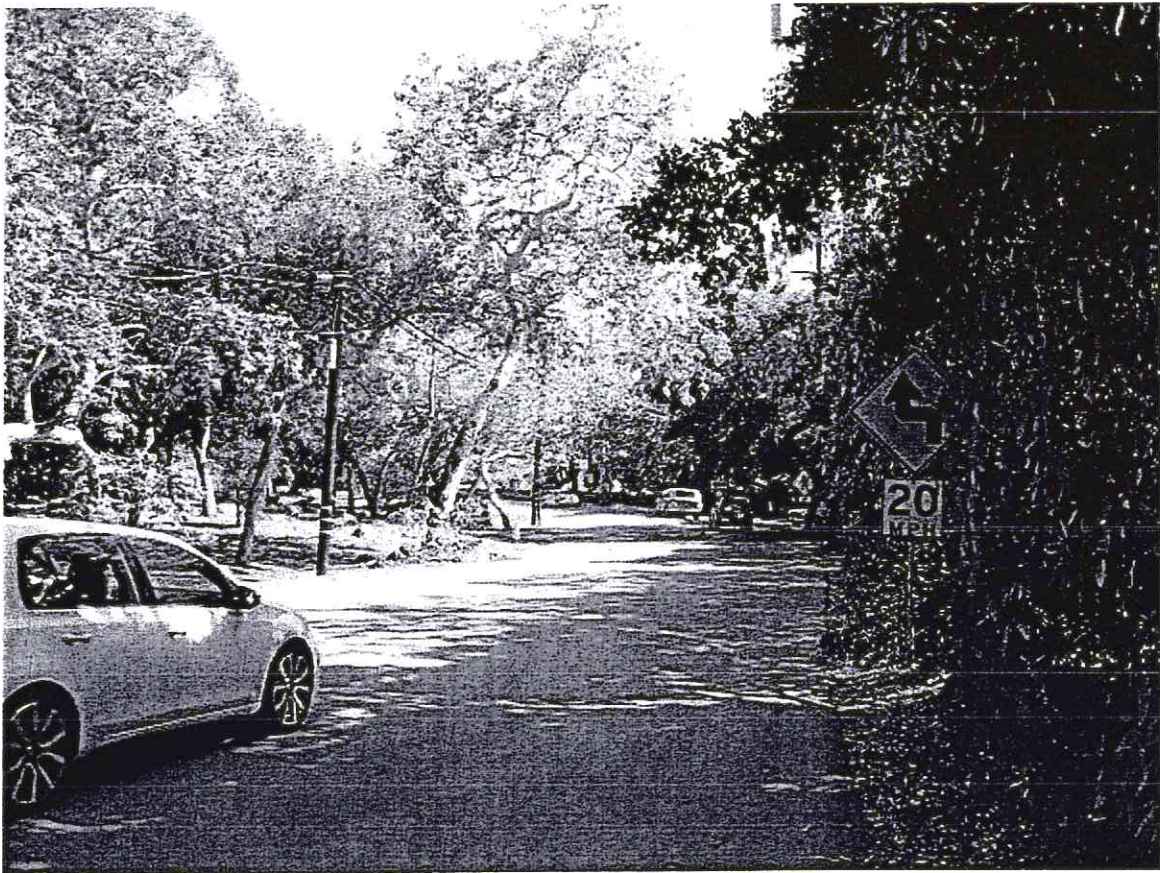
Close Puerta del Sol in front of the Museum to MC Rd. allowing only the driveway to the historic carriage house to have access to MC Rd. Make all of MC Rd visually narrow to help slow traffic down. See photo marked #1 below. All No Parking and the road closure can be enforced with removable wooden fencing (for emergency vehicle access only) and/or vegetation. This helps with the visual and actual narrowing. It makes pedestrian walkway safer too as the fencing/vegetation would be on the road side of the path. See current width of MC Rd. at south side of Las

Encinas/MC Rd in photo marked #2 below. Remove the wisteria from the stegosaurus wall on the Kay property. See wisteria in photo marked #3 below.



IMG_6395.JPG

Photo #1. 4-30-14. 3:20 P.M Wed. Looking south from the west side of MC Rd at the intersection of the one way road that fronts the museum of natural history This may be an extension of Puesta del Sol. Note driveway to carriage house. The Kay property is towards the left side of the photo. Close Puesta del Sol but leave Mission Canyon Rd. access to this driveway. Remove all vegetation from the stegosaurus wall. Photo by Paulina Conn



IMG_6392.JPG

Photo #2. 4-30-14. 3:15 P.M. Wed. Looking south after Las Encinas intersection. Note how wide the south bound lane is. Small care is near center of the road. Women's Club is on the left. Kay property is just beyond the first bend. One way street (Puesta del Sol) to museum of nat. history is at the ped. Xing sign. Drivers do not obey this 20mph sign. I believe this is partially because the road south is too wide here. Suggest narrowing the road here in actuality and visually by continuing the pedestrian path along the west side of MC Rd. and placing a vegetation barrier between traffic and the path. Keep the path at its location on the east side of MC Rd. in front of the Woman's Club. This is the prettiest part of the MC Rd walk. Prevent parking in front of Rocky NookPark by planting chaparral hedges or a putting in a removable (for emergency vehicle parking only) rustic wooden fence. Photo by Paulina Conn



IMG_6400.JPG

Photo #3. 4-30-14. 3:30 P.M. looking north over the stegosaurus into the side front yard of the Kay property that is south of the driveway. There are no buildings here. Road is MC Rd. Truck is in front of the Women's Club. Wisteria vine impedes view from the south looking north. It also impedes from the north looking south. Note that the shoulder is at least 42" wide here. If traffic flows at 20 MPH (current recommendation) than pedestrian and bicycle safety is maximized. By visually and actually narrowing Mission Canyon Rd. between Las Encinas Rd. and Puerta del Sol on the west and in front of Rocky Nook Park and the Woman's Club on the east with vegetation traffic will slow down. photo byPaulina Conn.

Bicycle Safety. Foothill Rd. is not safe for bicyclists so Mission Canyon Rd. should not be encouraged as the main access corridor to Foothill Rd.

PROBLEMS: School children need safe passage. Bicyclists want to be able to go to the Botanic Garden. Bicyclists tend to enjoy quiet bucolic places and will tend to use MC Rd. for access to rural areas.

SOLUTIONS: Make a bicycle path through Rocky Nook Park and up Mission Oaks Lane or up the current trail from the park to the fire

station for safer passage to the Botanic Garden. Make the pedestrian pathway along the west side of Mission Canyon Rd. north of Las Encinas Rd. to Foothill Rd. smooth and even so that it can be used by both pedestrians and bicyclists similar to the way the bicycle path along Cabrillo Blvd. is now used by everyone - runners, walkers, skaters, bikers, skateboarders, etc. Separate the path from traffic with native California grasses or chaparral plants where no emergency equipment is needed. There is not much pedestrian traffic north of Las Encinas Rd. so bicyclists and walkers would not be competing very often. Mountain trails are shared. This path can also be shared.

To go to upper State St. area have bicyclists go along Las Encinas at MC Rd. and then along Puesta del Sol and Miradero to Alamar or cut through the residential San Roque area to get to the bicycle lane along State St. Or get permission to have bicyclists go down the private Glendessary Lane and the private Mission Park Dr. to Puesta del Sol (safer than Las Encinas/Puesta del Sol as Puesta del Sol in this short area has blind curves and is narrow) or have bicyclists go down Glendessary Lane and a new 4' wide foot/bike bridge over the creek at the end of Glendessary and La Combadura Rds. for bicyclists wanting to go to Foothill Rd. and parts beyond. Or have bicyclists go from Las Encinas/MC Rd and then south along Puesta del Sol and through the Museum of Natural History parking lot to the trail that connects with Las Encinas again and again to Puesta del Sol. This is circuitous, destroys more natural resources (pavement needed), and is less safe than other ideas presented here.

Laguna St. Intersection Safety at the Mission. I like the idea of expanding the rose garden park and narrowing the roads so that left hand turn lanes are eliminated.

PROBLEMS: The intersection is very wide for pedestrians to cross. The left and right hand turn lanes (marked and unmarked) make drivers indecisive as to who has the right of way. This is dangerous to pedestrians and can cause fender bender accidents for drivers.

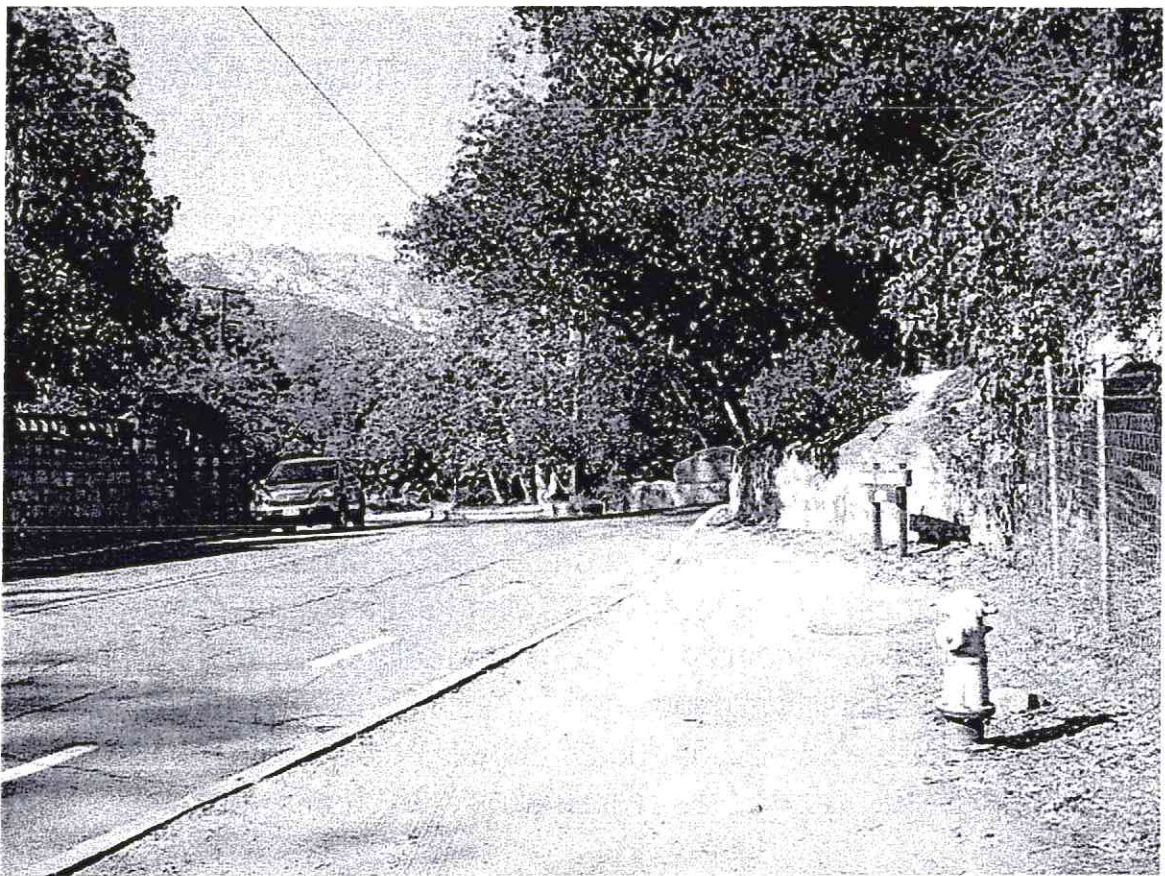
SOLUTIONS: Create a mini roundabout so all traffic slows down and goes in the same direction in a single lane. This does not help pedestrians as the intersection is still wide.

Expand all the park areas(rose garden park and north and south sides of the Mission)where possible to narrow the intersection to the width of Laguna St. and the width of Los Olivos as it is between Laguna and Garden Streets. Include narrowing the entry into the Mission grounds if that seems as if that is also needed as part of the best workable solution.

Mountain Drive Safety . I would make sure that traffic north bound on Los Olivos was really slowed to 20 MPH as it is for traffic going south on Mission Canyon Rd. to make access onto Los Olivos easier.

PROBLEM: Entering Los Olivos St. by car can be hazardous as visibility is not great and vehicles on Los Olivos northbound are moving too fast and those going southbound over the bridge are not paying attention to the Mountain Dr. entry. There really is no problem for pedestrians. Visibility is good and Mountain Dr. is very narrow. There is a problem for wheel chair crossing as there is no curb cut. The historic reservoir needs to be saved. This makes ADA changes to this area more of a challenge.

SOLUTIONS: Close Mountain Dr. completely to all vehicle traffic except emergency vehicles. It would become a bicycle and pedestrian area. This makes access to a few homes less convenient. They would have to go up and down Mission Canyon and Foothill Rds or up APS. Closing Mountain Dr. decreases the number of emergency fire exits from the Riviera although the road could be opened for fire escape. For ADA pedestrian access, the sidewalk curb in front of the reservoir south east of Mountain Dr. could be cut as Los Olivos Rd. is quite flat at this point for wheel chair stability. Then it is easy access to the current pedestrian bridge over Mission Creek on the north side of Mountain Dr. The bridge width is ADA compliant.



IMG_6411.JPG

4-30-14. 3:45 PM. Looking north from east side pathway along Los Olivos St. Far right is historic reservoir. Then comes Mountain Drive on the right and then the Mission Canyon bridge. Entry to the bridge is 50" wide. Wooden walk varies from 42" to 45" usable width. On left of photo is a dirt path and a historic sandstone wall known as the "Aqueduct Wall". Note that Los Olivos is flat enough for wheel chair access from a curb cut. Photo by Paulina Conn

I have many more photos. I have walked the area numerous times in my 43 years of living in Mission Canyon. I continue to walk the area to downtown, the Mission, the Botanic Garden, the Mountain Dr. Foothill Rd. loop, through Rocky Nook Park, to and through the Museum of Natural History grounds, along the back driveways behind the Mission, etc. etc.

Thank you for your consideration and attention.

Sincerely,

Paulina Conn
682-5183

Walls and Bridges

Mission Historical Park is one of the most significant locations of historical structures in Santa Barbara County. Some of the ruins date back to 1806, before the current mission was built in 1820. It is crucial that this historical site is maintained and respected.

A proposal is underway for a new, modern, free-standing pedestrian bridge to be built on the west side of the existing stone bridge over Mission Creek that was constructed in the 19th century. In addition, existing historical stone walls in the vicinity would be moved and significantly altered. Mission Canyon Road would be moved 10-15 feet to the east, at a combined project cost of millions of dollars.

The idea of radically changing some of the most historical and significant features in our area is as dismaying as it is horrifying. Santa Barbara is world famous for its architecture and historical preservation, as well as natural beauty. It is incomprehensible that the new bridge project could even be considered.

Local elected officials should strongly oppose this destructive Mission Canyon project. It is imperative to preserve this important part of our area's history and Mission Creek.

—Maggie Gressierer, S.B.

Top priority: preserve history

I am writing about the proposed Mission Canyon pedestrian bridge. I have become aware of this project through contact with the neighborhood. It is being proposed that millions of dollars of tax revenue will be spent on this project.

Since I grew up in Santa Barbara, I am very familiar with the area surrounding Rocky Nook Park and the lower Mission reservoir. The first thing that strikes me about this area is the undeniable historical architecture, rock work, masonry and Spanish Mission culture. Like many others, including residents and tourists, I enjoy this area the way it currently is, and am apprehensive about any modernizing changes.

I believe it's important that local residents realize that there are very few areas with so much California history remaining intact today. This is my main concern — that we could potentially lose California history with a project like this.

My family has lived in Santa Barbara for seven generations, and we have seen many changes — both good and bad. Taxpayer funds should be spent on positive public projects that improve the community while preserving historical integrity.

Kevin Rivera
Santa Barbara

Letter to the Editor, *Santa Barbara News-Press*, September 9, 2014

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Letters: Let's preserve city's history

Marek Nold, Santa Barbara

October 5, 2014 6:00 AM

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This letter is to express concern about the development of Mission Canyon Road. It is proposed that a new, free-standing pedestrian bridge be placed in Mission Creek on the western side of the existing historical Mission Bridge past the Santa Barbara Mission.

Pedestrian access on the eastern side of Mission Canyon Road would be lost. Rocky Nook Park would become landlocked with no pedestrian access on the eastern side of Mission Canyon Road to Mission Historical Park, the lawn in front of the Mission, and Rose Garden.

Worst of all, at a cost of many millions of dollars, Mission Canyon Road would be re-routed about 10 to 15 feet to the east of where it is now and major new sidewalks would be built between Las Encinas Road and the current Mission Bridge. Historical walls would be demolished and moved.

There are much easier, less expensive, and simpler solutions. The existing pedestrian bridge on the eastern side of Mission Bridge could be improved. Stop signs, clearly designated crosswalks and new curbing could be implemented at a fraction of the cost contemplated for the existing proposal.

Instead of destroying historic Santa Barbara landmarks, these funds could be much better used elsewhere. It is vital to preserve Santa Barbara's history.

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Villalobos, David

From: Rick Frickmann [rfrickmann@cox.net]
Sent: Friday, December 05, 2014 11:42 AM
To: Villalobos, David
Cc: SBUCC; Brian Trautwein; Johnson, George; CBenson
Subject: December 10, 2014 County Planning Commission Hearing
Attachments: Stoecker_steelhead_report BR_MN_8.pdf

Categories: Purple Category

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DEC 05 2014

S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

David Villalobos

Re: Item #1 - Mission Park to Mission Canyon Multimodal Improvement Plan

On behalf of Santa Barbara Urban Creeks Council I'd like to submit to following comments.

Besides the need for improved pedestrian pathways where Mission Canyon Road crosses Mission Creek, there is also a need to improve the pathway for fish at this location. Attached is a description of the fish barrier below the bridge.

It would make sense to combine the new pedestrian bridge construction with a barrier removal project to save both money and impacts to the creek. Millions of dollars have already been spent downstream clearing steelhead migration barriers. This Mission Canyon Road bridge bottom apron is one of the next obstacles to be removed heading upstream.

I hope you can work with the City of Santa Barbara Creeks Division to make this happen.

Thank you

Rick Frickmann
Santa Barbara Urban Creeks Council

AGENDA ITEMS

ITEM #: 1

MEETING

DATE: 12-10-14

Steelhead Assessment and Recovery Opportunities

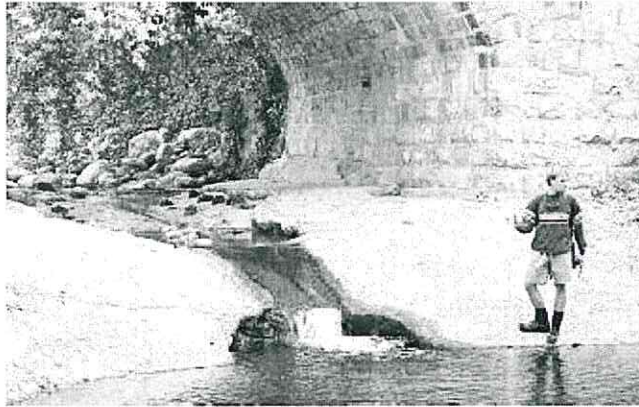
Barrier ID: BR_MN_8

Stream: Mission

Barrier Type: Bridge and Apron

Location: Downstream-most (#1) Mission Canyon Road Bridge

Ownership/Interest:



Description: This stone arch bridge has been reinforced with a concrete bottom and sloping apron that are significantly damaged. The concrete bottom measured 58 feet in length from the upstream end of the concrete bottom to the downstream end of the apron. The apron ends 10 inches above the downstream pool. The smooth concrete apron measured 6 feet 11 inches in length with a slope of 31%. The jump height from the downstream pool surface to the top of the apron measured 2 feet 9 inches. Five feet downstream from the apron the jump depth measured 3 feet 4 inches. The maximum depth of the pool measured 8 feet 6 inches. A small 7-inch deep pool in broken concrete exists at the upstream end of the sloping apron and extends upstream 16 feet. The upper 35 feet of concrete-lined bottom has a slope of less than 2%.

Condition: The concrete bottom is in poor condition with significant damage throughout its length.

Diagnosis: During moderate migration flows the downstream pool has sufficient depth to allow a moderately difficult jump upstream to the shallow pool and concrete channel. During high stream flows migration will become more difficult as stream velocities are accelerated along the concrete-lined bottom and down the sloping apron, pushing the jump location further back in the downstream pool.

Recommended Action: It is likely that a significant amount of maintenance is scheduled to occur at this crossing in the near future. Improved fish passage should be incorporated into future maintenance projects and the desirability of maintaining the concrete-lined bottom should be assessed with streambed naturalization and bridge reinforcement options considered. If removing the concrete-lined bottom is not feasible, then a notch 10 inches deep and 2 feet wide at the upstream end of the apron should be cut where flows are concentrated. Immediately upstream of this notch, the shallow concrete pool should be dug out to a depth of approximately 24 inches to provide an adequate resting/landing spot for upstream migration salmonids of all life stages. This action would significantly improve passage for juveniles and eventual adult steelhead passage during lower stream flows.

December 2, 2014

Mr. Daniel Blough Chair
County Planning Commission
County of Santa Barbara
c/o Planning and Development
123 East Anapamu
Santa Barbara, CA 93101

AGENDA ITEMS

ITEM #: 1
MEETING
DATE: 12-10-14

Dear Members of the Planning Commission:

I am a docent at the Old Mission where thousands of school children and tourists visit each year. As you know the Old Mission and Santa Barbara Natural History Museum are important landmarks, located within walking distance. However the path between them is confusing and obscure. One sign says no crossing on the west side of the road, while another advises using a pedestrian crossing over to the Historic Park, but then leaves the walker with a decision to cross two unmarked lanes of busy Alameda Padre Serra. I've seen grandmothers with young children cower by the bridge wondering whether to ignore the no pedestrian crossing and risk walking on the west side of the bridge, or cross back and forth across busy roads. They usually choose the closer and more logical way; the west side of the bridge.

Please exercise your common sense and solve a long-lingering access problem between two of our most prominent institutions. I support the solution that was discussed at two community forums: add a path on the west side of the bridge. This bridge has been modified for flood control in recent years and its historic character will be retained with the elegant west access bridge solution proposed.

Sincerely,


Lisa Knox Burns

2319 Garden Street
Santa Barbara, Ca 93105

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