



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: October 5, 2006
AGENDA DATE: October 12, 2006
PROJECT ADDRESS: 1936 El Camino De La Luz (MST2004-00727)

TO: Planning Commission
FROM: Planning Division, (805) 564-5470
 Jan Hubbell, AICP, Senior Planner by *JA*
 Suzanne Johnston, Planning Technician II *SJ*

I. PROJECT DESCRIPTION

The project consists of a 178 square foot, first floor addition, a 731 square foot, second floor addition and the expansion of an existing raised porch to an existing 1,079 square foot one-story residence, the construction of a detached 400 square foot two-car garage with 41 square feet of accessory space and a 405 square foot roof deck above, and the removal of a 13-inch Olive tree. The project includes the legalization of the 399 square foot, as-built garage conversion to habitable space, a 240 square foot as-built addition to the rear of converted garage; and a 105 square foot as-built raised deck and spa. The project will result in a two-story 2,627 square foot, two-story, single-family residence with a detached 441 square foot, two-car garage with storage and a roof deck on a 14,503 square foot lot.

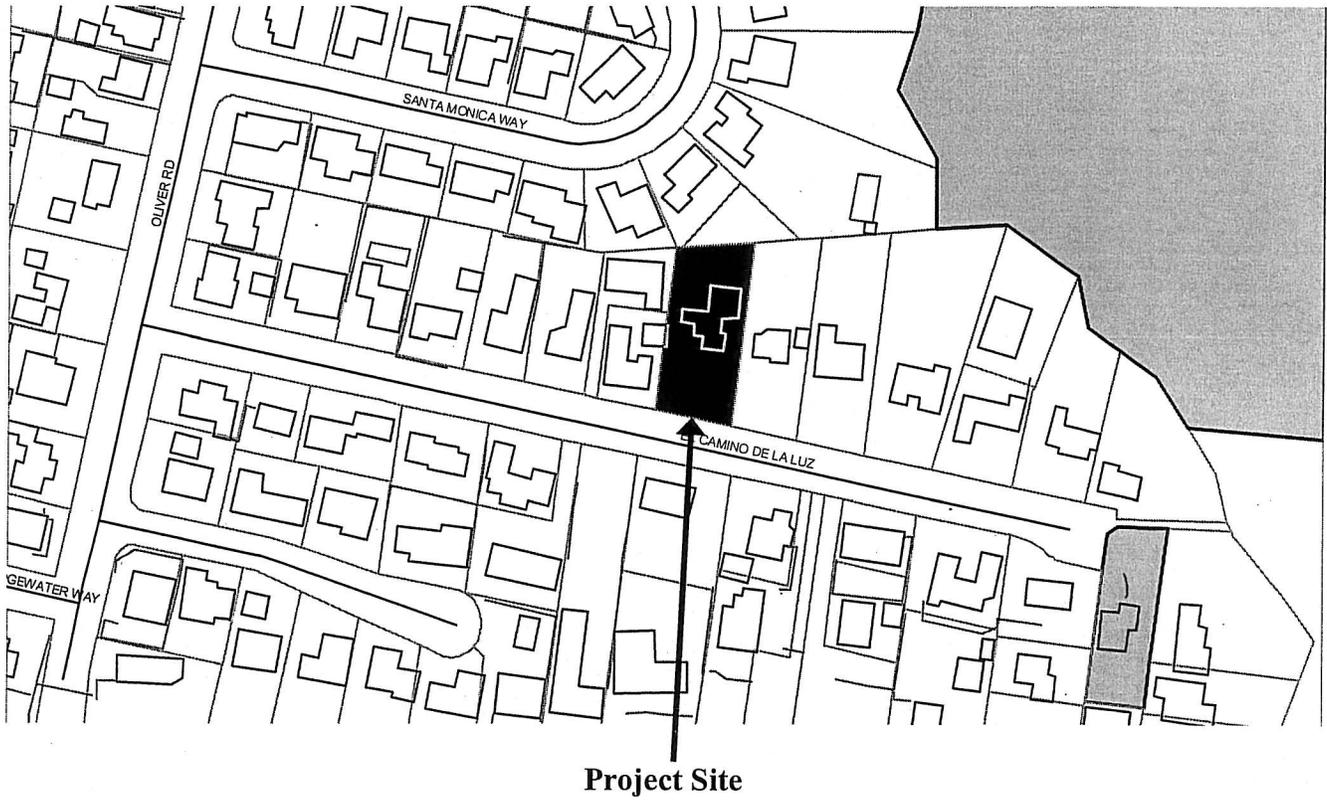
II. REQUIRED APPLICATIONS

The discretionary applications required for this project are:

1. A Modification to allow a detached accessory structure to be located in the remaining front yard. (SBMC § 28.87.160.2); and
2. A Coastal Development Permit (CDP2006-00017) to allow the proposed development in the Appealable Jurisdiction of the City's Coastal Zone (SBMC § 28.45.009).

III. RECOMMENDATION

The proposed project conforms to the City's Zoning and Building Ordinances and policies of the General Plan and Local Coastal Plan. In addition, the size and massing of the project are consistent with the surrounding neighborhood. Therefore, Staff recommends that the Planning Commission approve the project, making the findings outlined in Section VIII of this report, and subject to the conditions of approval in Exhibit A.



APPLICATION DEEMED COMPLETE:	September 18, 2006
DATE ACTION REQUIRED:	December 17, 2006

IV. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant: James LeCron	Property Owner: Bruce and Amy Taylor
Parcel Number: 045-100-010	Lot Area: 14,503 square feet
General Plan: 5 units per acre	Zoning: E-3/SD-3
Existing Use: Residential	Topography: 3% slope
Adjacent Land Uses: North - Residential South - Residential East - Residential West - Residential	

B. PROJECT STATISTICS

	Existing	Proposed
Living Area	1,079	2,627
Garage	399*	400
Accessory Space	240*	41
Total Development	1,718	3,068
* As-built conversions to habitable space under an expired permit to be legalized with this application.		

V. ZONING ORDINANCE CONSISTENCY

Standard	Requirement/ Allowance	Existing	Proposed
Setbacks			
-Front	20	92	20
-Interior	6	9	9
-Rear	6	37	37
Building Height	30		28' 10"
Parking	2	0	2
Open Yard	1,250 sq. ft	> 1,250 sq. ft.	> 1,250 sq. ft.
Lot Coverage			
-Building	N/A	1,718 12%	2,337 16%
-Paving/Driveway	N/A	1,008 7%	1,126 8%
-Landscaping	N/A	11,777 81%	11,040 76%

The proposed project would meet the requirements of the E-3 Zone, with the exception of the location of the garage with accessory roof deck that is proposed to be located in the remaining front yard outside of the required front yard and interior yard setbacks.

VI. ISSUES

A. DESIGN REVIEW

This project was reviewed by the ABR on three separate occasions (meeting minutes are attached as Exhibit D). On November 8, 2004, the Board supported locating the garage in the front yard, and directed the applicant to remove the existing driveway paving, replace paving with landscaping and found that the architecture was unacceptable. The architecture was excessive in height and lacked of integration with the existing structure. On May 16, 2005, the Board, as a whole, found the floor area ratio of the building to be appropriate; however, three Board members found the plate height scale of the building excessive and two Board members found that, given the significant depth of the set back and the significant vegetation, the proposed floor to floor height is acceptable. It was suggested to reduce the floor to floor height by introducing one area that could be raised to capture the view from the master suite and that the detached garage's architecture should be better integrated with the main house. On July 25, 2005, the ABR stated that the Board was split with the nature of the application. A simple majority found that the height was acceptable. The minority struggled with the second story addition meeting the Neighborhood Preservation Ordinance Findings.

B. COMPLIANCE WITH THE GENERAL PLAN AND LOCAL COASTAL PLAN

The proposed project is located in the West Mesa neighborhood, as identified in the Land Use Element of the General Plan and has a land use designation of Residential, Five Units per Acre. This area is recognized as primarily single-family development on small lots. The single-family residence is located on a 0.33-acre lot and the proposed project would not change the density with regard to the General Plan Land Use designation.

The project is in Component Two of the Local Coastal Plan (LCP), which is located between Arroyo Burro Creek and the westerly boundary of Santa Barbara City College. The LCP states that the primary land use of this area is single-family residential and has very limited additional development potential. Major coastal issues in this area include hazards of seacliff retreat, maintaining and providing public access, both vertically and laterally along the bluffs, maintenance of existing coastal views and open space, and protection of archaeological resources. The installation of sidewalks in this area would support public access to the area. The project site is not located on the coastal bluff and was not found to be located in an archaeological sensitivity zone. Public views will not be affected because there are no public view corridors on the project side of the street. Therefore, the project is consistent with the applicable policies of the California Coastal Act and Local Coastal Plan, and all implementing guidelines.

C. NEIGHBORHOOD COMPATIBILITY

The proposed project would result in a combined house and garage size of approximately 3,068, square feet and a floor to lot area ratio (FAR) of 0.21. Attached is a survey (Exhibit E) representing approximate house sizes and FAR's for 21 lots (including the subject property prior to the proposed addition) located along El Camino de la Luz, Santa Monica Way and

Oliver Road (see Exhibit F). The smallest FAR of the 21 samples is 0.08 and the largest FAR is 0.41. With the proposed addition, 1936 El Camino De La Luz would have the second largest cumulative home and garage size out of the 21 homes included in the study, with the fifth highest FAR compared to the 20 parcels surveyed in the immediate neighborhood. In addition, five of the houses surveyed had two-story additions. Although, this house would be one of a very small number of two-story homes in the immediate neighborhood, the project is within the proposed NPO FAR ratio and the second-story is modest as it is 0.05 FAR which is approximately 24% of the total square footage.

As part of the City's current effort to update the Neighborhood Preservation Ordinance (NPO), a Draft formula for determining potential future maximum FARs for two-story homes in the City has been created. According to this formula, the maximum size for a two-story home, including the garage, for a 14,503 square foot lot would be 4,313 square feet with an FAR of 0.30. The proposed project would result in house + garage size of 3,068 square feet and 0.21 FAR, approximately 1,245 square feet less than the proposed maximum. The addition conforms to the overall pattern of development along El Camino de la Luz, which includes single-story and two-story homes. Therefore, Staff believes the size, bulk and scale of the project would be appropriate for the surrounding neighborhood.

D. DISCUSSION OF CONDITION OF APPROVAL (#C.2)

The project is located on El Camino de la Luz, which has been identified as a Safe Route to Washington School in the Pedestrian Master Plan (see Exhibit E, excerpts). Furthermore, El Camino de La Luz has been identified as a missing link in the City's Sidewalk Infill Program. Therefore, as a condition of approval for the project, staff is requesting the construction of a sidewalk in front of the project site on El Camino de la Luz. This condition is consistent with several adopted City policies related to pedestrian access throughout the City, and specifically, in the Coastal Zone. These policies are identified below.

- CE Policy 9.1: The City shall encourage use of alternative modes of transportation, especially non-motorized options, in and around the Coastal Zone.
- CE Policy 5.1: The City shall create an integrated pedestrian system within and between City neighborhoods, schools, recreational areas, commercial areas and places of interest
- CE IS 5.1.5: Encourage newly proposed developments to include pedestrian connections to surrounding areas, adjacent transit facilities, or other travel facilities during development review.
- PMP Policy 1.1: The City shall expand the sidewalk network to increase walking for transportation and Recreation
- PMP IS 2.1.3: Implement enforcement, operational, and engineering measures as feasible on identified routes

The City's Pedestrian Master Plan is Santa Barbara's framework to develop a comprehensive pedestrian system that will increase the city's walkability, increase connections to destinations throughout the city, and increase the number of children who walk and bike to school.

Improving the pedestrian system will require new sidewalks where none exist, and a plan to retrofit the City to be accessible for those with disabilities. Santa Barbara's approach is to gradually improve the pedestrian environment so that it is accessible to all, through land development project requirements, unrelated capital street improvement projects and specific pedestrian capital projects including the sidewalk infill program, an annual sidewalk expansion and improvement program to improve pedestrian access citywide by filling in missing links along the sidewalk network in the public right-of-way. El Camino de la Luz is identified as a missing link in the Sidewalk Infill Program and a link in the Safe Routes to School Program.

The applicant has submitted a petition (Exhibit F) signed by the property owners of the subject property and signed by other residents who are against the requirement of sidewalks on this particular street. It is not uncommon for residents of streets without sidewalk to initially be opposed to new sidewalk. Residents that do not have sidewalk generally perceive the private use of their property to extend to the curb of the streets, rather than the edge of the street right-of-way. From this perspective, residents may view the sidewalk's construction as a taking of their property and a reduction in their front yard, rather than an improvement. However, once the sidewalk is completed for an entire street, the City typically receives positive feedback and appreciation for the sidewalk and its use. It is important to note that sidewalks are not for the exclusive use of any one resident, but are owned and available for the public. El Camino de la Luz is not only on a Safe Route to School Route, but also provides direct access to La Mesa Park via the pedestrian bridge at the easterly end of the street.

E. ENVIRONMENTAL REVIEW

Staff has determined that the project is exempt from further environmental review pursuant to the California Environmental Quality Act Guidelines Section 15301(e). Section 15301 allows for additions to existing private structures that do not exceed 10,000 square feet if the project is in an area where all public services and facilities are available (to allow for maximum development permissible in the General Plan) and the area in which the project is located is not environmentally sensitive.

VII. FINDINGS

The Planning Commission finds the following:

A. MODIFICATION TO ALLOW ACCESSORY STRUCTURE TO BE LOCATED WITHIN THE REMAINING FRONT YARD (SBMC § 28.87.160.2)

The modification request is to allow accessory structures other than a garage to be located in the front yard. The proposed accessory use consists of a small, 41 square foot, storage area within the garage under the proposed staircase to access the 405 square foot garage roof deck. The modification is consistent with the purposes and intent of the Zoning Ordinance finding that the structure is not located in the required setbacks and that the combined floor area of the accessory space and garage floor area will not exceed a total of 500 net square feet. In addition, the proposed roof deck will add minimal height to the proposed structure. Given the existing house location and

construction type a detached garage is necessary to secure an appropriate improvement on a lot to provide the required covered parking. The site plan configuration is consistent with the surrounding pattern of development.

B. COASTAL DEVELOPMENT PERMIT (SBMC §28.45.009)

The project is consistent with the policies of the California Coastal Act, the City's Local Coastal Plan, all implementing guidelines, and applicable provisions of the Code because the residential addition would be compatible with the existing residence and the neighborhood, would not be visible from the beach, would not impact views from public view corridors, would not impact public access and would not contribute to safety or drainage hazards on the site.

Exhibits:

- A. Conditions of Approval
- B. Site Plan, Floor Plans & Elevations
- C. Applicant's letter, dated June 14, 2006
- D. ABR Minutes dated November 8, 2004, May 16, 2005 and July 25, 2005
- E. Study of House Sizes & FAR's
- F. Petition Against the Imposition of Sidewalks
- G. Excerpts from Pedestrian Master Plan

PLANNING COMMISSION CONDITIONS OF APPROVAL

1936 EL CAMINO DE LA LUZ
(MST2004-00727/CDP2006-00017)
COASTAL DEVELOPMENT PERMIT AND A MODIFICATION
OCTOBER 5, 2006

- I. In consideration of the project approval granted by the Planning Commission and for the benefit of the owner(s) and occupant(s) of the Real Property, the owners and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession and enjoyment of the Real Property:
- A. **Recorded Agreement.** Prior to the issuance of any Public Works permit or Building permit for the project on the Real Property, the Owner shall execute a written instrument, which shall be reviewed as to form and content by the City Attorney, Community Development Director and Public Works Director, recorded in the Office of the County Recorder, and shall include the following:
1. **Uninterrupted Water Flow.** The Owner shall provide for the uninterrupted flow of water through the Real Property including, but not limited to, swales, natural water courses, conduits and any access road, as appropriate. The Owner is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health or damage to the Real Property or any adjoining property.
 2. **Approved Development.** The development of the Real Property approved by the Planning Commission on October 12, 2006 is limited to approximately 3,086 square feet of building area, one dwelling unit, and the improvements shown on the plans signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.
 3. **Recreational Vehicle Storage Limitation.** No recreational vehicles, boats or trailers shall be stored on the Real Property unless enclosed or concealed from view as approved by the Architectural Board of Review (ABR).
 4. **Landscape Plan Compliance.** The Owner shall comply with the Landscape Plan approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the ABR. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan.
 5. **Lighting.** Exterior lighting, where provided, shall be consistent with the City's Lighting Ordinance and most currently adopted Energy Code. No floodlights shall be allowed. Exterior lighting shall be shielded and directed toward the ground.
 6. **Paving.** The paved area which encroaches into the required side yard setback is not be used as a parking space. It is a turnaround for the purpose of ingress and egress from the proposed garage only.
- B. **Design Review.** The following is subject to the review and approval of the Architectural Board of Review (ABR):

1. **Lighting.** Exterior lighting, where provided, shall be consistent with the City's Lighting Ordinance. No floodlights shall be allowed. Exterior lighting shall be shielded and directed toward the ground.
2. **Screened Check Valve/Backflow.** The check valve or anti-backflow devices for fire sprinkler and/or irrigation systems shall be provided in a location screened from public view or included in the exterior wall of the building.
3. **Permeable Paving.** Incorporate a permeable paving system for the (project driveway and parking area that will allow a portion of the driveway runoff to percolate into the ground.

C. **Public Works Requirements Prior to Building Permit Issuance.** The Owner shall submit the following, or evidence of completion of the following to the Public Works Department for review and approval, prior to the issuance of a Building Permit for the project.

1. **Water Rights Assignment Agreement.** The Owner shall assign to the City of Santa Barbara the exclusive right to extract ground water from under the Real Property. Said agreement will be prepared by Engineering Division Staff for the Owner's signature.
2. **Street Improvement Plans.** The Owner shall submit building plans for construction of improvements along the property frontage on El Camino De La Luz. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: sidewalk and parkway, underground service utilities, preserve and/or reset survey monuments and contractor stamps, a licensed plumber shall verify if the property requires a backwater valve. If existing lateral already has a backwater valve, then it shall be inspected. The building plans shall be prepared by a registered civil engineer or licensed architect. Any work in the public right of way requires a public works permit.
3. **Approved Public Improvement Plans and Concurrent Issuance of Public Works Permit.** Upon acceptance of the approved public improvement plans, a Public Works permit shall be issued concurrently with a Building permit.
4. **Land Development Agreement.** The Owner shall submit an executed Agreement for Land Development Improvements, prepared by Engineering Division Staff, an Engineer's Estimate, signed and stamped by a registered civil engineer, and securities for construction of improvements prior to execution of the agreement.

D. **Community Development Requirements Prior to Building or Public Works Permit Application/Issuance.** The following shall be finalized prior to, and/or submitted with, the application for any Building or Public Works permit:

1. **Contractor and Subcontractor Notification.** The Owner shall notify in writing all contractors and subcontractors of the site rules, restrictions and Conditions of Approval. Submit a copy of the notice to the Planning Division.

2. **Soils Report.** Submit to the Building and Safety Division a soils report.
 3. **Structural Engineering Report.** Submit to the Building and Safety Division a structural engineering report, prepared by a structural engineer, as required by the Building Official for the two-story residential addition and the roof deck on the detached garage.
 4. **Final Planning Commission Resolution Submittal.** The final Planning Commission Resolution shall be submitted, indicating how each condition is met with drawing sheet and/or note references to verify condition compliance. If the condition relates to a document submittal, describe the status of the submittal (e.g., Final Map submitted to Public Works Department for review), and attach documents as appropriate.
- E. **Building Permit Plan Requirements.** The following requirements/notes shall be incorporated into the construction plans submitted to the Building and Safety Division for Building permits.
1. **Design Review Requirements.** Plans shall show all design, landscape and tree protection elements, as approved by the Architectural Board of Review, outlined in Section B above.
 2. **Technical Reports.** All recommendations of the structural engineer and soils reports, approved by the Building and Safety Division, shall be incorporated into the construction plans.
 3. **Unanticipated Archaeological Resources Contractor Notification.** Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and an archaeologist from the most current City Qualified Archaeologists List shall be retained by the applicant. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

4. **Conditions on Plans/Signatures.** The final Planning Commission Resolution shall be provided on a full size drawing sheet as part of the drawing sets. Each condition shall have a sheet and/or note reference to verify condition compliance. If the condition relates to a document submittal, indicate the status of the submittal (e.g., Final Map submitted to Public Works Department for review). A statement shall also be placed on the above sheet as follows: The undersigned have read and understand the above conditions, and agree to abide by any and all conditions which is their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

Property Owner	Date	
Contractor	Date	License No.
Architect	Date	License No.
Engineer	Date	License No.

- F. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field for the duration of the project construction.

1. **Construction Hours.** Construction (including preparation for construction work) is prohibited Monday through Friday before 7:00 a.m. and after 5:00 p.m., and all day on Saturdays, Sundays and holidays observed by the City of Santa Barbara, as shown below:

New Year's Day.....	January 1st*
Martin Luther King's Birthday	3rd Monday in January
Presidents' Day	3rd Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4th*
Labor Day.....	1st Monday in September
Thanksgiving Day	4th Thursday in November
Following Thanksgiving Day.....	Friday following Thanksgiving Day
Christmas Day	December 25th*

*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the Chief of Building and Safety to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out night construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.

2. **Construction Parking/Storage.** Storage or staging of construction materials and equipment within the public right-of-way is prohibited.
3. **Construction Best Management Practices (BMPs).** Construction activities shall address water quality through the use of BMPs, as approved by the Building and Safety Division.
4. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor(s) telephone number, work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval.

G. **Prior to Certificate of Occupancy.** Prior to issuance of the Certificate of Occupancy, the Owner of the Real Property shall complete the following:

1. **Repair Damaged Public Improvements.** Repair any damaged public improvements (curbs, gutters, sidewalks, etc.) subject to the review and approval of the Public Works Department. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.
2. **Complete Public Improvements.** Public improvements, as shown in the improvement/building plans, including utility undergrounding.
3. **Backflow [or] Backwater Device.** Provide an approved backflow [or] backwater device placed on the property side of consumer's service pursuant to Santa Barbara Municipal Code Section 14.20.120
4. **New Construction Photographs.** Photographs of the new construction, taken from the same locations as those taken of the story poles prior to project approval, shall be taken, attached to 8 ½ x 11" board and submitted to the Planning Division.

H. **Litigation Indemnification Agreement.** In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant/Owner hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any third party legal challenge to the City Council's denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the

California Environmental Quality Act (collectively "Claims"). Applicant/Owner further agrees to indemnify and hold harmless the City and the City's Agents from any award of attorney fees or court costs made in connection with any Claim.

Applicant/Owner shall execute a written agreement, in a form approved by the City Attorney, evidencing the foregoing commitments of defense and indemnification within thirty (30) days of the City Council denial of the appeal and approval of the Project. These commitments of defense and indemnification are material conditions of the approval of the Project. If Applicant/Owner fails to execute the required defense and indemnification agreement within the time allotted, the Project approval shall become null and void absent subsequent acceptance of the agreement by the City, which acceptance shall be within the City's sole and absolute discretion. Nothing contained in this condition shall prevent the City or the City's Agents from independently defending any Claim. If the City or the City's Agents decide to independently defend a Claim, the City and the City's Agents shall bear their own attorney fees, expenses and costs of that independent defense.

NOTICE OF APPROVAL TIME LIMITS:

The Planning Commission's action approving the Conditional Use Permit, Modification, Performance Standard Permit, or Variance shall terminate two (2) year from the date of the approval, per Santa Barbara Municipal Code §28.87.360, unless:

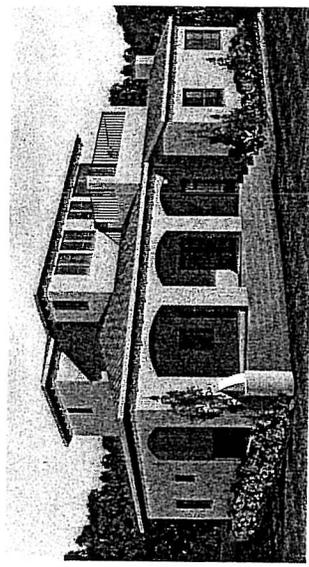
1. A Building permit for the use authorized by the approval is issued within twenty-four (24) months of granting the approval. An extension may be granted by the Community Development Director, if the construction authorized by the permit is being diligently pursued to completion and issuance of a Certificate of Occupancy.
2. The approval has not been discontinued, abandoned or unused for a period of six months following the earlier of (a) an Issuance of a Certificate of Occupancy for the use, or (b) two (2) years from granting the approval.
3. The project also includes approval of a Development Plan, Tentative Subdivision Map or a Coastal Development Permit, in which case the longer approval period shall prevail.

NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:

The Planning Commission's action approving the Coastal Development Permit shall expire two (2) years from the date of approval, per Santa Barbara Municipal Code §28.45.009.q, unless:

1. Otherwise explicitly modified by conditions of approval of the development permit, or unless construction or use of the development has commenced.
2. A Building permit for the work authorized by the coastal development permit is issued prior to the expiration date of the approval.

A one (1) year time extension may be granted by the Planning Commission if the construction authorized by the permit is being diligently pursued to completion and issuance of a Certificate of Occupancy. Not more than three (3) extensions may be granted.



SCOPE OF WORK
 REPEL OF EXISTING SINGLE FAMILY RESIDENCE.
 NEW 216 S.F. SECOND FLOOR ADDITION.
 LEASE GARAGE & DECK.

Parcel: 045-100-010
Address: 1938 EL CAMINO DE LA LUZ

General Information
 Zone District: E-30D-3
 General Plan Neighborhood: Mesa West Mesa
 Lot Size (from County Assessor's Roll): 0.27 Acres
 Lot Size (Estimate from City GIS System): 14,833.75 Square Feet
 Slope (Estimate from City GIS System): 1%
 H2O Fill Area: No

Parcel Type: Items that may affect the size of the property.
Disturbance: None.
Historical Assessment Complete: Traditional (Shaded) and Modern (Unshaded) Significant (1942-1949)

Class Attached with this Permit Record
 Class Number: _____
 Description: _____
 Remarks: Reserve permit fees based on volume of work to be completed within a 12-month period.

APN: 045-100-010
Address: CAMINO DE LA LUZ, SANTA BARBARA, CA 93109

A. Residential Project Statistics

Category	Area (sq ft)	Volume (cu ft)	Value (\$)
Existing Building	1,000	1,000	1,000
Proposed New Construction	216	216	216
TOTAL NEW CONSTRUCTION	1,216	1,216	1,216

PROPOSED FOR DEMOLITION OR CHANGE OF USE:
 Demolition: _____
 Change of Use: _____

PROPOSED NEW CONSTRUCTION, INCLUDING ANY "AS-BUILT" PROPOSALS:
 Single-Family Residential: _____
 Multi-Family Residential: _____
 Commercial: _____
 Industrial: _____
 Other: _____

RESIDENTIAL TOTAL (EXISTING, DEMOLITION + NEW) + SCHOOL USE:
 Residential: _____
 School Use: _____

APN: 045-100-010
Address: CAMINO DE LA LUZ, SANTA BARBARA, CA 93109

C. General Project Statistics

FLOOR TO AREA RATIO (YEAR):
 1995: _____
 2000: _____
 2005: _____

PROJECT TOTALS (TOTALS FOR PROJECT COMPLETION):
 Total Area: _____
 Total Volume: _____
 Total Value: _____

PROPOSED RESIDENTIAL CONSTRUCTION - DEMOLITION + NEW:
 Single-Family Residential: _____
 Multi-Family Residential: _____
 Commercial: _____
 Industrial: _____
 Other: _____

PROPOSED COMMERCIAL CONSTRUCTION - DEMOLITION + NEW:
 Office: _____
 Retail: _____
 Industrial: _____
 Other: _____

PROPOSED SCHOOL CONSTRUCTION - DEMOLITION + NEW:
 School Use: _____

STATISTICS FOR PREPARER'S SIGNATURE:
 Date: _____
 Signature: _____

ARRI + LACORON
ARCHITECTS
ARCHITECTS
1500 N. CALIFORNIA STREET
SAN ANTONIO, TEXAS 78201
TEL: 214.343.1111
WWW.ARLA.COM

CONSULTANT:

REVISIONS

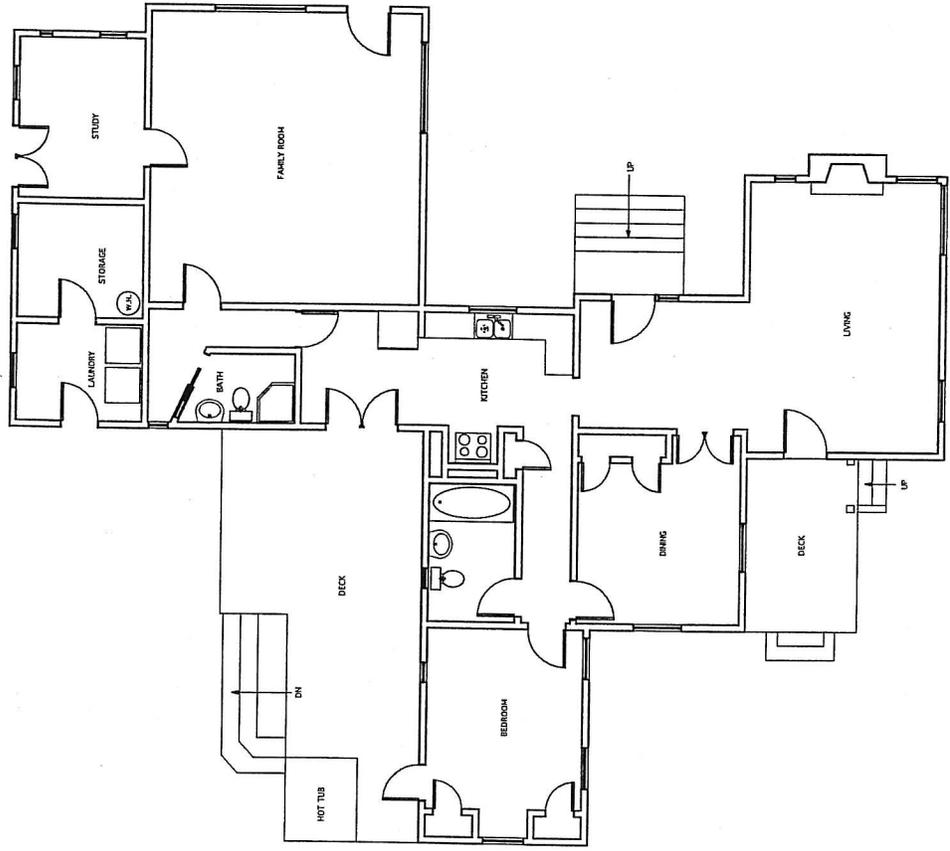


DATE: 04-14-2006
 PRELIMINARY
 AGENCY REVIEW
 ISSUED FOR PERMITS
 ISSUED FOR CONSTRUCTION

PROJECT:
Taylor Residence
 1936 El Camino De La Luz
 Santa Barbara, CA 93109

DRAWING:
 EXISTING 1ST FLOOR PLAN
 JOB NO.:
 DRAWN BY:
 SCALE:
 SHEET:

A1



EXISTING 1ST FLOOR PLAN
 1/4" = 1'-0"

ATRI & LECHEON
ARCHITECTS



1200, Ontario Street
San Francisco, CA 94109
Tel: (415) 774-1100
Fax: (415) 774-1101
www.atriandlechon.com

CONSULTANT:

REVISIONS



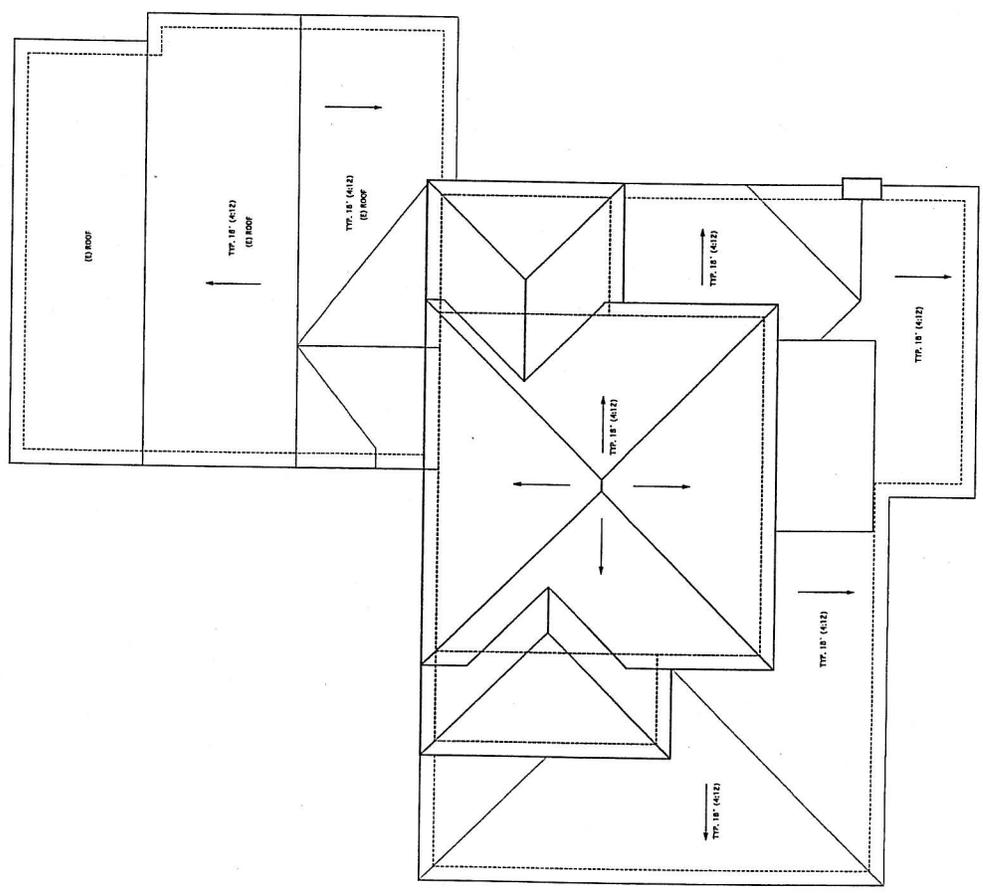
DATE: 04-14-2008
 PRELIMINARY
 AGENCY REVIEW
 ISSUED FOR BIDDING
 ISSUED FOR CONSTRUCTION
PROJECT:

Taylor Residence
1938 El Camino De La Luz
Santa Barbara, CA 93109

DRAWING:
ROOF PLAN

JOB NO.:
DATE PLOT:
SCALE:
SHEET:

A3



ARMI • LECHEON
ARCHITECTS



1500, Pinedale Place
San Jose, CA 95131
Tel: (408) 298-1000
Fax: (408) 298-1001

CONSULTANT:

REVISIONS

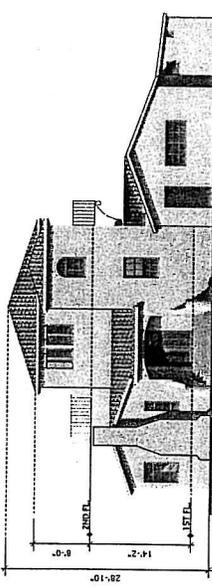


DATE: 04-14-2006
 PRELIMINARY
 AGENCY REVIEW
 ISSUED FOR BIDDING
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PROJECT:

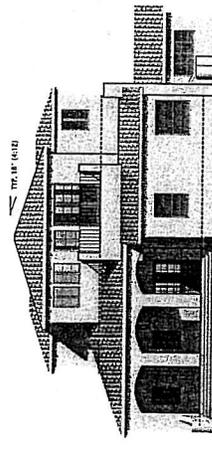
Taylor Residence
1936 El Camino De La Luz
Santa Barbara, CA 93109

DRAWING:
ELEVATIONS
JOB NO.:
DRAWN BY:
SCALE:
SHEET:

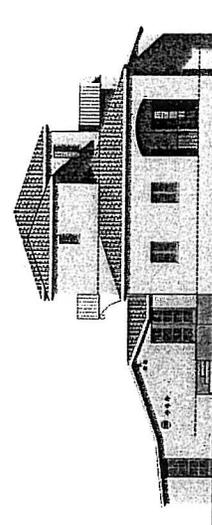
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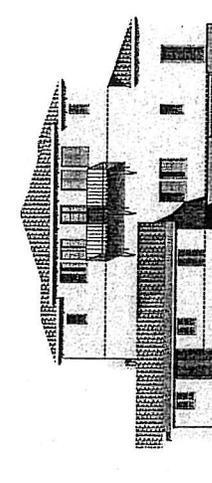
EAST ELEVATION
1/8" = 1'-0"



SOUTH ELEVATION
1/8" = 1'-0"



WEST ELEVATION
1/8" = 1'-0"



NORTH ELEVATION
1/8" = 1'-0"

ARTI + LUCONEN
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CONSULTANT:



DATE: 04-30-2008
 PRELIMINARY
 AGENCY REVIEW
 ISSUED FOR BIDDING
 ISSUED FOR CONSTRUCTION
PROJECT:

Taylor Residence

1936 El Camino De La Luz
Santa Barbara, CA 93109

DRAWING:

PROPOSED GARAGE

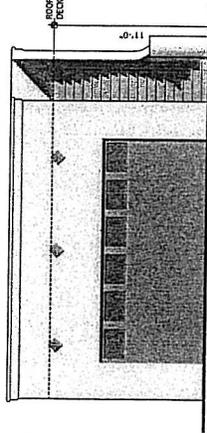
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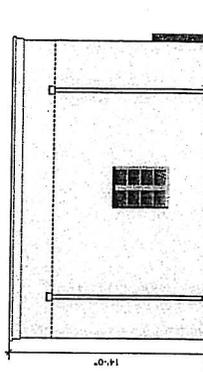
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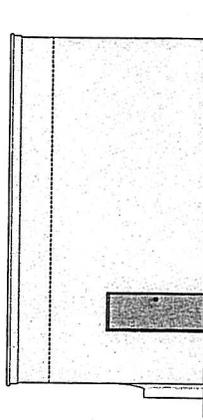
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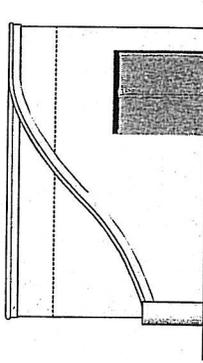
EAST ELEVATION
1/4" = 1'-0"



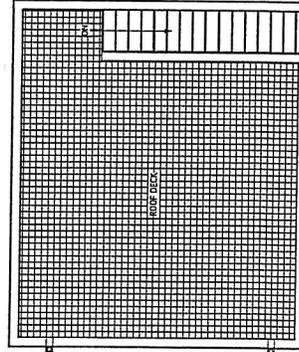
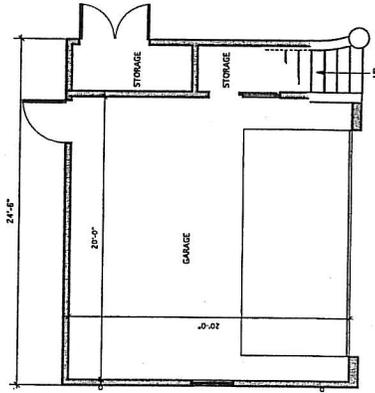
SOUTH ELEVATION
1/4" = 1'-0"



WEST ELEVATION
1/4" = 1'-0"



NORTH ELEVATION
1/4" = 1'-0"



PLAN
1/4" = 1'-0"

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CONSULTANT:

REVISIONS



DATE: 04-14-2009
 PRELIMINARY
 AGENCY REVIEW
 ISSUED FOR PERMITS
 ISSUED FOR CONSTRUCTION

PROJECT:

Taylor Residence

1936 El Camino De La Luz
Santa Barbara, CA 93109

DRAWING:

SITE SECTION

CON. NO.:

COUNTY:

SCALE:

SHEET:

A6



EL CAMINO DE LA LUZ

SITE SECTION

1/8" = 1'-0"



City of Santa Barbara
Community Development
630 Garden St.
Santa Barbara, CA 93101

Project Address: 1936 El Camino De La Luz

We are requesting a Coastal Development permit and need Planning Commission approval. The project is a remodel and second story addition to an existing single family residence in the appealable coastal zone.

The lot area is 14,503 S.F. with an existing single story residence of 1,746 S.F.

We are proposing to add 234 S.F. to the first floor and 692 S.F. to the second floor. We are also proposing a new detached 2-car garage of 514.5 S.F. (there is currently no covered parking). The conversion of the existing garage space to habitable space (approved under a prior permit, but never finalled), as well as an existing deck built without permits, will be included as part of this permit.

The project is consistent with similar developments in the neighborhood.

Sincerely,

James LeCron AIA

EXHIBIT C

RECEIVED

JUN 17 2006

CITY OF SANTA BARBARA
PLANNING DIVISION



DESIGN REVIEW ACTIVITIES SUMMARY

1936 EL CAMINO DE LA LUZ

MST2004-00727

R-ADDITION

Proposal to convert an existing 594 square foot garage to habitable space, construct a detached 441 square foot two-car garage, and construct a 771 square foot two-story addition to an existing 1,447 single story single family residence. The project will result in a two-story 2,812 square foot single family residence with a detached 441 square foot two-car garage on a 14,503 square foot lot located in the Appealable Jurisdiction of the Coastal Zone.

Status: Pending

DISP

Date 3

ABR-Concept Review (New) - PH

CONT

11/08/04

(COMMENTS ONLY; PROJECT REQUIRES AN ENVIRONMENTAL ASSESSMENT AND PLANNING COMMISSION APPROVAL FOR A COASTAL DEVELOPMENT PERMIT.)

5:01

Bruce and Janet Taylor, Owners; and Louis Robinson, Architect; present.

Public comment opened at 5:11 p.m.

Tony Fisher, agent for neighbors Heather and Logan Spears, stated that Mr. and Mrs. Spears are concerned with the second story and the impact it will have on their property.

Mark Depledge, neighbor, stated that he supports the project but he is concerned that the second story balcony may cause him loss of privacy.

Public comment closed at 5:15 p.m.

Motion: Continued indefinitely with the following comments: 1) The Board supports the proposed garage in the front given the site plan and setback. 2) Remove the existing paving to the previous garage and use as landscape. 3) The architecture is unacceptable in its excessive height and lack of integration with the existing structure. 4) Applicant to return with significant changes to the architecture.

Action: Christoff/Larson, 8/0/0.

ABR-Concept Review (Continued)

CONT

05/16/05

(Second Concept Review.)

(COMMENTS ONLY; PROJECT REQUIRES NEIGHBORHOOD PRESERVATION ORDINANCE FINDINGS AND PLANNING COMMISSION APPROVAL FOR A COASTAL DEVELOPMENT PERMIT.)

(5:04)

James LeCron, Architect, present.

Public comment opened at 5:17 p.m.

Tony Fisher, stated his concerns regarding the height of the project, the noticing of the project, and the compatibility of the proposal with the neighborhood. Mr. Fisher discussed the current Neighborhood Preservation Ordinance and does not believe the proposal is consistent with the neighborhood.

EXHIBIT D

Bruce Taylor, owner, stated that he has offered to have the neighbors view the plans and disputed that he has not made attempts to share his proposal with the neighboring residents.

Public comment closed at 5:24 p.m.

Staff Comment: Dave Sullivan, Planning Technician, stated the project was noticed within 100 feet at its first hearing on November 8, 2004, and will be noticed again at Planning Commission at the time of the Coastal Development permit. Mr. Sullivan also stated that Staff felt the project had not been revised to a point that it needed to be re-noticed and consequently, the proposal is before the Board at today's meeting.

Motion: Continued indefinitely with the following comments: 1) The Board, as a whole, finds the floor to area ratio scale of the building to be appropriate; however, three Board members find the plate height scale of the building excessive and two Board members find that, given the significant depth of the set back and the significant vegetation, the proposed floor to floor height is acceptable. 2) A suggestion was made to study reducing the floor to floor height by introducing one area that could be raised to capture the view from the master suite. 3) The Board finds the site planning for the garage and the deck acceptable; however, would like to see the proposed architecture more coherent with the proposed main house.

Action: Eichelberger/Bartlett, 5/0/1. Jim LeCron stepped down.

ABR-Concept Review (Continued)

CONT

07/18/05

(Third Concept Review.)

(COMMENTS ONLY; PROJECT REQUIRES NEIGHBORHOOD PRESERVATION ORDINANCE FINDINGS AND PLANNING COMMISSION APPROVAL FOR A COASTAL DEVELOPMENT PERMIT.)

Motion: Continued one week to Full Board at Staff's request.

Action: Weinke/Manon-Hing, 4/0/0.

ABR-Concept Review (Continued)

CONT

07/25/05

(Third Concept Review.)

(COMMENTS ONLY; PROJECT REQUIRES NEIGHBORHOOD PRESERVATION ORDINANCE FINDINGS AND PLANNING COMMISSION APPROVAL FOR A COASTAL DEVELOPMENT PERMIT.)

6:55

Jim LeCron, Architect, present.

Public comment opened at 7:05p.m.

Chair Pierron read a letter submitted by Tony Fisher, which stated that there are concerns with the height of the building and that the proposed house will be visible from the street; even with the existing hedges.

Public comment closed at 7:07p.m.

Public comment reopened at 7:12p.m.

Chair Pierron read a letter submitted by Marcene Smith, neighbor, which stated the proposed design would be a welcome addition to the neighborhood. Ms. Smith is in support of the project.

Chair Pierron read a letter submitted by Joanna Morgan and Stan Krome, neighbors, which stated that the proposed design will be beautifully set-back amidst lush tropical landscaping. They are in full support of the project.

Chair Pierron read a letter submitted by Bruce and Grace Peterson, neighbors, stated the house sits very far back on a deep lot and has virtually no visibility from the street. Mr. and Mrs. Peterson are in support of the project.

Chair Pierron read a letter submitted by Barbara Doolittle, neighbor, stated that she is in support of the remodel plans as proposed.

Chair Pierron read a letter submitted by Richard and Nicole Levine, neighbors, stated their strong support of the beautiful remodel plans as proposed. The design will be a welcome to the neighborhood.

Public comment closed at 7:15p.m.

Motion: Continued indefinitely to Planning Commission with the following comments: 1) The Board appreciates the reduction in the height of the proposal. 2) The Board is split with the nature of the application. The project has advantages of a large lot; significant set back from street frontage, allowing for the proposal to be aggressive in size, bulk and scale and there is significant landscape buffering along the street frontage. 3) Three Board members find that given these advantages, the height is acceptable. 4) Two Board members are concerned with the amount and height of the second story addition and find it is not consistent with Neighborhood Preservation Ordinance findings. However, those Board members would not preclude an architectural feature proposed on a small scale which would allow for ocean views. 5) The Board appreciates the revised design of the garage, as it is more in keeping with the style of the home.

Action: Bartlett/Wienke, 3/2/0. LeCron stepped down. Pierron and Manson-Hing opposed.

1936 EL CAMINO DE LA LUZ, SANTA BARBARA, CA.

Taylor Residence

Date: 6/2/06

FAR (Floor to Area Ratio) Comparison of 20 closest lots to 1936 El Camino De LaLuz

Site Address	Lot Size	Building size	FAR
276 Santa Monica Way	24,559 s.f.	1,954 s.f.	0.08
272 Santa Monica Way	10,762 s.f.	1,666 s.f.	0.15
268 Santa Monica Way	6,881 s.f.	1,864 s.f.	0.27
264 Santa Monica Way	5,859 s.f.	2,395 s.f.	0.41
2414 El Camino De La Luz	9,080 s.f.	2,008 s.f.	0.22
2010 El Camino De La Luz	9,693 s.f.	1,864 s.f.	0.19
2009 El Camino De LaLuz	6,793 s.f.	1,934 s.f.	0.28
2005 El Camino De LaLuz	10,872 s.f.	2,680 s.f.	0.24
2002 El Camino De LaLuz	5,929 s.f.	1,918 s.f.	0.32
2001 El Camino De LaLuz	29,832 s.f.	2,320 s.f.	0.08
2000 El Camino De LaLuz	6,286 s.f.	1,888 s.f.	0.30
1936 El Camino De LaLuz	14,853 s.f.	2600 s.f.	0.18
1930 El Camino De LaLuz	14,154 s.f.	1,604 s.f.	0.11
1929 El Camino De LaLuz	7,349 s.f.	2,025 s.f.	0.27
1927 El Camino De LaLuz	22,972 s.f.	1,998 s.f.	0.08
1926 El Camino De LaLuz	1,6400 s.f.	2,277 s.f.	0.14
1925 El Camino De LaLuz	18,070 s.f.	1,278 s.f.	0.07
1921 El Camino De LaLuz	35,769 s.f.	1,538 s.f.	0.04
1919 El Camino De La Luz	7,232 s.f.	1,784 s.f.	0.25
1918 El Camino De LaLuz	23,520 s.f.	3,261 s.f.	0.14
1917 El Camino De La Luz	5,215 s.f.	2,078 s.f.	0.40

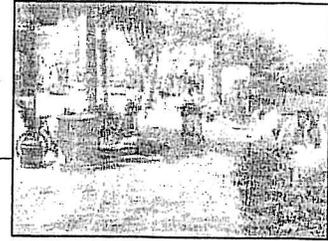
Arri / LeCron Architects
109 Oliver Rd.
Santa Barbara, CA 93109
805-966-4034 Office
805-568-0590 Fax

EXHIBIT E

RECEIVED

JUN 14 2006

CITY OF SANTA BARBARA
PLANNING DIVISION

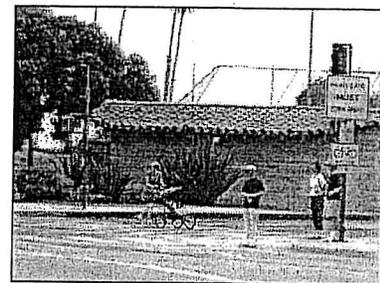


I. INTRODUCTION

Santa Barbara is known throughout the country as a pedestrian-friendly place. All of the elements of a livable community are present: wide Downtown sidewalks covered with unique street furniture and artwork, paseos leading to shops and restaurants, vibrant neighborhoods, parks, schools, and a world-class beach promenade, to name a few. Even the details in Santa Barbara, such as custom-designed newspaper racks, trashcans, and benches, make the mundane seem magnificent. However, this Plan is designed to take Santa Barbara's pedestrian system to the next level: to develop a comprehensive pedestrian system that enhances and increases the city's walkability to the extent that all people will feel safe walking, to increase connections to destinations throughout the city, to enhance the Paseo network, and to increase the number of children who walk and bike to school. Additionally, a major goal of the enhanced pedestrian system is to increase the overall health of Santa Barbara's residents by promoting walking as a viable means of transportation.

A moderate-sized city (population 92,325 in 2000), Santa Barbara is built around a historic Downtown. Santa Barbara's early development grid pattern embodied walkability, setting the stage for recent pedestrian enhancements. The spine of the City, State Street, has undergone a series of pedestrian enhancements that have made it one of the most successful traditional main streets in the country. These improvements reflect the City's desire to retain its vital Downtown and neighborhoods, and to retain the charm and unique nature that attracted people here in the first place.

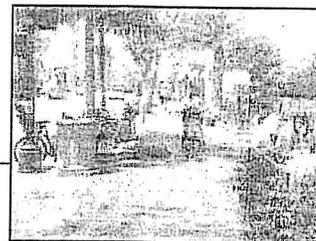
Despite these assets, Santa Barbara residents desire to make their city even more attractive for walking, and to address constraints for pedestrians, especially outside the Downtown. In various areas throughout Santa Barbara, especially around schools, libraries, community centers, and business districts, there is a need for pedestrian infrastructure upgrades. These include intersection improvements, sidewalk completion, Americans With Disabilities Act (ADA) compliance, landscaping, and connectivity. In addition, the Safe Routes to School program and other innovative programs covered in this Plan seek to address the needs of people of all ages and abilities.



Safer pedestrian crossings are an important goal of this plan.

In addition to the goals stated above, this Pedestrian Master Plan seeks to extend Santa Barbara's distinction as one of the most pedestrian-friendly urban communities in the country to the benefit of residents, commuters, shoppers, and visitors alike. Further developing an attractive and inviting pedestrian environment will help to preserve and promote Santa Barbara as a place where people want to live, work, and visit.

EXHIBIT F



V. GOAL 1 -IMPROVING THE PEDESTRIAN SYSTEM

Introduction

This chapter addresses most of the needed pedestrian improvements that were identified in the existing conditions and public input process (Chapter III). Improving the pedestrian system will require new sidewalks where none exist, upgrades at intersections, better access to transit, more attractive ways to cross Highway 101, adjustments to road maintenance and construction projects, coordination with neighborhood efforts, and a plan to retrofit the City to be accessible for those with disabilities. Although the City of Santa Barbara is nationally known for its walkability, the list of improvements is extensive and will take over 20 years to complete. However, the pedestrian improvements that are of the highest priority are locations with high concentrations of people. Thus, completion of the highest priority projects will improve walking for a significant number of City residents and visitors within the first five years of plan implementation

Pedestrian improvement funds have traditionally been a small portion of the total funds available for streets. Although pedestrian funding amounts have recently been increasing, the City does not have unlimited resources to complete the recommendations of this plan. Because local funding for these efforts is limited, City staff will need to work strategically to use grant, construction, and land use development opportunism wisely. Chapter X includes a funding strategy and identifies the known resources to most effectively fund the pedestrian improvements described in this Chapter.

Other improvements, such as Safe Routes to School and adding paseos Downtown are covered in Chapters VI and VII, respectively. The improvements identified in this and other chapters are also included under the funding strategy in Chapter X. Proposed short-term and long-term improvement maps can be found in Appendix D.

Policy 1.1 The City shall expand the sidewalk network to increase walking for transportation and recreation

It is a major objective of this Plan to expand sidewalks in order to increase walking for transportation and recreation, and to overcome gaps in sidewalks that inhibit walking. The very qualities that make Santa Barbara unique and livable are inextricably linked to its pedestrian-friendliness. The City also recognizes the intrinsic health, safety, economic, and environmental benefits of improving pedestrian facilities and the level of walking.

Completing some sidewalk links can be challenging, especially in older residential areas where residents have developed fencing and landscaping within the public right-of-way and may consider those areas to be part of their personal space. In addition, some residents may not want traditional sidewalks due to

the rural look of their neighborhoods, and potential impacts to mature landscaping and trees. Regardless, the public right-of-way that is generally located on either side of the paved driving and parking area is intended for walking, whether or not a sidewalk currently exists.

Strategy 1.1.1 Use a systematic approach to developing, updating, and ranking the construction of sidewalks

Sidewalk Infill Program

In 1998, the City Council of the City of Santa Barbara adopted the updated Circulation Element of the General Plan. This policy document described new directions that the City would take to increase the economic vitality and the quality of life in Santa Barbara. One outcome of the Circulation Element adoption was the establishment of an annual sidewalk expansion and improvement program to improve pedestrian access citywide by filling in missing links along the sidewalk network in the public right-of-way. This Sidewalk Infill Program and the criteria used to establish sidewalk priorities were approved in February 1999, enabling the implementation of as many sidewalk projects each year as possible.

The projects likely to be funded through the Sidewalk Infill Program are smaller, more flexible, and funded through the Capital Improvement Program. Existing gaps in the sidewalk system are identified in Map V-1 (Missing Sidewalks). According to City inventory, most missing sidewalk segments are located in the residential neighborhoods west and south of HIGHWAY 101, the San Roque neighborhood, and the older residential neighborhoods bordered by Milpas, Anapamu, Salinas, and HIGHWAY 101.

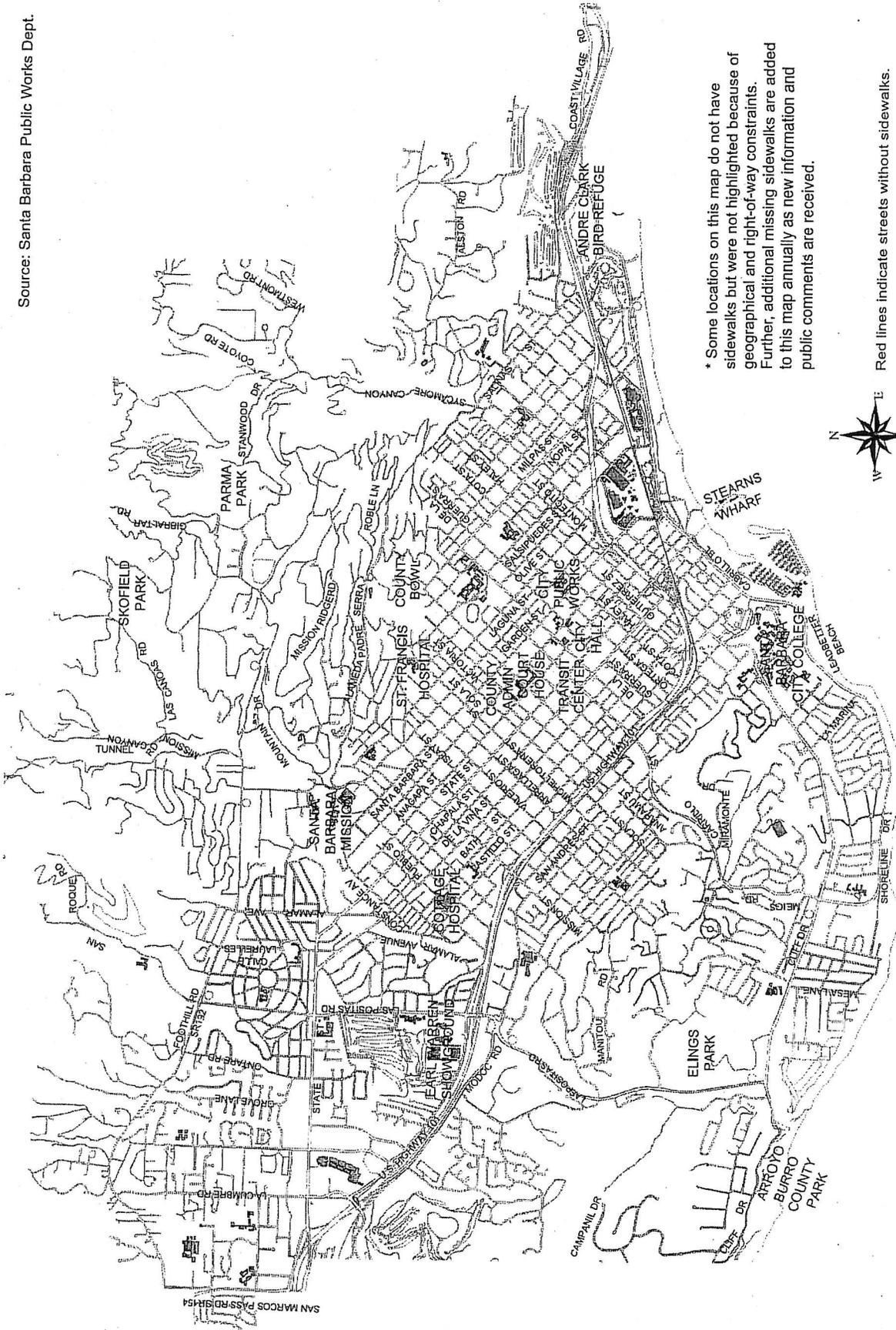
The City's Sidewalk Infill Program is the primary method by which neighborhoods would seek localized improvements. The City's program, described previously under Strategy 1.1.1, includes seven specific criteria identified by the Circulation Element Implementation Committee and adopted by Council:

1. Potential sidewalk location along a school access route (SAR)
2. Location's current use by pedestrians (that is, a beaten PATH)
3. Potential for sidewalk to lead to parks or recreation areas (PARK)
4. Short gap length of potential sidewalk (GAP)
5. Potential for location to link major destinations or neighborhoods (DEST)
6. Potential for location to increase access to transit (TRAN)
7. Traffic volume adjacent to the gap (ADT)

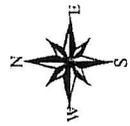
The Circulation Element Implementation Committee requested the deletion of a previously considered "public request" criterion because it felt that this criterion is not a fair indicator of a sidewalk's priority. Instead, as a matter of process, during the five years that the program has been in place, when a request for sidewalk comes in from the public, the link is reevaluated to ensure it is on the infill list and appropriately ranked. Additionally, the residential partnership program was developed as a part of this plan to assist neighborhoods that would like sidewalks sooner than what the Infill program can produce (see Strategy 1.5.1).

Map V-1. Missing Sidewalks

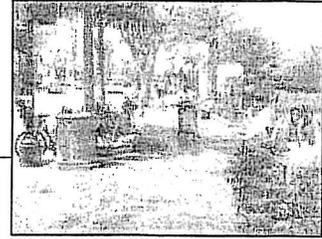
Source: Santa Barbara Public Works Dept.



* Some locations on this map do not have sidewalks but were not highlighted because of geographical and right-of-way constraints. Further, additional missing sidewalks are added to this map annually as new information and public comments are received.



Red lines indicate streets without sidewalks.



VI. GOAL 2 - ESTABLISHING AND ENHANCING SAFE ROUTES TO SCHOOL

Introduction

Safe Routes to School (SR2S) refers to a variety of multi-disciplinary programs aimed at promoting walking and bicycling to school, and improving traffic safety around school areas through education, incentives, increased law enforcement, and engineering measures. Safe Routes to School programs typically involve partnerships among municipalities, school districts, community and parent volunteers, and law enforcement agencies. Santa Barbara's SR2S efforts are a vital component of the Santa Barbara Pedestrian Master Plan, as they will facilitate the implementation and funding for specific improvements that will help meet the Plan goals of increasing pedestrian safety and walking.

Although *Goal 2 – Establishing and Enhancing Safe Routes to School* is Chapter VI of the Pedestrian Master Plan, it is important that this chapter serve as a resource document for those wanting to establish or get involved in a Safe Routes to School program in Santa Barbara. For this reason, this chapter is structured with enough background information so that it can serve as a single resource document for SR2S efforts in the city. This chapter can be printed separately and distributed under its own cover to provide a comprehensive overview of the various elements of a SR2S program.

Policy 2.1 The City shall assist in the development of a Safe Routes to School program

The City has a vested interest in encouraging school children to lead active lifestyles. Safe Routes to School programs offer ancillary benefits to neighborhoods by helping to slow traffic and provide reasonable facilities for walking by all age groups.

Among the goals of SR2S programs are improved health and fitness for children, decreased traffic and air pollution, and improved safety. SR2S programs promote walking and bicycling to school through educational efforts and incentives that stress safety and fun for the participants. SR2S programs also address the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring ways to create safer streets.

Comprehensive Safe Route to School programs are often described in terms of the "4 E's":



- **Education** – Students are taught bicycle, pedestrian, and traffic safety skills, and educational campaigns aimed at drivers are developed.
- **Encouragement** – Events and contests such as frequent commuter programs are used to encourage more walking, bicycling, or carpooling through fun and incentives.
- **Enforcement** – Various techniques are used by law enforcement to ensure that traffic laws are obeyed.
- **Engineering** – Signing, striping, and infrastructure improvements are constructed to improve the safety of pedestrians, bicyclists, and motorists along school commute routes.

Why do we need SR2S?

An active SR2S program will increase the number of students who walk and/or bicycle to school in Santa Barbara, to improve health and fitness of children, to improve safety along school commute routes, and to reduce traffic during school drop-off and pick-up periods. Although most children walked or biked to school pre-1980's, the number of children walking or bicycling to school has sharply declined since, due to urban growth patterns and design which have made it less safe to do so, in addition to other factors such as childhood inactivity patterns and changes in lifestyle emphasizing more driving. The SR2S program will show that walking and biking to school can be safe and healthy alternatives to being driven, and can provide a sense of independence for children who may otherwise be restricted by school bus or parents' schedules.

What are the benefits of a SR2S program?

The primary benefit of implementing a SR2S program is the resulting increase in safety for children walking and riding bicycles to school. A comprehensive strategy based on a cooperative effort between school officials, parents, residents, and city planning staff will ensure that specific school-related traffic calming projects and pedestrian and bicycle improvements will become priority projects eligible for State, Federal, or other grant funding. The involvement of various stakeholders throughout the Safe Routes process increases the likelihood for implementation of needed safety improvements.



While the primary focus of a SR2S program is improving safety for children walking and biking to school, these safety benefits often extend to all age and activity groups and their parents. A SR2S program helps integrate physical activity into the everyday routine of school children. Health concerns related to sedentary lifestyles have become the focus of efforts both statewide and nationally to reduce health risks associated with being overweight. Identifying and improving routes for children to safely walk and bicycle to school is one of the most cost-effective means of reducing weekday morning traffic congestion and can help reduce auto-related pollution.

drawings for prizes offered to participants have been used in some schools as an incentive. Events related to bicycling and walking should be incorporated into existing curricula when practical. Involving local celebrities or publishing the names of student participants in events can be an effective means of encouraging student involvement. Another key to successful events is promotion. Ensuring that parents are aware of events, whether classroom-specific or district-wide, is key to gaining maximum student participation.

Other contests and event ideas to encourage bicycling and walking to school include: competitions in which classrooms compete for the highest proportion of students walking or biking to school, themed or seasonal events, and keeping classroom logs of the number of miles biked and walked by children and plotting these distances on a map of California or the US.

Strategy 2.1.3 Implement enforcement, operational, and engineering measures as feasible on identified routes

Enforcement Measures

The Santa Barbara Police Department patrols school zones and conducts crosswalk enforcement regularly. Additionally, last year, the Santa Barbara City Council took the first step toward enhancing enforcement of school safety by implementing AB1886, a double fine for school zone traffic violations. The SR2S task force and stakeholder teams should develop priority areas in need of enforcement. One option to avoid the cost of providing physical police presence is to use innovative signage, such as in-roadway crosswalk signs or in-roadway warning lights, to alert motorists that children may be crossing, or speed feedback signs that indicate to motorists their current speed. Neighborhood speed watch programs, in which community members borrow a radar device and use it to record the license plate numbers of speeding vehicles, can also be effective. Although no official citations are issued, the Police Department sends letters to registered owners of vehicles observed speeding asking them to slow down.

Speeding is not the only motorist problem that must be enforced. Targeted enforcement programs can also encourage motorists to yield to pedestrians at crosswalks, and help reduce illegal parking on streets or unsafe school parking lot behavior. The SR2S task force should work to develop enforcement measures that are feasible for particular problem locations and also to develop recommendations for enforcement at a broader community level.

Finally, enforcement efforts should not only be aimed at motorists, but should also ensure that bicyclists and pedestrians obey traffic laws. Schoolchildren may not realize that behaviors such as jaywalking, riding against traffic, or running stop signs puts them at higher risk for a vehicle collision. As part of their regular enforcement, the Santa Barbara Police Department should ensure sure that children walking or bicycling to school are obeying traffic laws, and use the enforcement as an opportunity to educate them on the proper behavior.

Operational and Engineering Measures

Traffic control measures, which include signage, stenciling and devices such as traffic signals and overhead flashers, can be a sensitive subject for school zones. In some cases, parents, schools, and school-based organizations have ideas for improvements that conflict with or exceed sound engineering practices. The best solution to ensure the safety of students and all roadway users is to adhere to accepted engineering practices. Traffic engineering analysis reveals that unnecessary control measures tend to

lessen the respect for those controls that are needed. It is important to stress the point that effective traffic control can best be obtained through the uniform application of realistic policies, practices, and guidelines developed through properly conducted engineering studies. A decision to use a particular device at a particular location shall be made on the basis of an engineering and/or traffic survey.

Of equal importance is the maintenance of traffic control devices. Devices should be properly maintained to ensure legibility, visibility, and functionality. Furthermore, if a device is found to be ineffective, it should be removed. Finally, devices used on a part-time basis, such as warning flashers, should be in operation only during the time periods when they are required – when children are present; otherwise they risk being ignored by motorists who believe they are improperly functioning. During school field visits, staff noted a lack of consistency in the application/presence of school area advance warning signage (Caltrans Installation A, as shown in Figure VI-1 and Figure VI-2), pavement legends, crosswalk types, and curb ramps. It is recommended that the City develop consistent policies for installing these features, including distance from the school for installing the warning signage, crosswalk types (when to install standard vs. ladder striping), and when high-visibility signage is appropriate. See the Crosswalk Toolbox in Chapter VIII for guidelines on installation of these elements. Ongoing maintenance of signs and markings can be undertaken independently of the task force, or upon request.

To provide safe access for children on their way to school, school sites should have designated pedestrian access points. Roadway geometry should be designed to minimize travel speeds to 15-20 mph. Slowing or calming vehicle traffic may be accomplished with raised crossings, traffic diverters, roundabouts, on-street parking, and other land use and engineering designs. The City's Sidewalk Infill Program will continue to use school access as a prioritizing criterion for completion of the sidewalk network. In addition, many intersection locations prioritized for inclusion in future public works improvement projects are also proximal to school zones on suggested routes to school. The top priority intersections are identified in Appendix F. In addition to locations identified through the SR2S process, these improvements should be considered for SR2S grant funding.

School sites should have pedestrian access points that do not require students to cross in front of drop-off and pick-up traffic. The approaches to all schools should have curb and gutter sections, except in unusual circumstances. Streetscaping improvements should ensure adequate sight distance on all access routes, crossings, and intersections. School zone designations for speed limits should be an element of a comprehensive circulation plan that also includes school-based student as well as Police Department crossing guard programs and identification of safe routes for bicycling and walking to school.

DRAFT
For Internal Review Only

SUGGESTED ROUTE TO SCHOOL
Washington Elementary School

LEGEND

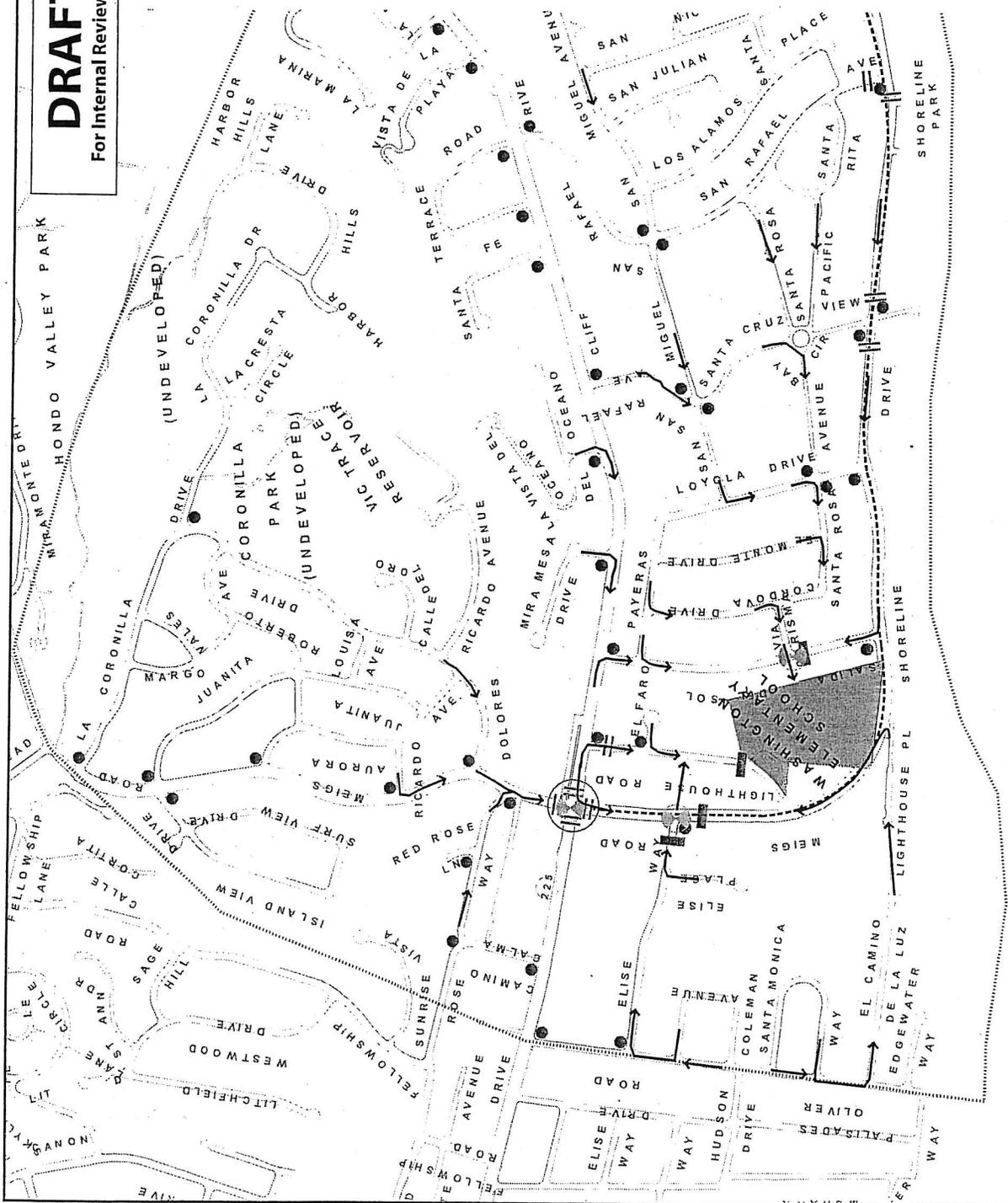
- SCHOOL ATTENDANCE BOUNDARY
- STOP SIGN
- YIELD SIGN
- SCHOOL CROSSWALK
- CROSSWALK
- TRAFFIC SIGNAL
- CROSSING GUARD
- SAFEST ROUTE TO SCHOOL
- BIKE LANE



Map Created February 7, 2005

APPROVED: _____
Principal

APPROVED: _____
City Traffic Engineer



Petition

We, the undersigned, are either residents of El Camino de la Luz or frequently visit or stroll, bicycle or jog on this quiet residential street. We are all against the imposition of sidewalks on this particular street. At this time, there are NO sidewalks and we wish to keep it that way. We do not feel there's any necessity for sidewalks because the street is wider than most and is a cul-de-sac resulting in less car traffic than most streets. We also enjoy the aesthetics, greenery and vegetation that many of the residents have planted along the street. We feel it would be inconsistent, unfair and arbitrary to require sidewalks in an area where no one wants them. **We ask the City to please waive the requirement for sidewalks on El Camino de la Luz in Santa Barbara.**

Thank you.

Signature Print Name Address Optional Phone Number/Email

Janice H Taylor JANICE H TAYLOR 1936 El Camino de la Luz janicehtaylor@cox.net

Bruce A. Taylor Bruce A. Taylor 1936 El Camino de la Luz (same)

Nicole Levine NICOLE LEVINE 1918 El Camino de la Luz Nicollevine@yahoo.com

Richard Levine Richard Levine 1918 El Camino de la Luz (same)

Cynthia Travis Cynthia Travis 2000 El Camino de la Luz cynthiatravis@cc

Eyobelt Jant Eyobelt Jant 1915 El Camino de la Luz SB 93109 963-310

Roman F. [unclear] Roman F. [unclear] 1926 El Camino de la Luz SB 93109 965-8779

[unclear] " " " " "

Anthony Jella Anthony Jella 1908 El Camino de la Luz SB 93109 965-1448

Lydia Munoz " " " "

Marie E. Truitt Marie E. Truitt 1902 El Camino de la Luz 93109-966-920

Linda Robertson Linda Robertson 1907 El Camino de la Luz, SB

J.D. Robata JAY ROBERTSON 1907 El Camino de la Luz dutrash@cox.net

Barbara Doolittle Barbara Doolittle 1933 El Camino de la Luz 962-2658

Petition

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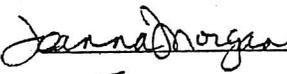
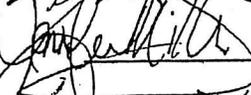
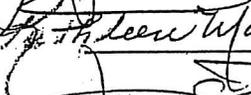
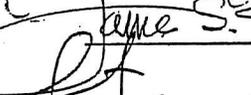
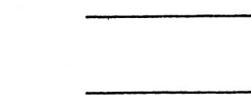
<u>Name</u>	<u>Address</u>	<u>Phone Number</u>
DANIEL DUGAN	2025 EL CAMINO DE LA LUZ	805 962-9205
PAUL PRINCE	143 MOHAWK RD.	962-1629
Mary Anne Prince	143 Mohawk Rd	962-1629
Judy Oatis	2030 El Camino de la Luz	965-4642
A r fero	2039 El Camino de la Luz	560-8686
Barena Espinosa	2033 EL CAMINO DE LA LUZ	560-8686
Sam Long	2009 El Camino de la Luz	962-9945
Pat Wheatley	2010 El Camino de la Luz	963-5065
Joe Wheatley	2010 El Camino de la Luz	963-5065
Heather Gray	2009 El Camino de la Luz	962-9945
Triscilla Long	18 OLIVER RD	560-6559
Paul J. Long	18 Oliver Rd	560-6559

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Petition

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Thank you.

<u>Signature</u>	<u>Print Name</u>	<u>Address</u>	<u>Optional Phone Number/Email</u>
	JOANNA MORGAN	1843 EL CAMINO DE LA LUZ	Jmorgan@si.com.com
	STAN KROME	1843 El Camino De la Luz	Krome@SBCorp.com
	HORACE L. WRIGHT	1833 El Camino de la Luz	
	JERRY L. WRIGHT	1833 El Camino de la Luz	
	PETER L. MICLER	1839 El Camino de la Luz	
	Jennifer Miller	1839 El Camino de la Luz	
	KATHLEEN MACINTOSH	1905 El Camino de la Luz	
	JAMES S. BROOKE	1905 El Camino de la Luz, S.B.	
	STEVE SILVERMAN	128 OLIVER RD, S.B.	
	Liliana Paz	128 Oliver Rd	lilith-paz@yahoo
