



Mission Heritage Trail Association

“A Safe Passage”

**Preserving, Renewing, Enhancing
a Cradle of Santa Barbara**

A Report to the Community

August 2017

Final First edition

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I. INTRODUCTION

Old Mission Santa Barbara and its surrounding neighborhood constitute the heart of our historic community. City voters confirmed their esteem in a 1993 vote, resulting in the area becoming part of the City's El Pueblo Viejo District. Blessed with great natural beauty and immensely rich in historic treasures, the area is one of the most visited and intensely used parts of our city. Residents and visitors alike partake of its riches.



Yet, as has long been recognized, movement through the area is difficult and often dangerous. Long-term residents say that efforts to improve circulation go back many decades. A civil works intervention occurred in 1930, when the stone bridge over Mission Creek was widened from 19 to 34 feet, and stone walls were moved to accommodate that change. Since then, however, further efforts to adapt to increasing population, traffic, and the needs of diverse constituents have faltered in the face of seemingly incompatible priorities and demands.

In early 2011, a grassroots group of citizens came together as an informal volunteer organization named *Concerned Citizens for Safe Passage* (CCfSP/the Working Group) to tackle the manifest and urgent issues of public safety. This Working Group, comprising some 25 members, included representatives from the three adjacent neighborhood associations, the seven institutions located in the corridor, several local non-profit organizations which have leadership roles in historic and archaeological preservation, as well as private property owners. In addition, the Working Group had the benefit of professional staff support from one of the leading planning firms in the County (SEPPS). (Please see Appendix B and C for a complete membership list of CCfSP).

Focusing on the traffic/pedestrian corridor that starts at the intersection of East Los Olivos and Laguna Streets and leads to and crosses the Mission Creek Bridge onto Mission Canyon Road towards Foothill Road, the members of CCfSP studied and documented existing problems, considered potential solutions, and brought the community's attention to the public safety concerns that exist in the corridor. In view of the need for long-term, sustained efforts and for citizen involvement in both city and county jurisdictions,

the members of CCfSP decided in late 2014 to form a non-profit organization, **Mission Heritage Trail Association** (MHTA). As the name implies, what is now a busy traffic corridor began as an important trail leading to the source of much of Santa Barbara's water. Today the corridor remains the point of departure for trails leading up Mission and Rattlesnake Canyons. The association's name also expresses a commitment to retaining the rural character of Mission Canyon.

Now a designated non-profit organization, the Mission Heritage Trail Association, (MHTA) continues the Safe Passage effort.

From the outset, the Working Group has been committed to finding traffic safety improvements while simultaneously preserving and making accessible all of the area's rich historic and natural resources.

MHTA has primarily focused on three major objectives:

- Building within the group solid and effective relationships based on three fundamental principles: respect, civility, and responsibility;
- Providing assistance and support to the County and City to obtain and implement a Caltrans Conceptual Planning Grant in order to identify at least one major safety improvement project that can be executed in the near to midterm., and assisting in the building consensus about the nature of the project;
- Developing a broader "**Vision Master Plan**" to provide a point of departure for extended, long-term work within the community for developing and implementing comprehensive and compatible solutions for problems along the whole corridor.

This document provides a report to the community about the natural and historic background of the area; its historic resources and institutions; work accomplished so far; the nature of a conceptual plan for improvements along one section of the corridor; steps necessary to implement that plan; sketches of a broader conceptual master plan; steps necessary to revise and improve such a plan and to advance it toward realization.

II. DESCRIPTION OF THE MISSION HERITAGE TRAIL AREA

1. Outline of the Corridor

The corridor of concern involves a stretch of roadway that starts at the intersection of East Los Olivos and Laguna Streets near the southeastern corner of the Mission Santa Barbara property, continues north past the Old Mission, meets up with Alameda Padre Serra and Mountain Drive on its eastern side, and then curves towards the west at the stone bridge over Mission Creek, where the street becomes Mission Canyon Road. It passes by the entrance to Rocky Nook Park, and, at the intersection with Puesta del Sol Road, curves again, this time to the north, and continues in a more or less straight line northward to Foothill Road (see map in Appendix A).

Three historic Santa Barbara neighborhoods meet at the corridor: Upper East Side, Mission Canyon, and Riviera, all three housing many of the city's oldest residences. The corridor also serves a wealth of institutions. Those include, on the west side, the Old Mission, Mount Calvary Monastery (formerly St. Mary's Retreat House), Garden Street Academy (formerly St. Anthony's Seminary), and the Santa Barbara Museum of Natural History. On the east side, there are Roosevelt School, Mission Historical

Park, which includes the Mission lawn and Rose Garden and the Mission ruins. Also on the east side are Phoenix House, Rocky Nook Park, Santa Barbara Woman's Club (Rockwood), and Marymount School.



The area of our focus lies at the lower end of Mission Canyon, the channel for Mission Creek. Although today Mission Creek is an ephemeral water course during much of the year, in both the prehistoric and historic past the creek was a vital source of water and was almost certainly the reason for locating the Mission where it is. About two and a half centuries of post-European settlement have brought significant changes to the natural environment of the area. Nevertheless, many elements of the native ecology are still evident. Moreover, the area has been able to fend off many elements of outright urbanization, thereby retaining much of its rural charm, which visitors admire and which residents treasure and are eager to preserve.

The road corridor serves important traffic functions. Mission Canyon Road is the principal artery through which the majority

of Mission Canyon residents connect with the City of Santa Barbara. Residents of the adjacent San Roque neighborhood and others farther to the west also use Mission Canyon Road extensively. Even more important, the road is a vital evacuation route from the canyon during periods of emergency such as wild fires and earthquakes. In addition, since Mission Canyon Road intersects with Foothill Road (Route 192), it is also much used by commuters who move between Goleta and Santa Barbara, and it is further used for overflow traffic from Highway 101 when that route is closed or clogged. While the vast majority of travelers move in cars, there are also significant and ever-growing numbers of people who traverse the corridor on bicycle, on foot, on horseback, and even in wheel chair.

The Old Mission is Santa Barbara's number one tourist attraction, receiving more than one million visitors a year. Large numbers of visitors arrive year 'round, but the summer months are particularly active. The lawns in front of the Mission as well as Mission Historical Park are popular locations for leisure activities of locals, especially on weekends. In addition, the open spaces in front of the Mission have long been used for major events during the year such as I Madonnari and Fiesta Pequeña. These events attract thousands of attendees. Many people frequenting the area choose to travel by foot, enjoying fresh air and exercise while taking in the natural beauty and historic richness.

The historic areas and structures within the subject area are diverse and significant. A vote of the people of the City of Santa Barbara resulted in the area receiving design protection and the designation of *El Pueblo Viejo (EPV) Part II* (please refer to Appendix D). Many structures within this area are City-designated Historic Landmarks or Structures of Merit. Portions of EPV Part II, along with areas within Rocky Nook Park and the Santa Barbara Botanic Garden, are included in a National Historic Landmark nomination (see Attachment E). Because of these extensive cultural resources, and the historical legacy

they represent, we consider this area “a cradle of our community.” The following is a series of brief descriptions of aspects of this area’s history and their significance.

2. The Natural Environment

Geology

The Mission Historic Trail corridor lies in the foothills of the Santa Ynez Mountains. This range is unique on our continent, for it trends east to west, rather than the usual north to south, forming a majestic backdrop to our community. By providing a sheltering function, it is a determining factor in Santa Barbara’s mild Mediterranean climate, and the source of most of our water. It was the blessings of the mountains and their foothills that persuaded the Franciscan friars in 1786 to build their mission at this spot.



Gigantic geological forces created the mountains about five million years ago. These forces uplifted marine sedimentary rocks along the Santa Ynez Fault which runs along the north side of the range. Here and there, the sedimentary rocks yield marine fossils, including remains of invertebrates, fishes, and early whales, though no such fossils have yet been found along Mission Creek. The mountain slopes are steep, often exposing poorly consolidated rocks that are prone to sliding off. A dramatic “debris flow” occurred about 1,000 years ago when, in a catastrophic event, about 10 million

cubic yards of sediment thundered down the mountains, with giant boulders floating on top of a “soup” of gravel and silt, like marshmallows on a cup of hot cocoa. The event inundated an area extending from what is now Skofield Park downslope to the Mission, and even as far as what is now State Street. The event left picturesque boulders which now grace Rocky Nook Park, the Santa Barbara Museum of Natural History, and many a private backyard.

Mission Creek

A series of creeks draining the Santa Ynez Mountains flow through steeply descending canyons, Mission Creek and its tributary, Rattlesnake Creek, prominent among them. Mission Creek originates at an elevation of about 3,500 feet. Early in its existence, it took a fairly straight course toward the sea. Beginning about 60,000 years ago, however, the uplifting of Mission Ridge (which created the topography of the Riviera neighborhood) forced the creek to change direction towards the west and complete its journey to the ocean by a much more circuitous route. The historic stone bridge near the Mission is located where the course of the creek makes its turn.



The Spanish settlers called Mission Creek 'Arroyo Pedregoso', meaning 'Stony Creek'. It is thought that this may be a translation of a Chumash term. Mission Creek may well once have been a perennially flowing stream maintaining a fish population that was important to the Chumash inhabitants. Today, the stream flows perennially only above the Santa Barbara Botanic Garden. Below the Botanic Garden, the stream becomes ephemeral and carries significant water only during wet winter periods, even becoming a raging torrent during major winter storms. Over the millennia, the water of Mission Creek has been a critically important source of sustenance for plants, animals, and humans in the area. During the Mission Period, the Franciscans caused the building of dams, reservoirs, and an extensive aqueduct that supplied water not only to the Mission but also to much of the settlement of Santa Barbara.

Plants and Animals

The slopes to the north of the Mission Heritage Trail Corridor ascend steeply up the flanks of the mountains and tend to dry out quickly after the winter rains. They are home to chaparral, communities of highly drought tolerant shrubby plants which are adapted to frequent fires. Indeed, many of the chaparral plants depend on fire for their propagation. The many species of chaparral plants include scrub oak, manzanitas, several species of ceanothus, lemonade berry, holly-leaf cherry, buckwheat, various sages, and others. A riparian oak woodland plant community characterizes the immediate environs of the Mission Heritage Trail Corridor itself. Its magnificent trees include coast live oak, western sycamore,



arroyo willow, big leaf maple, and cottonwood, with an understory comprised of poison oak, hummingbird sage, canyon gooseberry, wild blackberry, miner's lettuce, and giant ryegrass among others. In pre-Hispanic times, larger trees were probably limited mostly to the immediate vicinity of the water course, while areas farther from it were probably characterized by more shrubby growth.

Both chaparral and oak woodland are home to a rich diversity of animals, including insects, snakes and lizards, birds, and mammals. Common among the reptiles and amphibians are, pacific chorus frog, black-vented slender salamander, western fence lizard, southern alligator lizard and ringneck snake. Several sensitive species frequent aquatic habitats in the Mission-Rattlesnake Creek watersheds, including steelhead, coast range newt, southwestern pond turtle and two-striped garter snake.

Over 100 species of birds have been recorded in the area, including both year-round residents and visiting seasonal migrants. Among the more common ones are acorn woodpecker, Anna's hummingbird, Pacific-slope flycatcher, black phoebe, western scrub jay, American crow, California and spotted towhees, and dark-eyed juncos. About thirty species of mammals have been observed in the area, including broad-footed mole, brush rabbit, western gray squirrel, California ground squirrel, mule deer, bobcat, raccoon, striped skunk, Botta's pocket gophers, and a variety of native species of mice and rats. Two hundred years ago, California grizzly bears would have been prominent among the mammals as well.

3. History

The First People of the Land

The gigantic landslide that obliterated the area 1,000 years ago covered up all traces of human occupation that predate the catastrophic event. However, given archaeological finds elsewhere in the region, including the Channel Islands, it is believed that this place was occupied at least 9,000 years ago, and perhaps as early as 13,000 years ago. Since the landslide would have been sudden and rapid, covering a significant area, it likely exerted a tragic toll on the human inhabitants of the time. At the time of Spanish exploration, the Santa Barbara region was settled by the Chumash people, a population who inhabited an area extending from what is now San Luis Obispo to what is now northern Los Angeles, and from the coast inland to the Sierra Madre mountains. Spread over this vast area, the Chumash people included a diversity of local groups speaking a diversity of related languages. Recent archaeological and genetic research suggests that the historic Chumash have a direct genealogical connection to the earliest settlers of this land some 13,000 years ago.

A number of archaeological sites have been recorded in Mission Canyon, although most are situated well above the Mission Heritage Trail area. These sites are near the Santa Barbara Botanic Garden and along



Rattlesnake Canyon in the vicinity of Skofield Park. Scatters of archaeological artifacts have been observed within the project area near the intersection of Puesta del Sol Road and Las Encinas Lane and near the intersection of Mission Canyon Road and Foothill Road, hinting at the prehistoric use of this area by Chumash people.

The productive stream and oak woodland environments of this area would have provided important resources for the Chumash people and would, thus, have been an attractive

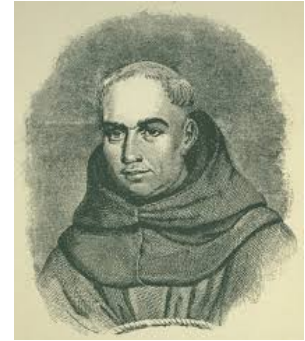
place to visit for hunting and gathering, or even for settling. Historic records document two significant Chumash settlements along Mission Creek at the time of Spanish contact. One was the “rancheria” of *Syuxtun*, a large community of about 500-600 people, located at the coast near the estuary of Mission Creek. This was the settlement with which the earliest Spanish visitors made contact and for which we have relatively extensive information. Gaspar de Portola and his party, visiting Santa Barbara in 1769, received a visit from Indians from different villages, one located further up Mission Canyon. These visitors almost certainly came from a village referenced to in other sources as *Xana’yan*. The exact location of *Xana’yan* is unknown; some believe that its remains are near or underneath the Old Mission, while others believe that the village was located somewhat further upstream, near the confluence of Mission and Rattlesnake Creeks.

The Mission Period

The ancient society and culture of the indigenous Chumash people were indelibly altered when the Spanish colonialists entered into California from what is now Mexico. Several Spanish explorers had

sighted or visited the coast of the Santa Barbara area beginning in 1542, but it was not until 1782 that a force of Spanish soldiers led by Don Felipe de Neve, Governor of Las Californias, established a permanent foothold. The soldiers built the Presidio (completed in 1792) to serve both as a military garrison and a government center. The purpose of the establishment was to help protect the series of missions that was expanding northward into Alta California through the efforts of the Franciscan Friar Padre Junipero Serra. Serra had planned for a mission in Santa Barbara, and received permission for its establishment, but did not live to see that plan implemented. It was Padre Fermin de Francisco de Lasuén who established the Santa Barbara Mission in 1786, the tenth in the California chain of missions.

Padre Lasuén chose for his project a spot in the hills to the north of the Presidio, overlooking largely treeless slopes and plains and situated next to a promising creek. The Mission started with a small chapel, built of wattle-and-daub and thatched with grass. That first building was soon replaced in 1789 with a larger adobe structure. After an earthquake destroyed the Mission in 1812, the Franciscans decided to replace it with a larger complex of buildings constructed of stone. Having established themselves far from home and depending on slow and uncertain supply lines, the missionaries introduced agriculture. They grew wheat, corn, grapes, olives, and other crops and raised livestock. Both the Mission itself and the raising of food crops in a semiarid environment were made possible by the construction of an extensive waterworks system that tapped Mission Creek.



Built over about two decades beginning in the late 1700s, the system included dams on Mission Creek, reservoirs, and a network of aqueducts constructed of stone masonry and wood. The water thus channeled supplied the domestic and agricultural needs of the Mission, including a *lavanderia* and a grist mill for the grinding of flour. From the Mission water was funneled to walled gardens and corrals. In this way, Mission Canyon came to contain agricultural fields, vineyards, and animal pasture, and its trees supplied firewood and timber for construction.

The chief goal of the Mission fathers was to convert the natives to Christianity. Toward that end, they endeavored to settle the Indians at or near the Mission, which made it easier to provide them with instruction in the catechism and to control them. A sizeable Chumash settlement grew up next to the Mission. Many of the neophytes Indians were induced to provide labor, for building a convent, for working in the fields, and for building the water works system. The regimented hard labor as well as the harsh treatment they often had to endure from their masters was hard for the natives. In addition, many of them died due to exposure to newly introduced infectious diseases to which they had no immunity. In 1824, the Mission was briefly the scene of a native rebellion which spread quickly to other areas. The Spaniards harshly suppressed the rebellion, and it ended quickly.

In 1822, following the Mexican War of Independence, Spanish rule in Santa Barbara ended, and Santa Barbara briefly became part of the Mexican province of Alta California with its capital in Monterey (Mexico). A civilian government replaced military and church control. In the early 1830s, the Mexican

government moved to break up the mission system and “secularized” the missions. The government seized the California mission properties, exiled the friars, broke up mission lands, and gave them away to private citizens. Although the land was supposed to be returned to the natives, most of it ended up in the hands of rancheros controlling large holdings. The natives ended up working on the ranchos or returning to what remained of the indigenous settlements. The Santa Barbara Mission church and convent, however, were never sold and have remained under Franciscan control to this day.

Towards the end of the Mexican period, the majority of Santa Barbara’s Chumash population was no longer associated with the mission system. Moreover, cultivation of Mission Canyon’s vineyards and fields had ceased, and the entire aqueduct complex had fallen into disuse. In 1846, Governor Pio Pico sold Mission Santa Barbara and its immediate surroundings, except for the church and convent complex, to Dr. Richard Den of Los Angeles. In 1865, the U.S. government restored to the Mission some of its former property in the canyon. Beginning in the 1870s, and continuing into the early twentieth century, the church gradually sold its Mission Canyon holdings to settlers.



19th and 20th Centuries

Mexican rule over California came to an end after a mere 24 years when, in 1848, after the Mexican-American War, the United States annexed the Alta California territory. This was a major step in the country’s westward expansion. Two years later, California became the thirty-first state. With statehood, Santa Barbara began to attract Euro-American settlers. A small community of rural homes and farms started to sprout in lower Mission Canyon. Among these first home builders were local businessmen, artists and craftsmen; soon wealthy easterners also began to build second homes in the area.



Among the people who established homes in lower Mission Canyon in the late 19th century were the Hazards, wealthy industrialists from Rhode Island who settled on the bluff overlooking the creek next to the Mission; the renowned potter, Frederick Hurten Rhead; painter, Fernand Lungren, born in Ohio, a representative of the California plein air movement and founder of the Santa Barbara School of the Arts; cabinet maker and metal artisan, Christoph Tornoe who hailed from Denmark; local banker, Herman Eddy; the photographers, Edwin and Carolyn Gledhill, who came from Toronto; lawyer, Charles MacVeagh, from Pennsylvania, who served as US Ambassador to Japan; former Methodist minister and ornithologist extraordinaire,

William Leon Dawson, originally from Ohio; and others.

The perennial Mission Creek, the picturesque boulders of the Canyon, and the sylvan character of the lower canyon also attracted tourists and weekenders for hiking and horseback riding. In 1876, the County of Santa Barbara built a wooden bridge across the creek and graded a road that led up the canyon; a year later the County designated the road a public highway. Approaching the bridge, the road passed through a stout stone arch that supported the overhead aqueduct. The bridge was a narrow, curving wood-frame structure with wood railings. It soon proved inadequate for the needs of the expanding population.

Just 15 years later, in the spring of 1891, four Mission Canyon landowners, among them Rowland Hazard, approached the County of Santa Barbara with plans to replace the wooden structure with a more substantial masonry bridge. They offered to contribute \$1,250 toward the cost of the project, with the County funding another \$1,000. Hazard designed the bridge and supervised its erection. Hazard also hired one of the masons who had worked on the bridge, Joseph T. Dover, in the same year to build two masonry walls around his "Mission Hill" estate at 505 East Los Olivos Street.

Over a few decades, the area grew into a significant suburban neighborhood that became the home of several cultural and civic institutions. In 1899, the Franciscans built St. Anthony's on property they owned immediately to the west of the Mission. St. Anthony's was to house a "minor seminary," that is, a high school for boys who might eventually enter the order. Over the coming decades, St. Anthony's added a chapel and several wings, with the last addition completed in 1949. The seminary closed in 1987, and in 2005 the complex was sold to a nonprofit corporation which now uses it as the home of "Garden Street Academy," a private k-12 school.



In 1916, the minister and ornithologist from Ohio, William Leon Dawson, joined with several other Santa Barbarans to use his extensive collection of bird eggs as the foundation for a natural history museum, at first called "Museum of Comparative Oology" (oology - the science of eggs). Rowland Hazard, who was a devoted naturalist and who had an egg collection of his own, was a major supporter of Dawson's initiative. The museum was at first housed in an outbuilding of Dawson's residence at 2708 Puesta del Sol Road. In 1918, Rowland's widow, Mary, and his daughter Caroline, who was a poet and President of Wellesley College, promoted the creation of a dedicated museum building

as a memorial to Rowland. Caroline contributed part of her property next to the creek, and Mary as well as her son, Rowland Jr., contributed funding. The building was opened in 1922 at the current museum site at 2559 Puesta del Sol Rd., and in 1923 the institution was renamed Santa Barbara Museum of Natural History. The museum has from its inception been one of Santa Barbara's principal cultural and educational institutions.

In 1926, local philanthropist Anna Dorinda Blaksley Bliss purchased 13 acres farther up Mission Canyon and donated the land to the Museum of Natural History for the establishment of a Botanic Garden. It was enlarged with an additional donation of land in 1932. In 1939 the Blaksley Botanic Garden separated from the Museum of Natural History and was incorporated as the Santa Barbara Botanic Garden, focusing on conservation and education of California native landscapes.

Another important institution arose in the vicinity when in 1909 the state selected Santa Barbara as the site of a Normal School, requiring the City to provide land for the school and transportation for students and teachers. Banker C.A. Edwards donated 14 acres of land, and the school's first building was constructed in 1913. The City extended an existing streetcar line from its terminus at the Mission up the hill to the Normal School campus. To create a grade



that the electric streetcar was able to climb, a part of the roadway that later became Alameda Padre Serra was raised and given a sweeping curve. Local landowner James M. Warren built several buildings for student housing. These proved unpopular with the students, however, and later became part of El Encanto Hotel. The school went through several changes in name and status. In 1944 it became the Santa Barbara College of the University of California, part of the UC system. In 1949, the UC Regents acquired land in Goleta which had been occupied by a Marine Corps Air Station. The College moved to its new Goleta campus in 1958 as the University of California Santa Barbara. The school's campus on the Riviera subsequently saw a number of different owners before being acquired by the Towbes Group. Today it is known as the Riviera Park Research and Communications Center, home to businesses, professional offices, non-profits, and the Riviera Theater.

The Santa Barbara Woman's Club, founded in 1892, moved to its current location in Mission Canyon in 1928. Enoch J. Marsh had purchased the property from the Mission in 1892 and built a home there with elaborate stonework. After the Marsh family moved out in 1914, the home was converted into a rustic and secluded hotel named "Rockwood Inn". Following a devastating fire in 1927, the Santa Barbara Woman's Club purchased the property and commissioned the architectural firm Edwards Plunkett & Howell to design a building for the new clubhouse. The beautiful Spanish Colonial Revival style building opened in 1928, and has remained a beloved fixture in lower Mission Canyon ever since.



Rocky Nook Park is one of roughly eighty parks and open spaces maintained by the County of Santa Barbara. This 19-acre park is nestled up to Mission Creek and derives its picturesque character from its impressive oak woodland and a profusion of giant sandstone boulders deposited by the prehistoric debris flow mentioned in the environment section earlier. The parkland originally contained the home of Mrs. G.T.S. Oliver; in 1928 Sam and Carolyn Stanwood donated the land to the County of Santa Barbara in honor of Mrs. Oliver.

Also during the 1920s, population growth in Santa Barbara had created serious overcrowding in the schools. In 1923, the City purchased land was from the Haley Tract, to the east of the Mission, with funds provided by a municipal bond for the construction of Roosevelt School, completed and occupied in 1924.

Continued residential growth, the advent of several institutions serving the public good, and increased automobile travel soon created a need for a more adequate road network. In 1923, the County of Santa Barbara paved Mission Canyon Road, and in 1930 began construction of Foothill Road. Soon after moving into its new clubhouse, the Santa Barbara Woman's Club asked the County to make improvements to Mission Bridge that would reduce automobile congestion and enhance pedestrian safety. In response, in 1929, the County attached a 4-foot wide wood plank walkway to the outside of the bridge's eastern parapet wall. In 1930, the County widened the bridge on its west side, increasing the width of the roadbed from 19 to 30 feet. In conjunction with this widening, a portion of the East Los Olivos Street roadbed was shifted westward, and significant sections of Hazard's stone walls were moved and changed as well.

Population growth in Mission Canyon and the area surrounding the Mission has continued over the decades, necessitating periodic projects to upgrade public amenities and infrastructure such as roads,

utilities, and transportation systems in order to keep up with changing needs. By the late 20th century, population density in the canyon reached near saturation level, stimulating efforts to limit further growth, to preserve the semi-rural character of the neighborhood, and to protect its extensive historic resources. These efforts have faced challenges by a variety of competing demands, including fire protection in a box canyon prone to periodic wildfires, the desire by nearby urban populations and tourists to use the area for recreation, cultural events, and education, as well as changing life styles and technologies.



In 2014, the County Board of Supervisors adopted the Mission Canyon Community Plan and Mission Canyon Residential Design Guidelines, documents based on extensive public input. Key goals of the plan include maintaining and enhancing community qualities, improving fire safety practices, providing for public health and safety and future development within the Canyon. (See Appendix H for additional information).

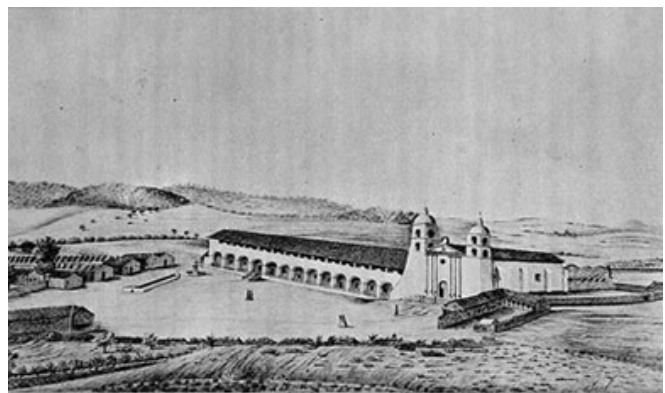
4. Historic Resources

The Royal Presidio, founded in 1782 in what is now the heart of downtown, and the Mission, founded in 1786 in lower Mission Canyon, were the two hubs of the non-native settlement of Santa Barbara. The Mission is one of Santa Barbara's chief historic monuments, and the area around it is rich in archaeological and historic resources. Thus the City has designated the Mission and the area surrounding it as El Pueblo Viejo Landmark District. By far the most imposing element of the district is Mission Santa Barbara.

Mission Santa Barbara

Today, "the Mission" refers to a complex of buildings which includes the main church, a set of structures that enclose four quadrangular interior courtyards, a cemetery in a space immediately to the north of the church, and a plaza in front of the complex with a large fountain and the lavanderia (laundry facility). After secularization and the later sale and donation of Mission property to various owners, the Mission's former agricultural fields and orchards were transformed and its outbuildings such as a pottery, a gristmill, a tannery, neophyte housing, and structures associated with the waterworks (aqueducts, reservoirs, a filter house, etc.) fell into disuse.

Following destruction of the first Mission church in the earthquake of 1812, construction of the church as we now know it began in 1815 and was completed in 1820. Built with dressed blocks of local sandstone mortared together with lime made from local shells, its façade is unusual for California missions for two reasons: it features two symmetrical bell towers (rather than just the usual one), and the design of its front incorporates elements of Greco-Roman temple architecture, including pilasters with ionic capitals and a pediment.



These neoclassical elements were derived from a book by the Roman architect Vitruvius Polion, written in the late first century before Christ and available to the church architect in a contemporary Spanish translation.

The church features massive walls, six feet thick and supported by nine-foot wide buttresses. The church itself measures 179 long and 38 feet wide; the bell towers are 87 feet tall. The massiveness of its construction notwithstanding, the church suffered severe damage in the Santa Barbara earthquake of 1925. Its eastern tower collapsed and interior furnishings were heavily damaged. However, the huge buttresses held, allowing a rebuilding that was generally faithful to the original design. Another major repair became necessary in 1950 when portions of the building settled, causing dangerous cracks in the bell towers. At that time, the entire façade was dismantled and reconstructed on new, firmer foundations.

St. Anthony's/Garden Street Academy

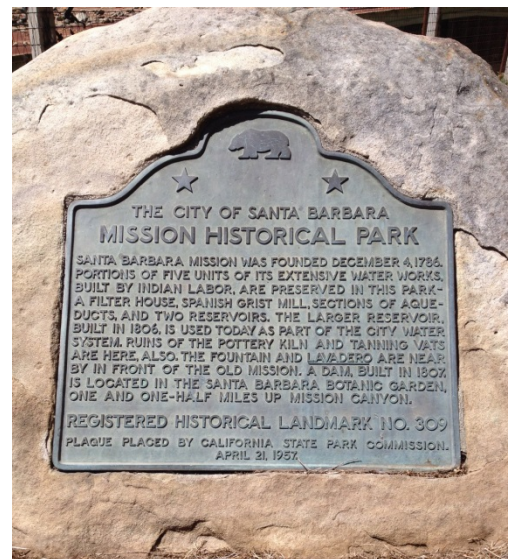


In the late 19th century, the Mission housed the “Seraphic College of St. Anthony,” a small school to prepare young men for the priesthood. As enrollment in the college grew, it became necessary to erect a special building for it, and in 1898 St. Anthony’s Seminary was built on the hill to the west of the Mission. Completed in 1901, the three-and-one-half story building (now the central building of the complex) was constructed of sandstone and designed in a beautiful Romanesque style. Two additional wings were built in 1923, designed in the Spanish Colonial Revival style. After the buildings were badly damaged in the 1925 earthquake, they were restored with some modifications. In 1926 a chapel was added, made of reinforced concrete and designed in a Romanesque style, with a Renaissance-style campanile. Further buildings were added in 1939 and 1949.

Mission Historical Park

Many of the historical features and resources associated with the Mission are found in Mission Historical Park. This 10-acre city park was created in part with land purchased by the City of Santa Barbara in 1928, and in part with land donated by the Franciscan friars in 1948. It is located to the east of the Mission and stretches along East Los Olivos Street from Mountain Drive and Ridge Lane across Alameda Padre Serra to Laguna Street and Plaza Rubio. The Mission and its outliers were designated a California Historical Landmark in 1939, and the plaque is in Mission Historical Park. The park contains a wealth of historical treasures.

- The ruins of a grist mill, constructed in 1808 adjacent to a reservoir (the 1807 “Upper Reservoir” – still extant). The grist mill was powered by water flowing from the reservoir through a sluice onto a water wheel that drove



the mill. From the mill, the water flowed down to the lower reservoir from where it was channeled out to the fields, orchards, and fountain in front of the Mission.

- The remains of the 1806 filter house abutting the upper reservoir. In this facility, water was purified for domestic consumption as it flowed through a mixture of charcoal and sandstone before passing in to the lower reservoir.
- The lower reservoir, near the intersection of Los Olivos Street and Mountain Drive, was constructed in 1806. It was capable of storing over 5,000,000 gallons of water, used mainly to serve the Mission's agricultural enterprise. To provide water for the reservoirs, two dams were built across Arroyo Pedregoso (Mission Creek) farther upstream. Mission Historical Park still contains portions of the masonry aqueducts.
- The remains of an 1802 tannery that housed large stone vats used to soak hides in a chemical soup to turn them into leather for the manufacture of saddles, shoes, and other useful items.
- The remains of an 1808 pottery, where Chumash laborers made clay roof tiles, water pipes, and pottery. A part of the pottery was razed in 1912-13 to make space for the construction of the Alameda Padre Serra streetcar track and road.
- The Memorial Olive Grove. In about 1919, the Garden Club of Santa Barbara planted several olive trees near the intersection of Alameda Padre Serra and East Los Olivos Street to commemorate and honor soldiers from Santa Barbara who had lost their lives in World War I.
- A large lawn area, a historic aqueduct, and the A.C. Postel Memorial Rose Garden occupy the lower part of Mission Historical Park, adjacent to Plaza Rubio and its fountain. The lawn and beautiful rose beds are beloved by residents and tourists and have a high visibility. The rose garden was established in 1955 and is cared for by the Santa Barbara Rose Society. It is an accredited show garden that features over 1,500 rose plants. There are plaques to honor early donors of the park land and sponsorship of the garden.



Just outside of the park, to the north, is the stone Oliver trough-fountain at the intersection of West Mountain Drive and East Los Olivos Street. It was commissioned in 1910 by Mrs. G.S.J. Oliver as a memorial to her husband George Stuart Johannot Oliver. The Olivers owned adjacent land in what is now Rocky Nook Park. Mrs. Oliver hired stonemason George Robson to carve the trough from a large boulder to be a "beautiful drinking sanitary fountain for horse and man."

Mission Creek Bridge



One of the most prominent historical features is the masonry bridge crossing Mission Creek. As mentioned earlier, the bridge was built in 1891 to replace an earlier wooden bridge that had become inadequate to serve existing needs. Designed by Rowland Hazard, the bridge was built by two accomplished local stone masons, Joseph C. Dover and Joseph T. Woods. It was 140 feet long and 22 feet wide, and featured a "graceful" arch with a span of 24 feet, with a bridge deck (roadway) that was 19 feet wide. The bridge was constructed of dressed sandstone blocks quarried from local resources in the canyon with a parapet on each side. The parapets flared out on each side of the bridge and end in square, low stone pillars.

The bridge was significantly modified in 1930 in order to allow for expanded vehicular as well as pedestrian traffic. At that time, it was widened by 12

feet, from 22 to 34 feet, resulting in a widening of the roadbed on the west side from 19 to 30 feet. The widening project employed the same kind of sandstone blocks as were used in the original construction but it involved substantial changes in design. The arched roadway was leveled as was the vertical curvature of the parapets. This was achieved by removing several stone courses in the center of the bridge and by removing and reconstructing the parapets. The west parapet was shifted to the west and the south end of the parapet was straightened.

Just prior to the widening of the masonry structure, a walkway was attached to the east side of the bridge by the County in 1929. The four-foot wide walkway consists of a cantilevered steel frame and wood plank decking.

The Hazard Property/Mt. Calvary Monastery - 505 East Los Olivos Street

The property contains two historic mansions, one of them ("Dial House") designed in the Tudor Revival style: the smaller one, built in 1885 by Rowland Hazard, was inherited by his daughter Caroline; the larger one was built in 1915 by Caroline's brother, Rowland Gibson Hazard. During World War II, the property was leased to the American Association of University Women to be used as a home for the wives of wounded soldiers. After Caroline Hazard's death in 1945, the property passed on to her nephew Leonard Bacon and his sister Susan Bacon Keith. From 1952-1954, the two buildings served as sorority houses associated with the University of California, then located at the Riviera. In 1954, Ian Erik Olaf Campbell and his wife bought the property and deeded it to the Sisters of the Holy Nativity who had been searching for a suitable place to establish a retreat house in Santa Barbara. In 2013 the property was acquired by the Brothers of the Order of the Holy Cross to replace the monastery in Rattlesnake Canyon they had lost during the Tea Fire in 2008.



The original Hazard property is delineated on its northern and northwestern borders by two stone walls, built in 1891 by one of the stone masons who also built the bridge, Joseph Dover. Both walls remain today. One wall runs along the west side of East Los Olivos Street, south of the bridge, between the Old Mission property and Mission Creek. The approximately 460-foot long wall made of smooth cut sandstone blocks includes two imposing, round gate posts with conical caps at a driveway entrance near its south end.

The estate wall intersects and incorporates the remnants of a mission aqueduct wall near its northern end. Sections of this wall were modified and moved in 1930 in the course of widening the historic masonry bridge. The other stone wall, approximately 700 feet long, is topped with triangular shaped stone fins and today nicknamed "stegosaurus wall." It begins at the north end of the Mission Creek Bridge and continues to Puesta del Sol Road, then curves west and follows the south side of the present day Puesta del Sol Road in front of the Santa Barbara Museum of Natural History.

Kay House - 609 Mission Cyn. Rd. and the Carriage House - 2539 Puesta del Sol Road

As mentioned above, Rowland Hazard Sr. commissioned the construction of two stone walls around part of his property in 1891. Portions of the wall running along the southern edge of East Los Olivos

Street were altered during the widening of the bridge in 1930. The Kay property situated behind that wall is a family home, of wood frame construction, built around 1900 for Mr. and Mrs. Kay who were employees of the Hazards.

Another building of that same vintage is at the corner of Mission Canyon Road and Puesta del Sol Road, the Hazards' Carriage House. Located behind the other Hazard stone wall, the "stegosaurus wall," this two-story structure, built sometime in the 1890s, consists of a lower story constructed of dressed sandstone blocks containing three bays for carriages, and a wood-frame and wood-shingled upper story containing an apartment. This structure is now part of the Santa Barbara Museum of Natural History.

Santa Barbara Museum of Natural History - 2559 Puesta del Sol Road

The Museum of Natural History's property consists of a 15.43 acre campus along Mission Creek and 2.2 acres of residential property opposite the museum building on the north side of Puesta del Sol Rd.



The historical architectural core of the museum is a one-story building, designed by Floyd E. Brewster in the Spanish Colonial Revival style and erected in 1922. This building comprises three wings surrounding a courtyard. The courtyard was originally closed off to the south (the creek side) by a wall with a memorial plaque dedicated to Rowland Hazard. In this original set of buildings, the north wing contained offices, while the west and east wings contained the Museum's egg collections and exhibits. Other buildings, or "halls," were soon added on three sides, all designed in the Spanish Colonial

Revival style by well-known Santa Barbara architects and funded by generous Santa Barbara residents, most generous and most prominent among them Major Max C. Fleischmann, scion of the Philadelphia Fleischmann Yeast family. These additional buildings were:

- 1926: Gould Indian Hall – designed by Floyd Brewster and funded by Mrs. Frederick Gould in memory of her late husband;
- 1927: Botany Hall and Herbarium (now "Cartwright Hall") – designed by Carleton Winslow and funded by Mrs. Clinton B. Hale;
- 1929: Mammal Hall – designed by Winslow and funded by Max Fleischmann;
- 1929: Museum Library – designed by Winslow and funded by Max Fleischmann;
- 1933: Hoffman Loggia – an education building designed by Winslow and dedicated to the memory of the Museum's first professional director, Ralph Hoffman;
- 1934: Bird Hall (now Luria Gallery/Curiosity Lab) – designed by Winslow and funded by Max and Sarah Fleischmann;
- 1938: Fleischmann Auditorium – designed by Chester Carjola and funded by Max Fleischmann.

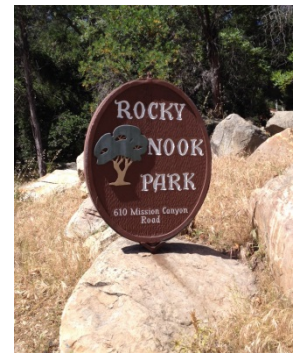
More buildings were added over the following decades. Some of the exhibit halls are known not only for their architecture, but also for dioramas painted by prominent Santa Barbara artists, among them Fernand Lungren, Douglass Parshall, John Gamble, Lilia Tuckerman and others in the late 1920s and early 1930s and Ray Strong in the 1960s. The last major physical addition to the Museum was the John and Peggy Maximus Gallery, designed by John Pitman and completed in 1995. Funded through the generosity of Peggy Maximus, the gallery is dedicated to the display of antique natural history art and continues the Museum's distinction of dedication to the aesthetic appreciation of nature.

The Eddy House - 653 Mission Canyon Rd.

Sometime between 1903 and 1905, Herman H. Eddy, son of William Eddy, the founder of Santa Barbara County Bank and a successful banker in his own right, hired Samuel Illsey to design a craftsman style house for his property in lower Mission Canyon. Named "Las Encinitas," the house was built by accomplished local craftsman Christoph Tornoe. Illsey and Tornoe cooperated also on the design and building of several other Arts and Crafts inspired houses in Santa Barbara, including the Glendessary House (see below). The architectural design incorporates distinctive Japanese elements. In 1933, after having been elected President of County Bank, Eddy, his wife Rosamund, and their four children moved to a larger home on Las Tunas Road and sold Las Encinitas to the Santa Barbara Museum of Natural History. In recent decades, the home has been used as residence for the museum's directors.

Rocky Nook Park

In 1892, G.S.J. Oliver who had served as a U.S. diplomat in the Azores Islands, purchased the land now known as Rocky Nook Park from the Catholic Church and from E.J. Marsh. In 1928 Samuel J. Stanwood purchased the creekside property from the estate of Mrs. Oliver, then transferred the land to the County National Bank. The bank, in turn, deeded the land to the County of Santa Barbara as a gift in memory of Frances Dabney Oliver from her friends, the Stanwoods. A plaque memorializing that gift was placed in the park in 1993. Sam Stanwood had served as a longtime Santa Barbara County supervisor and twenty-year El Presidente of Old Spanish Days. The park still contains a cottage dating back to the Olivers' time, although it has been much modified over the years.



Rockwood Santa Barbara Woman's Club - 670 Mission Canyon Rd.

The home of the Santa Barbara Woman's Club was designed in the Spanish Colonial Revival style by the architectural firm Edwards, Plunkett and Howell and built in 1928. This building replaced an earlier structure build as a home in 1913 by E.J. Marsh, constructed partially of large rocks, hence known as "Rockwood." The building was subsequently converted into a hotel, the "Rockwood Inn," and suffered a devastating fire in 1927.

The Lungren House - 679 Mission Canyon Rd.

The home at the corner of Mission Canyon Rd and Las Encinas Rd. was built in 1906 by the artist Fernand Lungren. Lungren was an accomplished landscape painter, known for his evocative scenes of the Southwest, and one of the painters who contributed dioramas to the Museum of Natural History. Constructed of adobe bricks in the Pueblo style, the house was damaged in the earthquake of 1925 and subsequently repaired. Lungren was a founder of the Santa Barbara School of the Arts. Following Lungren's death in 1932, the house has seen several modifications and additions.

The Glendessary House – 2620 Glendessary Lane



The stately Glendessary House was built in 1899-1900 for the music composer and song writer Robert Cameron Rogers. The half-timbered structure was designed in the Tudor Revival style by Samuel Illsey and built by the craftsman Christoph Tornoe acting as the contractor. The house later became the home of famed portrait photographers Mr. and Mrs. Edwin Gledhill. It has been designated a County Historic Landmark.

Other than the historic downtown core of the City of Santa Barbara, there is no other area of our city that holds such a rich, continuous, and tangible record of our local human history than the mission district. The wealth of historic resources herein provide vivid and tangible evidence of the interactions between humans and environment, and the complex dynamics of the social, cultural, economic, and political developments of human communities over time. The Mission Heritage Trail Association is deeply committed not only to preserving this rich historical record but also to advancing opportunities for its appreciation and understanding by local residents and visitors alike.

5. Jurisdictional Responsibilities

The Mission Heritage corridor straddles a jurisdictional boundary between the City and County of Santa Barbara. The boundary line between the two jurisdictions is convoluted, causing occasional confusion as to agency responsibilities. In addition, Mission Canyon is an important watershed for Mission Creek, providing critical habitat for endangered species such as steelhead trout. As a result, California Fish & Wildlife and the U.S. Army Corps of Engineers exercise oversight on projects that affect the canyon and creek.

III. THE SAFE PASSAGE EFFORT

1. Description of Existing Conditions

The Mission Heritage corridor is heavily used. According to professional traffic counts, it currently accommodates between 8,700 to 10,700 daily trips by motorists, between 100 and 200 daily trips by bicyclists, and between 150 and 750 daily trips by pedestrians. Residents of the four neighborhoods that meet at the corridor (Mission Canyon, Riviera, Upper East, and San Roque) generate much of this traffic, but the corridor also serves as a principal route between Goleta and Santa Barbara. Two of Santa Barbara's major attractions are located within the corridor: the Old Mission and the Museum of Natural History, with an annual attendance of one million (estimated) and 150,000 (counted), respectively. Many visitors who want to visit both institutions elect to commute by car from one place to the other for safety reasons, rather than walking the short distance. In addition, five schools are located in the immediate or close neighborhood (Roosevelt Elementary, Garden Street Academy, Marymount, Peabody Charter Elementary, Santa Barbara Middle School), with an aggregate enrollment of about 1,800 students. Some of the students walk and bicycle to school, and many walk to the Old Mission and the Museum of Natural History on field trips.

Local residents have recognized for decades that movement through the corridor can be difficult and is unsafe for its many users. A number of physical features within the corridor constrict the space available for automobiles, bicyclists, and pedestrians, creating bottlenecks and making it impossible to safely separate various modes of movement. Physical constraints include the presence of important historic structures as well as mature oak and sycamore trees and utility poles. Several other factors amplify these constrictions:

- Road intersections with poor sight lines for motorists, bicyclists, and pedestrians alike;
- The need for pedestrians to cross multiple roadways in order to go even relatively short distances;
- Walkways that are in poor condition, not universally accessible, and discontinuous so that pedestrians are forced in some places to walk within traffic lanes;
- Lack of continuous bicycle lanes so that cyclists are forced to share a constricted and heavily traveled road with motorists;
- A jumble of confusing and uncoordinated directional signage.

The biggest challenge to providing any type of safe walking path on either side of the corridor occurs at what the group has identified as the “pinch point,” where Mountain Drive and E. Los Olivos St. meet at the south end of the stone bridge. There, on either side of the roadway, is a historic structure that historians feel should be preserved at all cost: on the eastern side of the roadway lies a stone buttress, a feature, built by Chumash laborers, that was integral to the reservoir belonging to the Mission water works; on the western side lies a remnant of the water system’s elevated aqueduct that once crossed what is now E. Los Olivos St. (see diagram below). The short distance between these two elements makes it impossible to add a legally conforming walking path to either side of the two vehicular traffic lanes. The width of the roadway is sufficient only to accommodate a single bicycle path. Any plan to create a walking path needs to find a way around the elements of the pinch point, most logically to the west side of the corridor and bridge.

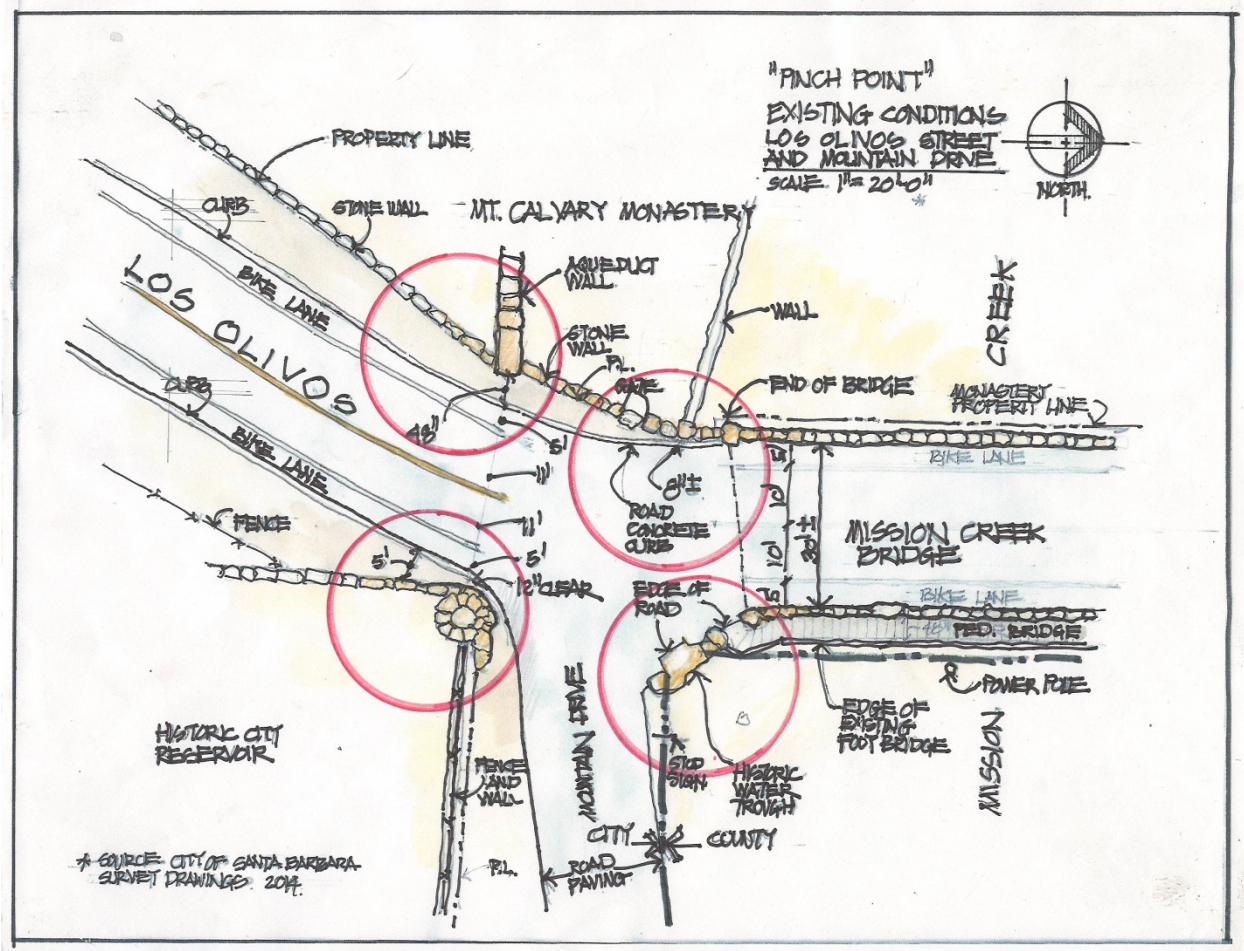


Diagram of "Pinch Point"

While the bottleneck causes problems for the regular flow of traffic, it is of potentially grave concern with regard to emergency evacuation of Mission Canyon in case of a wild fire. Mission Canyon Road going south, and Foothill Road going west are the only realistic routes of egress. An additional problem involves compliance with disability access laws. The lack or inconsistency of pathways with proper surfaces, problems with slope and grading, and the narrowness of the existing footbridge render the existing passageway substantially out of compliance with the requirements of the Americans with Disabilities Act of 1990, a federal civil rights law that demands universal access.

In 1930, the County of Santa Barbara modified and widened the historic stone bridge to accommodate what had, by then, become an increasingly common mode of automobile traffic and to allow for the growing population in Mission Canyon and beyond. Since that time, conditions and demands have continued to change:

- Population size and density has increased drastically since 1930; the population of the City of Santa Barbara has tripled, from 33,613 in 1930 to 91,842 in 2015; the population of Santa Barbara County has grown more than six fold, from 65,167 in 1930 to 444,769 in 2015.

- Car ownership has exploded, Santa Barbara County recorded 14,163 cars in 1930, with 217 cars per 1,000 population; vs. 342,689 cars in 2010, with 808 cars per 1,000 population (see table below).
- The average width of cars in the U.S. has increased by 12 inches since 1930.

	Population, Santa Barbara County (1)	No. of Vehicles in SB County (2)	No. of Vehicles per 1,000 population (3)
1910	27,738	138	5.07
1930	65,167	14,163	217.34
1950	98,228	31,797	323.71
1970	264,324	144,149	545.35
1990	369,608	285,854	773.40
2000	399,784	319,955	800.32
2010	423,895	342,689	808.43

(1) Population Division, U.S. Bureau of Census

(2) Oak Ridge National Laboratory, "Transportation Energy Data Book: Edition 33," July 2014

(3) Calculated from statistics presented

Diverse ideas and initiatives for improvements have been debated since around 1945, but few changes have been made to date. Ideas and proposals have failed because of an inability to reconcile apparently conflicting demands among public safety, universal access, historic and environmental preservation, diverse neighborhood concerns, and jurisdictional matters.

Two important developments are now presenting us with an opportunity to work around the "pinch point" problem. For one, two property owners – Dr. John Kay, owner of the property at 609 Mission Canyon Rd., and the Brothers of the Holy Cross, owners of Mt. Calvary Monastery – have expressed willingness to grant limited public easement through their properties. Such an easement would make it possible to provide universal access by way of a new pedestrian span over Mission Creek on the west side of the existing stone bridge. At the same time, current engineering advances make it possible to design and build a new pedestrian crossing that has low visual impact, is compatible with the historic stone bridge, and is environmentally sensitive.

2. Concerned Citizens for Safe Passage/Mission Heritage Trail Association

In view of the longstanding conundrum about safe passage through the corridor, a group came together in early 2011 as *Citizens Concerned for Safe Passage* to commence a new search for ideas that would align much needed improvements for public safety with core values of historic and environmental preservation, neighborhood integrity, and city and county frameworks for public improvements.

Safe Passage assembled a broad group of stakeholders that included all of the institutions located within and adjacent to the corridor, representatives of the three neighborhood associations impinging on the corridor, owners of residences along the corridor, and representatives of several organizations focused on the preservation of historic resources in the Santa Barbara community.

Originally constituted as an informal collaborative, the group reorganized in early 2015 as a formal nonprofit organization under the name “*Mission Heritage Trail Association*” (MHTA) under the laws of California and with both federal and state tax exempt status. A list of members and officers of MHTA can be found in Appendix A.

3. Mission and Goals

The mission of both *CCfSP* and the *Mission Heritage Trail Association* has been to support endeavors that will provide safe passage to and through the Mission Heritage corridor for people of all abilities and regardless of mode of transportation. The group is committed to achieving this end while preserving and enhancing the rich natural, cultural, and environmental resources of this area and maintaining the semi-rural charm of the neighborhood.

The goal of *MHTA* is to facilitate the search for solutions. The efforts of *MHTA* are directed to building consensus among diverse stakeholders as a basis for planning, designing, and implementing improvement projects that satisfy the broadest possible spectrum of needs and interests. In pursuing these efforts, it is recognized that the achievement of consensus demands mutual respect, adherence to democratic ideals, familiarity with the issues, open communication, and the ability and willingness to compromise.

Thus, in pursuing its mission, the *Mission Heritage Trail Association*

- convenes stakeholders to facilitate a search for common ground;
- educates the community about the corridor;
- facilitates collaborations with government agencies;
- assists in finding funding for improvement projects.

4. Efforts to Date

The work of *CCfSP/MHTA* began with a diligent study of existing conditions in the Mission Heritage corridor and documentation of these conditions in a detailed report entitled “*SAFE PASSAGE – Mission Historic Park to Mission Canyon: Information Packet*”, issued in June 8, 2012 (see Appendix F). In addition, members of the group conducted “walk-about” designed to familiarize interested citizens with on-the-ground-conditions. The group also has issued press releases and fliers, developed an informational web site, and briefed elected officials about their work and concerns. The group’s efforts stimulated a nearly unprecedented collaboration between the City and County of Santa Barbara, with both the County Board of Supervisors and City Council directing their respective Public Works Departments to develop solutions to the traffic and safety issues at hand. This, in turn, enabled the County to apply for and receive in March 2013 a \$89,000 grant from CalTrans to help fund conceptual design studies (see Appendix G for a list public agencies involved in the project).

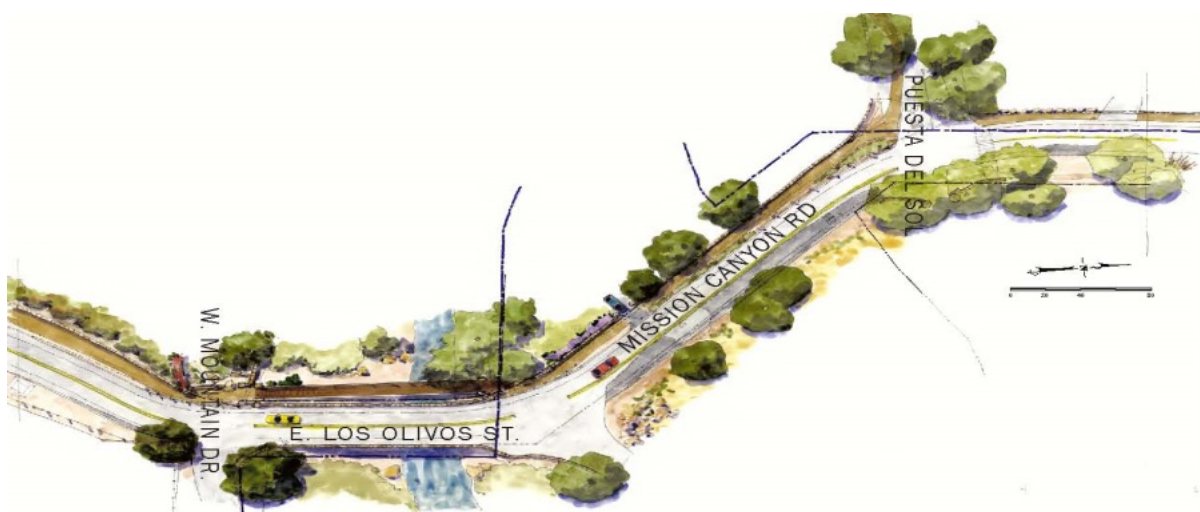
Fueled by thousands of hours of volunteer time and monetary contributions by individuals and interested organizations, Mission Heritage Trail Association has worked closely with city and county staff to support their efforts. *CCfSP/MHTA* also assisted in organizing two well attended public workshops. The first of the workshops, held in October 2013 and attended by 50-60 community members, solicited community concerns regarding the corridor (What is important about the corridor? What works

well? What does not work? What needs to be fixed? What needs to be left alone?). The second workshop, held in April 2014 and attended by approximately 90 community members, tested and ranked conceptual plans for several portions of the corridor and to prioritize them. In a vote, 89% of attendees indicated that they favored a conceptual design for creating a continuous pedestrian and bicycle pathway on the western side of the corridor and considered it the most “doable” project in the short term.

Mission Park to Mission Canyon Multimodal Improvements Plan

Based on input from CCfSP/MHTA and the two public workshops, city and county staffs developed a conceptual plan for a continuous, universally accessible foot and bicycle path along the western side of the corridor from the East Los Olivos St./Laguna St. intersection (adjacent to the Old Mission) across Mission Creek to the intersection of Mission Canyon Road with Las Encinas St. City and county staffs have titled that plan “Mission Park to Mission Canyon Multimodal Improvements Plan” (hereafter *Mission Park to Mission Canyon Plan*).

The plan focuses on a segment of the corridor that straddles the City’s and County’s jurisdictions, from where East Los Olivos Street becomes Mission Canyon Road at West Mountain Drive, across the bridge over Mission Creek, to the intersection of Mission Canyon Rd. with Puesta del Sol Rd. The plan proposes continuing the current pedestrian pathway on the west side of the corridor. The current pathway leads from the Mission to the property of the Mount Calvary Monastery, but ends next to a gate beyond the remnant of the old aqueduct pillar before reaching the bridge. At that point, pedestrians now must either walk illegally and unsafely in the roadway if they wish to continue northward. In order to extend this path there would need to be a new pedestrian bridge built along the west side of the historic stone bridge and passageways constructed in two sections of historic stone walls. In addition, a minor road realignment would shift the road bed back to its earlier, historic location, and relocation of crosswalks would increase visibility of pedestrians. The plan would also include new, safer bicycle paths. Implementation of this plan would meet a key goal of providing easy and safe pedestrian travel between the area’s two popular attractions, the Mission and the Museum of Natural History and would provide safe passageways for pedestrians, bicyclists, and motorists more broadly. A detailed description of this plan has been published jointly by the County and City of Santa Barbara and can be found on the web at <http://www.sbcountyplanning.org/PDF/boards/CntyPC/12-10-2014/MISSI-ONPAR-KTOMI/Attachment%20A.pdf>.



If implemented, this plan would not alter the existing, historic stone bridge or the stone pillar, although it would require small alterations to the stone walls on either side of the creek. These walls have previously undergone changes. The plan would also require easements through two adjacent properties, the Brothers of the Holy Cross and Dr. and Mrs. John Kay respectively.



The following agencies have reviewed the *Mission Park to Mission Canyon Plan*: the County's Historic Landmarks Advisory Commission (HLAC), the City's Historic Landmarks Commission (HLC), the City's and County's Planning Commissions in joint session, the County Board of Supervisors, and the City Council. Responding to a directive by City Council, the MHTA organized a third public workshop in May 2015, which was attended by 64 individuals. This meeting was devoted to gathering public input on safety and traffic concerns beyond the *Mission Park to Mission Canyon Plan* and ideas for making improvements.

Although there are concerns about potential impacts on historic walls in the project area, all public bodies reviewed the conceptual plans favorably. City Council adopted the conceptual plan as a project in its capital plan in March of 2015. This step was taken to enable the City to look for potential funding for the next step in the process: design and engineering studies that would result in schematic plans, giving the envisioned project concrete form and shape. The conceptual plan is likely to undergo significant modifications in the process of design development and engineering.

Mission Bridge Rehabilitation

In 2012, Caltrans provided approximately \$89,000 in funds to the County of Santa Barbara for a joint planning project with the City of Santa Barbara focused on the corridor between Mission Historical Park and Mission Canyon. Both the County and City provided additional funding for the project. County long range planning staff, county and city public works staff collaborated on this project which included a series of community workshops and a report.

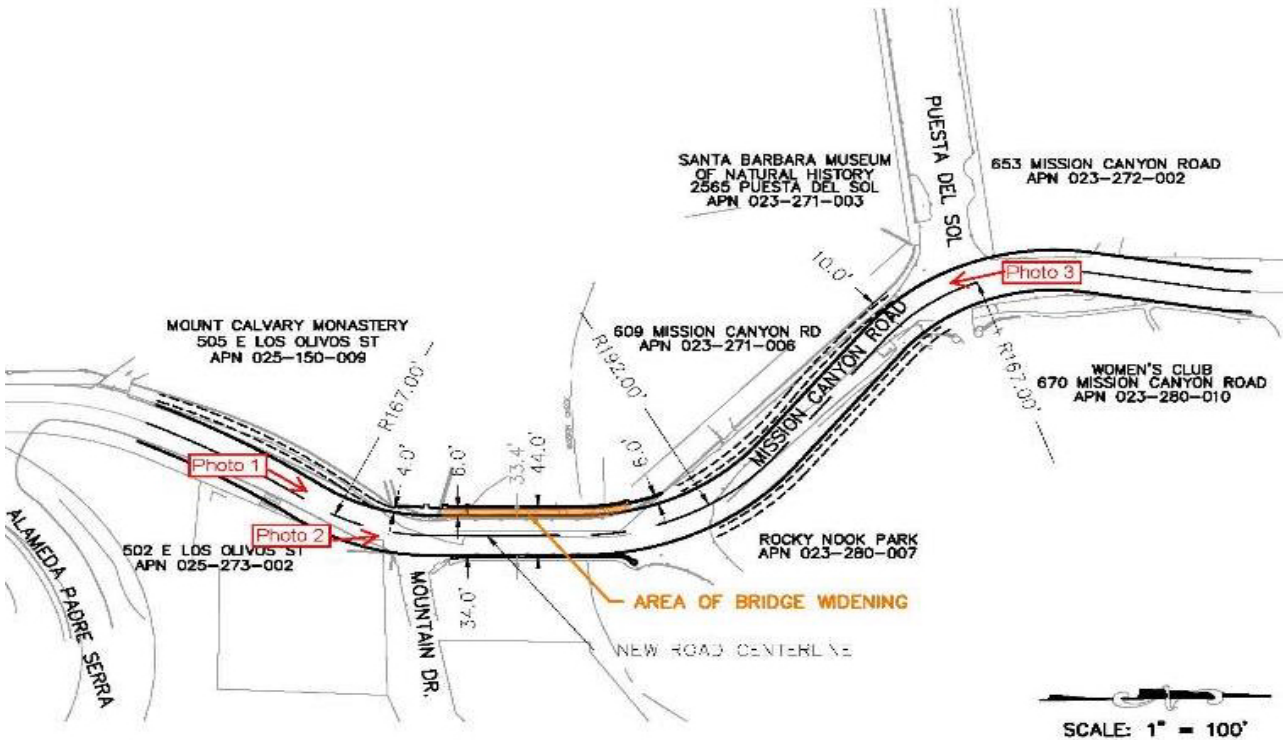
The project resulted in a conceptual design for a contiguous walkway from the intersection of Laguna and East Los Olivos Streets on the westside up to a new footbridge across Mission Creek connecting with a new walkway in front of the “stegosaurus wall” and then connecting with the existing walkway all the way up to Foothill Road. This conceptual plan was approved by the County Board of Supervisors and the City Council prior to its submission to Caltrans in February of 2015.

In returning to Caltrans for further funding, the City learned that these funds were no longer available for this type of project. In their search for other potential funding sources, city staff determined that the project would qualify for funding from the Highway Bridge Program (HBP). The Mission Heritage corridor is a major artery connecting both the Mission Canyon neighborhood and traffic on State Route 192 with the City of Santa Barbara and is considered a critically important evacuation route in case of emergency such as a wildfire in the Canyon or an earthquake. Current standards for such a route render the existing Mission Creek Bridge functionally obsolete for it is too narrow and has inadequate approaches. Thus it has the potential to create a bottleneck, impeding a smooth flow of traffic, and does not provide adequate width for bicycle lanes.

Recommended improvements made through the HBP funding may include some widening of the existing bridge and realignment of approaches to it. They may also include the creation of dedicated pathways for pedestrians and bicyclists. During public workshops, however, many members of the community, however, expressed a strong preference for leaving the historic stone bridge untouched.

After the public workshops were held, a professional historian, Dr. Ronald Nye, conducted historical research and prepared a Historic Structures Report in which he detailed the construction history of the Mission Creek Bridge. His report documented that the bridge as it stands is no longer the bridge that Roland Hazard designed in the late nineteenth century. While the bridge is, nonetheless, a historic resource, it was widened in 1930 to accommodate motor vehicular traffic. The westside of the bridge was dismantled and reconstructed to increase the roadbed twelve feet. It is the westside of the bridge now where any additional widening is likely to occur.

City Public Works staff, mindful of the community’s sentiment to preserve the bridge as is, sought guidance from City Council on whether to proceed with efforts to obtain funding through HBP. City



Council considered the matter at its meeting on June 21, 2016. At that meeting, a large majority of comments from representatives of the community favored proceeding with seeking funding from HBP, arguing that it offered the only realistic option for finding solutions to current safety issues in the corridor and that the design would be carefully studied through the City’s environmental, design, and historic significance review process. City Council voted 6:1 to direct Public Works staff to submit a proposal to Caltrans for HBP funding.

The Mission Heritage Trail Association supports that action by the City Council. While we are committed to preserving the historic resources found in the corridor, we also realize that no progress can be made toward addressing the existing safety issues without detailed study and design efforts by engineers, architects, historic resources professionals, and others. Support from HBP is the only realistic way to fund such efforts. It is our hope that these studies will result in proposals that will combine public safety concerns and the preservation of our historic legacy. We see it as the role of MHTA to ensure and facilitate the most comprehensive public input in the process and to assist in finding common ground between legitimate but diverging interests.

IV. A GREATER VISION

To date there is just one short segment of the Mission Heritage corridor under consideration for improvement: the segment including the Mission Creek bridge and its approaches. This is, indeed, the area of greatest need and of highest priority for public safety. Any traffic safety improvement projects, however, need to be conceived in a broader context and should ultimately be seen as a first phase of accomplishing a broader vision for the whole corridor.

1. Other Improvements

Traffic and safety upgrades within the bridge segment of the Mission Heritage Corridor provide a welcome opportunity to make other, much needed and long-desired improvements. High on the list of priorities is the undergrounding of utilities. The utility poles are not only an unsightly element in this historic and scenic area, but they have also proven to be traffic hazards. Several car crashes into poles are on record, severing electrical service for hours and sometimes for days. MHTA has urged the City and County of Santa Barbara to pursue undergrounding with Southern California Edison.

From the perspective of larger community benefit, the most important potential improvements are in the area of historic preservation. While the area around the Old Mission is one of the most culturally rich in Santa Barbara (and California), many of the ancillary historic monuments have been neglected. Some of these are surrounded by unsightly fencing, and many are not easily accessible to members of the public for viewing. In addition, virtually none of the monuments is effectively interpreted through signage so that Santa Barbarans and visitors could easily gain an understanding and appreciation of the historic uses of what are now physical representations of times past.

Introducing improvements to the roadway not only offers an opportunity for historic preservation, but even an obligation to pursue it. Planning and designing improvements in historic preservation, presentation, access, and interpretation of our historic treasures will require involvement and collaboration by a wide range of stakeholders and actors, including city agencies (e.g. Parks and Recreation), organizations devoted to historic preservation (e.g. Santa Barbara Trust for Historic Preservation, Pearl Chase Society, Santa Barbara Conservancy, Old Mission Museum, etc.), professionals in historic preservation and interpretation, and members of the community at large. MHTA considers enhancement of historic resources in the corridor one of its most important goals. The association is committed to helping facilitate the process of planning and designing such enhancements.

2. Bridge Segment as Part of a Larger Vision for the Corridor

The bridge over Mission Creek is part of a continuous line of traffic and communication that links the Old Mission with the lower part of Mission Canyon and the institutions located in that area. Improvements to the bridge must, therefore, be a coherent element of a greater vision for the corridor as a whole. Such a vision must integrate engineering strategies for enhancing safety and easing movement with design strategies for improving the aesthetics and preservation value of the corridor from the intersection of Laguna St./East Los Olivos St. to the intersection of Mission Canyon Road and Foothill Road.

Virtually every intersection along this corridor is problematic and could benefit from safety improvements. Pedestrian pathways currently exist on both sides of the street in front of the Mission, but each terminates ambiguously, resulting in dangerous quandaries for walkers. Another existing, poorly maintained and inadequate footpath exists on the western side of the corridor from the Mission Canyon Road/Las Encinas Road intersection north to Foothill Road. This footpath lends itself to future improvements with relatively modest efforts. Some crosswalks are poorly positioned; motorists have insufficient sightlines and cannot easily see crossing pedestrians. Rocky Nook Park, an important public asset, merits better public access for vehicles, walkers, bikers, and equestrians.

In their work over the past five years, members of the Mission Heritage Trail Association have endeavored to lay the groundwork for a more comprehensive vision for the corridor. They have collected ideas from members of the community who have participated in walk-about and workshops or who have volunteered suggestions in one-on-one communications. The MHTA web site outlines many of these ideas (www.missionheritagetrailassociation.org). They include suggestions for redesigning intersections, creating new pedestrian pathways that avoid crossing busy streets, ideas for creating "orientation plazas" that would help locals as well as visitors to gain a better understanding of the historical geography of the Mission complex and its surroundings, and more.

The sketches presented on the web site are strictly conceptual. They are intended to stimulate further dialogue within the community and with city and county planners. The Mission Heritage Trail Association is firmly committed to engaging the broadest possible range of community members in the process of designing improvements along the corridor. After all, the rich array of historic treasures along and within the corridor propels this area beyond its evident role as the entrance to the Mission Canyon neighborhood to a much broader significance: it is a historic heart of all of Santa Barbara, and a treasure for the State of California.

In working on these ideas, the MHTA has been guided by a few basic concepts:

- We consider public safety an unquestionable imperative;
- We feel that providing enhanced opportunities for people to get out of their cars and move by foot or on bicycles is a public benefit in terms of health, personal enjoyment, and environmental preservation;
- We are strongly committed to historic preservation and consider our historic resources essential for the identity of our community;
- We feel that good physical and intellectual access to historic resources is a benefit to the whole community and is the right of all;
- We are committed to preserving the rural character and ambience of Mission Canyon as a hallmark of this historic neighborhood;
- We believe that, with sufficient diligence and proper perspective, the requirements of public safety and historic preservation need not be in conflict but can be resolved.

3. Work Ahead

It is evident that much planning and design work lies ahead. Acceptable plans will need to address many disparate needs: safe and efficient movement for vehicles, bicyclists, and pedestrians; universal access as required by the federal American with Disabilities Act (ADA); historic preservation; environmental protection and preservation; and the needs of community members as well as visitors for education, edification, and recreation. Developing such plans will require dedicated efforts and a large array of contributors, including a range of technical experts such as traffic engineers, structural engineers, architects, landscape designers, historical experts, environmental experts, etc.) and extensive community dialogue to achieve maximal citizen satisfaction.

The Mission Heritage Trail Association will continue its role as a facilitator, convening members of the community for workshops and walk-about, distributing relevant and accurate information, and assisting information flow between the community, technical experts, and city and county agencies.

The immediate next step is for the Public Works Department of the City of Santa Barbara to obtain funding for further planning and engineering studies through the Highway Bridge Program of the California Transportation Department. Designing and conducting these studies is entirely in the purview of the City of Santa Barbara. Without doubt, funding from Caltrans will come with requirements for community input. It will be the role of MHTA to assist in obtaining that input and to ensure that the public outreach is as broad, deep, and comprehensive as possible. As stakeholders in the Mission Heritage Trail Corridor, we also see it as our obligation to ensure that every conceivable effort is made to protect the integrity of the historical resources in the corridor, foremost of the historic stone bridge.

V. CONCLUSION

The Mission District in lower Mission Canyon, together with the historic core of downtown, forms the very heart of Santa Barbara. It is a place full of natural beauty. Impressive remnants of the region's native ecology remain. Historic artifacts, structures, and monuments there bear witness to our complex human story. For these very reasons, Santa Barbara residents use the area extensively for cultural, civic, educational, and recreational purposes. Plus, the area is on every tourist's must-see list.

Sadly, however, the area has suffered from neglect. Important elements of its appearance and functioning are sources of embarrassment rather than pride. First and foremost, the bridge over Mission Creek, and roadways and intersections on both sides of it are hazardous to pedestrians, cyclists, and motorists alike and present serious obstacles to people with disabilities. The bridge was last widened and modified in 1930 to account for the needs of a growing population. No significant improvements have since been made although the population has grown substantially over the course of nearly nine decades, and vehicular traffic has grown exponentially. Lifelong residents of Mission Canyon say that efforts to address problems of traffic and public safety started as long ago as 1945.

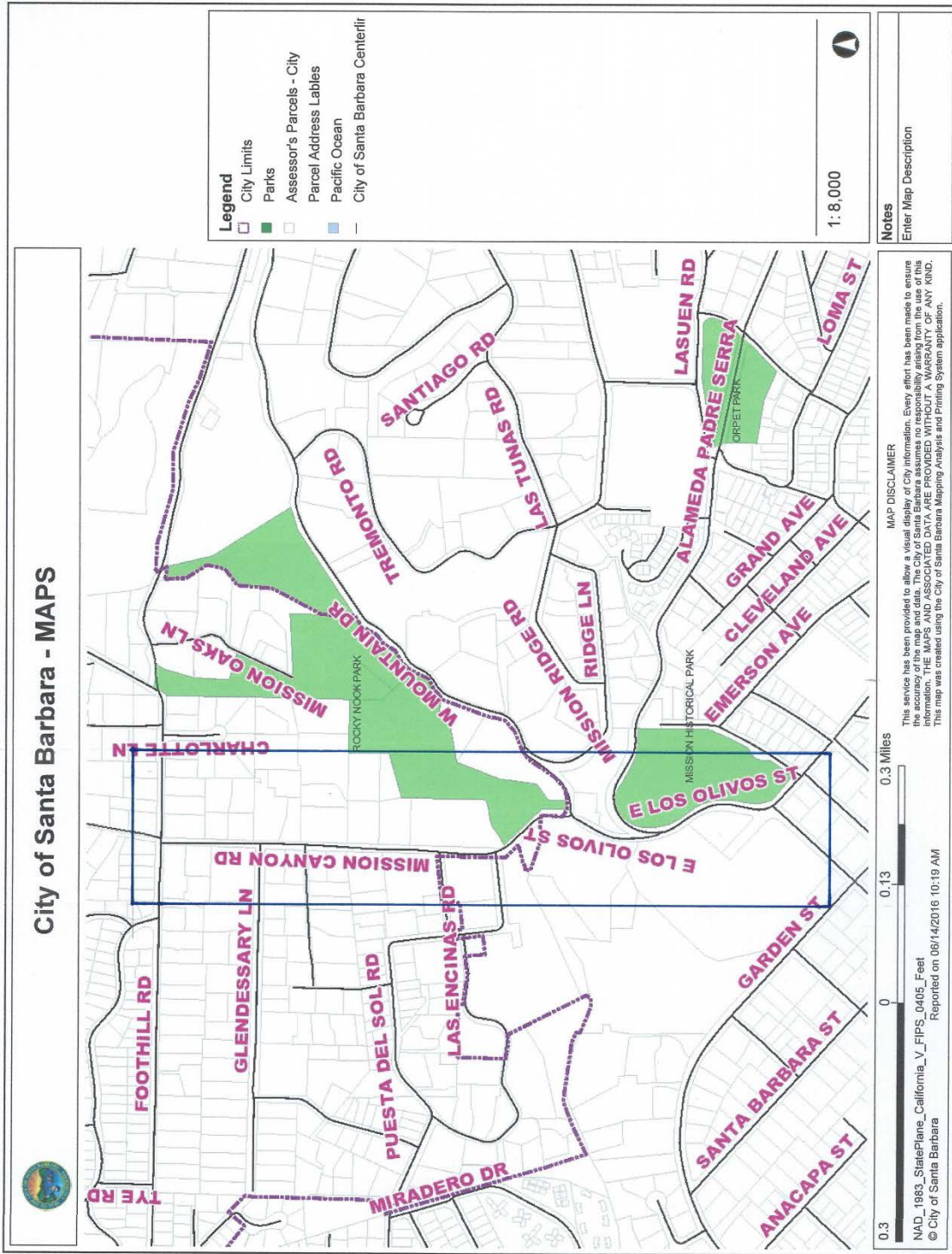
It was the imperative to improve safety that first motivated the Mission Heritage Trail Association (and its predecessor, the Concerned Citizens for Safe Passage). As we pondered what could be done to provide greater safety for people passing through the Mission Heritage Corridor, we realized that planning for improvements to the bridge and roadway requires sensitivity to the area's irreplaceable historical and environmental resources. Through visual surveys, discussion, and research, we have grown convinced that our valuable resources demand improved stewardship so that our citizens and our guests, now and in the future, may experience the fullness of history. Thus, the Mission Heritage Trail Association is committed to working with the community and government agencies toward to ensure that any necessary public improvements protect historic resources, enhance their surroundings and presentation, and advance their public appreciation and understanding.

Persons wishing to obtain additional information about the Mission Heritage Trail Association or are interested in participating in the efforts of the association should send an email to missionheritagetrailassociation@gmail.com. Readers are also encouraged to visit MHTA's web site: www.missionheritagetrailassociation.org.

Appendices

- A. Map of Mission Heritage Corridor
- B. List of Members, Board of Directors and Officers of the Mission Heritage Trail Association
- C. List of Organizational Stakeholders and Affiliated Organizations
- D. El Pueblo Viejo
- E. National Historic Landmarks Nomination for Mission Historical Park
- F. List of Public Outreach Efforts - community meetings, walkabouts, publications, etc.
- G. List of City, County, and State Agencies involved in the project
- H. Mission Canyon Community Plan and Mission Canyon Residential Design Guidelines

Appendix A: Map of Mission Heritage Corridor





Appendix B: Members, Board of Directors and Officers of the Mission Heritage Trail Association

1. Board of Directors and Officers

The following members were elected to the Board of the Mission Canyon Trail Association at the Frist Annual Meeting of the Association on April 10, 2015:

Institutional Representatives:

Luke Swetland (Santa Barbara Museum of Natural History)
Linda Alderman (Santa Barbara Woman's Club)
Fred Sweeney (Upper East Association)
Shelley Bookspan (Riviera Association)
Alastair Winn (Mission Canyon Association)
Christine Nelsen (Santa Barbara Bicycle Coalition)

Individual Members

Sue Adams - President, Pearl Chase Society
Mitchell Bass - COAST
Sydney Baumgartner - landscape architect
Mary Louise Days - SB Conservancy, SB Trust for Historic Preservation
Kellam de Forest - Mission Canyon Association, Pearl Chase Society
Suzanne Elledge - President, Suzanne Elledge Planning & Permitting Services
Steve Forsell - Upper East Association
Kristina Foss - Director, Old Mission Museum
Tom Jacobs - architect, COAST
Dr. John Kay - property owner in corridor
Don Olson - Upper East Association
Alastair Winn - Mission Canyon Association, property owner in corridor

Officers:

Chair:	Don Olson
Vice Chair:	Tom Jacobs
Secretary:	Shelley Bookspan
Treasurer:	Alastair Winn

2. Other Members of the Organization:

Richard Axilrod - Mission Canyon resident
Jim Balsitis - Director of Facilities, Old Mission Santa Barbara

Laura Burton Capps - property owner in corridor
Dr. John Dewey - President, Garden Street Academy
Rosie Dyste - Mission Canyon resident
Sam Franklin - Bicycle Coalition Advocacy Coordinator
Sue Graff - Staff Director, Santa Barbara Woman's Club
Karl Hutterer - President, Mission Canyon Association, property owner in corridor
Mike Imwalle - archaeologist, SB Trust for Historic Preservation, Santa Barbara Conservancy
Heidi Jones - planner, SEPPS
John Kay - property owner in corridor
Nancy Mixon - former president, Roosevelt Elementary Education Foundation
Steve Newman - Riviera Association
Br. Thomas Schultz - Mount Calvary Monastery
Erika Sharghi - property owner in corridor
David Watkins - Mission Canyon resident, designer
Gerry Westerfield - Phoenix House
Marie Zeman - Santa Barbara Woman's Club

Appendix C: List of Organizational Stakeholders and Affiliated Organizations

Mission Canyon Association
Upper East Association
Riviera Association

Old Mission Santa Barbara
Mount Calvary Monastery
Phoenix House
Santa Barbara Museum of Natural History
Santa Barbara Woman's Club
Santa Barbara Botanic Garden

Garden Street Academy
Roosevelt School
Marymount School
Santa Barbara Middle School

Pearl Chase Society
Santa Barbara Trust for Historic Preservation
Santa Barbara Conservancy
Santa Barbara Bicycle Coalition
COAST (Coalition for Sustainable Transportation)
Riviera Business Park
Riviera Theater
El Encanto Hotel
Visit Santa Barbara (formerly Conference and Visitors Bureau)
Chamber of Commerce of Greater Santa Barbara

Appendix D: El Pueblo Viejo

In 1960 the City of Santa Barbara adopted an ordinance to create El Pueblo Viejo Landmark District. Its purpose was to recognize the historic area around the site of the Spanish Royal Presidio in downtown Santa Barbara, to create a list of the important buildings such as adobes, and to regulate the design of new construction in the area. When Mission Santa Barbara and the Museum of Natural History were annexed to the City in 1968, the boundary of El Pueblo Viejo was expanded. A revised ordinance was adopted in 1977, and it contained legal descriptions of Part I, the downtown section, and Part II, the Mission and Museum section. It is a design control district.

The third edition of the City's "Guidelines El Pueblo Viejo District" was published in 2009. It outlines the district's history, its adoption into the City Charter, describes noteworthy examples of the required architectural styles, and provides detailed guidelines for planning and designing new developments within the district. This document can be found at the following web address: <https://www.santabarbaraca.gov/civicax/filebank/blobdload.aspx?BlobID=17290>.

Appendix E: Historical Designations for Mission Historical Park

The park is a designated a City of Santa Barbara Landmark. The designation includes the entire property, its border walls and curbs and all of the cultural (historic and archaeological) resources. The park's cultural resources are also included in the Mission's designation as a California Historical Landmark.

Mission Santa Barbara is also a designated National Historic Landmark and is listed on the National Register of Historic Places.

Appendix F: List of Public Outreach Efforts

Corridor WalkABOUTS:

From September of 2012 to December of 2015 members of MHTA conducted **18** walkabouts through the corridor. The size of groups participating in the walk abouts ranged from four to twenty individuals. Although no detailed head counts for each walk were kept, we estimate that a total of between 100 and 150 individuals participated. Among the groups that took the tour were members of the Pearl Chase Society Board, Santa Barbara Garden Club, members of the Upper East Association, the Rivera Association, and the Mission Canyon Association. Other participants included members of the County Board of Supervisors, the City Mayor, four of the current City Council members, members of the City Planning Commission, the Historic Landmarks Commission, members of the regional Caltrans office, and city and county staff. In addition, several representatives of the Chumash community participated in tours.

Public Presentations:

MHTA conducted or participated in at least 18 public presentations of the work done on the corridor starting in February of 2014, including presentations to the City Council, County Board of Supervisors, City Historic Landmarks Commission, Combined City and County Planning Commissions, County Historic Landmarks Advisory Committee, the Bicycle Coalition, Santa Barbara Open Streets event in 2014, and the Santa Barbara Rotary Club.

Public Workshops:

MHTA assisted city and county staff in organizing three public workshops (October 29, 2013; April 22, 2014; April 8, 2015) which included a total of about 200 community participants. These workshops included presentations by city and county staff and opportunity for community participants to ask questions and provide feedback and suggestions.

Small Group or Individual Presentations:

Since early 2014, emerging versions of the Vision Maser Plan presented in this publication have been shared with a number of community leaders such as the Santa Barbara Chamber of Commerce. In addition, we have held several extensive one-on-one briefing sessions with individuals who have expressed concerns about potential changes in the Mission Heritage Corridor. On September 16, 2014, before any specific proposals for potential improvements had been developed, Lanny Ebenstein was invited to attend a working session of the MHTA (then still called Concerned Citizens for Safe Passage) to share his concerns and suggestions about the corridor. On February 26, 2015, members of MHTA held a three hour session with Paulina and Peter Conn and Shelia Lodge in an effort to clarify issues and eliminate misinterpretations and misinformation.

Appendix G: List of City, County, and State Agencies Involved in the Project

Federal Government:

Department of Defense - Army Corps of Engineers
Federal Emergency Management Agency (FEMA)
Department of the Interior - Fish & Wildlife Service

State of California:

California Department of Transportation (Caltrans)
Fish & Wildlife Services
Regional Water Quality Control Board

County of Santa Barbara:

County Board of Supervisors
Planning Commission
Long Range Planning
Historic Landmarks Advisory Committee
Board of Architectural Review
Public Works, Flood Control
Public Works, Transportation
Public Works, Water Agency, Project Clean Water
Parks Department
Fire Department
Sheriff's Department

City of Santa Barbara:

Mayor and City Council
Planning Commission
Community Development Department
Historic Landmarks Commission
Architectural Board of Review
Parks Department
Public Works, Transportation (Traffic and Circulation Advisory Committee)
Public Works, Engineering
Creeks Advisory Committee
Building Department
Fire Department
Police Department

Appendix H: Mission Canyon Community Plan and Mission Canyon Residential Design Guidelines

The Mission Canyon Community Plan and the related Mission Canyon Residential Design Guidelines were adopted by the Board of Supervisors of Santa Barbara County in April, 2014. These documents were the outcome of over 40 public meetings and several public workshops held by the Mission Canyon Planning Advisory Committee (MCPAC) and staff from the County Long Range Planning Division over a period of several years.

The Mission Canyon Community Plan lists the goals of the Plan as follows:

- Maintain and enhance existing community qualities, including Mission Canyon's natural scenic beauty and charm;
- Improve fire safe practices including vegetation management, defensible space, hydrants and water supply, road safety, and emergency ingress and egress;
- Protect public views of the ocean, mountains, and scenic corridors;
- Provide for the reasonable use of property and limited additional development that is compatible with the natural terrain and with the scale and character of existing structures in the area;
- Provide for public health and safety by ensuring that development does not exceed availability of adequate services and infrastructure;
- Develop plans for possible post-disaster recovery and reconstruction that balance the likely conflict between the desire for rapid recovery and the desire to rebuild a community that is more resistant to future disaster;
- Protect sensitive habitats and other biological resources; • Protect watershed function, protect groundwater and surface water quality, and prevent flooding and erosion;
- Provide safe and efficient circulation systems and improve pedestrian and bicyclist access and safety; • Promote water conservation, resource recovery, green building practices, and energy conservation and generation; Mission Canyon Community Plan April 2014 2 Introduction
- Preserve open space; • Protect historical and cultural resources; and
- Improve aesthetics through the application of Residential Design Guidelines.

The complete document can be found at:

http://longrange.sbcountyplanning.org/planareas/mission_canyon/documents/Draft%20Mission%20Canyon%20Community%20Plan/Final%20MCCP/Final%20MCCP%20April%202014%20for%20web.pdf

Mission Canyon Residential Design Guidelines document is an integral companion to the Mission Canyon Plan. The document lists the purpose of the guidelines as follows:

- To provide reasonable, practical, and objective guidance to assist homeowners, developers, and designers in identifying the components that define the character of a neighborhood by using this information when designing new or remodeled homes;

- To guide, educate, and motivate homeowners, developers, and designers to create projects that contribute to community design objectives; and
- To provide the tools needed for staff, BAR, other decision-makers, and the community to properly evaluate development proposals based upon the following goals:
- Preserve and enhance the existing Mission Canyon environment and those areas of special beauty, history, or interest. • Encourage high standards of architectural and landscape design.
- Promote neighborhood compatibility. Figure 1 Design Guidelines 3 • Protect public viewsheds and encourage neighbors to be considerate of private views.
- Respect the privacy of immediate neighbors. • Ensure that grading is appropriate to the site and does not result in erosion and long-term scarring of the landscape.
- Preserve and protect native and aesthetically valuable vegetation and wildlife.
- Minimize loss in a wildfire. • Promote sustainable design practices and energy conservation.

The complete document can be found at:

http://longrange.sbcountyplanning.org/planareas/mission_canyon/documents/Design%20Guidelines/Final%20Design%20Guidelines/Final%20Residential%20Design%20Guidelines%20for%20web%20April%202014.pdf