Carl A. Di Ubaldo and Sharon Di Ubaldo
Brother and Sister
1535 La Vista del Oceano Dr.
Santa Barbara, CA 93109-1778

DISTRIBUTED TO: DATE: 6/15/05
PLANNING COMMISSION (7)
JAN HUBBELL, SR. PLANNER
SCOTT VINCENT, ASST. CITY ATTY.
CASE PLANNER APPLICANT('S) AGENT
PC SECRETARY

June 5, 2005

Ms. Marisela G. Salinas, Associate Planner
City of Santa Barbara, Planning Division
P.O. Box 1990
Santa Barbara, CA 93102-1990

Dear Ms. Marisela G. Salinas,

We are writing this letter to express our concerns regarding the new residential housing going up on the hillside above our house. It appears the water run off system placed throughout the hillside, where the proposed four residential structures are scheduled to be constructed, drains out onto La Vista del Oceano Drive, a short distance above our property. We experienced an unprecedented situation in the rain storm a few weeks ago in May, water and mud flooded down our driveway into our garage. We have never had water flood into our driveway previously throughout the years 1964 to the present. Since there was an insignificant amount of rain fall in the May storm, we believe the flooding was due to the recently constructed drainage system directly into La Vista del Oceano Drive, between the residential addresses at 1545 and 1555 La Vista del Oceano Drive. To our recollection water and mud never entered the driveway before. Covering the hillside with the proposed construction will create additional water and mud run-off. A great deal of the present natural land will be covered altering the natural percolating effect, creating a greater run-off, which we fear will cause a great deal of damage to our property. We plead with you to create an alternate system to deal with water run-off, which will bypass the properties below he proposed construction.

As you probably know the homes previously constructed along the hillside to the West of this project have diverted the upper water drainage down to Cliff Drive, bypassing the lower residences. Why can't this be done with this current project?

An additional problem area we have concerns about is the increase of traffic on this very narrow road. We would like to request that you post 15mph signs and/or install speed bumps, as well as, post a sign at the Palm Tree Roundabout directing traffic around the tree to avoid head on collisions.

Please contact us if you have any questions or need additional information.

Sincerely,

Carl A. Di Ubaldo

Carl A. Di Ubaldo

Sharon Di Ubaldo

Sharon Di Ubaldo

RECEIVED
JUN 14 2005
CITY OF SANTA BARBARA
PLANNING DIVISION

LETTER OF COMMENT 1

RECEIVED
JUN 09 2005
CITY OF SANTA BARBARA
PLANNING DIVISION

MATTHEW J. EDWARDS
1585 La Vista Del Oceano
Santa Barbara, California 93109
Mailing Address : 1725 Hi Mountain Road
Arroyo Grande, Ca 93420
Phone: (805) 710-0772

June 8, 2005

City of Santa Barbara
Planning Division, Attention : Marisela G. Salinas, Associate Planner,
P.O. Box 1990, Santa Barbara, Ca 93102 - 1990

RE: Public Comment for intent to adopt mitigated negative declaration – MST1999-00714, MST99-00513, MST98-00706, MST2003-00652 & MST1999-01043 and public environmental hearing

Dear Ms. Salinas:

I have reviewed the available documents for the subject project(s) and I am responding in writing to address the concerns I have regarding the proposed improvements and discretionary elements they involve. I am the owner of the parcel located at 1585 La Vista Del Oceano which abuts this proposed project(s).

First I will outline my concerns regarding the road extension project.

The applicants are proposing to raise the existing road bed as much as eight feet in height, install retaining walls as high as eleven feet faced with imitation stone veneer, and provide guardrails at the tops of retaining walls. In conversations with City of Santa Barbara engineering staff it was expressed that the engineering department desires to keep the road at it's present elevation with no cuts or fills. The present grade of the road is aprox. 10% and relatively constant. Altering elevations would result in a road that goes from present slope to near level to steep and back to present slope thus having a "roller-coaster" profile. I believe the retaining walls, veneer and guardrails as proposed are excessive and are not compatible with the neighborhood and hillside design guidelines. The subject parcels on the uphill side of the road average 32 percent in slope and it appears that access can be obtained by seating the residences a few feet lower in their respective parcels and locating their common encroachment access location Westerly so as to enter from La Vista Del Oceano a few feet higher in elevation. I agree with the fire department that the road should extend through for emergency vehicle access.

Second I will address my concerns regarding the requests for modifications to the zoning ordinances.

The requested modifications appear to be excessive, particularly for the residence proposed for 1575 LVDO. I submitted a request for permitting requirements to planning staff in May of 2000 for my parcel located at 1585 LVDO. My preliminary plans were reviewed by planning staff and an environmental analyst and a response letter was prepared by planning staff dated June 14, 2000. The following paragraph is taken directly from the letter I received:

Modifications of zoning ordinance standards would be difficult to support because, although the lots are legal, they are non conforming, and this presents additional concerns. The lots are very steep and are undersized for the E-1 zone, given the slope density requirement. In E-1, the minimum lot area is 15,000 square feet, with twice the area required (30,000 s.f.) for a slope between 20 and 30 percent, and three times the lot area (45,000s.f.) for a slope over 30 percent.

The negative declaration documents I reviewed for the proposed project state that the 1575 LVDO parcel has a building envelope of less than 1000 square feet. I believe the size and mass of the proposed project is not appropriate for the parcel because it significantly does not conform to zoning ordinance standards . I also believe that the applicant's choice of accessing the parcel from the highest portion of the lot has exaggerated the problems associated with the parcel.

If the planning staff and or commission members have any questions regarding the above, please feel free to contact me.

Very Truly Yours,

Matthew J. Edwards
Registered Civil Engineer
Registered Structural Engineer

DISTRIBUTED TO: DATE: 6/15/05
PLANNING COMMISSION (7)
JAN HUBBELL, SR. PLANNER
SCOTT VINCENT, ASST. CITY ATTY.
CASE PLANNER APPLICANT('S) AGENT
PC SECRETARY

RECEIVED
JUN 14 2005
CITY OF SANTA BARBARA
PLANNING DIVISION

June 10, 2005

TO: City Planning Commission

FROM: Mary Gibson, 1526 La Vista del Oceano

RE: Draft Mitigated Negative Declaration-MST1999-00714; MST99-00513; MST98-00706; MST2003-00652; & MST1999-01043---1568,1570,1575, & 1576 La Vista del Oceano Project

Dear Commissioners,

I live at 1526 La Vista del Oceano on the Mesa, just below the proposed four new residences in this project. I have read the DMND document and saw the June 9, 2005 hearing on Channel 18. I concur with the concerns expressed by my neighbors and the commissioners. I want to add my voice to those concerns.

From my perspective there are two concerns that have priority; traffic/parking and water run-off.

I have mixed feelings about making the street a through street, thus increasing traffic. My more immediate concern is with parking. I understand the reasoning for making the new narrow section of the street No Parking for fire truck access. Will there be pressure to make the original part of the street No Parking as well? That would be a serious negative repercussion of this new development and I hope provision will be made to continue to allow parking along the shoulder in the old section. We have no alternative because the one-car garages are built for 1924 cars, very narrow and small, and require blind backing out into the street. This will be even more dangerous with increased traffic.

My second concern is one shared by others, that of run-off. In a heavy rain we refer to the street as River La Vista del Oceano. It is not possible to enter and exit one's car because the water is up to 6 inches deep just at the street where the car door opens. And after the rains we have our own silt delta down at Cliff drive. In addition, the run off crosses La Vista del Oceano just in front of my house and deposits silt there that stays for months and results in constant dust and dirt on my car as well as in my home. I hope that the new landscaping will ultimately help the silt problem. I question whether the swale run-off ditch to the east of the four properties will mitigate the silt problem or simply place rocks into the mix? Currently rocks up to 2" are washed down the street (and end up in front of my house). In addition, during past construction on the hill, the silt problem has increased, so special attention should be given to it during the building and grading phases if it is in the rainy season.
It seems that the new project attempts to mitigate increased run-off by dumping the water into the street each time, as if that is the accepted solution. What does it mean that the water in the catch basin will be "metered out"? Will the run-off continue long after the rain has stopped? Does the city have any plan for curbs and gutters or storm drains on the whole street?

Thank you for your attention to these comments. I hope that you will continue to consider the concerns of the entire neighborhood as this project goes forward. I appreciate that you have conducted a site visit. For a more intimate view, I'm including a picture of the story poles taken from my kitchen window so that you can appreciate what I have to look forward to.

Respectfully,

Mary Gibson

Mary Gibson

City of Santa Barbara
Planning Division

6/9/05

1) I have resided at 1545 LVDO about the past 11 years.
2) I shared concerns and comments regarding property development of lots 1610 & 1604 in 1996, although at that time the lot number designations appear to have been 1582-1595. For that development the guardrail separating LVDO with Ricardo was removed. Mention was made of LVDO not being through-paved and some barriers being erected. I don't recall any clear statement that the roadway would be through-paved at that time or since for general traffic. Regarding the Planning Commission's Condition of Approval, lots 1582-1594, 12/19/96: I cite the Draft Mitigation Negative Declaration, Response To Comments, page 3, Initial Study Item 11-Transporation/Circulation, Response: "The proposed access between Upper and Lower LVDO would be available for use by pedestrians, bicyclists and emergency vehicles only." I take exception to comments that residents on the lower section should not protest LVDO being through-paved. Example: Letter by Oceano Property Owners, Inc, dated 12/2/00. " The homeowners on lower LVDO have known that eventually LVDO would be connected. Consequently, it is unfair for them to protest the connection at this point." I am opposed to the road being a paved throughway.
3) I have concerns now, as I did at the time of my prior comments, regarding water runoff mitigation and, in addition, through-traffic mitigation.
4) Property development plans, that I reviewed, call for storm drains and a catch basin to be constructed. However, those plans did not show where the water would eventually drain. I conclude that this runoff water will be eventually funneled and filter onto the LVDO Street surface. Reports state that the pre and post construction drainage configuration is not adequate. I cite the report by Penfield Smith, dated 12/15/04, page 13. Further, I question the conclusion of any reports that minimize potential flooding on lower LVDO properties, particularly regarding the impact during times of high volume water flow. I think the appropriate solution is to drain the runoff underground directly to Cliff Drive and improve that basin. In the past 1545 LVDO has been flooded by runoff crossing the road at the lower sweeping curve. This condition appears to remain the same post construction. Perhaps, I suspect, potential flooding will be made worse by moving water more quickly to paved surfaces at the new development sites, providing less opportunity for ground absorption, although some of the water will get diverted to the catch basin. The Draft Initial Study/Environmental Checklist, dated 5/18/04, states on page 35, Water Environment section, 12d); Change in the quantity, quality, direction or rate of flow of ground waters? Potentially Significant, Mitigable." Where is the runoff going? What is to be done to mitigate future potential flooding? If it is channeled to the LVDO Street surface then I contend it won't be properly mitigated. It only shuffles the problem downhill and onto residents there.
5) Regarding LVDO being a paved throughway, I have several concerns about through traffic. Although, this would be a convenience for upper LVDO and

Ricardo residents, it would be an inconvenience for lower LVDO residents. Traffic proceeding down the street, and particularly drivers not familiar with the road, encounter a180 degree turn and immediately our driveway, then beyond a narrower street with parking. I have concerns that traffic "cutting the corner" (using LVDO a through fare) will be in a hurry, that bikers and perhaps even skateboarders, will want to use the road recreationally. This report estimates 40 additional daily trips, see page 33, #11a, Traffic, Long Term Impacts. I disagree that this would be insignificant for this portion of LVDO! I disagree with some comments that imply or conclude that there is adequate line of site, particularly at the 180 degree turn going downhill, unless traffic is deliberately slowed. I cite report, Draft Initial Study/Environment Checklist, page 32, Transportation/Circulation Section, part b) Hazards to safety. I contend that a hazard is being created for this lower section, particularly at the juncture with our driveway and beyond (That is in the downhill direction). Our driveway slopes considerably upwards to meet the street and we have a blind spot as we back out. Further, and in addition, traffic coming downhill meeting traffic coming uphill will have some difficulty negotiating the lower section due to narrowness. Although, I saw a comment about a speed bump on one report, I could see nothing on any drawings regarding traffic speed mitigation. I believe that speed traffic mitigation is called for. What and where is this to be installed?

6) Given that lower LVDO has existed in its current configuration until now, regarding its width, is this to remain the same after through-paving? If not, how is the city going to widen it without taking property away from existing owners. And if the city does this, is that action appropriate for existing owners to suffer for the sake of these proposed developments and opening LVDO to all vehicles?
7) I cite Sheet 3 of 10, Grading, Drainage and Road Improvement Plan, Construction Notes. "No street parking shall be allowed on LVDO Drive". Exactly what section of LVDO is this referring? Lower LVDO residents have utilized the street for parking since day one and any change in that would be patently unfair to them, as well as create a parking dilemma.

Connard Hogan
1545 La Vista Del Oceano

Janet V. Napier
1545 La Vista del Oceano Drive
Santa Barbara, CA 93109

June 9, 2005

To: *City of Santa Barbara, Planning Division*

I am very concerned about the development of four, and now I hear five, very large houses on the hill above my property.

First of all, I would like to say that I was very surprised to see that many meetings over a number of years have been taking place regarding this development, totally unknown to my husband and me. Today's meeting is the first time we have received notice of this development.

My key concerns relate to:

- The waivers that would be required to allow these houses to be built non-conforming to the Hillside Design District and current Neighborhood Preservation Ordinances;
- Lack of compatibility with lower La Vista del Oceano;
- Potential flooding on lower La Vista del Oceano;
- Increased traffic that will be put onto La Vista del Oceano by joining what is now a cul-de-sac to upper La Vista del Oceano and Ricardo.

1. Each of the four houses are planned for lot sizes that are three times smaller than the City's Slope Density requirements (page 5 of the Draft Mitigated Negative Declaration). Why does the City have Slope Density requirements if it is not willing to follow them? In addition, these four houses, in close proximity to each other, because of the steep slope of the hillside, will require extensive grading and significant numbers of retaining walls. I am concerned about the impact of this, particularly in light of the recent landslides in Laguna Beach.

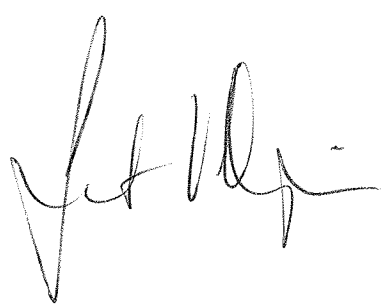
2. The Draft Mitigated Negative Declaration indicates that this development – and the size of these homes -- is compatible with the size, bulk and scale of the neighborhood (page 11). However, on the page entitled "Floor Area and Floor Area Ratio Calculations for Existing Residential Development Surrounding the LVDO Road Connection Project" (approx. page 21 in the packet of materials), the only house on the lower part of La Vista del Oceano that is used for comparative purposes is 1524, owned by the Rojas', which is 1,607 sq.ft. Yet, it is the lower part of LVDO that will be most significantly impacted by this development – not the houses in the 1600 block of upper LVDO. Our smaller homes have been completely ignored as part of this environmental review.

3. My house is on the lower side of the roadway on La Vista del Oceano. While I appreciate the plans for an underground detention basin, I note that Penfield & Smith, in their letter to the City dated December 15, 2004, on page 13, indicate that the post project peak runoff for both the 25-year and 100-year storm events will exceed the pre-construction condition by 0.20 cubic feet per second. I wish to make it known that, currently, in a heavy storm, the water races down LVDO covering the whole street at our corner. I wish it to be on record that additional water is likely to tip the scales and flood our and our neighbors' homes. Needless to say, this is a very upsetting prospect.

4. Finally, I am extremely concerned and oppose the joining of lower LVDO to upper LVDO. This will not benefit our neighborhood, contrary to frequent comments in the Draft Mitigated Negative Declaration. In 1996, a number of us from the lower portion of the street spoke to the planning commission about this concern during an earlier development review. At that time, the City promised to consider putting in removable barriers that would allow only the Fire Dept. access from the top. The lower end of LVDO is windy, steep and narrow. The Draft Mitigated Negative Declaration indicates (page 33) that this development will generate approximately four additional a.m. peak hour trips, four p.m. peak hour trips and 40 average daily trips that "would not result in significant traffic impacts." However, no consideration was given to the additional trips that will be generated from traffic coming from upper LVDO, Ricardo or others (City College students, for example) cutting the corner to avoid the traffic light at Meigs and Cliff Drive, to say nothing of bicycles or skateboarders who may try racing down the street. This is particularly of concern because a number of us have to back out of our driveways. The City is on notice that accidents are likely to occur as a result of this action. Surely, a proper environmental review of traffic impacts on lower LVDO by joining the road should be carried out before any final decisions are made.

I also note that the plan calls for no parking on LVDO. It is not indicated if this also refers to the lower end of the street. If it does, it will cause considerable hardship because some of the older, smaller homes there do not have garage space and certainly not guest parking other than the street.

I find this Draft Mitigated Negative Declaration to be extremely skewed, without proper regard for the smaller homes in the older, original neighborhood on lower La Vista del Oceano. I call to the City Planning Department to do a more thorough study and modifications to these plans, taking the lower neighborhood into consideration before any approvals are given.



Sela PC

DISTRIBUTED TO: DATE: 6/1/05
PLANNING COMMISSION (7)
JAN HUBBELL, SR. PLANNER
SCOTT VINCENT, ASST. CITY ATTY.
CASE PLANNER APPLICANT('S) AGENT
PC SECRETARY

May 25, 2005

Dear Planning Commission:

We are homeowners at 1628 La Vista Del Oceano and recently received a copy of the initial study draft of the environmental document regarding 1568 – 1576 La Vista Del Oceano.

In the water environment section the city refers to an "8-foot wide drainage easement running along the eastern property line of 1568 LVDO Dr. that provides for an overland escape route for a 100-year storm event."

In actuality the drainage swale has never been constructed for two reasons. First, the easement is for "underground surface water drainage purposes only" as Mr. Bucciarelli (owner of 1568 LVDO) would not accept a 'visible' drainage swale on his property even though the city required an overland escape route for runoff water. And secondly, when the three existing homes on the upper lots were constructed the city's recommendation for each project was to install a rip-rap drainage system to disburse runoff water. All three homes complied with the city's recommendation. We have full confidence in this approved rip-rap system – it functioned very well in this past season of heavy rains.

We have concerns because recently Mr. Bucciarelli contacted us through his attorney. He is taking an aggressive stance regarding the possible runoff of water from our lot and the potential threat to his unconstructed house. In light of Mr. Bucciarelli's litigious attitude (his only contact with us, his neighbors, has been through attorneys), we question the wisdom of allowing his house to be built so close to the lot line where the "natural" runoff of water from the upper lots is more likely to impact his structure.

Please review this issue carefully before final approval is given and advise us of your position.

Thank you.

Sincerely,

Terry J. Perkins

Terry J. Perkins

RECEIVED

MAY 27 2005

CITY OF SANTA BARBARA
PLANNING DIVISION

Linda A. Perkins

Linda A. Perkins

June 5, 2005

City of Santa Barbara, Planning Division
Attn: Marisela G. Salinas, Associate Planner
P.O. Box 1990
Santa Barbara, CA 93102-1990

RECEIVED
JUN 0 6 2005
CITY OF SANTA BARBARA
PLANNING DIVISION

Dear Ms. Salinas:

Thank you for providing me with a full copy of the Draft Mitigated Negative Declaration MST1999-00714; MST99-00513; MST98-00706; MST 2003-00652 & MST1999-01043 MST for my review on June 2, 2005 at the Planning Division. I also appreciate the placement of story poles on the sites to assist in visualizing the project dimensions.

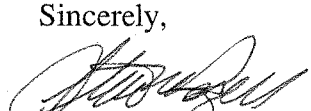
Having followed this project for several years, and having attended several of the public meetings, I was very surprised to learn that an additional lot has newly been proposed for development at 1575 La Vista del Oceano Drive. In prior meetings of the Planning Commission, members have openly stated that they did not expect anyone to attempt to build on this slender, steep, sandy piece of land within the hairpin turn of La Vista del Oceano Drive.

Of all unlikely locations for a house on this hill, certainly 1575 is the worst. It is sand and clay, with a 50% (45-degree) slope that has partially collapsed several times in the 28 years I have lived below it, including this past winter, and once in the 1980's, completely blocking the road and sending torrents of water and mud into the back yards of houses below it.

Now we learn that there is a plan to put a 30-foot tall, 2,715 square-foot building on this site, dwarfing and looming over the houses below it. In prior meetings, the Architectural Board of Review has expressed concern with the massiveness of the project. Indeed, the building at this site would require seven different waivers ("discretionary applications") to permit its construction.

Although the road cuts made directly above and below the narrow plot weaken its grip on the hillside, the plan is to try and hold it in place with six extensive retaining walls ranging up to 11 feet or more in height. Many in Laguna Beach feel that it was exactly this kind of optimistic engineering that led to the tragic landslide in that town last week. Retaining walls don't necessarily prevent movement of big houses on steep slopes and they may actually add to the threat of destruction of property below them. I urge the Planning Commission members to attend the site visit on June 7, to see the situation for themselves, and then to disallow construction inside the La Vista del Oceano Drive hairpin.

Sincerely,



Steven P. Rogers
1522 La Vista del Oceano
Santa Barbara, CA 19109

Salinas, Marisela

From: Ed Tebo [ed.tebo@cox.net]
Sent: Wednesday, June 01, 2005 10:10 PM
To: Salinas, Marisela
Subject: The Project: 1568-1576 La Vista Del Oceano Drive, Santa Barbara, CA

To: City of Santa Barbara
Planning Division
Attn: Marisela G. Salinas
Associate Planner
P.O. Box 1990
Santa Barbara, CA 93102-1990

From: Edward M. & Darlene L. Tebo
1604 La Vista Del Oceano
Santa Barbara, CA 93109-1790

The Project: 1568-1576 La Vista Del Oceano Drive, Santa Barbara, CA

We live at 1604 La Vista Del Oceano immediately to the west of the Geyer property (1576 La Vista Del Oceano). We are pleased to see this project going forward. Between the gophers and the rain, the roadbed and the hillside below it will eventually erode away if improvements are not put in place. The Specter house will also stabilize the hillside below the road that is now eroding at an increasing rate as well as reduce the fire hazard that is caused by the annual growth of brush on the unimproved land.

Schechter Residence

The plan calls for re-grading of the road in front of our property to accommodate the driveway for 1575 La Vista Del Oceano (Schechter Property). There is a sewer main, our sewer lateral, a drain water splash block, and landscaping along the edge of the road in that area. The change in the road elevation may require retaining walls to support the hillside on our property. We would appreciate being kept in the loop on changes proposed.

This change in the road grade could be avoided by reversing the floor plan of the Schechter Residence, placing the garage at the east end of residence. Facing the garage entrance to the east would also provide for a longer driveway, thus eliminating the Public Works concern about the short drive on the current plan.

Mr. Schechter did not own the abutting property, APN 35-170-22, when this residence was first designed. Now that he has acquired this property there is an opportunity to improve the design (See the Kirk Gradin designed home on the Riviera at 1565 Franceschi Road). This layout would work much better on this site than the current design. The overall building height (10' plate heights on level one and two) would not be driven by the garage floor height requirements. Overall building height would decrease by as much as twelve feet, and the two-story section by four feet. The garage could abut the east end of the current layout at an elevation of approximately 290 feet. The north wall of the garage would serve as a retaining wall. The relocation of the driveway may help to eliminate the requirement for a guardrail on

this section of the road.

Geyer Residence

From our vantage point, the Geyer Residence appears very tall and narrow. At the rear, the northwest corner plate height is fourteen feet (14') above existing grade. The architect's east elevation drawing gives the impression that the grade to plate height is something like ten feet (10'). The northeast corner plate height is over thirteen feet (13.2') above existing grade. Plate height on all three floors is ten feet (10'). Actually the house appears tall when viewed from the front and rear as well.

To obtain a second story daylight exposure, the house stands proud of the hillside to the rear with the third floor being stacked directly on top of the floor below, rather than being nestled into the terrain as called for in the hillside design guidelines. By stepping back the second floor more than it is, and by stepping the third floor back on the second floor, such that the third floor is on grade at the rear, the house would appear anchored into the hillside at the rear and less tall in front when viewed from below.

Most of daylight exposure at the rear of the second story would be lost, however it would still be possible to exit the second story on grade at the rear of the northeast corner. The upper floor would have the advantage of direct access to the garden to the rear.

The Road

The current road plan is driven by the idea of providing access to three properties, Bucciarelli, Macofsky, and Geyer from a single entry point. This plan entails building extensive retaining walls some or all of which are on private property belonging to other than the developers. This fact raises several questions that should be answered.

1.) Who will be responsible for the upkeep of the walls?
2.) Should legal action be taken with respect to the walls, which will be the responsible person(s)?
3.) Will the County of Santa Barbara consider the walls as real property improvements?
4.) If so, who will pay the ongoing property tax on the improvements?

By taking a different approach, it appears feasible to reach the same garage floor levels on all three residences by only raising the road six feet or less instead of the eight feet as called for in the plan as submitted. Fill and re-grading would begin at the current road elevation of 278' (lower end of curve) and rise at a centerline slope of 10% (inside of curve slope = 13%). Road elevation at the top of curve would be 292'. This maximum fill depth would be reached twenty feet east of the Macofsky Geyer property line at a new elevation of 298, six feet above the existing grade.

The Geyer drive would be separate and start at the west property line or perhaps further west with an easement on the Tebo property (An offer along these lines had been suggested earlier at an ABR hearing). The Macofsky Bucciarelli drive would start near the Macofsky west property line, and then run laterally across the two properties, branching off for the Macofsky garage, and then up within ten feet of the Bucciarelli east property line to the garage. The drive could then serve as an emergency swale should the underground drain become blocked.

Some of the benefits of this approach are:

1.) The wall as well as the guardrail on the south side of the road and between 1562 and 1560 LVDO could be eliminated.
2.) The retaining wall at the outside of the curve below 1562 and 1564 LVDO could be eliminated.
3.) The guardrail on the upper section of the road might be eliminated.
4.) The steepness of the road around the curve would be reduced.
5.) The driveway would substitute for the swale along the Bucciarelli east property line, improving the appearance of that property.
6.) The cost of this project would be greatly reduced.
7.) The appearance would be appreciably more pleasing.
8.) The negative effect on the neighborhood would be reduced.

Edward M. Tebo Darlene L. Tebo

Salinas, Marisela

From: Ed Tebo [ed.tebo@cox.net]
Sent: Thursday, June 02, 2005 2:41 PM
To: Kirk Gradin
Cc: Salinas, Marisela
Subject: Re: The Project: 1568-1576 La Vista Del Oceano Drive, Santa Barbara, CA

Kirk,

Sorry to be a pain. I know you are busy, but I think this warrants your consideration, even if it goes nowhere.

On a topo map (1"=10') provided by the project, I laid out a 22' wide by 24' uphill depth, 29' lowerside depth garage (slightly angled to the house into the slope). Garage FF 290'. Also laid out a 20' wide drive.

On the downhill side, except for the first 6' next to the house, the garage and drive height above grade is 4' out to the property line dividing the two Schechter parcels. From that point, the above grade height increases evenly as the drive elevation increases, reaching a max height of 10' opposite the Geyer/ Macofsky property line. I show the drive entrance straddling that same extended property line. I also added a back-in turn around beyond the drive entrance. It's max height above grade is also 10'.

On the uphill side, the garage north wall would provide the first 24' of 10' retaining wall. At 20' east of the garage the retaining wall height decreases to 9', and then tapers to zero as the drive rises to met the falling street. Were the garage made 2' taller, the roof would provide for off street parking. In any case the roof could be used as a deck off the kitchen.

Sincerely,
Ed Tebo

----- Original Message -----

From: Kirk Gradin
To: ed.tebo@cox.net
Sent: Thursday, June 02, 2005 9:17 AM
Subject: FW: The Project: 1568-1576 La Vista Del Oceano Drive, Santa Barbara, CA

See my comments in red.

Kirk

From: Salinas, Marisela [mailto:MSALINAS@SantaBarbaraCA.gov]
Sent: Thursday, June 02, 2005 8:49 AM
To: Kirk Gradin
Subject: FW: The Project: 1568-1576 La Vista Del Oceano Drive, Santa Barbara, CA

public comment we received regarding your project. any thoughts on it?

Marisela Salinas
(805) 564-5470 ext. 3305

From: Ed Tebo [mailto:ed.tebo@cox.net]
Sent: Wednesday, June 01, 2005 10:10 PM
To: Salinas, Marisela
Subject: The Project: 1568-1576 La Vista Del Oceano Drive, Santa Barbara, CA

To: City of Santa Barbara
Planning Division
Attn: Marisela G. Salinas
Associate Planner
P.O. Box 1990
Santa Barbara, CA 93102-1990

From: Edward M. & Darlene L. Tebo
1604 La Vista Del Oceano
Santa Barbara, CA 93109-1790

The Project: 1568-1576 La Vista Del Oceano Drive, Santa Barbara, CA

We live at 1604 La Vista Del Oceano immediately to the west of the Geyer property (1576 La Vista Del Oceano). We are pleased to see this project going forward. Between the gophers and the rain, the roadbed and the hillside below it will eventually erode away if improvements are not put in place. The Specter house will also stabilize the hillside below the road that is now eroding at an increasing rate as well as reduce the fire hazard that is caused by the annual growth of brush on the unimproved land.

Schechter Residence

The plan calls for re-grading of the road in front of our property to accommodate the driveway for 1575 La Vista Del Oceano (Schechter Property). There is a sewer main, our sewer lateral, a drain water splash block, and landscaping along the edge of the road in that area. The change in the road elevation may require retaining walls to support the hillside on our property. We would appreciate being kept in the loop on changes proposed.

There are no retaining walls required for the proposed road grade elevations adjacent to Tebo's property. P&S drawings for the entire project confirm this.

This change in the road grade could be avoided by reversing the floor plan of the Schechter Residence, placing the garage at the east end of residence.

This suggestion has been made in many of the past reviews of the project (by ABR members and others) and is one of the very first design concepts that we considered. It is not feasible for a number of compelling reasons which I intend to illustrate (with drawings and grading plans) for everyone (again) at the PC hearing. The main drawback is that it greatly increases the amount and height of exposed retaining walls on the site...retaining walls that exceed 10' in exposed height on both sides of the new Schecter driveway.

Facing the garage entrance to the east would also provide for a longer driveway, thus eliminating the Public Works concern about the short drive on the current plan.

Mr. Schechter did not own the abutting property, APN 35-170-22, when this residence was first designed. Now that he has acquired this property there is an opportunity to improve the design (See the Kirk Gradin designed home on the Riviera at 1565 Franceschi Road). This layout would work much better on this site than the current design. The overall building height (10' plate heights on level one and two) would not be driven by the garage floor height requirements. Overall building height would decrease by as much as twelve feet, and the two-story section by four feet. The garage could abut the east end of the current layout at an elevation of approximately 290 feet. The north wall of the garage would serve as a retaining wall. The relocation of the driveway may help to eliminate the requirement for a guardrail on this section of the road.

Geyer Residence

From our vantage point, the Geyer Residence appears very tall and narrow. At the rear, the northwest corner plate height is fourteen feet (14') above existing grade. The architect's east elevation drawing gives the impression that the grade to plate height is something like ten feet (10'). The northeast corner plate height is over thirteen feet (13.2') above existing grade. Plate height on all three floors is ten feet (10'). Actually the house appears tall when viewed from the front and rear as well.

To obtain a second story daylight exposure, the house stands proud of the hillside to the rear with the third floor being stacked directly on top of the floor below, rather than being nestled into the terrain as called for in the hillside design guidelines. By stepping back the second floor more than it is, and by stepping the third floor back on the second floor, such that the third floor is on grade at the rear, the house would appear anchored into the hillside at the rear and less tall in front when viewed from below.

Most of daylight exposure at the rear of the second story would be lost, however it would still be possible to exit the second story on grade at the rear of the northeast corner. The upper floor would have the advantage of direct access to the garden to the rear.

The Road

The current road plan is driven by the idea of providing access to three properties, Bucciarelli, Macofsky, and Geyer from a single entry point. This plan entails building extensive retaining walls some or all of which are on private property belonging to other than the developers. This fact raises several questions that should be answered.

1.) Who will be responsible for the upkeep of the walls?
2.) Should legal action be taken with respect to the walls, which will be the responsible person(s)?
3.) Will the County of Santa Barbara consider the walls as real property improvements?
4.) If so, who will pay the ongoing property tax on the improvements?

By taking a different approach, it appears feasible to reach the same garage floor levels on all three residences by only raising the road six feet or less instead of the eight feet as called for in the plan as submitted. Fill and re-grading would begin at the current road elevation of

278' (lower end of curve) and rise at a centerline slope of 10% (inside of curve slope = 13%). Road elevation at the top of curve would be 292'. This maximum fill depth would be reached twenty feet east of the Macofsky Geyer property line at a new elevation of 298, six feet above the existing grade.

The Geyer drive would be separate and start at the west property line or perhaps further west with an easement on the Tebo property (An offer along these lines had been suggested earlier at an ABR hearing). The Macofsky Bucciarelli drive would start near the Macofsky west property line, and then run laterally across the two properties, branching off for the Macofsky garage, and then up within ten feet of the Bucciarelli east property line to the garage. The drive could then serve as an emergency swale should the underground drain become blocked.

Some of the benefits of this approach are:

1.) The wall as well as the guardrail on the south side of the road and between 1562 and 1560 LVDO could be eliminated.
2.) The retaining wall at the outside of the curve below 1562 and 1564 LVDO could be eliminated.
3.) The guardrail on the upper section of the road might be eliminated.
4.) The steepness of the road around the curve would be reduced.
5.) The driveway would substitute for the swale along the Bucciarelli east property line, improving the appearance of that property.
6.) The cost of this project would be greatly reduced.
7.) The appearance would be appreciably more pleasing.
8.) The negative effect on the neighborhood would be reduced.

Edward M. Tebo Darlene L. Tebo

Salinas, Marisela

From: Ed Tebo [ed.tebo@cox.net]
Sent: Wednesday, June 08, 2005 9:40 PM
To: Salinas, Marisela
Subject: The Project

To: City of Santa Barbara Planning Division – Planning Commission

Attn: Marisela G. Salinas, Associate Planner
P.O. Box 1990
Santa Barbara, CA 93102-1990

From: Edward M. & Darlene L. Tebo
1604 La Vista Del Oceano
Santa Barbara, CA 93109-1790

Subject: June 9th PC Review of MST1999-00714, 01043, MST1998-0706 and MST2003-00652 for proposed residences on 1568-1576 La Vista Del Oceano Drive in Santa Barbara.

We live at 1604 La Vista Del Oceano immediately to the west of the Geyer property (1576 La Vista Del Oceano). We are pleased to see this project move forward. It promises to stabilize the roadbed and the hillside along lower LVDO Drive. This steep hillside, if left undeveloped, will continue to erode away, as rain channels through a maze of gopher holes and further undermines the hillside.

The proposed linked development projects will reduce the danger of fire in this "high fire hazard area" by replacing the annual weed crop with fire retardant plants.

While we will be most pleased to see this project come to fruition and for the road to be completed, I do have several suggestions that, if implemented could reduce the need to raise the road and thus also reduce the need for massive retaining walls. Since the road is the backbone of this project, I will review it first:

The Road -

The current road plan is not well thought out in that it alters the topography rather than taking advantage of it. The plan submitted is an outgrowth of an earlier plan driven by the need for Mr. and Mrs. Bucciarelli to locate their proposed residence as high up on their pie-shaped lot as possible. Mr. And Mrs. Macofsky also desire to locate their residence as high as possible on their lot. This plan entails building extensive retaining walls some or all of which are on private property belonging to other than the developers. This fact raises several questions that should be answered.

1.) Who will be responsible for the upkeep of the walls?
2.) Should legal action be taken with respect to the walls, who will be the responsible person(s)?
3.) Will the County of Santa Barbara consider the walls as real property improvements?

4.) If so, who will pay the ongoing property tax on the improvements?

The original plan called for the road to terminate in a cul-de-sac below the Macofsky property. No original thought went into the redesign process when The City of Santa Barbara required the road be connected to upper La Vista Del Oceano. The redesign following the original plan resulted in a road elevation above the garage floor level at 1562 LVDO. At my suggestion, the radius of the hairpin turn was increased thus reducing the road elevation at the drive for 1562 LVDO.

The other part of my suggestion, to move the driveway apron to the west was not followed. The reason for this is apparent when one tries to access all three properties from a single drive. It would not be possible for Mr. and Mrs. Geyer to locate their proposed residence as high on their steep lot as desired.

A New Road Design

By taking a different approach, it appears feasible to reach the same garage floor levels on all three residences by only raising the road two feet or less instead of the eight feet as called for in the plan as submitted. Fill and re-grading would begin at the current road elevation of 279' (lower end of curve) and rise at a centerline slope of 7%. Road elevation at the top of curve would be 289'. The maximum fill depth would be reached twenty feet east of the Macofsky Geyer property line at a new elevation of 294, two feet above the existing grade.

The Geyer drive would be separate and start at the west property line or perhaps further west with an easement on the Tebo property (An offer along these lines had been suggested earlier at an ABR hearing). We are making this offer for selfish reasons. In our opinion the plan being submitted would have a negative effect on the entire neighborhood.

The Macofsky Bucciarelli drive would start at the Macofsky west property line, and then run laterally across the two properties, branching off for the Macofsky garage, and then up within ten feet of the Bucciarelli east property line to the garage. The drive could then serve as an emergency swale should the underground drain become blocked.

Some of the benefits of this approach are:

1.) The wall as well as the guardrail on the south side of the road and between 1562 and 1560 LVDO could be eliminated.
2.) The retaining wall at the outside of the curve below 1562 and 1564 LVDO could be eliminated.
3.) The guardrail on the upper section of the road would not be required.
4.) The steepness of the road around the curve would be reduced.
5.) The driveway would substitute for the swale along the Bucciarelli east property line, improving the appearance of that property.
6.) The Bucciarelli driveway would not encroach on the Macofsky side property line.
7.) The cost of this project would be greatly reduced.
8.) The appearance would be appreciably more pleasing, thus removing the negative effect on the neighborhood.

Schechter Residence -

The plan submitted to the ABR and now the PC calls for re-grading of the road in front of our

property to accommodate the driveway for 1575 La Vista Del Oceano (the proposed Schechter residence across the street and a bit downhill from my home.). There is a sewer main, our sewer lateral, a drain water splash block, and landscaping along the edge of the road in that area. The change in the road elevation may require retaining walls to support the hillside on our property. We would appreciate being consulted and kept informed of any changes that impact my property.

When Mr. Schechter's residence was first designed he did not own the abutting property, (APN 35-170-22) inside the hairpin turn. Now that he has acquired this property there is an opportunity to improve the design and remove the constraints imposed by the roadway height (and hence the location of the garage). The lowering of the current LVDO road above this lot can be avoided by locating the garage at the east end of the residence and facing the garage entrance east. This would allow a longer driveway, flexibility in citing the garage and would eliminate a concern voiced by the Public Works Dept. with the very short driveway in the current plan. An example of this approach can be found in a home on the Riviera at 1565 Franceschi Road, incidentally designed by Mr. Gradin, Mr. Schechter's architect.

Geyer Residence -

From our vantage point, the Geyer Residence appears very tall and narrow. At the rear, the northwest corner plate height is fourteen feet (14') above existing grade. The northeast corner plate height is over thirteen feet (13.2') above existing grade. Actually the house appears tall when viewed both from the front and rear.

To obtain a second story daylight exposure, the house stands tall on the hillside with the third floor stacked directly on top of the floor below, rather than stepped into the hillside as called for in the **Hillside Design Guidelines**. By stepping the second floor more aggressively into the hillside and by similarly stepping the third floor back on the second floor, the third floor could be positioned on grade at the rear to provide direct access to the back yard garden. If the **Hillside Design Guidelines** were followed the residence would appear nicely set into the hillside at the rear and much less massive when viewed from below.

We hope you view these suggestions as constructive and consider them during the Planning Commission review scheduled for June 9th.

Respectfully yours,

Edward and Darlene Tebo

Copy to: Kirk Gradin
Tom Meany
Russ Banko

Salinas, Marisela

From: Ed Tebo [ed.tebo@cox.net]
Sent: Wednesday, June 15, 2005 9:56 AM
To: Salinas, Marisela
Subject: LVDO Project

Marisela,

Re: The LVDO project

Will the ABR be looking at the story poles while they are still in place? In particular, I would like to have them check the Geyer residence.

The floor elevations have been reduced slightly, and the South Elevation has been changed in an attempt to reduce the appearance of height, but the structure is very close the original in mass, bulk and scale. Some or all of the plate heights are ten feet where they could be eight feet. From our vantage point, the rear part of the structure is very tall and narrow.

I see three possible solutions:

1.) Remove the third floor, and put it to the rear of the second floor. An example of that solution is our residence immediately to the west at 1604 LVDO.

2.) Move the entire structure, or the upper floors, to the north such that the third floor is on grade at the rear.

3.) Lower the entire structure such that the third floor is on grade at the rear.

Ed Tebo

1568-1576 La Vista del Oceano Drive – Vicinity Map

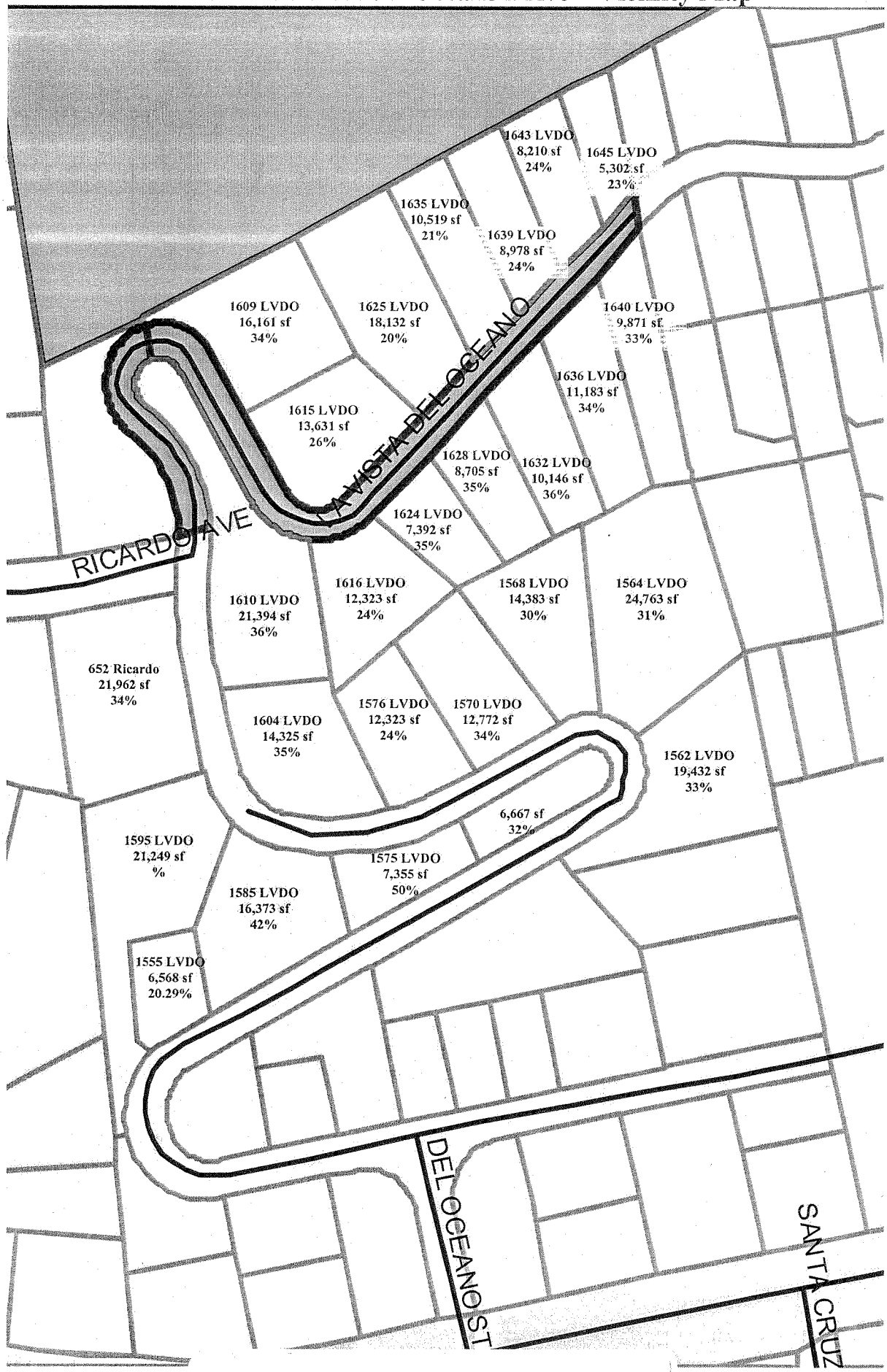


EXHIBIT E

La Vista del Oceano Statistics

Address	Slope (%)	Lot Size (sq. ft.)	Unit Size (sq. ft.)	FAR	Comments
1555 LVDO	20.29	6,568	3,362	0.51	built since PC concept
1562 LVDO	33	19,432	2,865	0.15	
1564 LVDO	31	24,763	3,383	0.14	
1568 LVDO	30	14,383	3,230	0.22	PROJECT SITE
1570 LVDO	34	12,772	3,277	0.26	PROJECT SITE
1575 LVDO*	50	14,020	2,828	0.20	2 merged lots; PROJECT SITE
1576 LVDO	24	12,323	3,875	0.31	PROJECT SITE
1585 LVDO	42	16,373	4,878	0.30	building permit issued; includes basement
1595 LVDO		21,249	4,091	0.19	built since PC concept; includes basement
1604 LVDO	35	14,325	3,815	0.27	
1609 LVDO	34	16,384	2,724	0.17	
1610 LVDO	36	21,394	4,086	0.19	built since PC concept
1615 LVDO	26	13,631	6,202	0.45	
1616 LVDO	24	12,457	4,146	0.33	
1624 LVDO	35	7,392		0.00	VACANT
1625 LVDO	20	18,132	4,447	0.25	
1628 LVDO	35	8,946	5,654	0.63	includes basement
1632 LVDO	36	10,146		0.00	VACANT
1635 LVDO	21	10,519	3,785	0.36	
1636 LVDO	34	11,183	3,450	0.31	built since PC concept
1639 LVDO	24	8,978	2,952	0.33	
1640 LVDO	33	12,600	3,536	0.28	
1643 LVDO	24	8,293	3,407	0.41	
1645 LVDO	23	7,060	2,627	0.37	