



# Summerland Community Plan Update

2014 Final



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# SUMMERLAND COMMUNITY PLAN – 2014 FINAL

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## I. INTRODUCTION

### A. LEGAL AUTHORITY/INTENT AND PURPOSE

What is a Community Plan?

Community plans are prepared by communities, as per California state law,<sup>1</sup> in order to address general planning issues pertaining to the community (or "an identified geographical area"). By definition in state law, a "community plan" is a part of the comprehensive plan of a city or county which applies to a defined geographic portion of the total area included in a comprehensive plan. This Community Plan includes (by reference) all of the relevant policies of the elements of the County's Comprehensive Plan, which includes the County's Coastal Land Use Plan. In addition, this plan contains specific development policies adopted for the area included in the Community Plan and identifies measures to implement those policies.<sup>2</sup> Through the process of adopting a community plan, pertinent issues are analyzed with the same level of detail typically accomplished through the comprehensive plan and zoning process. However, a community plan designates general types and locations of land uses and provides policies for development of a specific geographical area (e.g., Summerland), whereas a comprehensive plan designates general types and locations of land uses and provides policies for development of multiple geographical areas (e.g., all of Santa Barbara County). The policy direction and analysis of this Community Plan are intended to be applied in a general manner; site-specific proposals must adhere to the policies of this plan and comply with the necessary site-specific environmental review.

The purpose of the Community Plan is to:

- Provide general types and locations of land uses;
- Provide policies for development;
- Provide actions that will implement development policies;
- Provide the location of and standards for public service facilities;
- Provide standards for the conservation, development, and use of natural resources; and
- Provide provisions for implementing open space.

It is the intent of the Summerland Community Plan to provide a framework for community planning for County decision makers, the community, and property owners in the Summerland Planning Area. The Summerland Community Plan was designed to address the special concerns

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<sup>1</sup> State of California Governmental Code Section 65300 et. seq.

<sup>2</sup> Public Resources Code Section 21083.3.



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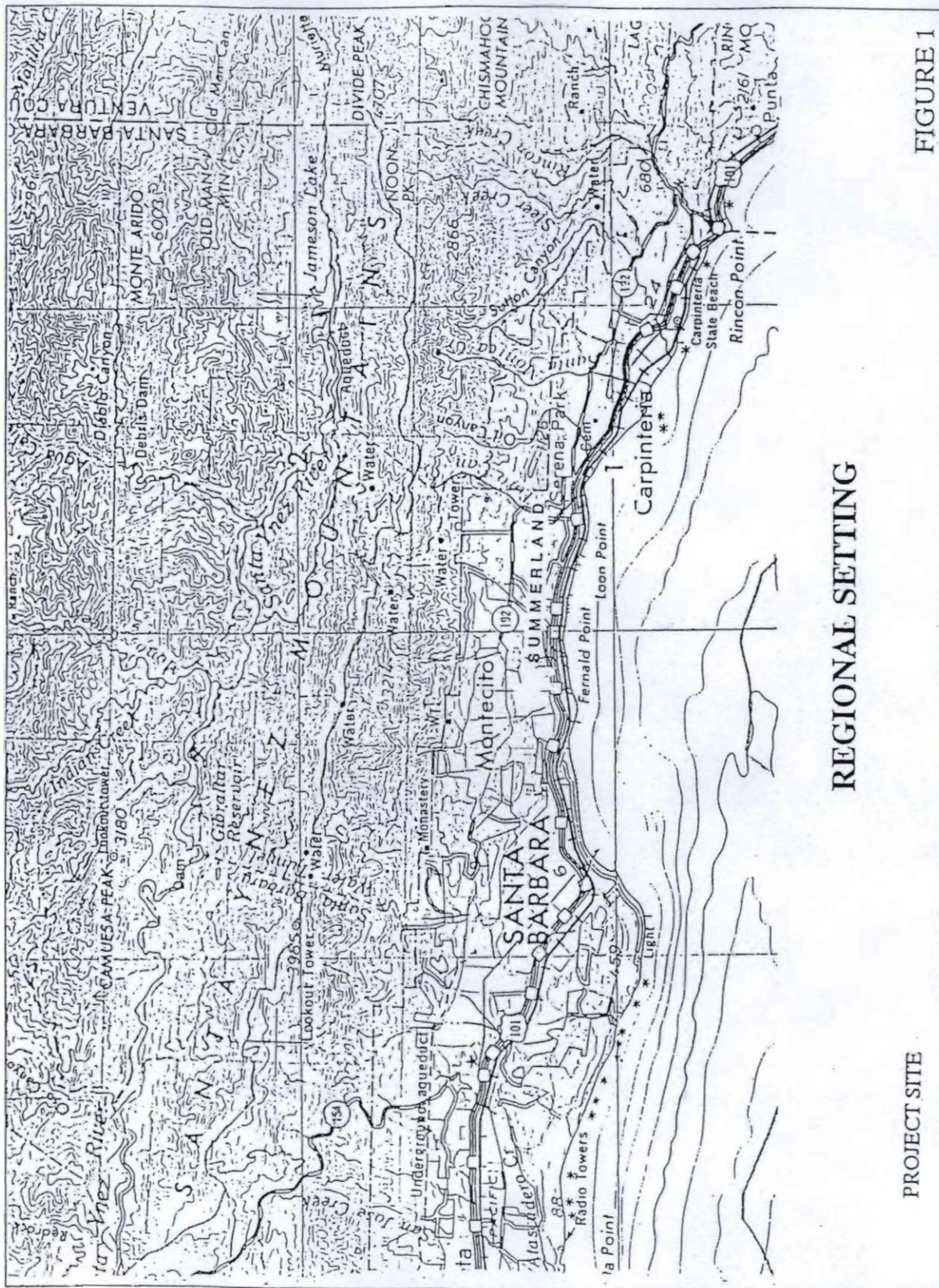
and needs of the Summerland community, as well as preserve the unique atmosphere associated with Summerland. It represents a commitment on the part of the County to the general circulation, land use, utilities, open space, design standards, and buildout potential that define Summerland's future growth and improvement plans. It also identifies basic responsibilities and potential funding sources for various improvement programs. The Community Plan provides for flexibility, in that refinements and minor changes may be made as time passes and new expertise is brought to bear on community issues. The amendment process for the Community Plan is identical to the amendment process for the County Comprehensive Plan and zoning ordinances.

### **B. COMMUNITY PLAN LOCATION AND BOUNDARIES**

The Summerland Planning Area is located in the southern portion of Santa Barbara County between the cities of Santa Barbara and Carpinteria (see Figure 1, Regional Setting). The Summerland Community Plan boundary includes the unincorporated area of the County of Santa Barbara known as Summerland. The Summerland Community Plan area is bordered by Ortega Ridge Road on the west, the Montecito Planning Area on the north, Padaro Lane on the east, and the Pacific Ocean on the south. For a graphic depiction of the Planning Area boundary see Figure 2 (Community Plan Study Area). The Planning Area boundary was designed to incorporate the entire Montecito Water District and Summerland Sanitary District boundaries. Most of the Community Plan area is in the Coastal Zone.

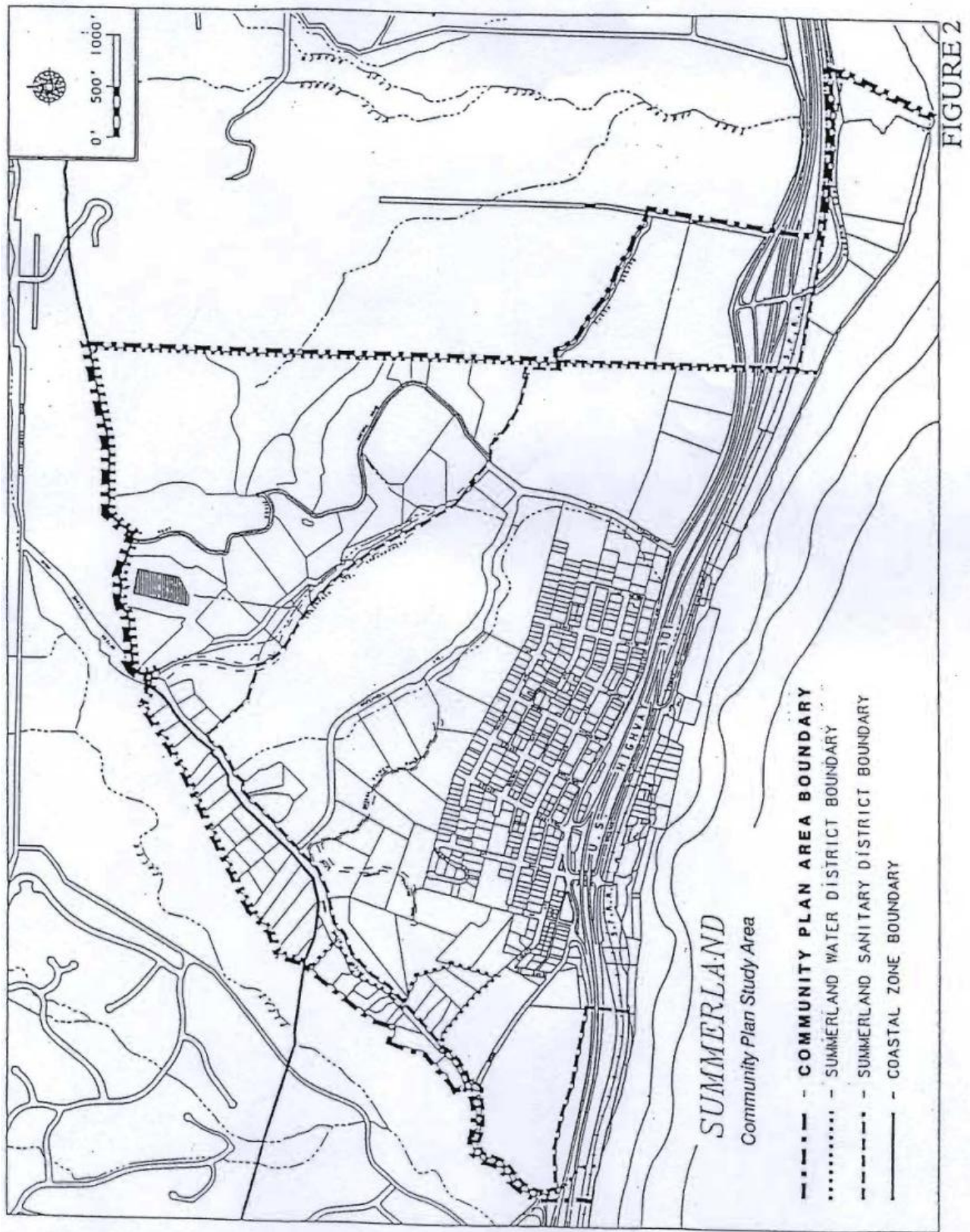
Within the Summerland Planning Area is a 65-acre area referred to as the "White Hole" located at Greenwell Avenue and Via Real. Specific White Hole area policies are found in the Community Development Super Element, Land Use Plan section.

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### *C. COMMUNITY HISTORY*

Summerland was originally subdivided in December 1888 as a spiritualist community. The new lots were generally divided in a grid pattern of 25 feet by 50 feet to accommodate tents for visitors on a steep slope north of what is now U.S. Highway 101. These small lots are one of the issues that still face the community today as building on them can be challenging due to the small size of the lots and steep slopes. The world's first offshore oil well was developed off Summerland in July 1898.

In 1980, the County adopted the Coastal Land Use Plan (CLUP) which established land uses within the Coastal Zone. Most of the Summerland Planning Area is within the Coastal Zone, with the exception of 22 parcels northeast of Ortega Ridge Road.

In 1985 and 1986 the Summerland Water District released over 200 water meters, thereby overwhelming the small community with new construction.<sup>3</sup> In response to this flurry of construction, the Summerland Citizen's Association (SCA) and others expressed interest in developing a community plan for Summerland to help guide future development. The Board of Supervisors allocated \$20,000 of Special District Augmentation Funds to the Summerland Water District for planning purposes. That money was eventually supplemented with money from the County's General Fund, a grant from the Coastal Conservancy, and a contribution from a private property owner to prepare the original Summerland Community Plan.

Around the same time the new water meters were released, the County also declared much of Summerland Urban Area a "Special Problems Area." This designation requires that all new development have discretionary review prior to getting building permits due to existing problems in the area (primarily grading, flooding, and lack of parking).

In 1988, a citizen's group met to discuss the scope of the proposed Summerland Community Plan. A work program was developed and approved by the Board of Supervisors in 1988 and many of the same people from the citizen's group were appointed as the Summerland Community Plan Advisory Committee (SAC) in January 1989. A consultant was hired and the Community Plan process began in earnest at that time.

### **D. COMMUNITY PLAN PROCESS AND PUBLIC PARTICIPATION**

The SAC was comprised of local citizens representing the SCA; local business people; property owners of the "White Hole" area; and representatives of the Summerland Sanitary District, Summerland Water District, Carpinteria-Summerland Fire Protection District, Summerland-Carpinteria Unified School District, and Carpinteria Valley Association. The SAC's tasks included gathering public input and developing recommendations on policies, programs, and land use. The SAC held public meetings over a period of approximately three years.

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3. In 1974, a drought and water shortage prompted the former Summerland Water District to place a moratorium on new water meters. In 1995, the Summerland Water District was formally dissolved and merged with the Montecito Water District. The Montecito Water District obtains its water supplies from local sources and the State Water Project.

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The citizens of Summerland were involved in the planning process through an initial survey, which was distributed to each household and business owner, and through a subsequent series of community workshops and meetings. Preparation of the Community Plan included five distinct phases: 1) Constraint Investigation and Community Survey; 2) Preliminary Recommendations; 3) Community Plan Development and Refinement; 4) Environmental Impact Report; and 5) Finalization of the Community Plan. The citizens of Summerland and concerned South Coast residents were given the opportunity to provide input throughout each of these five phases. .

In 1991, a final Environmental Impact Report (91-EIR 7) was released for the proposed Summerland Community Plan. An Addendum to the EIR was released in 1992 in response to changes to the project description of the Community Plan. The Board of Supervisors adopted the Summerland Community Plan and Board of Architectural Review Guidelines for Summerland in 1992. Since then, several amendments to the Summerland Community Plan were approved by the Board of Supervisors.

In 1995, the circulation component of the Summerland Community Plan was amended to add an exemption for specific affordable housing projects and special needs facilities from circulation element standards. In 1997, the Summerland Community Plan component of the Coastal Land Use Plan and the coastal zoning ordinance were amended to change the land use designation and rezone a County-owned parcel at Greenwell Avenue and Asegra Road. The land use designation changed from Institution/Government Facility to Existing Public or Private Recreational and/or Open Space and the zoning changed from Rural Residential (RR-5) to Recreation. In 2003, the Summerland Community Plan component of the Coastal Land Use Plan was proposed for amendment to change the land use designation and rezone a portion of Morris Place located at the eastern end of Lookout Park and a portion of Finney Street from Existing Public or Private Park/Recreation or Open Space to Residential with a density of 4.6 units per acre maximum. In 2005, the Coastal Commission approved the proposal with suggested modification. The suggested modifications did not significantly alter the action previously approved by the County.

In 2007, the Board of Supervisors approved an update to portions of the Summerland Community Plan and Board of Architectural Review Guidelines for Summerland (SCP Update). It also appointed a new Summerland Planning Advisory Committee (SunPAC) comprised of residents, property owners, and/or business or other community representatives to assist the Planning and Development Department staff with this effort. The SCP Update was developed through 33 public meetings with the SunPAC; a survey for community members and a survey for business owners conducted in 2008 to acquire input on the commercial area, residential areas and traffic, circulation, and parking issues; and three years of general community input. The ensuing revisions were adopted into the plan in 2014.

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### E. COMMUNITY STATISTICS AND DEVELOPMENT POTENTIAL PRIOR TO COMMUNITY PLAN ADOPTION

Prior to adoption of the 1992 Community Plan, future development potential and growth in the Summerland area were dictated by the prior land use designations in the Coastal Land Use Plan (Coastal Zone) and Land Use Element of the Comprehensive Plan (Inland Area) and the prior zoning district designations. Adoption of the 1992 Community Plan updated land use and zoning designations for Summerland.

Table 1 provides a comparison of development in Summerland prior to adoption of the 1992 Community Plan, potential development (e.g., buildout) allowed under the previous land use and zoning, and potential buildout allowed under the Community Plan. Figure 3 (Prior Land Uses) shows land uses in the Planning Area prior to plan adoption and Figure 4 (Prior Zoning Residential Buildout Map) shows potential buildout based on zoning designations in the plan area prior to plan adoption.

**Table 1**  
**Development Statistics - Comparative Scenarios**

	Existing Development Prior to Summerland Community Plan Adoption(1992)	Potential Buildout Prior to Summerland Community Plan Adoption (1992)	Potential Buildout Under Summerland Community Plan
Commercial Space (C-1 Limited Commercial Zone District)	84,413 s.f.	253,609 s.f.	41,100 - 72,080 s.f.
Industrial Space (M- RP – Industrial Research Park Zone District)	54,600 s.f.	218,900 s.f.	~55,000 s.f.
Residences (not including residences in the Commercial Zone)	500 units	246 units	179 units
Residences in Commercial Zone	50 units	0 units	48 units
"White Hole" Parcels	0 units	4 units	40 units

With reference to Table 1, the representation of potential buildout which could be allowed in the C-1 – Limited Commercial zone district under the Summerland Community Plan should be clarified. A Floor Area Ratio (FAR) was developed to guide commercial growth. The FAR was set at up to 0.29 for commercial-only development and up to 0.35 for mixed use development. Using the specified FARs, a range of possible amounts of commercial buildout in square feet was developed varying from 41,000 square feet if all 48 potential residential units were constructed in the commercial zone to 72,080 square feet if no residential units were built in the commercial zone. Thus, the range of commercial space as presented in Table 1 is dependent



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upon the level of residential development occurring in the commercial zone. Also, as is always the case with buildout numbers, these are theoretical maximums that may not be achieved.

### Summerland Community Plan Update

The SCP Update did not change land use designations or zoning. As a result, the maximum theoretical buildout allowed under the 1992 Summerland Community Plan is the same as that allowed under the SCP Update.<sup>4</sup> Existing units, potential units and maximum theoretical buildout was updated 2013 and is shown in Table 1a by land use designation and Table 1b in commercial area square feet. “Existing Units” reflects residential and commercial construction that occurred since the adoption of the 1992 Summerland Community Plan.

The number of existing units, vacant parcels, and commercial development within the Plan Area was determined using Assessor’s records, permit history, and aerial photography. Potential residential primary units were calculated by dividing the acreage of a parcel by the allowed density (land use designation) and then subtracting the existing primary units.<sup>5</sup> Commercial buildout was calculated for each commercially zoned parcel by subtracting existing commercial development from the allowed floor area ratio (FAR). The FAR remaining on each parcel was considered “potential commercial development” and added to “existing commercial development” to compile “maximum theoretical buildout” total in square feet (Table 1b). The methodology for calculating potential buildout did not account for limiting factors such as lot configuration, access, parking, setbacks, environmentally sensitive habitat, slopes, or other physical constraints.

**Table 1a: Summerland Community Plan 2013 Residential Buildout by Land Use**

Land Use (Acres)	Existing Units (2013)	Potential Units	Maximum Theoretical Buildout
Agriculture (249)	16	6	22
Commercial (13)	44	17	61
Educational Facility (1)	0	1	1
Residential (185)	605	85	690
Residential Ranchette (235)	33	14	47
Recreational <sup>a</sup> (38)	8 <sup>c</sup>	0	8
SCP Total <sup>b</sup> (721)	<b>706</b>	<b>123</b>	<b>829</b>

a. A caretaker’s unit in the recreational land use designation requires a Minor Conditional Use Permit per Article II Section 35-89.7. Therefore, recreational land use development potential is not considered in SCP buildout.

b. Column 2 total acreage is less than community statistics in Chapter 2.0, Project Description, because the buildout does not factor public rights-of-way.

c. The existing units are on parcels with both Residential and Recreational land use designations and zoning.

4. Minor variations in maximum residential units between the SCP EIR and SCP Update (817 vs. 829) are due to updated methodology for calculating buildout, not an actual increase in the maximum theoretical buildout.

5. Parcels owned by the County of Santa Barbara, United States, Union Pacific Railroad, Caltrans, and utility companies were excluded. Mobile Home (MHP), Design Residential (DR) (includes Affordable Housing Overlays), and Industrial (MRP) zoning districts were assumed to be fully built-out. Parcels under 1,000 sq. ft. and public rights-of-way were excluded.

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**Table 1b: Summerland Community Plan 2013 Commercial Buildout in Square Feet**

	Existing Commercial Development	Potential Commercial Development <sup>a</sup>	Maximum Theoretical Buildout
Additional potential if exclusively commercial	111,004	18,631	129,635
Additional potential if mixed-use <sup>b</sup>	111,004	15,654	126,658

a. Existing commercial square footage excludes existing residential or institutional uses (e.g., fire station).

b. Maximum theoretical residential square footage is excluded and counted as 17 units under residential buildout.

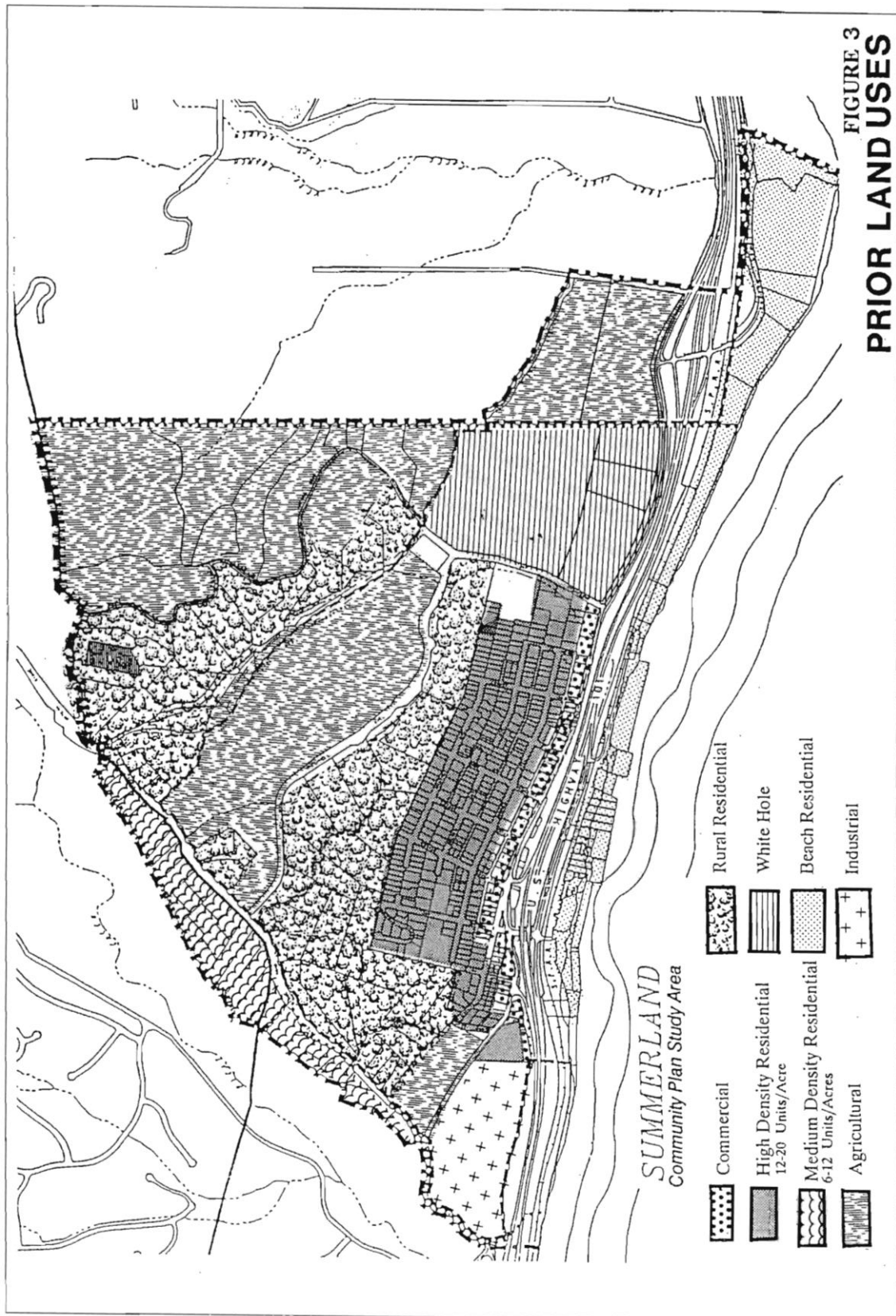
### ***F. EXISTING COUNTY PLANS AND POLICIES***

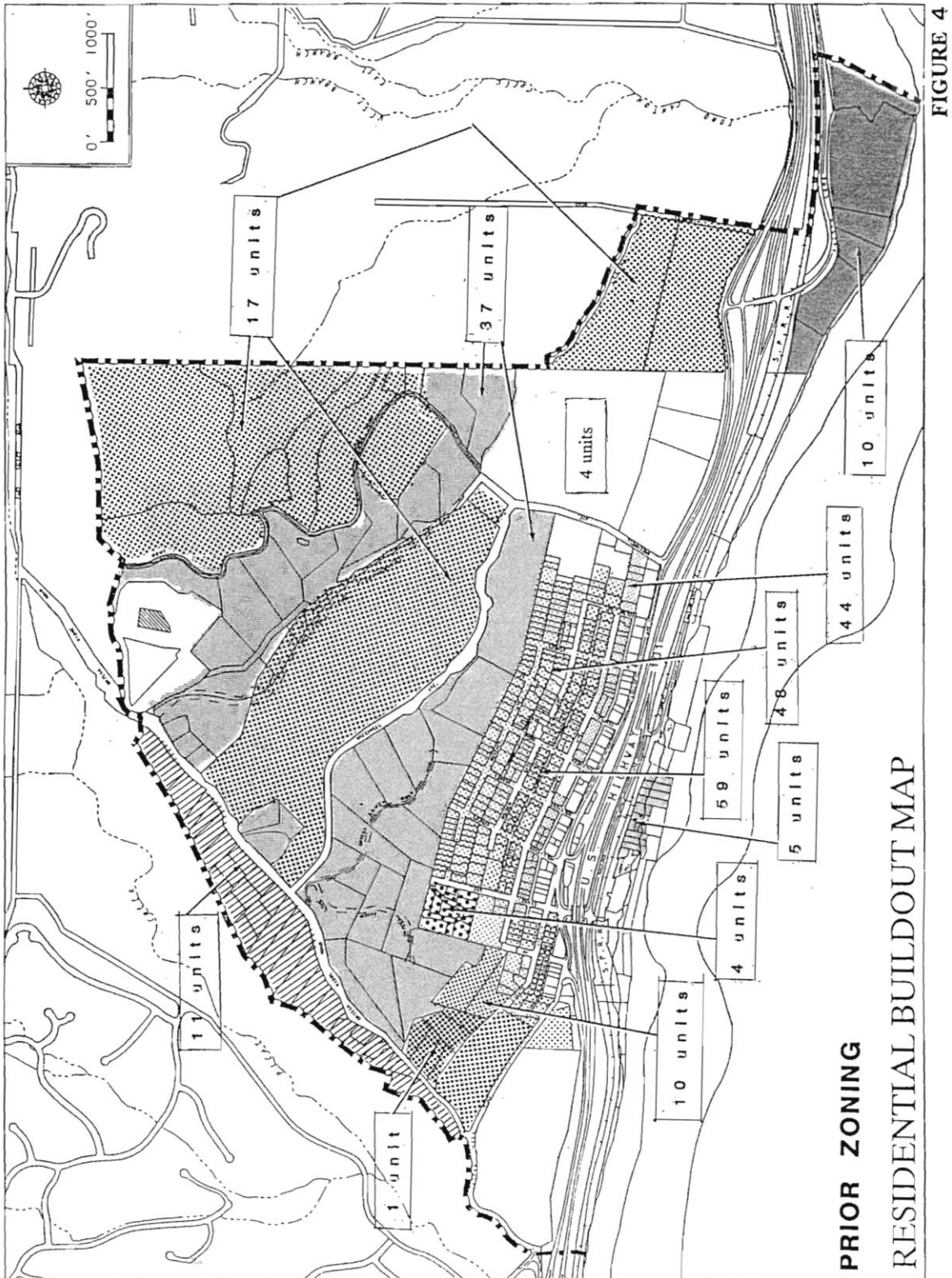
This section contains a summary of policies from the Santa Barbara County Comprehensive Plan, including the Coastal Land Use Plan, which are relevant to land use considerations in the Summerland Community Plan area. The great majority of the Community Plan area is contained in the coastal zone; that situation is reflected in this policy summary. The summaries presented here do not contain the actual language of the referenced policies, but are meant as an overview of the content and aim of the policies. It is important to note that these policies apply to the Community Plan Area and that the Community Plan policies presented elsewhere in the text serve to refine these policies.

#### ***1. Coastal Land Use Plan (1982)***

The Coastal Land Use Plan and implementation program, which comprise the County's Local Coastal Program,<sup>6</sup> are designed as a separate coastal element to the County's Comprehensive Plan. The Coastal Land Use Plan lays out the general patterns of development throughout the coastal areas of the County. Its purpose is to protect coastal resources while accommodating development within the Coastal Zone. The other Comprehensive Plan elements are applicable within the Coastal Zone; however, the Coastal Land Use Plan takes precedence if a conflict exists between these two plans. The following policies are applicable to the Summerland Planning Area.

<sup>6</sup>. As required by the California Coastal Act of 1976, the Local Coastal Program is the land use plans, zoning ordinances, zoning district maps, and implementing actions which, when taken together, meet the requirements of, and implement the provisions and policies of the Coastal Act.





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General Development Policies (Policies 2-1 to 2-6, 2-8, 2-10 to 2-12, and 2-14): These policies address the availability of public services such as water, sewers, and roads and prohibit new development unless it can be demonstrated that adequate services exist to serve such development (Policies 2-1 to 2-6). Other policies prioritize land uses in the Coastal Zone (Policy 2-8); address annexation of rural areas to a sanitary district or extensions of sewer lines (Policy 2-10); regulate development adjacent to areas designated as environmentally sensitive (Policy 2-11); address land use densities (Policy 2-12); and provide specific policies for residential development on three parcels in Summerland (Policy 2-14).

Agriculture (Policies 8-1 to 8-3): These policies state which type of rural parcels are designated agricultural based on soils and other criteria (Policy 8-1) and discuss policies and procedures for conversions to nonagricultural use (Policies 8-2 and 8-3). Conversion is generally not permitted unless such conversion of the entire parcel would allow for another priority use under the Coastal Act. Priority uses include coastal dependent industry, lodging, and visitor-serving uses.

Archaeological and Historical Resources (Policies 10-1 to 10-5): These five policies address measures to avoid development on significant historic, prehistoric, archaeological, and other classes of cultural sites (Policy 10-1); including siting to avoid impacts to cultural sites (Policy 10-2). These policies also require mitigation when impacts cannot be avoided (Policy 10-3), prohibition of particular activities on archaeological or cultural sites (Policy 10-4), and consultation with Native Americans (Policy 10-5).

Bluff Protection (Policies 3-4 to 3-7): These policies require bluff top setbacks so as not to contribute to erosion or instability of the bluff face (Policy 3-4); address landscaping, grading, and drainage in the bluff top setback and beyond (Policies 3-5 and 3-6); and prohibit development on the bluff face, except for engineered staircases or access ways to provide beach access, and pipelines for scientific research or coastal dependent industry (Policy 3-7).

Environmentally Sensitive Habitats (Policies 9-22 to 9-23, 9-35 to 9-38, and 9-40 to 9-43): The Coastal Land Use Plan proposes an Environmentally Sensitive Habitat overlay designation to indicate the location of habitat areas and provide development standards on or adjacent to the habitat areas. In Summerland, butterfly trees, native plant communities, and stream corridors are identified as sensitive habitat. Policies 9-22 and 9-23 require protection of and setbacks from eucalyptus trees that shelter Monarch butterflies. The policies also require the protection of oak trees (Policy 9-35) and native vegetation (Policy 9-36). The policies further protect riparian areas along stream corridors with buffer strips in rural and urban areas (Policy 9-37); specify the types of structures and development allowed in stream corridors (Policies 9-38 and 9-40); require minimization of impacts to stream corridors (Policy 9-41); and prohibit certain activities and projects in streams (Policies 9-42 and 9-43).

Geologic Hazards (Policies 3-8 and 3-10): These policies require review of plans for new development for adjacency to, threats from, and impacts on geologic hazards (e.g., landslides, seismicity, expansive soils) (Policy 3-8). Major structures require a minimum of 50 feet setback from potentially active, historically active, or active faults (Policy 3-10).

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Hillside and Watershed Protection (Policies 3-13 to 3-22): Protection of hillsides and watersheds is necessary to minimize risks to life and property from flooding, slope failure, and landslides; ensure biological productivity; protect groundwater resources; and preserve scenic values. These ten policies address the long-term preservation of the biological productivity of streams and wetlands, protection of visual resources, and the prevention of hazards to life and property. Policies 3-13 through 3-22 apply to all construction and development that involves the movement of earth in excess of 50 cubic yards, including grading for agricultural and non-agricultural purposes.

Housing (Policies 5-3 to 5-5 and 5-9): The housing component in the Coastal Land Use Plan focuses on the housing needs of low and moderate income households. These policies address demolition of existing low and moderate income housing (Policy 5-3); conversion of apartment complexes to condominiums (Policy 5-4); housing opportunities in residential developments of 20 units or more (Policy 5-5); and review of the growth inducing impact of new development (Policy 5-9).

Recreation (Policies 7-5, 7-6, and 7-9): These recreation policies discuss priority areas for coastal dependent and related recreational activities and support facilities (Policies 7-5 and 7-6) and provide specific implementing actions for coastal access and recreation in Summerland (Policy 7-9).

Seawalls and Shoreline Structures (Policies 3-1 to 3-3): These three policies prohibit new seawalls unless there are no other less environmentally damaging alternatives (Policy 3-1); permit construction that may alter natural shoreline processes only when designed to eliminate or mitigate adverse impacts on sand supply and lateral beach access (Policy 3-2); and prohibit permanent above-ground structures on the dry sandy beach except facilities necessary for public health and safety, or where such a restriction would cause the inverse condemnation of the parcel by the County (Policy 3-3).

View Corridor Overlay Designation (Policies 4-9 to 4-11): The View Corridor Overlay designation is a special tool intended to give additional protection to areas where there are views from U.S. 101 to the ocean. These policies state that structures shall be sited and designed to preserve broad views of the ocean from U.S. Highway 101 (Policy 4-9). Also, landscaping plans shall be submitted to the County for approval (Policy 4-10) and building height shall not exceed 15 feet above average finished grade (Policy 4-11).

Visual Resources (Policies 4-3 to 4-7): These policies require development in rural areas to be compatible with the character of the surrounding community (Policy 4-3) and development in urban areas to be in conformance with the scale and character of the existing community (Policy 4-4). Protective measures require bluff setbacks to minimize or avoid impacts on public views from the beach (Policy 4-5), signs of a size and appearance so as not to detract from scenic areas or public viewing points (Policy 4-6), and the placement of utilities underground in new developments (Policy 4-7).



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### ***2. Land Use Element (1980, Amended 2011)***

The Land Use Element designates the general location of housing, business, industry, agriculture, open space, recreational facilities, public, and educational facilities in the unincorporated County. The Land Use Element policies apply to the portions of the Summerland Community Planning Area located both inside and outside of the Coastal Zone. The remaining Elements of the Comprehensive Plan also apply equally to areas within and outside of the Coastal Zone portions of the Summerland Community Planning Area.

Regional Goals: The Land Use Element has four fundamental goals: (1) Respecting environmental constraints on development; (2) Encouraging infill, preventing scattered urban development, and encouraging a balance between housing and jobs; (3) Preserving cultivated agriculture in rural areas; and (4) Protecting open space lands that are unsuited for agricultural uses.

Air Quality Supplement to the Land Use Element (Policies A to E): These policies are aimed at the reduction of automobile use, which is a major source of air pollutants in the County. The policies direct new urban development into existing urbanized areas and promote the rehabilitation of existing urban development (Policies A and B); encourage multimodal transportation (Policy C); restrict development of auto-dependent facilities (Policy D) and encourage the integration of long-range planning with air quality planning requirements (Policy E)..

Land Use Development (Policies 2 to 8): These policies implement the four goals listed above and address land use plan densities (Policy 2), urban development boundaries (Policy 3), the availability of public services (Policies 4 and 5), minimum parcel sizes (Policy 6), and lot line adjustments (Policy 8)..

Growth Management (South Coast Policies 1 to 3): These policies are intended to avoid groundwater overdraft due to new housing developments of five or more dwelling units. The policies prohibit new extractions from a groundwater basin if a condition of overdraft would result and also prohibit the placement of a new development (i.e., a source for new water demands) within an overdrafted groundwater basin.

Hillside and Watershed Protection (Policies 1 to 9): These policies require development proposed on hillsides or steep slopes be designed to preserve natural features in order to reduce flood, erosion, or other hazards. They require minimization of cut and fill operations (Policy 1) and state that development must fit the site topography, soils, geology, hydrology, and any other existing conditions (Policy 2). Policies 3 to 7 require soil stabilization methods where slopes are disturbed by grading or construction and Policies 8 and 9 address requirements for agriculturally zoned lands.

Historical and Archaeological Sites (Policies 1 to 5): These policies are the same as the Coastal Land Use Plan Archaeological and Historical Resources Policies 10-1 to 10-5 listed above.

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Parks/Recreation (Policies 1 to 5): These policies consider provision of bikeways (Policy 1), opportunities for commercial and sport fishing (Policy 2), future development of parks (Policy 3), preservation and expansion of hiking and equestrian trails (Policy 4), and joint recreational use of schools and other public-owned lands (Policy 5).

Visual Resources (Policies 1 to 5): These visual resources policies require a landscape plan for commercial, industrial, and planned development (Policy 1). Policies 2 to 5 are the same as the Coastal Land Use Plan Visual Resources Policies 4-3, 4-4, 4-6, and 4-7 listed above.

### ***3. Circulation Element (1980)***

The Circulation Element identifies the general location and extent of existing and proposed major roads, provides traffic capacity guidelines, and guides decisions regarding new development. The Circulation Element for the Summerland Planning Area is within the Traffic, Circulation, and Parking section of this Community Plan. It contains standards establishing roadway classifications and a map indicating the roadway classification of particular roadways. Each roadway class has corresponding acceptable capacity and design capacity based on the maximum number of average daily trips (ADTs) that are acceptable for normal operations of a given roadway or the maximum number of ADTs that a given roadway can accommodate based on roadway design, respectively.

### ***4. Environmental Resources Management Element (ERME) (1980)***

The ERME summarizes various factors analyzed in the Seismic Safety and Safety Element, Conservation Element, and Open Space Element and relates these factors to proposals on open space preservation. The ERME includes maps that depict environmental constraints on development and proposes general policies regarding where urbanization should be prohibited or allowed as appropriate based on the severity of constraints.

### ***5. Seismic Safety and Safety Element (1979, Amended 2010)***

The Seismic Safety and Safety Element establishes policies to protect the County from natural and manmade hazards. It is intended to guide land use planning by providing data regarding geologic, soil, seismic, fire, and flood hazards.

Fire Hazards (Policies 1 to 10): These policies address fire prevention programs (Policy 1), fire hazard severity zones (Policies 2 and 3), Fire Department development standards (Policy 4), defensible space clearance (Policy 5), and partnerships and collaboration with local, state, and federal agencies (Policies 6 to 10).

Geologic and Seismic (Policies 1 to 6). These policies direct the County to minimize the potential effects of geologic, soil, and seismic hazards through the development review process and address compliance with state buildings standards.

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### **6. Noise Element (1979)**

The Noise Element identifies major sources of noise, estimates the extent of its impact on the County, and identifies potential methods of noise abatement.

Noise (Policies 1 to 6 and 9 to 12): These policies are aimed at the avoidance of noise impacts. They establish a maximum exterior noise level (Policy 1); noise-sensitive land uses (Policy 2); land uses prohibited within the maximum exterior noise contour (Policies 3 and 4); noise sensitive construction and standards (Policies 5 and 6); noise limits and permit requirements for commercial and industrial zone districts (Policy 9); and transportation noise issues (Policies 10 to 12).

### **7. Housing Element (2009 – 2014)**

Housing (Policies 1.1 to 5.1 and 6.1 to 6.8): Pursuant to state law, the 2009-2014 Housing Element sets forth a series of goals and policies to address the maintenance, preservation, improvement, and development of housing. In addition, the Housing Element includes a program of actions to achieve these goals and policies. Specifically, the policies promote new housing opportunities adjacent to employment centers and the revitalization of existing housing to meet the needs of all economic segments of the community, including extremely low income households (Policy 1.1); encourage housing that meets the requirements of special needs households (Policy 2.1); promote equal housing opportunities for all persons in all housing types (Policy 3.1); preserve the affordable housing stock, maintain its affordability, improve its condition, and prevent future deterioration and resident displacement (Policy 4.1); foster collaborative relationships with the public and providers of housing and assist with the process of accessing and/or providing affordable housing opportunities (Policy 5.1); and promote homeownership and continued availability of affordable housing for all economic segments of the community through programs and ordinances, including an inclusionary housing ordinance (Policies 6.1 through 6.8).

### **8. Special Problems Area**

The County of Santa Barbara passed Ordinance 2715 in 1975, establishing a Special Problems Committee and empowering the Board of Supervisors to designate "Special Problems Areas" within the County. Geographical areas with existing or potential special and unique problems pertaining to flooding, drainage, soils, geology, access, sewage disposal, water supply, location, or elevation may be designated as "Special Problems Areas." Since the above-described conditions can impact the health, safety and welfare of the public, the Special Problems Committee is authorized to review development proposals in the Special Problems Area, and to require any controls and restrictions necessary to overcome the hazards. The Board designated much of the Urban Area of Summerland as a Special Problems Area and, therefore, development proposals are reviewed and approved by the Special Problems Committee, in addition to the normal County development review procedures.

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### ***G. GOALS AND KEY ISSUES OF THE COMMUNITY PLAN***

During the development of the work program for the 1992 Community Plan, a number of goals were discussed by the County and the Advisory Committee. A community survey, performed at the beginning of the planning process further defined local issues and goals. The following goals and issues were discussed in various forums and provided perspective for the policies and strategies that were embodied in the 1992 Community Plan:

- Balance the community growth rate and buildout potential with available and new resources (e.g., water supply and sewer capacity).
- Determine appropriate land uses for the "White Hole" area and designate the Urban/Rural Boundary for the eastern portion of the Community.
- Develop appropriate zoning and/or land uses for the Community's commercial area to increase the local-serving business base.
- Amend applicable existing County policies and/or ordinances to increase their effectiveness for Summerland.
- Define the resource thresholds and environmental parameters applicable to Summerland. Water supply and sewer capacity are important issues that must be considered in planning for future buildout to be consistent with community goals.
- Develop appropriate development standards to protect important environmental resources.
- Strengthen and expand the existing design guidelines to promote view protection and protect the architectural character of the community.
- Identify land for acquisition and development of coastal recreation resources, biological and scenic resources, parking, a community center, and a trails system.
- Promote beach access and public beach area improvements.
- Promote community circulation and parking improvements in both the commercial and residential areas for the benefit of pedestrians, bicycles, and vehicles.
- Develop implementation program and explore funding sources for parking, undergrounding utilities, drainage improvements and other improvement projects.

California state law allows communities to prepare community plans to address issues within identified areas in more detail than is addressed in a comprehensive plan, Local Coastal Plan, or zoning ordinance. Community plans can propose new standards or exceptions to existing zoning to respond to the special conditions of an area. It is the intent of this portion of the Summerland

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## SUMMERLAND COMMUNITY PLAN – 2014 FINAL

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Community Plan to provide a framework for planning to the County and the landowners, businesses, and residents in Summerland.

The Summerland Community Plan is divided into three Super Elements: Community Development, Public Facilities and Services, and Resources and Constraints. The goals, objectives, policies, and actions of the Super Elements of the Community Plan, which follow in subsequent sections, have been designed to address the goals listed above. Also listed in each relevant section are the actions which were implemented upon adoption of the Plan. These actions are generally changes to the zoning and land use designation on some parcels, establishment of new zone districts, and direction to the crafting of the Board of Architectural Review Guidelines for Summerland.

The following definitions set out the guidelines by which the goals, objectives, policies, and actions of the Community Plan were established:

**Goal** - *A goal is an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning efforts are directed. A goal is a general expression of community values and, therefore is abstract in nature (e.g., "An aesthetically pleasing community," or "Quiet residential streets"). Verbs are usually not included in the goals.*

**Objective** - *An objective is a specific end, condition, or state that is an intermediate step toward attaining a goal. It should be achievable and, when possible, measurable and time-specific (e.g., "One hundred affordable housing units for low-income households by 1995"). Objectives usually do not include verbs.*

**Policy** - *A policy is a specific statement that guides decision making that is based on a general plan's goals and objectives as well as the analysis of data. Policies should be clear and unambiguous (e.g., "The County shall install left-turn lanes at arterial intersections with peak-hour level of service worse than C").*

**Action** - *An action is a one-time action, program, procedure or development standard that carries out General Plan policy. Actions also include verbs. In this Plan, there are four distinct types of actions (although the first three will be called "actions"):*

**One-time Actions** – *One time actions usually are adopted concurrently with the Community or Area Plan.*

**Programs** - *Programs are actions that are primarily administrative functions, such as the development of an ordinance or study to address a goal (e.g., A Tree Preservation Ordinance shall be drafted). Program Actions will be adopted with the goals, objectives, and policies of the Plan.*

**Procedures** - *Procedures are actions that indicate what the County must do in reviewing a development project (e.g., make findings to approve, impose appropriate development standards). Procedures also give direction on the appropriate land use for a property. Procedures will be adopted with the goals, objectives, and policies of the Plan.*

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## SUMMERLAND COMMUNITY PLAN – 2014 FINAL

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***Development Standards** - Development Standards are measures that should be incorporated into development projects to provide consistency with certain policies of the Community Plan. Not all policies require implementing measures.*

The following Super Elements contain the goals, objectives, policies, development standards, and actions which comprise the Community Plan. Various topics with their associated constraints, issues, and recommendations are presented in each section. They establish the type, location, diversity, and character of development in Summerland. The Super Elements also establish development controls to protect sensitive environmental resources and the community's quality of life. Finally, various improvement projects, such as sidewalks and bike paths, are presented as well as long range plans such as future park sites.



## II. COMMUNITY DEVELOPMENT SUPER ELEMENT



### A. LAND USE PLAN

This Element of the Community Plan addresses the type, location, intensity and interrelationship of the various land uses within the Summerland community. The recommendations in this section are based upon existing constraints and provide a vision for the future of this community as resources become available for additional growth.

The objectives of the Land Use Plan are to preserve the community's quality of life while maintaining Summerland as a residential community with a neighborhood serving commercial center with limited visitor serving uses. The Land Use Plan is presented generally in three sections: 1) overall policies that pertain to the entire community; and 2) specific policies for the large vacant tract of land at Greenwell and Via Real known as the "White Hole" properties; and 3) policies aimed specifically at the Josten's and Nieman properties. Two new subareas were designated by the Summerland Community Plan Update, described below.

#### *1. Existing Conditions and Issues*

##### Urban Grid and Commercial Core

The Summerland Community Plan Update (Transportation, Circulation and Parking section, Residential and Commercial Design Guidelines, and zoning ordinances amendments) includes new guidelines and standards specific to two new subareas within Summerland's Urban Area: Urban Grid and Commercial Core (Figure 5a). The Urban Grid is entirely within the Coastal Zone and encompasses the following areas: Single, Two Family, and Design Residential zone districts north of Lillie Avenue and Ortega Hill Road up to the Urban Area/Rural Area boundary line; a mobile home park south of Ortega Hill Road; and a few recreation-zoned parcels. The Commercial Core is within the Urban Grid and encompasses the Limited Commercial (C-1) zone district on both sides of Ortega Hill Road and Lillie Avenue, just north of and adjacent to U.S. 101.

##### **Commercial**

Summerland currently has a small commercial strip centered on Lillie Avenue adjacent to U.S. Highway 101. The "downtown" area is one block deep on either side of Lillie and is approximately five blocks long. The commercial zoning extends further to the east, but this area is currently developed with residences and only a few commercial uses. The existing commercial uses, which tend to be oriented toward visitor services, include restaurants, gift shops, bed and breakfast inns, and antique shops.

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Figure 5a: Urban Grid and Commercial Core

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## G. TRANSPORTATION, CIRCULATION AND PARKING

### 1. Existing Conditions and Issues

This chapter, originally adopted in 1992, was updated in 2013. The Summerland Planning Advisory Committee (SunPAC), appointed in 2007, defined local issues, needs, and objectives that provided the basis for this updated chapter. In addition, the County conducted business owner and resident surveys in 2008 to solicit input regarding priorities, issues, and concerns on traffic, circulation, and parking. Table 3 summarizes transportation, circulation, and parking issues as identified by the SunPAC and survey respondents. The listed goals and objectives in Table 3 represent the goals and objectives identified in the community feedback process.

**Table 3 Community Transportation Issues Summary**

Topic	Issues	Needs	Goals and Objectives
<i>Circulation</i>	<ul style="list-style-type: none"> <li>Use of local streets as an alternative to U.S. 101</li> <li>Uncertain funding for improvements</li> <li>Insufficient beach connectivity</li> <li>Vehicle speeds</li> </ul>	<ul style="list-style-type: none"> <li>Retrofit for “complete streets” (note: this has been completed on Lillie Avenue)</li> <li>Better connectivity to the beach</li> </ul>	<ul style="list-style-type: none"> <li>A master plan for transportation</li> <li>Reconnect the community to the beach</li> <li>Maintain the semi-rural and rural character of the roadways</li> <li>Aesthetically pleasing streets, safe ingress and egress</li> </ul>
<i>Multimodal Transportation</i>	<ul style="list-style-type: none"> <li>Pedestrian safety</li> <li>Access to transit</li> </ul>	<ul style="list-style-type: none"> <li>Walkability and pedestrian amenities</li> <li>Improved alternative modes of transportation</li> </ul>	<ul style="list-style-type: none"> <li>Maximize access to bikeways, pedestrian trails, and transit lines to and from the community</li> <li>Improve non-motorized access to the beach</li> <li>Provide bicycle parking in the commercial areas</li> </ul>
<i>Road Rights-of-Way (ROW)</i>	<ul style="list-style-type: none"> <li>Abandonments and encroachments</li> <li>Enforcement of illegal encroachments in ROW</li> </ul>	<ul style="list-style-type: none"> <li>Maintain community character</li> </ul>	<ul style="list-style-type: none"> <li>Standards for encroachments</li> <li>Preserve existing landscaping</li> <li>Use the ROW for public benefit</li> </ul>
<i>Parking</i>	<ul style="list-style-type: none"> <li>Parking enforcement and storage of large vehicles in the street</li> <li>Lack of on-street residential and commercial area parking</li> <li>Lack of parking in the beach area</li> </ul>	<ul style="list-style-type: none"> <li>Visitor and resident on-street parking</li> <li>Increased parking in the business and beach areas</li> </ul>	<ul style="list-style-type: none"> <li>Accessible business patron parking</li> <li>Additional beach parking</li> <li>Adequate parking for existing, new, or expanded commercial and residential development</li> </ul>

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### *Existing Setting*

The Summerland Community Planning Area (Plan Area) includes two major transportation corridors: U.S. Highway 101 and Union Pacific Railroad (UPRR), used by passenger and freight trains. These major transportation corridors separate most of the community from the Pacific Ocean. Summerland's local circulation system includes two-lane major roads and collectors. Because the area is nearly built out, the basic components of the community's future road system are already in place. A major emphasis in the future will be on achieving safer utilization of the existing street network.

Summerland, while largely dependent on the automobile for travel outside the Plan Area, does have a few options for non-automobile travel. There is currently one public transit line (Line 20) with one or two buses per hour that provides access from Summerland to Santa Barbara or Carpinteria. Also, because Summerland is relatively compact, residents can walk or bike to the local commercial area or shoreline and a regional bike path connects Summerland to Santa Barbara or Carpinteria.

The 1992 Summerland Community Plan (SCP) established two subareas for the community: the Urban Area where land uses are primarily urban; and the Rural Area where land uses are rural or agricultural. This chapter and the entire SCP Update distinguish the central part of the Urban Area as an "Urban Grid." The Urban Grid is further delineated by the Limited Commercial zone district (C-1) along Ortega Hill Road and Lillie Avenue, referred to as the "Commercial Core" (Figure 16). Since 1992, larger residential, mixed-use, and commercial projects have replaced smaller, older buildings in the Urban Area. Development in the Rural Area has consisted of mostly large residences projects on residential and agriculturally zoned parcels.

The roadway usage and character varies between the Rural and Urban areas (outside the Urban Grid) and Urban Grid. Roads in the Rural and Urban areas (outside the Urban Grid) tend to be winding, lined with trees, hedges, and other vegetation with occasional glimpses of avocado orchards, driveways, gates, and estate-size homes. With the exception of the Commercial Core, roads in the Urban Grid tend to be narrow and straight, on east/west trending blocks lined with parked cars, landscaping, and single family homes with occasional views of the ocean. The north/south streets are quite steep. With the exception of the Commercial Core, there are no curbs, gutters, or sidewalks.

The Commercial Core includes significant streetscape improvements along Ortega Hill Road and Lillie Avenue (Summerland Circulation Improvements) installed by the County in phases from Ortega Ridge Road to Greenwell Avenue beginning in 2007 at a cost of over five million dollars. The project added contiguous 5-foot sidewalks, ADA-compliant curb ramps, formalized parking, crosswalks, bike lanes, a sheltered transit stop, landscaping, retaining walls, and street lights. The improvements have increased parking spaces and enhanced the urban public space of the community, exhibiting the character of the Commercial Core and creating an aesthetically pleasing gateway to the community.

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## Summerland Community Plan

Summerland Plan Area  
Urban Grid & Commercial Core

Map produced by Santa Barbara County Planning & Development  
Long Range Planning Division - June 10, 2013

0 0.06 0.12 Miles  
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**Figure 16: Summerland Urban Grid and Commercial Core**

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### 1) Local Roadway Network

East Valley Road (State Route 192), a two-lane major road north of Summerland, serves the area from the north. Lillie Avenue provides primary access to the Commercial Core of Summerland. Collector streets include Ortega Ridge and Ortega Hill Roads in the western portion of the area and Greenwell Avenue in the north and east portions. Evans Avenue provides access to both commercial and residential areas and to other important local streets, including Olive Street and Valencia Road.

No Summerland intersections are signalized. However, there are stop sign controlled intersections. Certain roadways in the Urban Grid are discontinuous due to incremental development patterns and topography. As a result, most Urban Grid residential streets have varying right-of-way widths, no curb or sidewalk improvements, dead ends, non-maintained sections, or extremely varied roadway conditions.

### 2) Multimodal Access

#### *Transit*

Santa Barbara Metropolitan Transit District (MTD) bus route 20, the Santa Barbara to Carpinteria line, is the only fixed public bus route line in Summerland. This route links Summerland with Santa Barbara, Montecito, and Carpinteria and has a stop at the intersection of Lillie Avenue and Evans Avenue.

#### *Rail*

The UPRR passes through Summerland south of and parallel to U.S. Highway 101. There is no railroad passenger service (Amtrak) station in Summerland; the closest train stations are in Carpinteria approximately 4.5 miles to the southeast and in the City of Santa Barbara approximately 5.5 miles to the northwest. The possibility of expanded commuter rail service along the UPRR corridor between Santa Barbara and Ventura County has been discussed by the Southern California Association of Governments.<sup>7</sup> The Los Angeles to San Diego (LOSSAN) North Strategic Plan, prepared by Caltrans Division of Rail, includes proposed infrastructure improvements to obtain intercity passenger service. Within the Plan Area, the LOSSAN proposes expanding the existing siding<sup>8</sup> within the UPRR right-of-way at Ortega Hill in Summerland. The Summerland community is interested in the use of excess UPRR rights-of-way (ROW) for bicycle, recreation, trail, beach parking, and other uses.

#### *Carpool*

Traffic Solutions, a division of the Santa Barbara County Association of Governments (SBCAG), promotes and encourages ride sharing and carpool opportunities countywide through marketing, public outreach, and incentive programs. There is no officially designated park-and-ride lot in Summerland but many local residents use the County parking lot on Padaro Lane near Loon Point for this purpose.

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<sup>7</sup> Ventura/Santa Barbara Rail Study, prepared for Southern California Association of Governments, March 2008.

<sup>8</sup> A siding is a short section of track adjacent to a main track, used for meeting or passing trains.



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### *Bicyclist and Pedestrian Facilities*

Beginning in 2006 and consistent with the Bike Path Map (Figure 17), Parks, Recreation and Trails Map (Figure 15), and 1992 SCP Action CIRC-S-12.2, a Class I bike lane (separate from automobile traffic) was constructed adjacent to U.S. 101 along Ortega Hill between the northbound U.S. 101 on-ramp at Evans Avenue and northbound off-ramp at Sheffield Drive. In addition, the Summerland Circulation Improvement project delineated Class II (on-street painted bike lanes) along Ortega Hill Road, Lillie Avenue, and Via Real to connect Summerland with adjacent communities and regional bicycle networks. These have greatly improved bicycle access to the Summerland Commercial Core and beaches. Walking and bicycling can be difficult in the residential areas of the Urban Grid due to narrow travel lanes, lack of sidewalks and dedicated bicycle lanes, and unpermitted encroachments and long-term storage of vehicles in the road right-of-way. The north-south oriented streets (e.g., Valencia Street) are very steep, which can be challenging for casual pedestrian and bicyclist use.

### **3) U.S. Highway 101 (U.S. 101)**

U.S. 101, a four-lane divided highway, bisects the Plan Area. It is the principal inter-city connection between Los Angeles and San Francisco. The State of California (Caltrans) owns, plans, and operates U.S. 101. The portion of U.S. 101 that bisects Summerland lies within the Coastal Zone and, therefore, new improvements are subject to County permit review. U.S. 101 includes two interchanges in the Plan Area (Padaro Lane and Evans Avenue) that provide vehicular access to the community. The highway can be congested during peak commute periods, generally 7:00 to 9:00 a.m. and 3:30 to 6:30 p.m. (Caltrans 2012) and on Sunday afternoons when weekend visitors to Santa Barbara are returning south. In 2006, an auxiliary lane was added between the Evans Avenue on-ramp in Summerland and the Sheffield Drive off-ramp in Montecito to meet current Caltrans standards allowing a longer merge distance for cars entering the highway. Caltrans is proposing to add one high occupancy vehicle (HOV) lane in each direction from south of Carpinteria to the City of Santa Barbara, resulting in a six-lane freeway within the Plan Area (South Coast 101 HOV Project). Construction is scheduled to begin in 2016.<sup>9</sup>

### **4) Beach Access**

The Evans Avenue underpass provides access under U.S. 101 and an at-grade crossing of the tracks to public parking and beach facilities at Lookout Park. To the south, Padaro Lane provides an overpass over U.S. 101 and the tracks to the Loon Point parking lot on Padaro Lane. These beach access areas are approximately one mile from each other. There is no beach access over or under U.S. 101 and the UPRR tracks between Evans Avenue and Padaro Lane. The Parks, Recreation, and Trails/Open Space section of this plan calls for a freeway overpass or underpass in the vicinity of Greenwell Avenue and a second freeway crossing in the center of the community if funds are available (Action PRT-S-1.4).

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<sup>9</sup> Caltrans South Coast 101 HOV Project, [http://www.dot.ca.gov/dist05/projects/sb\\_101hov/index.html](http://www.dot.ca.gov/dist05/projects/sb_101hov/index.html).

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### Figure 17: Bike Route Map

Southeast of the Evans Avenue underpass, an informal, unmarked beach access parking area exists along 900-foot long Wallace Avenue. The County has prohibited parking on the north side of Wallace Avenue since 1970 (Board of Supervisors Resolution 70-710). As a result, vehicles park on the south side of Wallace Avenue. An unmaintained walkway leads from the top of the bluff to the beach. Wallace Avenue is narrow (approximately 15 feet wide) and dead ends at a private property. These conditions can cause conflicts between parked vehicles, bicyclists, and pedestrians due to undefined parking and unanticipated vehicular u-turn movements. Development of proposed trails in this area, as shown in Figure 15 (Parks, Recreation and Trails Map) would increase pedestrian and bicycle connectivity and safety.

## 5) Road Rights-of-Way (ROW)

Road ROW widths and conditions in Summerland are varied because of decades of fragmented development patterns. In areas with narrow roads, such as the residential portions of the Urban Grid, walls, landscaping, and other objects are often located up to the edge of pavement within the road ROW, which limits pedestrian and bicyclist passage as well as the on-street parking. Although not allowed by the County Motor Vehicle Code, residents also use the ROW for long-term storage of boats, recreational vehicles, trailers, non-functional vehicles, and other objects which can create aesthetic and safety issues.

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### *Encroachments*

An encroachment can be landscaping, driveways, fences, retaining walls, mailboxes, or any other material, structure, or object that is located within the road ROW. Encroachments may be authorized or unauthorized (illegal). Per Article I of County Code Chapter 28 – Roads, persons must obtain a permit from the County Road Commissioner before conducting any excavation or placing any material, structure, or object in, on, over, or under any public road ROW.

The 1992 Summerland Community Plan included a policy (CIRC-S-17) that prohibited “...new encroachment of structures, fences, walls, landscaping etc. into existing road right-of-way...” This led to unintended problems for property owners and the County. For example, encroachment into the ROW is often necessary to connect utilities and drainage improvements, provide retaining walls to stabilize slopes and reduce erosion, and allow wider driveways to improve sight distance for safety. The SCP Update will permit encroachments subject to County Engineering Design Standards (Santa Barbara County Department of Public Works, Transportation Division, September 2011), County Code Chapter 28, and Encroachment Permits – Policies (Santa Barbara County Public Works Department, April 2008). Encroachments shall be in conformance with applicable portions of the Comprehensive Plan, including the Coastal Land Use Plan and Summerland Community Plan (Policy 1). Encroachments are subject to minimum traffic safety clear zones and setbacks (Policies 3-4) to maintain adequate sight distances and safety for pedestrians, bicyclists and equestrians when applicable. The Encroachment Permit Policies also provide standards for landscaping, irrigation, entry gates, and other fixed objects (i.e., mailboxes, rocks, trees) (Policies 6-13). In addition, the Road Commissioner may take into account factors such as aesthetics in reviewing encroachment permit applications (Policy 2).

### *Abandonments*

An abandonment of a public road ROW occurs when ROW or easements, dedicated to or owned in fee by the County, are no longer needed for the purpose for which they were dedicated or owned. Abandonments are regulated by the California Streets and Highways Code Sections 8320 and 8355. The County Public Works Surveyor’s Office processes applications and agreements for public road abandonments.

The 1992 Summerland Community Plan contained a policy that prohibited public ROW abandonment (CIRC-S-18). Similar to the prohibition on encroachments, this led to unintended problems for property owners and the County. For example, some private property owners must cross unused County ROW to access their property. Abandonment of the ROW to the private property owner could reduce the County’s liability, increase property tax revenue, and result in better property maintenance. Uncertainties in old subdivision maps resulted in portions of some homes being built within the County ROW. Processing ROW abandonments in these cases would allow the property owner and County to rectify property ownership and management issues.

The SCP Update will permit ROW abandonment in conformance with County Abandonment Policy (Resolution 03-383) and Public Works Department process for abandonment (Instructions, Application, and Agreement for Requesting Vacation/Abandonment of a County Public Road Right-of-Way), which include reviews for potential beneficial public use of the

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## SUMMERLAND COMMUNITY PLAN – 2014 FINAL

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property before processing a request and conducting a public hearing. Prior to beginning the often lengthy and costly process for road abandonment, the Public Works Department identifies any significant issues and determines the feasibility of the proposed road abandonment. It then informs the applicant whether the proposal appears viable.

If the proposed road abandonment is not part of a discretionary project already being considered by the Planning Commission, it is submitted to the Planning Commission for a determination of conformity with the County Comprehensive Plan, including the Coastal Land Use Plan and Summerland Community Plan in compliance with Government Code Section 65402. Prior to the Planning Commission public hearing, County departments such as Fire, Transportation, Flood Control, Parks, and Real Property review the request to determine if the abandonment would compromise existing or future beneficial public use of the property. Additionally, all road abandonments require final action by the Board of Supervisors at a public hearing.

### **6) Parking**

#### *Residential*

Narrow travel lanes and use of the ROW for landscaping and long-term storage of trailers or other items limit short-term on-street parking opportunities for residents and visitors in the residential areas of the Urban Grid. Chapter 23 (Motor Vehicles and Traffic) of the County Code dictates restricted parking times and authorizes the Board of Supervisors to designate limited or no parking zones. Due to their narrow widths, many Urban Grid area streets already prohibit parking on one side. Enforcement is handled by a peace officer (defined as sheriff, police, or California Highway Patrol [CHP]) who has the authority to ticket and/or remove unlawfully parked vehicles. The SCP Update includes policies, development standards, and actions to consider additional on-street parking restrictions and increase on-site residential parking spaces.

#### *Commercial*

The County's Coastal Zoning Ordinance specifies the required number of parking spaces for commercial uses. The community has expressed concerns that residential areas are impacted by commercial parking and that there is insufficient capacity for the parking demand. At the Planning Commission's request, the County Public Works Department conducted an informal parking study in 2008 connected to the parking and other streetscape improvements that were being constructed along Lillie Avenue and Ortega Hill Road. The purpose of the study was to determine if the new parking layout would be sufficient to meet demand and if parking demand from businesses overflowed into the adjoining residential streets. Based on the findings, the parking improvements exceeded the current parking demand and no parking overflowed on Varley Street or the residential streets north of Varley Street. Peak parking occurred at 1:00 p.m. on both weekends and weekdays, associated primarily with restaurants. The SCP Update includes policies and actions to study opportunities to improve and increase parking in the Commercial Core if future demand exceeds supply.

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### ***2. Roadway and Intersection Standards for Project Consistency***

This section of the Community Plan includes the existing roadway and intersection volumes, roadway and intersection classifications, roadway classification map, and project consistency standards.

#### **a. Definitions**

**Acceptable Capacity:** The maximum number of Average Daily Trips (ADTs) that are acceptable for the normal operation of a given roadway. As defined by this Community Plan, the Acceptable Capacity for a given roadway is based upon its roadway classification and the acceptable level of service (LOS) for that roadway. The acceptable LOS for County maintained roadways in the Summerland Plan Area is LOS B. An exception to this LOS is Ortega Hill Road (east of the U.S.101 Evans Avenue on-ramp), which is designated to have an acceptable LOS C.

**Estimated Future Level of Service:** For a given intersection, the County-accepted LOS is based on existing traffic levels and on traffic to be generated by approved but not yet occupied projects as referenced by the public environmental documents for the development project under review. The Estimated Future LOS must consider all funded but not yet constructed improvements that are planned for completion prior to the project's occupancy. This includes mitigations from projects that have been approved by the Planning Commission or Board of Supervisors but have not yet been constructed.

**Estimated Future Volume:** For a given roadway segment, the most recent County-accepted count of Average Daily Trips (ADTs) plus any ADTs associated with approved projects that are not yet occupied as referenced in the public draft environmental document for the development project under review.

**Design Capacity:** The maximum number of ADTs that a given roadway can accommodate based upon roadway design as determined by the County Public Works Department. Design capacity usually equates to LOS E/F.

**Remaining Capacity:** For a given roadway, the difference between the Acceptable Capacity and the Estimated Future Volume in ADTs.

**Level of Service (LOS):** LOS is a letter designation that describes a range of operating conditions on a particular type of facility, generally in terms of service measures such as speed and travel time, freedom to maneuver, traffic interruptions and comfort and convenience. Six levels of service are defined for capacity analysis. They are given letter designations A through F, with LOS A representing the best range of operating conditions and LOS F the worse. LOS B is considered the minimal level desired within Summerland throughout the Community Plan Area, except for a portion of Ortega Hill Road where LOS C is acceptable. The LOS categories described below in Table 4 list general conditions for each.

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**Table 4: Level of Service Definitions**

LOS	Definition
A	Free unobstructed flow, no delays, signal phases able to handle approaching vehicles.
B	Stable flow, little delay, few phases unable to handle approaching vehicles.
C	Stable flow, low to moderate delays, full use of peak direction signal phases.
D	Approaching unstable flow, moderate to heavy delays, significant signal time deficiencies experienced for short durations during peak traffic period.
E	Unstable flows, significant delays, signal phase timing is generally insufficient, extended congestion during peak period.
F	Forced flow, low travel speeds, and volumes well above capacity.

### b. Roadway Classification System

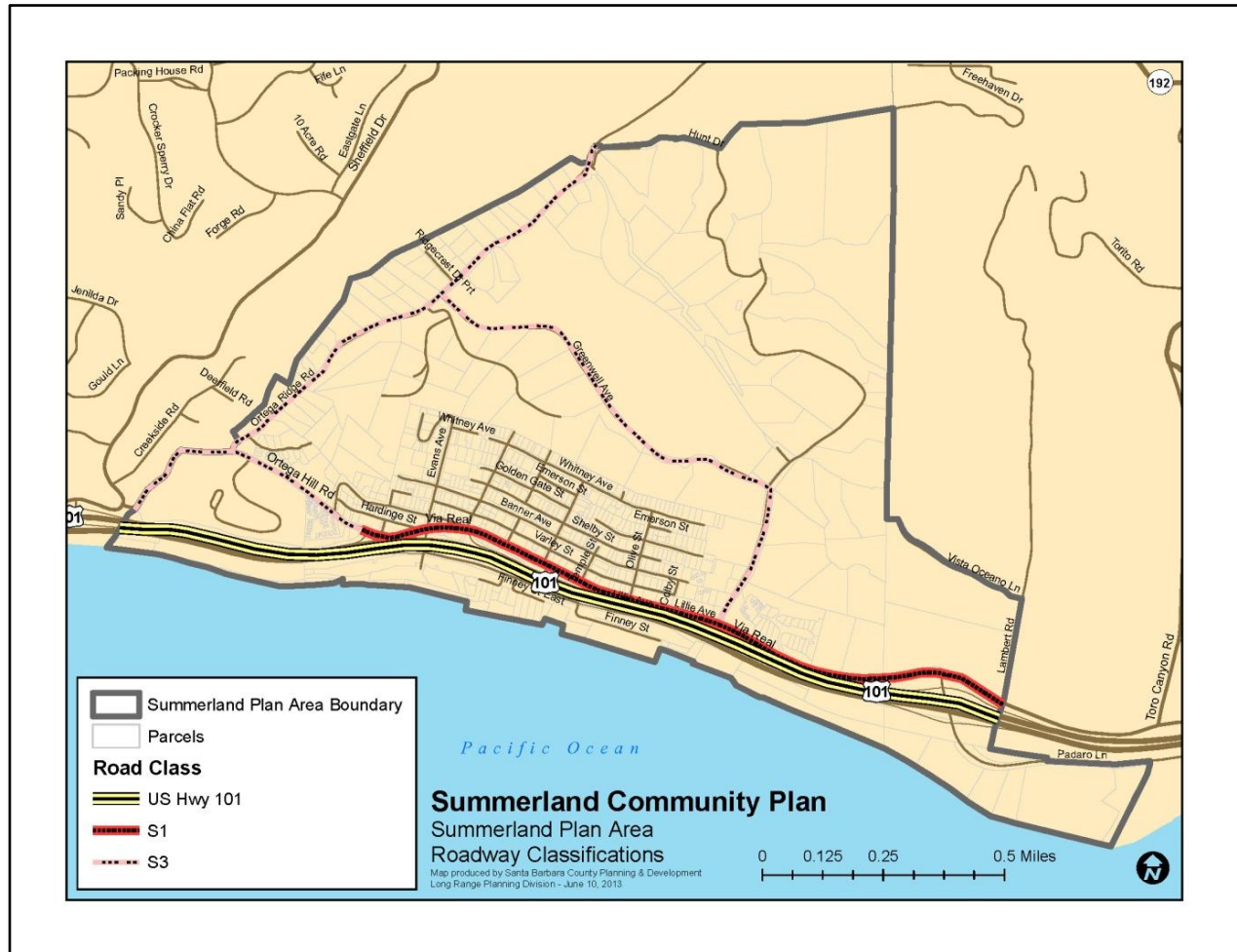
The County roadway classification system is divided into two main designations: primary and secondary roadways. Each of these main designations is further subdivided into three subclasses, dependent on roadway size, function, and surrounding uses. Primary roadways serve mainly as principal access routes to major shopping areas and employment and community centers, and often carry a large percentage of through traffic. Secondary roadways are two lane roads designed to provide principal access to residential areas or to connect streets of higher classifications to permit adequate traffic circulation. Such roadways may be fronted by a mixture of uses and generally carry a lower percentage of through traffic than primary roadways. There are no primary roadways designated in Summerland. Based on the purpose and design factors (Table 5), the five classified roads in Summerland are classified as Secondary 1 or 3 (S-1 or S-3, Table 6). Figure 18 depicts the roadways classifications as shown on the Circulation Element map for Summerland.

**Table 5: Secondary Roadway Subclasses**

Classification	Purpose and Design Factors	Design Capacity Two-Lane
Secondary 1 (S-1)	Roadways designed primarily to serve non-residential development and large lot residential development with well-spaced driveways. Roadways would be two lanes with infrequent driveways. Signals would generally occur at intersections with primary roads.	11,600
Secondary 2 (S-2)	Roadways designed to serve residential and non-residential land uses. Roadways would be two lanes with close to moderately spaced driveways.	9,100
Secondary 3 (S-3)	Roadways designed primarily to serve residential with small to medium lots. Roadways are two lanes with more frequent driveways.	7,900

**Table 6: Summerland Roadway Classifications**

Roadway	Classification	Design Capacity	Acceptable Capacity (LOS B unless noted)
Via Real	S-1	11,600	8,120
Lillie Ave	S-1	11,600	8,120
Ortega Hill Road (east of U.S.101 on-ramp)	S-1	11,600	9,280 (LOS C)
Ortega Hill Road (west of U.S.101 on-ramp)	S-3	7,900	5,530
Ortega Ridge Road	S-3	7,900	5,530
Greenwell Avenue	S-3	7,900	5,530



**Figure 18: Summerland Roadway Classifications**

## c. Summerland Roadways and Intersections Operational Status and Identified Safety Issues

The current volumes of roadways in the Plan Area, measured in Average Daily Trips (ADTs), were determined from traffic counts taken in 2008. As shown in Table 7, roadways operate at volumes within their design and acceptable capacities.



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**Table 7 Existing Roadway Volumes**

Roadway	Classification	Acceptable Capacity	Existing Volume	Existing LOS
Via Real	S-1	8,120	2,051	LOS A
Lillie Ave	S-1	8,120	2,728 – 4,601	LOS A
Ortega Hill Road (east of Evans Avenue/U.S. 101 on-ramp)	S-1	9,280	6,068	LOS A
Ortega Hill Road (west of Ortega Ridge Road)	S-3	5,530	2,575	LOS A
Ortega Hill Road (east of Ortega Ridge Road)	S-3	5,530	1,949	LOS A
Ortega Ridge Road	S-3	5,530	1,050 - 1,640	LOS A
Greenwell Avenue	S-3	5,530	413	LOS A

Source: Santa Barbara County, January 2008.

In 2010, intersection operations, measured in Level of Service (LOS), were determined at major stop controlled intersections (Table 8). The data indicates that all of the intersections operate at acceptable levels of service with little or no congestion during weekday p.m. peak hours.

**Table 8 Existing Intersection Level of Service (LOS)**

Intersection	Weekday Peak Hour (4:00 – 6:00 p.m.) Level of Service (LOS)
Evans/Ortega Hill	LOS A
Lillie/Greenwell	LOS A
Lillie/U.S. 101 NB off-ramp	LOS B
Ortega Hill/Ortega Ridge	LOS A
Ortega Hill/ U.S. 101 NB on-ramp	LOS A
Padaro Lane/U.S. 101 SB Ramps	LOS A
Padaro Lane/U.S. 101 NB Ramps	LOS A
Padaro Lane/Via Real	LOS A

Source: Santa Barbara County, April 2010.

While Summerland roadways and intersections are operating within designated standards, there are several areas within the community where a variety of movement conflicts and potential safety hazards occur between vehicles, pedestrians, and/or bicycles. These areas of conflict were identified and described by Summerland residents and business owners in the 2008 community survey.

### **d. Standards for Determination of Project Consistency**

This section defines intersection and roadway standards in terms of LOS, provides methodology for determining project consistency with these standards, and defines how roadway and intersection standards will be applied in making findings of project consistency with this plan. The intent of this section is to ensure that roadways and intersections in the Plan Area continue to operate at acceptable levels.



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### 1) Consistency Standards for Secondary Roadways (S-1 through S-3) and Intersections

#### Roadway Consistency Standards

- a) For roadways where the Estimated Future Volume does not exceed the Acceptable Capacity, a project would be consistent if the number of ADTs contributed by the project would not exceed Acceptable Capacity. However, County decision-makers may impose additional circulation improvements based upon specific project impacts and specific road segment characteristics.
- b) For roadways where the Estimated Future Volume exceeds the Acceptable Capacity, a project would be consistent if: (1) the number of ADTs contributed by the project to the roadway would not exceed 25 ADT or (2) the project would provide circulation improvements, such as bike lanes or pedestrian trails as identified in this Community Plan and acceptable to the County, to offset the effects of project-generated traffic.
- c) For roadways where the Estimated Future Volume exceeds the Design Capacity, a project would be consistent only if the number of ADTs contributed by the project to the roadway would not exceed 10 ADT.

#### Unsignalized Intersection Consistency Standards

- a) Projects contributing peak hour trips to intersections that operate better than or equal to Estimated Future Level of Service B would be consistent unless the project would result in a change in one level of service or an equivalent amount of delay (except intersections along Ortega Hill Road east of U.S. 101, see b below).
- b) Projects contributing peak hour trips to intersections along Ortega Hill Road east of U.S. 101 that operate better than or equal to an Estimated Future Level of Service C would be consistent unless the project would result in a change in one level of service or an equivalent amount of delay.

### 2) Additional Standards for Projects Involving Comprehensive Plan Amendments and Major Conditional Use Permits

Comprehensive Plan amendments submitted by private applicants that propose changes in land use designations on any parcel in the Plan Area shall be required to demonstrate that the proposed change in land use would not potentially result in traffic levels higher than those anticipated for that parcel by the Community Plan and its associated environmental documents. If higher traffic levels could potentially result from such an amendment, the Board of Supervisors must make the following findings in order to approve the amendment:

- a) The increase in traffic is not large enough to cause the affected roadways and/or intersections to exceed their designated Acceptable Capacity at buildout of the Summerland Community Plan; or

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- b) Improvements included as part of the project description are consistent with the Summerland Community Plan and are adequate to fully offset the identified potential increase in traffic; and
- c) The public benefits of the project outweigh any potential significant and unavoidable impact related to the increase in traffic.

### **3) Exemptions**

Roadway and Intersection standards stated above shall not apply to:

- a) Projects within the Affordable Housing overlay zone.
- b) Installation of County-approved traffic calming devices, complete streets facilities, and multimodal transportation improvements, consistent with the Comprehensive Plan and other applicable federal, state, and local regulations.

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### 3. *Goals, Policies, Development Standards, and Actions*

The Summerland Circulation Improvements and the Ortega Hill bike path improvements have improved multimodal transportation safety and aesthetics. This section builds upon these efforts and frames the direction of future improvements for the Summerland Plan Area.

#### VISION STATEMENT

Past development patterns and bifurcation of the community by U.S. 101 and the UPRR tracks underscore the importance of transportation, circulation, and parking policies focusing on complete streets, beneficial use of public spaces, and multimodal connections within the community, from the community to the ocean, and between adjacent communities to the east and west of Summerland.

**GOAL CIRC-S-1: A functional circulation system that observes the unique characteristics and qualities of the Rural and Urban Areas.**

Policy CIRC-S-1: The County shall accommodate reasonable development of parcels within the community of Summerland based upon the policies and land use designations adopted in this Community Plan, while maintaining roadways and intersections that operate at acceptable levels of service.

Policy CIRC-S-2: The minimum acceptable Level of Service (LOS) on roadway segments and intersections in the Summerland Planning Area is LOS B. However, due to existing traffic volumes and the impracticality of widening Ortega Hill Road east of the U.S. 101 on-ramp, Ortega Hill Road heading east from the U.S. 101 on-ramp to the intersection with Hollister Street may operate at LOS C.

Action CIRC-S-2.1 The County shall periodically monitor the operating conditions of designated roadways and intersections in Summerland. If any roadway or intersection exceeds the Acceptable Capacity defined by this Community Plan, the County shall reevaluate, and, if necessary, amend the Community Plan in order to reestablish the balance between allowable land uses and acceptable roadway and intersection operation. This reevaluation should include, but not be limited to:

- Redesignating roadways and/or intersections to a different roadway classification;
- Considering proposed land use changes to alter traffic generation rates and circulation patterns; and
- Evaluating multimodal transportation options to improve operating conditions.

Policy CIRC-S-3: A determination of project consistency with the standards and policies of the Summerland Community Plan Transportation, Circulation and Parking section shall constitute a determination of consistency with

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Coastal Land Use Plan Development Policy 2-6 and Land Use Element Land Use Development Policy 4 with regard to roadway and intersection capacity.

Policy CIRC-S-4: Maintain the rural character of the roadways outside the Urban Grid by preserving features that contribute to rural residential character, such as minimum road widths, natural landscaping, minimum signage and street lighting, and preservation of existing mature trees. The County shall balance the need for road improvements with protection of the area's rural character.

**GOAL CIRC-S-2: Roadway safety and circulation for pedestrians, bicycles, and vehicles throughout Summerland shall be improved. Aesthetically pleasing, complete streets and safe ingress/egress are essential.**

Policy CIRC-S-5: Provide a circulation system with adequate access for emergency vehicles and emergency egress for residents and visitors.

Action CIRC-S-5.1: The County shall prepare a master circulation safety plan for the community including, but not limited to, the following components:

- Studying the feasibility of changing Urban Grid east-west streets to one-way streets;
- Additional street lighting in the Urban Grid;
- Installing fog lines or other means to delineate travel lanes in the Urban Grid;
- Installing traffic calming or other methods to slow automobile speeds;
- Implementing solutions to increase safety such as painted center lines at Greenwell Avenue and Asegra Road;
- Implementing restrictions to on-street parking in areas where street parking narrows the travel lanes; and
- Developing specific improvements to Varley Street to facilitate vehicle passage, reduce on-street parking, and promote multimodal improvements.

Action CIRC-S-5.2: The County shall prioritize and seek funds for paving, striping, and repairing potholes.

Policy CIRC-S-6: Improvements to the circulation network should consider methods to slow automobile travel speeds for compatibility with bicyclists and pedestrians.

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- Policy CIRC-S-7: Traffic signals are not compatible with the character of Summerland, and shall only be considered when no other form of intersection improvement is feasible for the protection of public safety. Signals shall not be formally planned or installed unless community workshop(s) have been held and community concerns are addressed to the maximum extent feasible.
- Policy CIRC-S-8: Existing vehicle traffic lanes should not be widened other than the minimum necessary for traffic safety, in order to maintain Summerland's low traffic volumes and small-scale grid circulation pattern.
- Policy CIRC-S-9: The County should consider one-way streets rather than widening of streets where narrow travel lanes and rights-of-way cannot meet the plan's goal of improved roadway safety for all users.
- Policy CIRC-S-10: Any improvements or alterations to Varley Street shall enhance the residential character of the street, reduce on-street parking, promote multimodal transportation improvements, and facilitate vehicle passage.
- GOAL CIRC-S-3: Promote alternative modes of transportation and maximize multimodal access via transit lines, bikeways, and pedestrian trails.**
- Policy CIRC-S-11: The County shall continue to develop and implement programs that encourage the use of alternative modes of transportation, including, but not limited to, complete streets designs, regional bike lanes and paths, and park and ride facilities.
- Policy CIRC S-12: Wherever possible, streets shall safely accommodate pedestrian and bicycle traffic.
- Action CIRC S-12.1: The County should construct pedestrian and bicycle routes to connect established trails and coastal routes along the perimeter of and through Summerland.
- Action CIRC-S-12.2: The County should consider developing public stairs in the road right-of-way on Colville Street between Shelby and Varley streets for pedestrian connectivity.
- Policy CIRC-S-13: Development shall be sited and designed to provide maximum feasible access to non-motor vehicle forms of transportation, including appropriately scaled pedestrian and bicycle access to the site and to adjacent walkways and paths.

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**GOAL CIRC-S-4:** Increase community connections to the shoreline, facilitate multimodal transportation from the Urban Grid to the beach, and provide adequate and safe beach access and parking.

Policy CIRC-S-14: The County shall work with Caltrans to consider U.S. 101 improvements that reunify the community and reconnect Summerland to the ocean.

Policy CIRC-S-15: Adequate public parking for recreational and beach use shall be provided along shoreline areas. Improve beach parking and access in under-served locations in the community.

Action CIRC-S-15.1: The County shall study the feasibility of improving beach access and parking along Wallace Avenue, including, but not limited to, the following:

- Developing a trail adjacent to the Union Pacific Railroad tracks, which would tie into Padaro Lane and the City of Carpinteria planned bicycle route to the south, as depicted in Figure 15 (Parks, Recreation, and Trails/Open Space); and
- Relocating the sidewalk from the south side of Wallace Avenue to the north side to avoid future bluff erosion impacts.

**GOAL CIRC-S-5:** Provide opportunities for enhancing public spaces and community benefits in the public road rights-of-way (ROW).

Policy CIRC-S-16: The Commercial Core shall continue to support the vitality of the Summerland Plan Area. Any public or private improvements in the Commercial Core shall incorporate and maintain the existing complete streets approach that balances multimodal needs, including:

- Pedestrian oriented scale;
- Bicycle parking;
- Minimized vehicle travel lanes;
- Street trees;
- Public seating and public art; and
- Pedestrian oriented signage for business patrons.

DevStd CIRC-S-16.1: Prior to the approval of any Planning and Development permits for new or altered structures in the Commercial Core, all plans shall be reviewed by the County's Public Works Department for appropriate frontage improvements. If needed, the owner should engineer and construct street pavement, curbs, gutters, and sidewalks on the street frontage of the property that are determined by the County's Public Works Department to be reasonably related to the proposed use of the property and authorized by law.

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### **Rights-of-Way (ROW) Abandonment**

Policy CIRC-S-17      Priority use of excess public road right-of-way (ROW) shall be for enhancing public parking, pedestrian and bicyclist circulation, trails and coastal access potential, or other public benefits consistent with the Summerland Community Plan. Public Works and Planning and Development shall review all ROW abandonment requests to determine if a public benefit is available. If a public benefit is identified, abandonment of ROW may occur if an easement is dedicated that would achieve the same public benefit.

Action CIRC-S-17.1    Planning and Development shall work with Public Works to develop a program to increase public participation and noticing for ROW abandonment requests.

### **Rights-of-Way Encroachments**

Policy CIRC-S-18:      Existing authorized landscape and hardscape within the public roadways and ROW are functionally and aesthetically valuable to the community and shall be protected and maintained for public use. Permitted encroachments shall not compromise public safety; block sight distances; impede existing or planned pathways, trails, and bikeways; or obstruct on-street parking areas or travel lanes. Encroachments shall be subject to a Public Works encroachment permit and may only be approved if a clear zone from the curb face and/or edge of pavement to the proposed encroachment is preserved for a minimum distance of seven feet and the clear zone is improved by the property owner as feasible for on-street parking or bicycle and pedestrian passage.

Action CIRC-S-18.1:    The County shall amend the Coastal Zoning Ordinance and the Land Use and Development Code upon adoption of the Summerland Community Plan Update to require the Board of Architectural Review (BAR) to review and approve ROW encroachments included with a project subject to design review. The BAR shall make findings that permitted encroachments minimize visual and aesthetic impacts.

DevStd CIRC-S-18.2:    The County Road Commissioner should consider the following guidelines for review and approval of road right-of-way (ROW) encroachments in the Summerland Community Plan area:

- a) The encroachment should preserve a minimum distance of seven feet from edge of pavement in urban areas and 10 feet or greater in rural areas; and,
- b) The encroachment should either improve ROW for public parking, bicycle, or pedestrian benefit, or is necessary for access into privately

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owned property adjacent to the ROW; or is necessary to protect an existing legal structure (e.g. from slope failure) and there is no feasible onsite alternative.

Policy CIRC-S-19: The County shall use existing and future easements and public ROW to develop a pedestrian trail system, including, but not limited to stairs, pocket parks, vista points, and access corridors, consistent with existing and proposed trails and vista points incorporated into the County's Parks, Recreation and Trails map (PRT -2) and Figures 14 and 15 in the Parks, Recreation, and Trails/Open Space section of the Summerland Community Plan.

**GOAL CIRC-S-6: Adequate and legal parking for existing, new, or expanded uses and development in all areas of Summerland.**

Policy CIRC-S-20: The County shall increase the availability of off-street and on-street parking for residents and visitors.

Action CIRC-S-20.1: The County shall amend the Coastal Zoning Ordinance and Land Use and Development Code upon adoption of the Summerland Community Plan update to: (1) increase the required number of parking spaces per dwelling unit on lots between 7,500 net square feet and 10,000 net square feet from two to three spaces; (2) increase the required number of parking spaces per dwelling units on lots greater than 10,000 net square feet from two to four spaces; and (3) specify development standards and allowed modifications for the location and design of the additional parking spaces. Relief from these additional standards shall be provided if parking requirements cannot feasibly be accommodated due to site constraints such as slope or environmentally sensitive habitat.

DevStd CIRC-S-20.2: In residential areas, driveway lengths of at least 18 feet from the property line to the garage or designated parking area are encouraged to accommodate temporary visitor parking.

DevStd CIRC-S-20.3: All construction-related vehicle and equipment parking shall be located on-site, or, if infeasible, at a designated off-site location approved by the County.

Action CIRC-S-20.4: The County shall consider locations appropriate for additional parking restrictions within the Summerland Plan Area, including time-limited or prohibited parking, prohibited parking during certain hours, and/or no overnight parking for the purpose of occupancy, sleeping, or camping, including, but not limited to, campers, trailers, and semi-trailers.



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- Policy CIRC-S-21: Provide adequate short-term customer parking, including for bicycles, in the Commercial Core. Parking needs in the Commercial Core should be monitored and, where appropriate, accommodated.
- Action CIRC-S-21.1: If parking demand exceeds capacity in the Commercial Core, the County shall study opportunities to improve and increase commercial parking spaces, such as shared parking or other innovative parking solutions, consistent with the character of Summerland.
- DevStd CIRC-S-21.2: Commercial and recreational development shall include adequate bicycle racks and storage to accommodate both employees and customers.
- Action CIRC-S-21.3: The County shall work with business owners to determine appropriate locations and design for bicycle parking racks in the Commercial Core.

### IV. RESOURCES AND CONSTRAINTS

#### SUPER ELEMENT

##### A. VISUALS AND AESTHETICS

###### *1. Existing Conditions and Issues*

Visual resources in the community of Summerland include local views of natural beauty (e.g., land forms, ocean, streams, vegetation), interesting landscapes, unique buildings, unusual geographic phenomena, and the "beach town" character of the community itself. Because it is situated on a narrow shelf located between the ocean and mountains, Summerland provides unique views out to the ocean as well as up to the mountains. The community of Summerland was originally built to take advantage of these visual resources.

Summerland's visual resources can be defined in three categories: 1) view corridors, 2) natural visual resources, and 3) visual resources in the built environment. One of the most prominent view corridors is that of the ocean from Summerland. One can see the Channel Islands to the south, Fernald Point to the west, and Loon Point to the east.

A second important view corridor encompasses the view north to the foothills and the mountains from upper Summerland and from Ortega Ridge Road. An additional view corridor exists as one travels along the Greenwell Avenue canyon. An approximately 72-acre agricultural parcel located along the north side of Greenwell Avenue provides scenic quality to the foreground of the view corridor. From the Padaro Lane area, a view corridor exists of the foothills to the north and of the ocean and Loon Point to the south and west.

There are also a number of important natural visual resources in the Planning Area. The remaining vacant "White Hole" property west of Greenwell Avenue is a valuable visual resource. This property is zoned for residential development; however, as detailed in the Land Use section of this plan, has special development standards to preserve public views. Other visual resources in the Planning Area include Lookout Park and Oceanview Park, which possesses unique views of the coast, Lillie Avenue and the "Downtown" of Summerland, Jostens Hill (now the site of QAD), Asegra Road and surroundings, the eucalyptus groves at Padaro Lane, and the community of Summerland as it is viewed from U.S. Highway 101.

In addition to the resources discussed above, there are valuable visual resources in Summerland's "built" environment which include:

- The Big Yellow House
- Galen Clark Residence
- The Summerland Presbyterian Church
- The Omelette Parlor Building (now the Summerland Beach Cafe)
- The "Classic" Victorians

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Given the community's visible hillside location, along with its sweeping ocean and mountain views, architecture and design in the community are given special treatment. In 1974, the Summerland Citizen's Association created the Summerland Board of Architectural Review in order to give the community a voice in the preservation and design of the character of Summerland. The purpose of the Summerland Board of Architectural Review is to provide advisory recommendations to the County's Board of Architectural Review (BAR). The Summerland Board of Architectural Review accomplishes this by providing guidance to an applicant regarding locally appropriate architectural and landscape design features. The Summerland Board of Architectural Review is not affiliated with the County and their review is recommended but not required as part of the County's development review process.

A surge of new development in the 1980s and 1990s raised concern in Summerland over several design issues. Citizens were concerned that the greater size, height, and differing styles of new development did not integrate well with Summerland's existing character. It was largely agreed upon within the community that the increased scale was inappropriate for the small lots which are characteristic of Summerland's Urban Grid. These community issues were raised during the series of town meetings held by the Summerland Community Plan Advisory Committee and the County of Santa Barbara in the late 1980's. A proposed solution to these problems was the development of Design Standards for use by the County BAR, adopted as the Board of Architectural Review Guidelines for Summerland in 1992.

In 2007, the Board of Supervisors approved an update to portions of the Summerland Community Plan and Board of Architectural Review Guidelines for Summerland (SCP Update). The SCP Update replaced the 1992 Board of Architectural Review Guidelines for Summerland with new separate Residential Design Guidelines and Commercial Design Guidelines that address redevelopment of the Commercial Core, respond to residential development trends, refine development standards based on 20 years of application, and respond to countywide height and floor area measurement methodologies.

### ***2. Policies and Actions***

The following policies and strategies have been designed to address the citizens of Summerland's concerns regarding the community's visual resources by protecting existing public ~~and private~~ resources and enhancing community aesthetics. The implementing strategies associated with the policies have been formulated to resolve the concerns identified by the policies.

- |                          |  |
|--------------------------|--|
| <b>Policy VIS-S-1:</b>   | <b>Prior to the issuance of a Coastal Development Permit or Land Use permit, all plans for new or altered buildings or structures shall be reviewed by the County BAR.</b> |
| <b>Policy VIS-S-2:</b>   | <b>The County shall adopt Residential and Commercial Design Guidelines for Summerland.</b>   |
| <b>Action VIS-S-2.1:</b> | Incorporate language into the Residential and Commercial Design Guidelines which will promote the following goals:   |

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- a. Protect the scenic character of Summerland;
- b. Preserve the architectural, rural and historic qualities of Summerland;
- c. Promote visual relief throughout the community by preservation of scenic ocean and mountain vista, creation of open space, and variation of styles of architecture, setbacks, and landscaping;
- d. Promote high standards of architectural design and the construction of aesthetically pleasing structures;
- e. Encourage the protection of public views;
- f. Encourage the protection of privacy for individual residences;
- g. Encourage the development of safe and attractive residential areas in a variety of housing styles;
- h. Encourage the development of attractive and appropriate commercial facilities and the signage therein; and
- i. Encourage the use of native plants, especially in the open space areas.

**Policy VIS-S-3:** **Public views from Summerland to the ocean and from the Highway to the foothills shall be protected and enhanced.**

**Action VIS-S-3.1:** The Summerland Citizen's Association shall work with the County to develop an ordinance that addresses the height of fences and hedges with consideration of minimizing view blockage as seen from public viewing places. The ordinance shall also consider safety and aesthetics relating to the height and distance of fences and hedges from property lines.

**Policy VIS-S-4:** **New development in Summerland shall be compatible with and shall enhance the community's architectural character.**

**Policy VIS-S-5:** **Floor Area Ratios (FAR) shall be established for commercial and residential developments to ensure that new development is compatible with the community's scale.**

**Dev Std VIS-S-5.1:** A principal dwelling larger than the maximum allowable square footage per lot area specified in the Summerland Community Plan Overlay of the Coastal Zoning Ordinance (Section 35-191) or the Summerland Community Plan Overlay of the Land Use and Development Code (Section 35.28.210 G) may be allowed, except in the Urban Grid, in exchange for relinquishing development rights to (1) one potential or existing lot and (2) one potential principal dwelling.

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- Policy VIS-S-6:**                      **The Evans Avenue/Lillie Avenue/Ortega Hill Road underpass and intersection shall be enhanced to create an inviting, aesthetic entrance to the Summerland community and the beach area.**
- Action VIS-S-6.1:**                      The County, Caltrans, and Summerland Citizen’s Association shall work together to develop design criteria which should be used in the underpass plans.
- Policy VIS-S-7:**                      **In the rural areas all development shall be designed to minimize visual and aesthetic impacts.**