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EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project, discusses the environmental review approach and alternatives, and summarizes the environmental impacts analysis findings.

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Project Location

The Summerland Plan Area (Plan Area) is an unincorporated community located on the south coast of Santa Barbara County (County). It is bounded by the Pacific Ocean to the south and surrounded by the unincorporated areas of Toro Canyon to the east and north and Montecito to the west and north. The Plan Area totals 907 acres.

Project Background and Characteristics

The County of Santa Barbara Board of Supervisors adopted the Summerland Community Plan (SCP) and Board of Architectural Review Guidelines for Summerland (1992 Design Guidelines) in 1992. The project to update the SCP (SCP Update) was commenced to incorporate circulation and parking improvements on Ortega Hill Road and Lillie Avenue (Summerland Circulation Improvements project), to provide consistency with the countywide height calculation and other methodologies and standards, and to refine the 1992 Design Guidelines and zoning ordinances development standards based on 20 years of implementation. The Board of Supervisors appointed the Summerland Planning Advisory Committee (SunPAC) in November 2007 to advise the County during the development of the SCP Update. Project elements are summarized below.

1. **Summerland Community Plan Update.** Update the Introduction and Community Development Super Element sections. Update the Visual and Aesthetics section and delete existing action items pertaining to height and floor area standards to ensure they exist only in the zoning ordinances consistent with the overall structure of the County Comprehensive Plan. Adopt new

Transportation, Circulation, and Parking section goals, policies, development standards, and action items to reflect streetscape improvements, accommodate future multimodal improvements, and improve transportation infrastructure for public health and safety.

2. **County Code.** Amend Chapter 35, *Zoning*, to implement policies, development standards, and actions from the SCP Update and to reflect development standards formulated with the SunPAC as part of the Design Guidelines.
3. **Design Guidelines.** Replace the 1992 Design Guidelines with separate commercial and residential design guidelines that address redevelopment of the commercial core, respond to residential development trends, and refine development standards based on 20 years of application.

Environmental Review Approach

In 1992, the Board of Supervisors certified the final Environmental Impact Report (91-EIR-07, dated October 1991) and Addendum (dated/ revised May 13, 1992) for the Summerland Community Plan. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15163, a lead agency can choose to prepare a supplement to a previously certified EIR if only minor additions or changes would be necessary to make the previously certified EIR adequately apply to the project in the changed situation. The SCP Update would not change Plan Area land use or zoning and proposes only minor changes to existing development standards and regulations. In addition, the SCP Update would not result in new significant environmental effects or substantial increases in the severity of previously identified significant environmental effects. This SEIR augments the certified SCP EIR (91-EIR-07) to the extent necessary to address new information and changes related to the SCP Update including project alternatives.

This SEIR addresses the subject areas determined to have potentially significant environmental impacts identified during plan development, outreach, public discussions, and responses to the Notice of Preparation. Subject areas addressed in Chapter 4.0, *Environmental Impact Analysis*, of this SEIR include:

- Aesthetics and Visual Resources;
- Greenhouse Gas Emissions; and
- Transportation.

This SEIR identifies the potential environmental impacts of regulatory changes proposed in the SCP Update. It also identifies cumulative impacts based on updated information. In accordance with CEQA Section 15125, the baseline for assessing regulatory changes is the environmental conditions as of the date of the Notice of Preparation, published on July 9 2011. No changes to impacts or mitigation measures previously identified in the SCP EIR are proposed in this SEIR.

Greenhouse Gas Emissions is a new section that was not previously discussed in the SCP EIR.

In addition, pursuant to CEQA Guidelines Section 15128, Chapter 7.0, *Other CEQA Sections*, of this SEIR examines the following issue areas that were determined not to be significant and are therefore not discussed in detail:

- Agriculture;
- Air Quality;
- Archaeological Resources;
- Biological Resources;
- Electromagnetic Fields;
- Energy Conservation;
- Fire Hazards;
- Geology and Soils;
- Historic and Cultural Resources;
- Land Use and Housing;
- Noise;
- Parks and Recreation;
- Public Services;
- Risk of Upset; and
- Water Resources.

Alternatives

The previously certified Summerland EIR examined a reasonable range of alternatives to the proposed project to identify any potential to minimize environmental impacts of the project while still achieving the project objectives, as required by CEQA Guidelines Section 15126.6. This SEIR analyzes “No Project” and “Floor Area Ratio (FAR) Exchange” alternatives to the SCP Update.

The Floor Area Ratio Exchange Alternative is identical to the project, with the exception of an additional provision applying only to areas outside of the Urban Grid that allows for property owners to increase their allowed FAR for an existing or proposed dwelling by relinquishing their development rights to one potential or existing lot and to one potential principal dwelling. Under this provision, the FAR of a structure can only be increased by one half of the allowed FAR of the existing or potential legal lot. The maximum allowable floor area of the existing or proposed single family dwelling could be 12,000 net square feet, consistent with the maximum

FAR for lots up to 40 acres allowed under the SCP Update. This alternative would achieve the project objectives, particularly by reducing the number of estate style development outside the Urban Grid, and is within the scope of the project. By allowing for one larger principal dwelling, it would provide an incentive to preserve open space, agricultural lands, and scenic resources by reducing development potential and reducing nonconforming lots as to size.

Although no significant impacts requiring mitigation have been identified beyond those already analyzed in the SCP EIR, this SEIR identifies the FAR Exchange as the environmentally superior alternative, in that it incrementally reduces less than significant impacts as compared to the SCP Update or the No Project Alternative.

Summary of Environmental Impacts Analysis Findings

Pursuant to CEQA Guidelines Section 15163, this SEIR revises the SCP EIR impacts discussion to include analysis of the SCP Update. This SEIR provides analysis that substantiates the findings that: (1) the project will not result in new significant environmental effects requiring additional mitigation measures, (2) the project will not cause a substantial increase in the severity of previously identified significant impacts that require major revisions to the previously certified SCP EIR, and (3) the project will not require the preparation of a subsequent EIR.

1.0 INTRODUCTION

This document is a Supplemental Environmental Impact Report (SEIR) for the Summerland Community Plan Update (SCP Update). It augments the previously certified Environmental Impact Report (EIR) for the Summerland Community Plan (91-EIR-07, dated October 1991) and Addendum (dated/revised May 13, 1992) (SCP EIR). The Board of Supervisors certified both documents on May 19, 1992. This chapter describes the following aspects of the project and SEIR: (1) project background; (2) purpose and legal authority; (3) supplemental EIR; (4) SEIR scope and content; (5) lead, responsible, and trustee agencies; (6) environmental review process; and (7) public comment opportunities.

The project updates the following three main documents that regulate and guide development in the unincorporated community of Summerland: (1) Summerland Community Plan (SCP); (2) County Code; and (3) Board of Architectural Review Guidelines for Summerland (1992 Design Guidelines).

Chapter 2.0, *Project Description*, describes the project in detail.

1.1 PROJECT BACKGROUND

In 1988, the Santa Barbara County (County) Board of Supervisors approved a work program for preparing the SCP. The planning process was commenced to address community concerns regarding the potential effects of future development on Summerland's unique character.

The planning process relied on input from local residents and businesspersons. As an initial step, the Summerland Advisory Committee (SAC) was appointed to help staff develop goals, policies, and land use designations. The SAC held public meetings over a period of approximately three years.

The County prepared the SCP EIR to inform decision makers and the public about the potential significant environmental effects of the SCP and to comply with the California Environmental Quality Act (CEQA). It released the Draft EIR for review and comment in May 1991. Three public hearings on the Draft EIR were conducted in July and August 1991. The SCP EIR identified significant and unavoidable impacts to the following subject areas:

- Air Quality;
- Noise; and
- Water Supply.

The County Planning Commission conducted 12 hearings on the draft SCP between November 1991 and April 1992 and recommended that the County Board of Supervisors adopt the plan. The County Board of Supervisors held two hearings on the draft SCP and Draft EIR on April 27 and May 19, 1992. At the final hearing on

May 19, 1992, the Board of Supervisors adopted the SCP, certified the SCP EIR, and adopted a Statement of Overriding Considerations. The Statement of Overriding Considerations acknowledged that although adverse impacts may result, specific project benefits outweighed the project's significant, unmitigated impacts on air quality, noise, and water supply. An addendum dated/revised May 13, 1992 was certified along with the SCP EIR and reflects SCP policy changes during the adoption process. For example, the agricultural zoning was changed from a 10-acre minimum to a 20-acre minimum parcel size to reduce significant impacts from potential subdivision of agricultural parcels.

The 1992 SCP EIR and SCP are available on the County website at:

<http://longrange.sbcountyplanning.org/planareas/summerland/summerland.php>

A paper copy is available for review at the County Planning and Development Department, 123 East Anapamu Street, Santa Barbara, California.

Summerland is located largely within the Coastal Zone (see Figure 2.1 in Section 2.0). In compliance with Public Resources Code Section 30514, the SCP did not take effect in the Coastal Zone until certified by the California Coastal Commission on October 14, 1992.

The SCP land use and zoning designations have been amended by the Board of Supervisors on six separate occasions to clarify floor area ratios (FAR) and the 1992 Design Guidelines, to make minor adjustments to land use designations, and to respond to changes to the Housing Element and other aspects of the Comprehensive Plan.

The current update was commenced to incorporate circulation and parking improvements on Ortega Hill Road and Lillie Avenue (Summerland Circulation Improvements project), to provide consistency with the countywide height calculation methodology, and to refine the 1992 Design Guidelines and zoning ordinances development standards based on 20 years of implementation. The Board of Supervisors appointed the Summerland Planning Advisory Committee (SunPAC) on November 27, 2007 (Resolution 07-379) to advise the County during the development of the SCP Update. The project was developed through the following public outreach methods: 33 public meetings with the SunPAC; a survey of community members and a survey of business owners conducted in 2008 to acquire input on the Lillie Avenue commercial/retail area, residential areas, and traffic, circulation, and parking issues; and three years of general community input.

1.2 PURPOSE AND LEGAL AUTHORITY

In accordance with CEQA Guidelines Section 15121(a), the purpose of this SEIR is to:

- Inform public agency decision makers and the public of any significant environmental effects that would result from the SCP Update;

- Identify possible ways to minimize any significant effects; and
- Identify reasonable alternatives to the SCP Update.

The 1992 SCP EIR was a program EIR as defined in CEQA Guidelines Section 15168 because it enabled the County (lead agency) to examine the overall effects of a series of actions that can be characterized as one large project. This SEIR is a supplement to the 1992 SCP program EIR. This SEIR will serve as an informational document for the public and County decision makers. As discussed in Section 2.4, the process will culminate with a County Board of Supervisors public hearing to consider certification of a Final SEIR and approval of the proposed project.

1.3 SUPPLEMENTAL EIR

Pursuant to CEQA Guidelines Section 15163(a)(2), the County prepared this Supplemental EIR (SEIR) because only minor additions and changes would be necessary to make the previously certified EIR adequately apply to the SCP Update. In addition, the SCP Update does not result in new significant environmental effects or substantial increases in the severity of previously identified significant environmental effects. This SEIR augments the certified SCP EIR to the extent necessary to address new information and changes to the original project. It also examines mitigation measures and project alternatives. Preparing an SEIR allows the County to respond to changed circumstances or new information without requiring that the environmental review process begin completely anew.

1.4 SEIR SCOPE

This SEIR assesses new information and changes in circumstances to the original project that were not evaluated in the SCP EIR. Potential new impacts are determined through a process mandated by CEQA, in which the SCP EIR is measured as baseline, except in the case of changed circumstances or new impacts where existing conditions are measured as baseline.¹

This SEIR addresses the subject areas determined to have potentially significant environmental impacts which were identified during plan development, outreach and public discussions, responses to the Notice of Preparation and by the County. Subject areas addressed in Chapter 4.0, *Environmental Impact Analysis*, of this SEIR include:

- Aesthetics and Visual Resources;
- Greenhouse Gas Emissions; and
- Transportation.

¹ Where the SCP EIR is not used as baseline, baseline is environmental conditions as of the date of the Notice of Preparation, published on July 8, 2011.

This SEIR identifies any potential environmental impacts, including both project-specific and cumulative impacts, in accordance with the provisions set forth in the CEQA Guidelines.

1.5 SEIR CONTENT

This SEIR is organized into eight chapters as follows:

1.5.1 Chapters 1.0–3.0

Chapter 1.0, *Introduction*, summarizes the background of the project and explains the environmental review process. Chapter 2.0, *Project Description*, provides a detailed description of the proposed project. Chapter 3.0, *Existing Setting*, includes a discussion of the baseline physical conditions in and surrounding Summerland, including topography, vegetation/habitats, circulation, surrounding land uses, geographic features, and infrastructure. Chapter 3.0 also provides information about maximum theoretical and remaining potential buildout.

1.5.2 Chapter 4.0

Chapter 4.0, *Environmental Impact Analysis*, includes a discussion of each subject area organized into the following subsections:

1. **Setting.** This subsection describes the existing physical conditions and regulatory setting within each subject area.
2. **Environmental Thresholds.** This subsection describes the methodologies used to evaluate the environmental subject area and the thresholds or criteria used for determining the degree of significance of each identified impact. The criteria used to establish thresholds of significance are primarily based on the County's *Environmental Thresholds and Guidelines Manual* (October 2008), *Appendix G* of the CEQA Guidelines, and other thresholds assigned to certain resources by local, state, and federal agencies. The following four significance categories are used in this analysis:

Class I: Significant adverse impacts that cannot be feasibly mitigated or avoided. If the project is approved, decision makers are required to adopt a statement of overriding considerations pursuant to CEQA Guidelines Section 15093, explaining why project benefits outweigh the damage caused by these significant and unavoidable environmental impacts.

Class II: Significant adverse impacts that can be feasibly mitigated or avoided to a less than significant level. If the project is approved, decision makers are required to make findings, pursuant to CEQA Guidelines Section 15091, that impacts have been avoided or substantially lessened by implementation of mitigation measures.

Class III: Adverse impacts found not to be significant, and therefore, no mitigation measures are required. Findings do not have to be made for Class III impacts, but substantiation is required to characterize them as adverse, but less than significant.

Class IV: Impacts beneficial to the environment. Beneficial impacts may be used as considerations for balancing any potentially significant adverse impacts.

- 3. Impact Discussion.** This subsection includes previously identified impacts and the SCP Update impact analysis. The impact analysis discusses new information, changed circumstances, or whether the SCP Update changes the SCP EIR impact significance level or creates new significant adverse impacts, including both project-specific and cumulative impacts.
- 4. Mitigation Measures.** This subsection would typically include a list of mitigation measures to reduce significant impacts. No new significant impacts are identified and, therefore, no new mitigation measures are proposed as a result of the SCP Update. Therefore, only existing SCP EIR mitigation measures are discussed.
- 5. Changes in Environmental Effects and Residual Impacts.** This subsection typically discusses residual impact, or level of environmental impact remaining after implementation of a given mitigation measure. The residual impacts are discussed in the context of the existing SCP EIR mitigation measures since no new mitigation measures are identified in this SEIR.

1.5.3 Chapters 5.0–8.0

Chapter 5.0, *Policy Consistency*, assesses project consistency with applicable County Comprehensive Plan elements. This chapter will assist decision makers in their review of the project.

Chapter 6.0, *Alternatives*, examines a reasonable range of alternatives to minimize environmental impacts while achieving the project objectives as required by CEQA Guidelines Sections 15126.6 and 15163. The following alternatives are described and evaluated under Chapter 6.0:

- Alternatives assessed in the SCP EIR;
- “No Project” alternative; and
- The Floor Area Ratio (FAR) Exchange, which allows a greater floor area by relinquishing development potential.

Chapter 6.0 also identifies the “environmentally superior” alternative among the alternatives studied.

Chapter 7.0, *Other CEQA Concerns*, includes a brief statement of why subject areas with no new impacts are omitted from Chapter 4.0 of this SEIR. The subject areas determined not to be significant include agriculture, air quality, archaeology, biological resources, electromagnetic fields, energy conservation, fire hazards, geology, historic and cultural resources, land use, housing, noise, risk of upset, public services, recreation, and water resources. Significant environment effects of the proposed project, significant environmental effects which cannot be avoided if the proposed project is implemented, significant unavoidable impacts, significant irreversible changes which would be involved should the proposed project be implemented, and growth-inducing impact or the proposed project reviewed in the SCP EIR are included in Chapter 7.0 pursuant to CEQA Guidelines Sections 15126.2 (a), (b), (c), and (d).

Chapter 8.0, *References and Report Preparers* includes reports and other references used in the SEIR.

Chapter 9.0, *Response to Comments*, includes responses to comments received on the Draft SEIR during the public review period from September 19, 2013 to November 6, 2013.

1.6 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

CEQA Guidelines Section 15124(d) requires that an EIR define those agencies that are expected to use the EIR (or SEIR) in their decision-making. These include “lead,” “responsible,” and “trustee” agencies. The County of Santa Barbara is the project proponent and “lead agency” for the project as it has the principal responsibility to carry out and approve the project (CEQA Guidelines Section 15367). The County Planning Commission will use this SEIR as a basis for its recommendation to the Board of Supervisors, who will use it as a basis for its decision on the project.

A “responsible agency” refers to public agencies other than the “lead agency” that have discretionary approval over the project (CEQA Guidelines Section 15381). The CEQA Guidelines define a public agency as a state or local agency, but specifically exclude federal agencies from the definition. The California Coastal Commission (CCC) is a responsible agency. It must certify any amendments to the Local Coastal Program, including the SCP, Coastal Zoning Ordinance, and Design Guidelines, and has land use authority over portions of Summerland located in the CCC Appeals Jurisdiction.

A “trustee agency” refers to a state agency that has jurisdiction over natural resources held in trust for the people of California, but does not have discretionary approval over the project (CEQA Guidelines Section 15386). Trustee agencies include the State Lands Commission, with regard to state owned “sovereign” lands, and the California Department of Fish and Wildlife, with regard to biological

resources.

1.7 ENVIRONMENTAL REVIEW PROCESS

The environmental review process required by CEQA is presented as follows:

1. **Notice of Preparation (NOP).** After deciding that an EIR is required for a project, the lead agency must send an NOP soliciting input on the scope and content of the EIR to the State Clearinghouse (a division of the Governor's Office of Planning and Research), responsible and trustee agencies, and involved Federal agencies (CEQA Guidelines Section 15082). The NOP is also posted in the County Clerk's office for 30 days. The NOP for this SEIR was posted at the County Clerk's office from July 8 to August 8, 2011.
2. **Notice of Completion and Notice of Availability.** A lead agency must file a Notice of Completion with the State Clearinghouse when it completes a Draft EIR and provide public notice of the availability (Notice of Availability) of a Draft EIR (CEQA Guidelines Section 15085 and 15087[a]). The Notice of Availability is posted in the County Clerk's office for at least 30 days (CEQA Guidelines Section 15087 [d]), and a copy of the notice is sent to anyone requesting it (CEQA Guidelines Section 15087 [a]). The Notice of Availability for this Draft SEIR will be published in a newspaper of general circulation.
3. **Public Review.** The lead agency must solicit comments from the public and public agencies and respond in writing to all written comments on the Draft EIR (or SEIR) (CEQA Guidelines 15088). The public review for a Draft EIR shall be no less than 30 days and no longer than 60 days unless under unusual circumstances. When a Draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days (CEQA Guidelines Section 15105). The review period for this Draft SEIR will be 45 days, and during the public review period, the County will hold a public comment hearing.
4. **Final EIR.** A Final EIR (FEIR) must include: (a) the Draft EIR or a revision of the draft; (b) copies of comments received during the public review period; (c) list of persons, organizations, and public agencies commenting; and (d) responses to comments (CEQA Guidelines Section 15132).
5. **Certification of FEIR.** Prior to making a decision on a proposed project, the lead agency must certify that: (a) the FEIR has been completed in compliance with CEQA, (b) the EIR was presented to the decision-making body of the lead agency, and (c) the decision-making body reviewed and considered the information in the EIR prior to approving a project (CEQA Guidelines Section 15090).
6. **Project Decision.** A lead agency may: (a) disapprove a project because of its significant environmental effects; (b) require changes to a project to reduce or

avoid significant environmental effects; or (c) approve a project despite its significant environmental effects, if proper findings and Statement of Overriding Considerations are adopted (CEQA Guidelines Sections 15042 and 15043).

- 7. Findings/Statement of Overriding Considerations.** For each significant impact, the lead agency must find, based on substantial evidence, that either: (a) the project has been changed to avoid or substantially reduce the magnitude of the impact; (b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or (c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (CEQA Guidelines Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
- 8. Mitigation Monitoring/Reporting Program (MMRP).** When an agency makes findings on significant effects identified in the EIR, it must adopt a MMRP for adopted mitigation measures (CEQA Guidelines Sections 15091[d] and 15097).

The environmental analysis in this SEIR draws on existing policies, guidelines, reports, and documentation to determine baseline condition and potential impacts. The County's *Environmental Thresholds and Guidelines Manual* (republished October 2008) and *A Planner's Guide to Conditions of Approval and Mitigation Measures* (revised March 2011) were integrated into this analysis.

2.0 PROJECT DESCRIPTION

This chapter describes the Summerland Community Plan Update (SCP Update), including the (1) project location, (2) project objectives, (3) project characteristics, and (4) required actions and approvals.

2.1 PROJECT LOCATION

The Summerland Plan Area (Plan Area) is an unincorporated community located on the south coast of Santa Barbara County (County). As shown in Figure 2-1, it is bounded by the Pacific Ocean to the south and surrounded by the unincorporated areas of Toro Canyon to the east and north and Montecito to the west and north. The Plan Area totals 907 acres. For a detailed description of community characteristics, see Chapter 3.0, *Environmental Setting*.

2.2 PROJECT OBJECTIVES

The 1992 Summerland Community Plan (SCP) has guided development since its adoption two decades ago. The SCP contains general goals (SCP, page 17), including circulation improvement and visual resource protection. The Land Use and Development Code (LUDC), Coastal Zoning Ordinance, and Board of Architectural Review Guidelines for Summerland (1992 Design Guidelines) implement SCP policies, actions, and development standards.

The SCP Update was developed with the assistance of the Summerland Planning Advisory Committee (SunPAC), and is predicated upon the following objectives:

- Articulate and implement the community's desire to preserve neighborhood character and charm, and protect and enhance the quality of life enjoyed by residents and visitors.
- Provide new policy direction and development standards that facilitate proper and informed planning, and reflect the prevailing vision and goals of the area's residents.
- Provide reasonable, practical, and objective guidance to assist business owners, developers, and designers in identifying the key design characteristics and components that define the character of the neighborhood to consider when designing new or renovated buildings.
- Strengthen and expand the existing design guidelines to encourage high standards in design, sustainability, and neighborhood compatibility.
- Allow greater flexibility in design, guide creativity, and provide greater consistency with the countywide height and floor area measurement methodologies.
- Encourage commercial core redevelopment to compliment the Lillie Avenue streetscape improvements. Preserve, protect, and enhance the existing areas of commercial, social, and historical interest specific to the commercial core.

- Continue to regulate residential development, including estate-style developments approaching the maximum floor area.
- Consider the distinctive character and attributes of the Rural and Urban Areas as part of the design review process.
- Ensure that future circulation and parking improvements are compatible with the community character, guide new improvements desired by the community, and provide adequate transportation infrastructure for public health and safety.
- Strengthen connections between the community and the ocean, provide multimodal connections within Summerland and to surrounding areas, and promote beach access for all users.
- Provide cohesion with the Comprehensive Plan structure and implement the community's vision through policies in the community plan, regulations in the County Code, and guidelines for the South County Board of Architectural Review (SBAR) to consider in design review decisions.

The objectives were developed by the SunPAC and staff and are adapted from the draft Residential Design Guidelines, draft Commercial Design Guidelines, and draft SCP Transportation, Circulation, and Parking section.

2.3 PROJECT CHARACTERISTICS

Summerland is one of seven unincorporated communities in the County that have a community plan. The community plans establish the local vision of the community while implementing the overarching long-term policy guidance of the County Comprehensive Plan and state planning law.

The purpose of the project is to update the existing SCP Transportation, Circulation, and Parking and Visual and Aesthetic Resources sections, amend the zoning ordinances to implement changed or new policies, and update the 1992 Design Guidelines, as summarized below.

1. **Summerland Community Plan Update.** Update the Introduction and Community Development Super Element sections. Update the Visual and Aesthetics section and delete the existing Visual and Aesthetics action items pertaining to height and floor area standards to ensure they exist only in the zoning ordinances consistent with the overall structure of the County Comprehensive Plan. Adopt new Transportation, Circulation, and Parking section goals, policies, development standards, and action items to reflect streetscape improvements, accommodate future multimodal improvements, and improve transportation infrastructure for public health and safety.

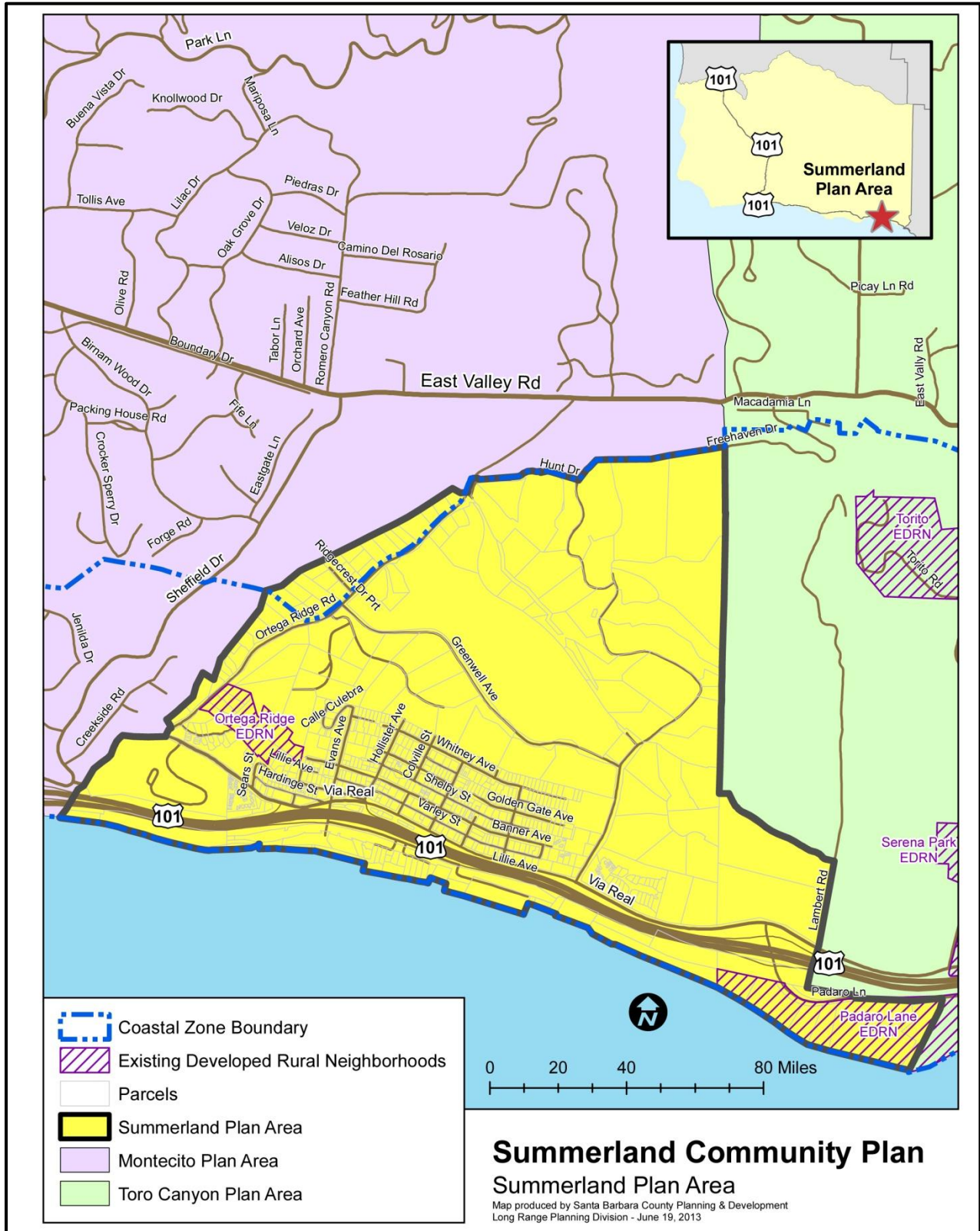


Figure 2-1: Summerland Plan Area

2. **Zoning Ordinances.** Amend Chapter 35, *Codes and Ordinance*, of the County Code, Section 35-1 – Santa Barbara County Land Use and Development Code and Article II – Coastal Zoning Ordinance to implement policies, development standards, and actions from the plan update and reflect development standards formulated with the SunPAC as part of the design guidelines.
3. **Design Guidelines.** Replace the 1992 Design Guidelines with separate commercial and residential 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.

Subsection 2.3.1 summarizes each of the three project components. Documents associated with the project are available online at:

<http://longrange.sbcountyplanning.org/planareas/summerland/summerland.php>.

2.3.1 SCP Update

The SCP Update includes a new Transportation, Circulation, and Parking section, policy changes in the Visual and Aesthetics section, and updates in the Introduction section. The project would not change the existing land use and zoning designations in Summerland or the plan goals listed on page 17 of the SCP. The project does, however, propose distinct policies for subareas within the Urban Area, which has been designated the Urban Grid and Commercial Core (Figure 2-2). The draft amendments are summarized below.

1. Introduction (SCP Section I.A)

No substantive changes are proposed to the Introduction section. A new narrative describes the current project and text is updated throughout. The cover, acknowledgements, table of contents, and Plan Area map are also updated.



Figure 2-2: Summerland Urban Grid and Commercial Core

2. Transportation, Circulation, and Parking Section (SCP Section III.G)

This new section is structured as follows: (1) Introduction; (2) Roadway Classifications, and Project Consistency Standards; and (3) Transportation, Circulation, and Parking Goals, Policies, Development Standards, and Actions. Where applicable, the existing transportation policies, actions, and development standards remain in the plan or are modified. Below is a summary of new information included in this section.

A. Circulation

SCP Update Circulation

There is no change to the acceptable roadway and intersection level of service (LOS) designations from the 1992 SCP. However, installation of County-approved traffic calming devices, complete streets² facilities, and multimodal transportation improvements would now be exempt from roadway and intersection standards (Transportation, Circulation, and Parking chapter, Section 2. Roadway and Intersection Standards for Project Consistency). Actions relating to completed circulation improvements envisioned in the SCP have been removed from the SCP Update, including the Ortega Hill Road and Lillie Avenue streetscape and parking improvements and the Class I Ortega Hill bikepath.³

The new circulation goals are similar to the existing SCP, but are expanded to support safe ingress and egress, multimodal connections, and roadway character considerations for the Urban Grid, Urban Area, and Rural Area (Goals CIRC S-1 through S-3). The new policies support complete streets and improved multimodal circulation (Policies CIRC-S-10 and CIRC-S-11).

Preservation of the character of roadways outside the Urban Grid (Policy CIRC-S-3) and the following Urban Grid (see Figure 2-2) policies would help ensure future improvements are consistent with the roadway character of each area:

- Improved ingress/egress while considering methods to slow automobile speeds (Policy CIRC-S-5);
- No use of traffic signals unless no other form of intersection improvement is feasible (Policy CIRC-S-6); and
- Improvements to Varley Street to facilitate vehicle passage and enhance residential character (Policy CIRC-S-9).

The SCP update recommends preparation of a master circulation safety plan (Action CIRC-S-4.1) to consider safety and circulation improvements including:

² The National Complete Streets Coalition defines complete streets as “Streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.”

³ Existing SCP Actions CIRC-S-14.1, CIRC-S-12.1, and CIRC-S-12.2.

- Delineation of travel lanes in the Urban Grid;
- Adding additional street lighting; and
- Implementation of traffic calming measures.

B. Beach Connectivity

Connection of the community with the beach was, and continues to be, physically interrupted by U.S. 101 and the Union Pacific Railroad. The existing plan supports public beach parking and access. Existing policies and action items supporting development of beach parking and access that are not completed have been updated and retained (Policy CIRC-S-13, Policy CIRC-S-14 and Action CIRC-S-14.1).

The goal for the new section is to increase community connection to the shoreline and multimodal access to the beach (Goal CIRC-S-4). Policies support working with Caltrans to reunify the community with the beach (Policy CIRC-S-13). The existing Wallace Avenue parking action is updated to study the feasibility of increased parking and improved pedestrian access on Wallace Avenue (Action CIRC-S-14.1).

C. Road Right-of-Way (ROW)

Summerland contains numerous unimproved road ROW, particularly in the Urban Grid, with varied widths and surface conditions reflecting decades of fragmented development patterns. Current SCP policies prohibit vacation/abandonment of public ROW or issuance of encroachment permits within the ROW (SCP Policy CIRC-S-17 and CIRC-S-18). In the SCP Update, a new ROW goal would provide opportunities to enhance the ROW for public benefit (Goal CIRC-S-5). New policies would allow abandonment of unused ROW and issuance of encroachment permits for retaining walls, fences, entry gates, landscaping and irrigation, and other fixed objects in the public ROW when consistent with SCP policies (Policy CIRC-S-15 and Policy CIRC-S-16).

D. Parking

Completed action items envisioned under the existing SCP, including parking restrictions on Greenwell Avenue and the circulation improvements on Ortega Hill Road and Lillie Avenue, are removed from the SCP Update (existing SCP Actions CIRC-S-14.1, CIRC-S-12.1, and Action CIRC-S-19.1). Uncompleted action items are modified and remain in the plan, such as amending the zoning ordinance to require additional residential parking spaces (Action CIRC-S-19.1).

Consistent with the existing plan, the parking goal calls for adequate residential and commercial parking (GOAL CIRC-S-6). New Commercial Core specific actions, policies, and development standards include:

- Development of adequate short-term vehicle and bicycle parking (Policy CIRC-S-20) and

- Analysis of commercial overflow and shared parking opportunities (Action CIRC-S-20.1).

DevStd CIRC-S-19.2 would encourage 18-foot residential driveway lengths for guest parking and is included as a guideline in the Residential Design Guidelines.

3. Visual and Aesthetics Section (SCP Section IV.I)

The SCP and other community plans are part of the Comprehensive Plan and typically contain comprehensive, long-range goals, policies, and actions to guide the growth and development of a community. However, Action VIS-S-3.1 of the existing SCP contains specific height maximums and Action VIS-S-5.1 requires strict adherence to Floor Area Ratio (FAR) requirements in the zoning ordinance. Specific development standards such as these are usually implemented through zoning ordinances, not comprehensive plans.

The SCP Update deletes Action VIS-S 3.1 and amends Action VIS-S-3.2, Policy VIS-S-5, and Actions VIS-S-5.1 and 5.2, thereby ensuring height and floor area development standards are placed only in the zoning ordinances. The SCP Update also amends Policy VIS-S-3 by deleting reference to private view protection because the County does not regulate private views. The update also deletes actions that have already occurred (Action VIS-S-2.1, Action VIS-S-2.2, Action VIS-S-2.3, and Action VIS-S-4.1), and proposes minor text updates.

2.3.2 Zoning Ordinances Amendments

The County Code consists of 48 chapters that are laws of a general and permanent nature established by ordinances passed by the County Board of Supervisors. The SCP Update amends Chapter 35, *Zoning*. These amendments implement new actions and development standards that complement the proposed residential and commercial design guidelines (see subsection 2.3.3).

1. Transportation, Circulation, and Parking Section Amendments

The SCP Update would amend some provisions of the zoning ordinances that implement the Transportation, Circulation, and Parking section of the SCP. These provisions are located in the community plan overlays in the Coastal Zoning Ordinance (Division 13, *Summerland Community Plan Overlay*) and the Land Use and Development Code (LUDC) (Section 35.28.210, *Summerland Community Plan Overlay*). The following amendments are proposed:

- Require one additional residential parking space for lots between 7,500 and 10,000 square feet and two additional parking spaces for lots greater than 10,000 square feet (Action CIRC-S-19.1); and
- Require Board of Architectural Review (BAR) review and findings for ROW encroachments associated with plans for new or altered buildings to ensure the encroachment minimizes aesthetic and visual impacts (Action CIRC-S-17.1).

2. Amendments related to Commercial and Residential Guidelines

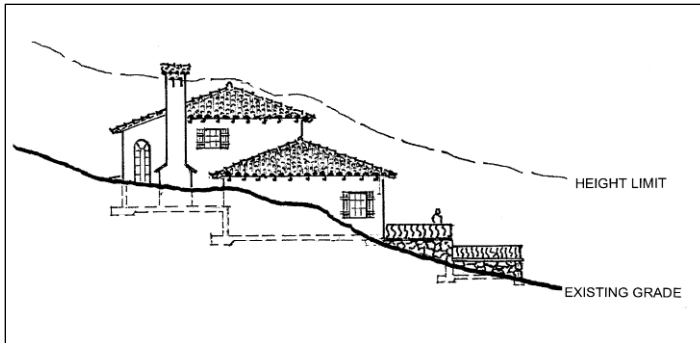
The amendments below reflect the development standards changes recommended by the SunPAC relating to the residential and commercial design guidelines.

A. Height Methodology, Height Limits, and Maximum Height

Summerland is the only area in the County where building height is currently measured as the vertical distance between the average finished grade covered by the building to the highest points of the coping of a flat roof or to the mean height of the highest gable of a pitch or hip roof. The existing average finished grade methodology allows manipulation of finished grade and measurement points, often resulting in visible exposed building massing, particularly on hillside elevations.

The proposed height methodology considers the height of a structure as the vertical distance between existing grade and the uppermost point of the structure directly above that grade. The proposed methodology is the same methodology implemented countywide outside Summerland since 2005. Figure 2.3 below shows the proposed height methodology.

Figure 2-3: Proposed Height Methodology



Note: Mediterranean style is acceptable only in the Rural Area.

The proposed height methodology reduces massing and encourages structure design to reflect the natural topography by fitting structures into hillsides, which is consistent with the Residential Design Guidelines. Furthermore, the proposed methodology eliminates the need for plate height floor area ratio (FAR) deductions since no elevation could be manipulated to exceed the height limit.

Existing SCP Action VIS-S 3.1 limits Urban Area height to 22 feet and Rural Area height to 16 feet, including Existing Developed Rural Neighborhoods (EDRN), and no roof pitch adjustment is allowed. Height limit and maximum height changes are proposed in the zoning ordinances as follows:

Urban Area. The Urban Area height limit would increase from 22 feet to 25 feet. Portions of a structure may exceed the height limit by no more than three feet where the roof exhibits a pitch of 4 in 12 (rise to run) or greater.

Urban Grid. The Urban Grid height limit would increase from 22 feet to 25 feet.

In addition to the height limit applicable to a structure, a structure shall not exceed a maximum height of 32 feet as measured from the highest part of the structure, excluding chimneys, vents, and noncommercial antennas, to the lowest point of the structure where an exterior wall intersects the finished grade or the existing grade, whichever is lower. No roof pitch adjustment would be allowed.

Commercial Core. The height limit in the Commercial Core would be the same as the limit in the Urban Grid and increase from 22 feet to 25 feet. No roof pitch adjustment would be allowed.

Rural Area. The Rural Area height limit would remain at 16 feet outside the EDNR, consistent with the existing SCP. Portions of a structure may exceed the height limit by no more than three feet where the roof exhibits a pitch of 4 in 12 (rise to run) or greater.

EDRN. The EDNR height limit would increase from 16 feet to 25 feet consistent with the countywide residential zoning designation height limits in the Coastal Zoning Ordinance. Portions of a structure may exceed the height limit by no more than three feet where the roof exhibits a pitch of 4 in 12 (rise to run) or greater.

Ridgeline and Hillside Development. All structures proposed in any zone district where there is a 16 foot drop in elevation within 100 feet in any direction from the proposed building footprint are subject to Ridgeline and Hillside Development Guidelines and separate maximum height limits. However, the Ridgeline and Hillside Development maximum height limit standards for structures is currently not applicable to Summerland because Summerland has a different methodology for measuring height than does the rest of the County. The SCP Update proposes to adopt the countywide height measurement methodology and, therefore, structures that are in the Urban Grid and/or subject to the Ridgeline and Hillside Development requirements would now be limited to a maximum height of 32 feet as measured from the highest part of the structure to the lowest point of the structure where an exterior wall intersects the finished grade or the existing grade, whichever is lower (Figure 2-4).

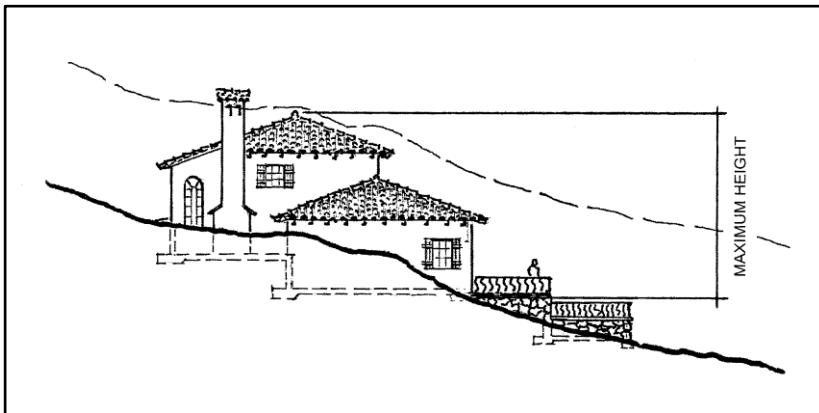


Figure 2-4: Proposed Maximum Height Methodology

B. Floor Area Ratio (FAR) Methodology and Limits

Floor area ratio (FAR) is a tool used to regulate the size, bulk, scale, and profile of structures in the Plan Area since 1992. FAR is a ratio of a building's total floor area to the size of the lot on which it is situated. Generally, FAR is expressed as a decimal fraction (e.g., 0.50, 0.26) of the square footage of a lot. FAR limits the amount of building area (floor area) allowed on a lot. Basements, large garages, attached residential second units, and accessory structures may count toward the maximum allowable floor area and, therefore, may affect FAR.

The 1992 Design Guidelines and zoning ordinances contain FAR limits (maximum allowable floor area/square footage) for residential and commercial uses. Since the adoption of FAR limits, most development proposals have approached the maximum allowable floor area. The SCP Update would adjust the following provisions for floor area limits, definitions, and measurement methodologies:

- For residential lots less than 10 acres, the project would not affect the current FAR limits.
- The SCP Update would increase the existing maximum allowable floor area for development on residential lots 10 acres and greater from 8,000 square feet (sq. ft.) to the following:
 - 10,000 sq. ft. on lots between 10 and 20 acres;
 - 12,000 sq. ft. on lots greater than 20 acres up to 40 acres; and
 - 15,000 sq. ft. on lots greater than 40 acres.
- Revise the methodology for calculating net floor area to measure from the interior surface of exterior walls rather than the exterior surface of the exterior walls. This revision could result in a modest increase (5 to 10%) in floor area over what is permitted under the existing methodology. Consequently, the commercial and mixed use FAR is proposed to be decreased by 0.02 to compensate for the change; from 0.29 to 0.27 for commercial development and 0.35 to 0.33 for mixed use development.
- Deduct attached Residential Second Unit (RSU) floor area from the total primary dwelling maximum square footage when the RSU is greater than 300 square feet.
- Update the definition of basement and the methodology for calculating basement area that is exempted from the maximum allowable FAR. The current methodology exempts a limited basement area below a specified average finished grade.⁴ The current methodology encourages placing fill

⁴ Pages 19 and 20 of the 1992 Design Guidelines state "Basements shall be defined as any usable or unused under floor space where the finished floor directly above is not more than 4 ft. above grade... For residential structures, basements shall be counted toward the FAR as follows: First 250 sq. ft. = 0%, next 250 sq. ft. = 50%,"

around a structure to gain exempted basement area, allows manipulation of average finished grade resulting in designs unrelated to existing topography, and limits the amount of exempted basement area even though other portions of the basement area may not be visible. In addition, for over 20 years of implementation, the existing methodology has proven extremely problematic for planners and applicants to implement, often leading to inconsistent results and disputes about how much of the basement area is exempt from FAR.

The proposed change would (1) provide a new definition of basement consistent with the California Residential Building Code and (2) provide a new methodology for determining what portion of the building is exempt from FAR. If the portion of the building meets the definition of “basement” (i.e., that portion of a building that is partly or completely below grade), then it will be exempt from the FAR calculation. The new definitions and methodology would improve the current definition and methodology by:

- Providing a basement definition that is consistent with California Building Code practice;
- Providing clarity and efficiency for planners and applicants in determining which portions of a structure is included or exempt from the FAR calculation;
- Removing the incentive to place fill around a structure and manipulate the average finished grade; and
- Providing consistency with the proposed height methodology.

Similar to the proposed height methodology, the proposed basement definition and measurement methodology would encourage setting structures into the hillside. By excavating basement area into the hillside in concert with the proposed new height methodology, property owners could increase useable space without creating mass or increasing the profile of the structure, and, would therefore help structures remain consistent with the scale of the neighborhood.

- Remove plate height and understory penalties from the zoning ordinances. The draft Residential and Commercial Guidelines address plate heights and understories as a building scale and form issue, ensuring that plate heights and understories are minimized and/or compatible with the existing scale of the neighborhood.

C. Summerland Design Review

Since the SCP was adopted in 1992, all applicable building, grading, landscaping,

next 300 sq. ft. = 75%, over 800 sq. ft. = 100% - all sq. ft. counted and none ‘free.’” The maximum square footage that could be exempted under the existing methodology is 350 square feet.

and other plans for new or altered buildings have been subject to review and approval by the BAR. In part, new or altered buildings and signs must conform to the 1992 Design Guidelines and to four specific findings in the Land Use and Development Code (Section 35.28.210) and Coastal Zoning Ordinance (Section 35-191.8).

The SCP Update expands the type of activities subject to BAR review and approval to include new ROW encroachments associated with a project undergoing design review and proposals to site required residential parking spaces in the front setback area. It also proposes specific findings for certain architectural styles and for structures proposed in the Rural Area.

D. Outdoor Lighting

The project would expand and codify outdoor lighting requirements by moving them from the design guidelines to the zoning ordinances, creating mandatory enforceable standards and ensuring a higher level of compliance. The lighting requirements would:

- Require hooded fixtures and light shielding;
- Prohibit search and laser source lights;
- Regulate motion sensors and hours of illumination; and
- Define lighting terms and types.

E. Modification and Variance

Modification

The Coastal Zoning Ordinance (Section 35-179) and the Land Use and Development Code (Section 35.82.130) allow minor modifications to certain zoning ordinance regulations where, because of practical difficulties, integrity of design, topography, tree or habitat protections, or other similar site conditions, a modification in height or other standards would result in better design, resource protection, and land use planning. However, the 1992 SCP specifies height limits and FAR requirements (Action VIS-S-3.1, Action VIS-S-3.2, Action VIS-S-5.1) and states that they “must be adhered to for all development in Summerland”. As a result, modifications to the height regulations and FAR requirements are considered inconsistent with the SCP and the required findings for approval could not be made in the Summerland Plan Area.

The SCP Update proposes to remove the height and FAR standards from the SCP, thus easing the existing restrictions on minor modifications to height regulations and FAR. An application for a modification would be subject to existing findings, which include consistency with the SCP, the modification is minor in nature and results in a better site or architectural design as approved by the BAR, the project is compatible with the neighborhood, and does not create an adverse impacts to community character, aesthetics, or public views.

Variance

The Coastal Zoning Ordinance (Section 35-173) and Land Use and Development Code (Section 35.82.200) allow variances from the strict application of standards when exceptional conditions such as the size, shape, unusual topography, or other extraordinary situation or condition of a property, would impose practical difficulties or would cause undue hardship, depriving a property of privileges enjoyed by other property owners in the vicinity with identical zoning. State law (Government Code Section 65906) specifies the basic rules under which the County can consider variance proposals and the findings that must be made to approve a variance. The SCP Update does not change the application of variances in the plan area.

F. Commercial Design Guidelines Sign Ordinance Amendments

In addition to requiring design review for changes to an existing sign, zoning code amendments would further regulate commercial signs as follows:

- Prohibit flashing signs;
- Regulate hours of illumination;
- Limit banner signs; and
- Require externally lit signs to have top mounted shielded fixtures.

2.3.3 Commercial and Residential Design Guidelines

The purpose of the design guidelines is to provide reasonable, practical, and objective guidance to assist property owners, developers, and designers in identifying the key design characteristics and components that define the character of the neighborhood and to use this information when designing new structures, additions, or alterations. The design guidelines are intended to allow flexibility to encourage innovative projects that are compatible with the community. The design guidelines complement the SCP and zoning ordinances and provide more specific detail and guidance than the plan or zoning ordinances.

The new guidelines would replace and expand upon the 1992 Design Guidelines. The existing and proposed guidelines are based on the following SCP Goal:

Strengthen and expand the existing design guidelines to promote view protection and protect the architectural character of the community. (SCP, page 17)

The format is generally consistent with recent design guidelines created for Goleta, Mission Canyon, and Los Alamos. The commercial and residential design guidelines are structured the same, with differences that reflect the diverse characteristics of the residential and commercial areas where appropriate.

The Commercial Design Guidelines promote a “village feel” sensitive to the existing community, promote compatibility with the surroundings of the site, and encourage improvement to the pedestrian space. The Commercial Design Guidelines emphasize business and mixed-use specific considerations, such as parking design,

signage, fenestration, and mechanical equipment placement.

The Residential Design Guidelines distinguish between the Urban Grid, Urban Area, and Rural Area in the text and guidelines. They provide guidance to an applicant on locally appropriate architectural and landscape design concepts to ensure that a residential project will complement the character of Summerland. “Firewise” guidelines are included to help property owners consider safety given the Plan Area’s proximity to fire hazards and high fire zones.

The new, separate commercial and residential guidelines provide considerably more detail, explanation, and graphics on each topic. The guidelines are organized into seven chapters based upon the elements of design identified in the 1992 Design Guidelines. Chapter 1-6 contains the same main topic and Chapter 7 contains different topics for the commercial and residential design guidelines, as summarized below.

Chapter 1: Introduction

This chapter provides an overview of the purpose, applicability, organization, background, and good neighbor practices.

Chapter 2: Neighborhood Character

Character refers to the context and common patterns and rhythms of buildings along a street block and between those blocks. The 1992 Design Guidelines do not have a section specific to character, but protecting neighborhood character is a guiding principal of the existing guidelines and SCP. The proposed design guidelines emphasize adherence to neighborhood context and character in order to maintain neighborhood compatibility. This new chapter includes sections on Summerland’s history and character, descriptions of the broader and immediate context of a neighborhood, and guidelines for historic structures.

Chapter 3: Site Design

Site design refers to the arrangement of buildings and open spaces on adjacent sites and involves consideration of factors that will influence the location of buildings, including setbacks, parking, landscaping, and a building’s relationship to the street. This chapter expands on the 1992 Design Guidelines Scale and Orientation and Privacy and Views Sections. The existing views and privacy protections (Section B.1 in the 1992 Design Guidelines) are unchanged. New sections include Topography and Grading, Setbacks, Parking Location and Driveways, and Water Management: Stormwater and Drainage.

The Commercial Design Guidelines contain new sections, including Landscaping and Hardscape Materials, Trash, Service, and Loading Areas, Parking Design, and Americans with Disabilities Act (ADA) Accessibility. Guidelines on building placement for gateways and corner buildings are included to enhance and define the pedestrian area.

Chapter 4: Building Scale and Form

Building scale refers to building elements and details as they proportionally relate to each other and to humans. The existing and proposed guidelines address elements that determine the physical and perceived size of a structure through application of three main elements: FAR, building height, and building form. The proposed guidelines include expanded details, graphics, and added guidelines regarding neighborhood scale and architectural mass. Plate height and understory FAR deductions are no longer codified in the zoning ordinances and have been moved into this section since they are now guidelines. The existing Passive Solar Design Considerations Section (Section A.6) now focuses on solar energy potential and access.

Chapter 5: Architectural Features

Architectural elements and features play an important role in the perception of scale and mass, quality of design, enhancement of the pedestrian space, and compatibility with the community. The 1992 Design Guidelines specify several types of building styles that are acceptable, conditionally acceptable, and discouraged (Section A.1). The original Architectural Styles and Materials policies are retained and would allow the same styles as the existing guidelines, with similar findings for conditionally acceptable styles and large lot exceptions.

The proposed guidelines expand on the original Architectural Styles and Materials Section with new subsections pertaining to building entrances, pedestrian space, fenestration (commercial), garages, and roofs.

Chapter 6: Building Details

Building details help establish and define a building's character and visually unify the neighborhood. Elements such as windows, doors, exterior materials, and lighting provide the finishing touches on the architecture that enhance the character of the building, the block, and overall community.

Similar to the categories for architectural styles, the Acceptable and Encouraged Exterior Materials Section contains building material criteria (acceptable, conditionally acceptable, and discouraged) that are retained from the existing guidelines (Section A.2). New sections include Exterior Materials, Architectural Details, Windows and Doors, and Building Color.

The existing and proposed design guidelines encourage protection of the night sky through outdoor lighting restrictions. The proposed design guidelines further guide outdoor lighting as appropriate for each area.

Chapter 7: Signage (Commercial Design Guidelines only)

The style, location, materials, and lighting for signs can enhance or greatly detract from a building and neighborhood. The guidelines contain specific guidance for signs.

Chapter 7: Landscaping, Hardscape, Fencing, and Outdoor Lighting (Residential Design Guidelines only)

Landscaping affects site drainage, contributes to the aesthetic value of the project site and surroundings, and affects public views. The proposed guidelines encourage resource efficient landscaping practices and include new subsections titled Landscaping, Hardscape, Fencing and Walls, and Outdoor Lighting.

2.4 REQUIRED ACTIONS AND APPROVALS

The SCP Update will require a General Plan Amendment, Ordinance Amendment, and Design Guidelines replacement (adoption by resolution), which include decision maker review and approval at noticed public hearings. The County Planning Commission will make a recommendation to the Board of Supervisors, who will consider the following actions:

1. Adopt the Plan Amendments, Ordinance Amendments, and Design Guidelines;
2. Certify the Supplemental Environmental Impact Report for the Summerland Community Plan Update (13-EIR-03); and
3. Forward the project to the California Coastal Commission for certification in the Coastal Zone portion of the Plan Area.

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3.0 ENVIRONMENTAL SETTING

3.1 PLAN AREA SETTING

The Summerland Plan Area (Plan Area) is one of seven community planning areas under the jurisdiction of the County. The previously certified Environmental Impact Report (EIR) for the Summerland Community Plan (91-EIR-07) (SCP EIR), Section IV, pages 6-18, describes the community character and planning subareas in detail and is incorporated by reference.

3.1.1 Plan Area Characteristics

The Plan Area is characterized by an urban area (including the Urban Grid and Commercial Core) encompassing the downtown, residentially developed lands directly north of the downtown, and an area of larger urban parcels northwest of Ortega Ridge Road, a beachfront area (e.g., south of U.S. 101) extending from U.S. 101 southward towards the Pacific Ocean, and a rural area comprised of low density residential and agricultural lands located to the north and east of the Urban Grid. U.S. 101 and the Union Pacific Railroad tracks are situated at the northern boundary of the beachfront area and tend to limit direct access to the beachfront area from the remainder of the Plan Area. South of the tracks and U.S. 101, there is a single east/west oriented street, which provides access to a narrow strip of residences and to open space along the top of the sea cliff.

3.1.2 Plan Area Designations

Coastal Zone and Inland Area

Approximately 97% (882 acres) of the Plan Area is located within the Coastal Zone and approximately 3% (25 acres) is located within the Inland Area. As shown in Section 2.0, Figure 2-1, the Inland Area includes 22 parcels in the northwestern portion of the Urban Area between Ortega Ridge Road and the Montecito Plan Area.

Urban and Rural Area

The Summerland Community Plan (SCP) established two subareas for the community: the Urban Area where principally urban land uses exist and the Rural Area where land uses are rural or agricultural in nature.

A. Urban Area

Development within the Urban Area is diverse in style and small in scale. The Urban Area is further defined by the Urban Grid, which also includes the “Commercial Core” consisting of lots zoned for commercial development located mainly on the north side of Ortega Hill Road and Lillie Avenue (Section 2.0, Figure 2-2). Urban Area development outside these subareas includes 22 single family residential parcels on the north side of Ortega Ridge Road, the QAD office building on Ortega Hill, and beach areas including Lookout Park, Summerland Sanitary District facility, and residential development south of U.S. 101 and west of the Padaro Lane overpass.

The residential portion of the Urban Grid is generally defined by the original “tent” lot subdivision, containing multi-family and single-family residential development located in close proximity to each other on the south facing hill above the Commercial Core.

The Commercial Core consists of a mix of small businesses, including restaurants, retail shops, services, offices, and inns. Significant circulation improvements were recently installed by the County along the main thoroughfare (Lillie Avenue and Ortega Hill Road), including sidewalks, angled parking, landscaping, crosswalks, bus stops and shelters, and retaining walls.

B. Rural Area

The Rural Area is comprised of low density residential and agricultural lands located mainly to the north of and surrounding the Urban Grid (see Padaro Lane EDRN below). The Rural Area contains substantially larger lots, varied topography, agricultural uses, and riparian corridors.

Much of the Rural Area is situated in the foothills behind Summerland, with relatively steep slopes ranging from 25 to 40%. These lands are highly visible from U.S. 101, and afford extensive ocean and mountain views. Due to the low density residential uses and agricultural activities, much of the area appears as undeveloped open space (agricultural or other).

Existing Developed Rural Neighborhood (EDRN) is a designation given to portions of the Rural Area that contain pockets of land zoned and developed and/or committed to residential use. These boundaries were defined and drawn to circumscribe past anomalies (e.g., leapfrog suburban tracts) contained within an otherwise Rural Area. Within the Summerland Rural Area, there are two distinct EDRNs (Figure 2-1):

Ortega Hill: On the western edge of the Plan Area, this EDRN includes eight parcels, surrounded by the Urban Area. This EDRN is defined by steep topography.

Padaro Lane (portion): This EDRN is south of U.S. 101, along the eastern boundary of the Plan Area adjacent to the Pacific Ocean. The EDRN was developed in 1920 as the Town of Serena and is laid out in narrow lots perpendicular to Padaro Lane. The Plan Area boundaries include six bluff-top parcels that are part of the larger Padaro Lane EDRN.

3.2 ENVIRONMENTAL CHARACTERISTICS

3.2.1 Flora

Important vegetation communities in the Plan Area include:

- Willow riparian woodland in the Greenwell Creek drainage;
- Willow/sycamore woodland at the mouth of Toro Creek;
- Four major eucalyptus woodlands in the southeastern area and in the vicinity of Ortega Hill;
- Three oak woodlands along the Ortega Hill Road, on the eastern portion of Greenwell Avenue, and in drainages north of the Greenwell Preserve;
- Mixed woodland located just east of Ortega Ridge Road;
- Mixed savannah surrounding QAD (formerly Jostens); and
- Coastal sage scrub scattered throughout undeveloped portions of Summerland.

Past disturbance to native communities has affected vacant land east of Greenwell Avenue and abandoned road right-of-way as evidenced by weedy species and non-native grasslands.

The Greenwell Creek willow riparian woodland consists of arroyo willow (*Salix lasiolepis*) with a dense, tangled understory. Clumps of cattails (*Typha latifolia*) are present near the wettest locations. Dense stands of giant reed (*Arundo dunax*), an invasive exotic, have established where the creek crosses Lillie Avenue. The willow/sycamore woodland present along the mouth of Toro Canyon Creek off Padaro Lane is dominated by western sycamore (*Platanus racemosa*), arroyo willow, and coast live oak.

The built environment includes ornamental gardens with a full variety of non-native plant species and orchards, including lemon and avocado outside the Urban Grid.

3.2.2 Fauna

The range of habitats in Summerland suggests that a reasonably full spectrum of wildlife species would be expected to occur. Terrestrial animals found in the Plan Area include rodents, bats, coyote, fox, raccoon, bobcat, and deer. Typical birds include turkey vulture, Cooper's hawk, red-shouldered hawk and red-tailed hawk, falcons, owls, California quail, Anna's and Costa's hummingbirds, woodpeckers, crows, jays and sparrows. Various species of reptiles and amphibians are expected to be present, including western fence lizard, gopher snake, common kingsnake, rattlesnake, chorus frog, salamanders, and turtles.

The only perennial willow riparian woodland in the Plan Area is Greenwell Creek, which extends north from U.S. 101 at Greenwell Avenue. The creek may support the sensitive California red-legged frog (*Rana aurora draytonii*), southwestern pond turtle (*Clemmys marmorata pallida*), and other amphibians.

Riparian, eucalyptus, and oak woodlands offer perching and nesting sites for raptors, smaller bird species, and small mammals. Eucalyptus woodlands function as important overwintering sites for monarch butterflies.

3.2.3 Topography and Geology

The dominant structural feature in the area is the Summerland syncline (e.g., a u-shaped fold in the underlying bedrock) which trends down the ridgeline in the northern portion of the Plan Area. The "North Summerland Fault" has been mapped trending parallel to the Summerland syncline and is located between Banner and Golden Gate Avenues. East of Greenwell Avenue, this fault is located just north of Lillie Avenue. Other nearby structural features include the Summerland fault and the Loon Point anticline to the south of the area and the Mission Ridge, Montecito and Fernald Point faults to the north and west of the area.

Geological and soils conditions include steep slopes with landslide potential, erodible coastal bluffs, expansive soils, and radon. Seismic hazards include regional earthquake ground shaking, rupture along local faults, and earthquake-related effects such as soil liquefaction, landslides, and tsunamis.

A geohazards assessment was completed in December 1985, by Staal, Gardner, and Dunne Incorporated, which evaluated surface soils and geologic conditions within the Summerland area. The purpose of the assessment was to assist the County in the initial geotechnical review of proposed developments. Subsequently, the County designated portions of Summerland as a "Special Problems Area" which requires the completion of additional County review for any proposed development sited in these areas.

3.2.4 Cultural and Historic Resources

The Plan Area was once occupied by the Barbareño Chumash and contains several known archaeological sites. While the location of sites in some areas is well known, other areas have been less studied, and the presence of all archaeological resources is not known.

Summerland was founded as a Spiritualist colony in 1889. The community was subdivided into 25-foot-wide by 60-foot-deep lots to accommodate members' tents. An oil discovery in 1894 resulted in intense industrialization of the shoreline and coastal terrace, substantially altering the community's character with widespread oil piers, beach and bluff-top oil facilities, warehouses, businesses, and new homes replacing old tents. Oil production dwindled and by the 1920's the boom was over.

In 1951, U.S. 101 was expanded into a freeway, demolishing the original business district on Wallace Avenue and cutting off the town's access to the beach. In the 1960's, the freeway was elevated, allowing an underpass at Evans Avenue and reuniting the town with the beach. Drawn by inexpensive housing, an influx of surfers, artists, and other bohemians joined the older residents.

The Plan Area contains numerous old buildings, some of which are of historic interest. A survey conducted by Caltrans in 1992 for the proposed U.S. 101 six-lane project⁵ identified 111 structures that were constructed prior to 1946 and formally evaluated for eligibility in the National Register of Historic Places (NRHP). Of those structures, 16 were found to meet the criteria for listing in the NRHP, 7 of which are in Summerland.⁶ In 2010, Caltrans reevaluated two prior surveys (conducted in 1992 and 2000) and found that eight structures located in the Urban Grid may be eligible for the NRHP. Examples of structures that may be eligible include the Kempton House at 2290 Varley Street and the Floyd Hickley House at 2492 Lillie Avenue. The Plan Area includes one Santa Barbara County Landmark, a World War I monument at Veterans Memorial Park. No state or National Historical Landmarks are recorded in Summerland.

3.2.5 Surface Water Bodies

The Plan Area's southern boundary is defined by the Pacific Ocean and associated intertidal areas.

The main perennial drainage in the Plan Area is Greenwell Creek, which extends north from U.S. 101 at Greenwell Avenue. The drainage splits into two main forks at Greenwell Avenue. The southern fork follows the road, while the northern drainage flanks the abandoned segment of Greenwell Avenue. Toro Creek enters on the eastern border, south of U.S. 101, where it discharges into the ocean. Two smaller, drier drainages include the third fork of the Greenwell Creek along the eastern side of Asegra Drive and a drainage that extends north of Evans Avenue.

3.2.6 Recreation

The Plan Area is bordered on the south by approximately three miles of coastline open to the public, which is popular for walking, jogging, picnicking, sunbathing, swimming, surfing, and for scientific and educational study. The County maintains public access easements to the Pacific Ocean at Lookout Park and Loon Point.

In addition to an existing informal and dedicated network of trails, Summerland contains the following recreational facilities:

- Lookout Park;

⁵ In the early 1990's Caltrans proposed to widen U.S. 101 to a six-lane freeway from Santa Barbara to the Ventura County line. Due to public opposition, the project was halted and funding reallocated.

⁶ The survey included Montecito, Summerland, and Carpinteria.

- Lodahl Park;
- Veterans Memorial Park;
- Ocean View Park; and
- Greenwell Preserve.

3.3 ENVIRONMENTAL BASELINE APPROACH

In addition to the on-the-ground conditions described above and in the SCP EIR, the environmental baseline is taken from the date of the Notice of Preparation (NOP) for instances where there has been a change in circumstances or where impacts were not previously evaluated (e.g., greenhouse gases). Each subject area evaluated in Section 4.0, *Environmental Impact Analysis*, discusses if the impact was reviewed under the SCP EIR and indicates if the significance level or circumstances have changed.

3.3.1 Plan Area Buildout

For the purposes of the SCP, maximum theoretical buildout refers to the residential and commercial development potentially allowed within the Plan Area based on land use designations, zoning districts, and floor area ratios (FAR). Maximum theoretical buildout includes existing and potential (future) residential units and commercial square footage. Potential buildout was calculated at the time of publication of the NOP and was used in conjunction with baseline (i.e. existing units) to evaluate changed circumstances and project induced changes to impact levels.

The SCP EIR includes a table (Table 1 Development Statistics – Comparative Scenarios, page 6) and text comparing existing development to potential buildout allowed under the original SCP. The SCP Update does not affect existing land use designations or zoning districts. As a result, the maximum theoretical buildout allowed under the original SCP is the same as that allowed under the proposed SCP Update.⁷ “Existing Units” shown in Table 3.3-1 reflect residential and commercial construction that occurred since the 1992 adoption of the SCP and certification of the SCP EIR.

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.⁸ Commercial buildout was calculated for each commercially zoned parcel by subtracting existing commercial development from the

⁷ 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.

⁸ 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.

allowed 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 3.3-3). 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.

Summerland Community Plan Residential Buildout

Maximum theoretical buildout based on existing land use designations is shown in Table 3.3-1 and updates the original SCP and SCP EIR buildout estimates.

Table 3.3-1: SCP Residential Buildout by Land Use (Primary Units)

Land Use (Acres)	Existing Units	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 ^a (38)	8 ^c	0	8
SCP Total^b (721)	706	123	829

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.

The Plan Area is approximately 85% residentially built-out with 706 existing primary units. Residential buildout may be characterized by the distinctive Rural and Urban Areas, each of which are further distinguished with subareas:

Urban Area

The Urban Area includes the Urban Grid, Commercial Core, Ortega Hill Road neighborhood, a built-out industrial facility (QAD), two built-out affordable housing overlays, and the built-out beach areas northwest of the Padaro Lane Overpass. The Urban Area contains approximately 70% of potential residential development, most of which is within the Urban Grid.

Urban Grid

The Urban Grid is referred to as the community core or urban core in the SCP EIR and is characterized by smaller lots and a narrow street grid. The Urban Grid could accommodate approximately 62% of the potential residential development and contains the highest number of vacant and undeveloped parcels. All remaining commercial development is located on commercially zoned lots along Lillie Avenue. The residentially zoned lots are constrained by steep slopes and landslides but have adequate public services.

Rural Area

The Rural Area is defined by agricultural (AG-I) and ranchette (RR) zoning and, in the two EDRNs, by single-family residential zoning (E-1/R-1). The Rural Area contains approximately 30% of potential residential development. Outside the EDRNs, approximately 16% of potential residential development remains on 67% of the SCP total acreage and is based mostly on vacant ranchette lots and potential subdivision of one large (72 acre) agriculturally zoned lot.

Existing Developed Rural Neighborhood (EDRN)

EDRN is a designation given to pockets of urban land use designations and residential zoning in the Rural Area. Potential residential development could result mostly from subdivisions. Development in the EDRNs comprises approximately 13% of the total potential SCP residential development. The divisible lots may be presently undeveloped due to steep slopes, poor access, biological resources, potential aesthetic impacts, and septic system suitability constraints. Portions of the Ortega Ridge EDRN are not within the Summerland Sanitary District and development potential could increase if sewer service was extended.

Table 3.3-2 provides a summary of residential buildout in the Urban and Rural Areas and subareas.

Table 3.3-2: SCP Residential Buildout by Urban or Rural Area

Area Designation	Existing Units	Potential Units	Maximum Theoretical Buildout
Urban Grid (incl. commercial residences)	576	77	653
Urban Area outside Urban Grid	68	9	78
Urban Area total	644	86	731
EDRN	11	16	27
Rural Area (outside EDRN)	51	20	71
Rural Area total	62	36	98
Urban and Rural Area total	706	122	828

As shown in Table 3.3-2, only 15% of full Plan Area buildout remains. In 1992 there were approximately 550 residential units, including residences in the commercial zone. Since then, approximately 155 units were developed, a rate of approximately 7 units per year. If development were to continue at this pace, full buildout would be reached by approximately 2030. This pace, however, may be tempered by the fact that the last vacant or underdeveloped lots in a community are typically the most constrained and difficult to develop.

Summerland Community Plan Commercial Buildout

Commercial development may only occur within the Commercial Core of the Plan Area, which includes the commercially zoned (C-1) parcels along both sides of Lillie Avenue within the Urban Grid. Since 1992, approximately 26,591 square feet (sq. ft.) of commercial development has been added to the Commercial Core.⁹ As shown in Table 3.3-3, the maximum theoretical commercial buildout remains within the range of total commercial development anticipated under the SCP EIR, which is approximately 135,413 sq. ft. of commercial development.¹⁰

Table 3.3-3: Summerland Community Plan Commercial Buildout (Square Feet)

	Existing Commercial Development	Potential Commercial Development ^a	Maximum Theoretical Buildout
Additional potential if exclusively commercial	111,004	18,631	129,635
Additional potential if mixed-use ^b	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.

Mixed-use and exclusively commercial-use potential development differs because a larger floor area is allowed for mixed-use development.¹¹ If the development is exclusively commercial, the allowed FAR (square footage divided by lot area) is 0.27.¹² If a project includes commercial and residential development, the allowed FAR is 0.33. Potential residential development is counted in Tables 3.3-1 and 3.3-2 while no residential development is counted in Table 3.3-3. The commercial square footage as part of the mixed-use potential development assumes maximum residential square footage allowed under the zoning ordinances.¹³ The maximum number of mixed-use residential units that could be developed in the Commercial Core is approximately 17.¹⁴

3.3.2 Cumulative Development

Cumulative impacts are defined under CEQA Guidelines Section 15355 as “...two or more individual effects which, when considered together, are considerable or which

⁹ The additional 26,591 sq. ft. of commercial development is the difference in existing commercial development between the 2011 NOP (111,004 sq. ft.) and 1991 SCP EIR (84,413 sq. ft.) (SCP EIR, page 6).

¹⁰ The SCP EIR examined a range of potential commercial development scenarios (41,000 – 71,080 sq. ft.). The SCP EIR assumed that 51,000 sq. ft. of new commercial space would be developed. The SCP EIR total commercial sq. ft. estimate was 135,413 at maximum theoretical buildout (SCP EIR, page 12).

¹¹ Mixed-use development is commercial development that may include a residential component secondary to the principal commercial use. Mixed-use is a principally permitted use in the commercial core (C-1 Zone District).

¹² The SCP Update reduces the FAR for commercial and mixed-use by 0.02 to account for the proposed change in the methodology used to calculate FAR. For more details, see Chapter 2.0, *Project Description*.

¹³ The maximum allowed residential use is 49% of the total floor area under the Coastal Zoning Ordinance, Article II, Division 13, *Summerland Community Plan Overlay*.

¹⁴ Based on the number of primary residential units at 950 sq. ft. per unit that could be developed with 49% of the remaining parcel sq. ft. at 0.33 FAR.

compound or increase other environmental impacts.” Cumulative impacts are the changes in the environment that result from the incremental impact of the development of a proposed project and other nearby projects. For example, traffic impacts of two nearby projects may be inconsequential when analyzed separately but could have a substantial impact when analyzed together.

A supplemental EIR is required to evaluate only the changes in the project, changes in circumstances, or new information that led to the preparation of the supplemental EIR. This SEIR considers the projects and cumulative impacts described in the SCP EIR and identifies the potential for new or changed impacts relating to the implementation of the SCP Update. Impacts described in the SCP EIR, including cumulative impacts, from maximum theoretical buildout are considered baseline since there has been no changes to land use designations or maximum theoretical buildout. Therefore, past, present, and foreseeable individual projects associated with Plan Area buildout already evaluated under the SCP EIR are not included in the analysis. Since this document supplements the programmatic SCP EIR, cumulative impacts are treated somewhat differently than a project-specific development. CEQA Guidelines Section 15168(d)(2) provides that the cumulative impacts analysis from program EIR may be incorporated by reference in a later EIR (or SEIR). The SCP EIR cumulative analysis is incorporated herein by reference.

Each topic area under Chapter 4.0, *Environmental Impact Analysis*, addresses new information or changed circumstances since the adoption of the SCP EIR, or it addresses changed cumulative impacts that could result from the implementation of the proposed project. According to CEQA Guidelines Section 15130, the discussion of cumulative impacts must reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide the level of detail included for the effects attributable to the project alone. By its nature, a community plan considers cumulative development within the Plan Area. However, the SEIR cumulative impacts analysis also considers a number of community and regional plans that govern development in various surrounding areas. Depending on the environmental issue area, the analysis of cumulative impacts may involve consideration of other projects or actions resulting from the implementation of these plans. All present and reasonably foreseeable cumulative projects and programs are included in Appendix C.

4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.1 AESTHETICS AND VISUAL RESOURCES

This section discusses the potential for the Summerland Community Plan Update (SCP Update) to create new impacts to aesthetics and visual resources or to change the level of impacts previously analyzed in the Summerland Community Plan Final EIR (91-EIR-07) (SCP EIR).

4.1.1 Setting

The aesthetics and visual resources setting is described on page 98 of the SCP EIR and is incorporated herein by reference. Below is a summary of the environmental and regulatory setting and changes in circumstance since the adoption of the Summerland Community Plan (SCP).

Existing Conditions

The Plan Area has a unique community character, which includes a “beach town” commercial and residential area surrounded by pastoral rolling hills with low density agricultural and rural residential development. The Plan Area’s character is enhanced by a lack of traffic lights, an eclectic and historic built environment, scenic roads, and dramatic views of the mountains, ocean, and nighttime sky. The Plan Area has several different land use designations and planning subareas subject to unique development standards and guidelines due to their special characteristics, as follows:

Coastal and Inland Areas: Most of the Plan Area (97%) is within the Coastal Zone established by the California Coastal Act (Senate Bill 1277). The Coastal Zone parcels are subject to the Coastal Land Use Plan, Summerland Community Plan, Land Use Element, and Coastal Zoning Ordinance. The Inland Area (3%) is comprised of 22 parcels northwest of Ortega Ridge Road. The Inland Area parcels are subject to the Land Use Element, Summerland Community Plan, and the Land Use and Development Code (LUDC).

Rural and Urban Areas: The 1992 SCP established the urban/rural boundary for the Plan Area. The Urban Area is comprised of the inland parcels northwest of Ortega Ridge Road, the single and multi-family hillside lots above Lillie Avenue, the Lillie Avenue/Ortega Hill Road commercial area, and most of the ocean bluff parcels south of U.S. 101. Within the Urban Area, two subareas have been designated by the SCP Update: (1) the Urban Grid, comprised of the commercial area and the south-facing hillside lots above Lillie Avenue, and (2) the Commercial Core, comprised of the commercial and mixed-use zone along Lillie Avenue/Ortega Hill Road. The Rural Area is comprised of agricultural and residentially zoned parcels mainly north of the Urban Grid, with the exception of six parcels along the coast at Padaro Lane.

Existing Developed Rural Neighborhoods (EDRNs): EDRNs are neighborhood areas that developed historically with lots smaller than those found in the surrounding

rural lands. Within the Rural Area there are two EDRNs: (1) the Ortega Ridge EDRN located west of the Urban Grid; and (2) a portion of the Padaro Lane EDRN located south of U.S. 101 on the bluff-top parcels adjacent to Padaro Lane (most of the Padaro Lane EDRN is within the adjacent Toro Canyon Plan Area).

White Hole: Within the Urban and Rural Areas are three subareas totaling 65 acres (known as areas B, C, and D) located east of Greenwell Avenue and referred to collectively as the “White Hole.” They were undeveloped when the 1992 SCP was adopted and were considered a valuable open space visual resource. The White Hole subareas were not assigned a land use or zoning designation during the County’s Local Coastal Plan adoption process in the early 1980s because the Coastal Commission was unable to make the necessary findings consistent with applicable Coastal Act policies in support of the proposed land use designations. In 1986, the Board of Supervisors commenced another attempt to assign land use and zoning designations for the White Hole and it was concluded that land use and zoning should only be assigned as an integral part of a planning study for the entire Summerland Area. This was accomplished with the 1992 SCP.

Changes in the Visual Setting

Since 1992, the following changes in the visual setting have occurred:

- Construction of the Ortega Hill Road/Lillie Avenue streetscape improvements;
- Development of approximately 150 new residential units (including residences in the commercial zone) and approximately 26,500 sq. ft. of commercial space;
- Development of White Hole Area C with 30 residential units (Cottages at Summerland and Villas at Summerland) and a public park (Ocean View Park);
- Development of White Hole Area D with a single family residence, access road, entry gates, pond, and landscaping;
- Construction of Residential Second Units (RSUs) facilitated by a change in the permitting process;¹⁵
- Proliferation of invasive plants in unmaintained public ROW and vacant lots; and
- An expansion of the defensible space around structures in the high fire hazard area.¹⁶

The SCP and existing Board of Architectural Review Guidelines for Summerland

¹⁵ AB 1866 amended the state Government Code in 2003 to encourage the development of RSUs by requiring local jurisdictions to ministerially consider RSU applications.

¹⁶ In 2005, changes to California Public Resources Code 4291 expanded the defensible space clearance requirement from 30 feet to 100 feet.

(1992 Design Guidelines) have guided development and helped address impacts to visual resources in the built and natural environments. However, the community is concerned about the proliferation of accessory buildings and residential second units, which are not subject to existing Floor Area Ratio (FAR) standards, the impacts of outdoor lighting on the nighttime sky, unmaintained public road rights-of-way, neighborhood compatibility of structures, and the impacts of building mass, bulk, and scale on public views.

Regulatory Setting

As noted above, Summerland is mostly within the Coastal Zone, with the exception of 22 parcels northwest of Ortega Ridge Road within the Inland Area. Therefore, the regulatory setting includes the Coastal Land Use Plan, Land Use Element, and Summerland Community Plan and the Coastal Zoning Ordinance and LUDC, as noted below.

Coastal Land Use Plan

The following visual resources policies apply to the coastal portion of the Plan Area:

Coastal Act Policy 30251: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

Policy 4-2: All commercial, industrial, planned development, and greenhouse projects shall be required to submit a landscaping plan to the County for approval.

Policy 4-3: In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment, except where technical requirements dictate otherwise. Structures shall be subordinate in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places.

Policy 4-4: In areas designated as urban on the land use plan maps and in designated rural neighborhoods, new structures shall be in conformance with the scale and character of the existing community. Clustered development, varied circulation patterns, and diverse housing types shall be encouraged.

Policy 4-5: In addition to that required for safety (see Policy 3-4), further bluff setbacks may be required for oceanfront structures to minimize or avoid impacts on public views from the beach. Bluff top structures shall be set back from the bluff edge sufficiently far to insure that the structure does not infringe on views from the beach except in areas where existing structures on both sides of the proposed structure already impact public views from the beach. In such cases, the new

structure shall be located no closer to the bluff's edge than the adjacent structures.

Policy 4-6: *Signs shall be of size, location, and appearance so as not to detract from scenic areas or views from public roads and other viewing points.*

Land Use Element

The Land Use Element applies to the coastal and inland portions of the Plan Area. It includes visual resource and hillside and watershed protection policies that address visual resources as follows:

Visual Resource Policies: Land Use Element policies 1, 2, 3, and 4 are the same as Coastal Land Use Plan policies 4-2, 4-3, 4-4, and 4-6 shown above.

Hillside and Watershed Protection Policies: Policy 1 requires minimization of cut and fill operations. Policy 2 requires all developments to be designed to fit the site topography and be oriented so that grading and other site preparation are kept to an absolute minimum and to preserve natural features, landforms, and native vegetation to the maximum extent feasible.

Coastal Zoning Ordinance

The following standards address public views and aesthetics for areas subject to the Coastal Zoning Ordinance:

- General Development Standards (Section 35-59) — incorporates Policies 4-3 and 4-4 of the Coastal Land Use Plan (shown above) as development standards for all development.
- Bluff Development (Section 35-67) — requires bluff setbacks for oceanfront structures to minimize or avoid impacts on public views from the beach.
- The VC - View Corridor Overlay District (Section 35-96) — protects significant coastal view corridors from U.S. 101 to the ocean. The County has identified and mapped two VC overlays in the Summerland Plan Area: (1) an approximately 3,500-foot stretch of bluff and beach west of the Loon Point public beach trail and south of U.S. 101 and (2) an approximately 2,000-foot stretch of bluff and beach west of Lookout Park and south of U.S. 101. The VC overlay requires approval of any structural development by the Board of Architectural Review (BAR) and conformance with the following standards:
 - *Structures shall be sited and designed to preserve unobstructed broad views of the ocean from Highway 101, and shall be clustered to the maximum extent feasible (Section 35.96.3.3.a).*
 - *Building height shall not exceed 15 feet above average finished grades, unless an increase in height would facilitate clustering of development and result in greater view protection, or a height in*

excess of 15 feet would not impact public views to the ocean, in which case the height limitations of the base zone district shall apply (Section 35.96.3.3.b).

- *Structures shall not be of an unsightly or undesirable appearance (Section 35.96.3.3.c).*
- **Ridgeline and Hillside Development Guidelines (Section 35-144)** — provides visual protection of the County's ridgelines and hillsides by requiring the Board of Architectural Review to review all proposed structures within defined areas to encourage architectural designs and landscaping which conform to the natural topography on hillsides and ridgelines. The BAR has the discretion to interpret and apply the Ridgeline and Hillside Development Guidelines. The guidelines allow a maximum structure height of 25 feet in Urban Areas and 16 feet in Rural Areas (including EDRNs) wherever there is a 16-foot drop in elevation within 100 feet of proposed structures.

In addition to height limits, in Urban Areas, the following development guidelines apply:

- *Proposed structures should be in character with adjacent structures.*
- *Large understories and exposed retaining walls should be minimized.*
- *Landscaping should be compatible with the character of the surroundings and the architectural style of the structure.*
- *Development on ridgelines shall be discouraged if suitable alternative locations are available on the parcel.*

In addition to height limits, in Rural Areas, the following guidelines apply:

- *Building rake and ridge line should conform to or reflect the surrounding terrain.*
- *Materials and colors should be compatible with the character of the terrain and natural surroundings of the site.*
- *Large, visually unbroken and/or exposed retaining walls should be minimized.*
- *Landscaping should be used to integrate the structure into the hillside, and shall be compatible with the adjacent vegetation.*
- *Grading shall be minimized, in accordance with the Comprehensive Plan goals.*

- *Development on ridgelines shall be discouraged if suitable alternative locations are available on the parcel.*
- Residential Second Units (Section 35-142) — states that residential second units shall not significantly obstruct public views from any public road or from a public recreation area to, and, along the coast.
- Coastal Development Permit Findings for Approval (Section 35-169.5) — requires a finding that the development will not significantly obstruct public views from any public road or from a public recreation area to, and, along the coast.
- Modification Findings Required for Approval (Section 35-179.6) — requires a finding that the project is compatible with the neighborhood and does not create an adverse impact to community character, aesthetics, or public views.
- Board of Architectural Review (Section 35-184) — encourages developments which exemplify the best professional design practices so as to enhance the visual quality of the environment, benefit surrounding property values, and prevent poor quality of design. The required findings for approval repeat the Coastal Land Use Plan policies 4-3 and 4-4 shown above, as well as the following additional findings:
 - *Overall building shape, as well as parts of any structure (buildings, walls, fences, screens, towers or signs) is in proportion to and in scale with other existing or permitted structures on the same site and in the area surrounding the property.*
 - *Mechanical and electrical equipment shall be well integrated in the total design concept.*
 - *There shall be a harmony of material, color, and composition of all sides of a structure or building.*
 - *A limited number of materials will be on the exterior face of the building or structure.*
 - *There shall be a harmonious relationship with existing and proposed adjoining developments, avoiding excessive variety and monotonous repetition, but allowing similarity of style, if warranted.*
 - *Site layout, orientation, and location of structures, buildings, and signs are in an appropriate and well designed relationship to one another, respecting the environmental qualities, open spaces, and topography of the property.*

- *Adequate landscaping is provided in proportion to the project and the site with due regard to the preservation of specimen and landmark trees, existing vegetation, selection of planting which will be appropriate to the project, and adequate provisions for maintenance of all planting.*
- *Signs, including their lighting, shall be well designed and shall be appropriate in size and location.*
- *The proposed development is consistent with any additional design standards as expressly adopted by the Board of Supervisors for a specific local community, areas, or district....*
- Summerland Community Plan Overlay (Section 35-191) — includes definitions, building height and FAR standards, and an additional finding for the BAR that new or altered buildings are in conformance with the Summerland Board of Architectural Review Guidelines.

Land Use and Development Code (LUDC)

The following standards address public views and aesthetics for the Inland Area:

- Community Plan Overlays (Section 35.28.210) — includes a specific section for Summerland that repeats the definitions, building heights, and FAR standards. The additional BAR finding (new or altered buildings are in conformance with the Summerland Board of Architectural Review Guidelines) is located in the Design Review section (see below).
- Ridgeline and Hillside Development Guidelines (Section 35.62.040) — same as the Coastal Zoning Ordinance; applies height limits and other guidelines to minimize the visual impacts of development on ridgelines and hillsides.
- Design Review (Section 35.82.070) — similar to the BAR section in the Coastal Zoning Ordinance; includes the same findings listed above with the exception of findings that repeat Coastal Land Use Plan policies 4-3 and 4-4, which are only applicable in the Coastal Zone. This section also includes an additional BAR finding for Summerland that new or altered buildings must be in conformance with the Summerland Board of Architectural Review Guidelines.
- Modifications (Section 35.82.130) — same as the Coastal Zoning Ordinance; requires a finding that the project is compatible with the neighborhood and does not create an adverse impact to community character, aesthetics, or public views.

Summerland Community Plan (SCP)

The SCP includes the following aesthetic, visual, and open space policies and

actions:

Policy VIS-S-1: 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.

Policy VIS-S-3: Public views from Summerland to the ocean and from the Highway to the foothills shall be protected and enhanced. Where practical, private views shall also be protected.¹⁷

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

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 SCA 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.

Action GEO-S-3.3: Where possible, all drainage from bluff-top parcels shall be conveyed to the nearest street. Where such drainage must be conveyed over the face of the bluffs, such drainage lines shall be combined with those of neighboring parcels where possible, and sited and designed to minimize visual disruption of the bluff area.

White Hole "Knoll Area" (the remaining undeveloped planning Area B located east of Greenwell Road and north of the Cottages at Summerland and Villas at Summerland):

Action LU-S-WH-1a.5: In general, size, height, and bulk limitations for structures constructed on the Knoll shall be determined by the Coastal Zoning Ordinance, the Summerland BAR Guidelines and the policies of this Plan. In addition, the following limitation shall apply to development on the Knoll Area as shown in Figure 11 (White Hole Knoll/Trails Map):

- a. Maximum height shall be no more than sixteen feet to the highest ridge.*
- b. The average plate height of exterior walls shall not exceed nine feet.*

¹⁷ The SCP Update proposes to eliminate references to private views as private views are not protected by the County. See Impact Discussion section for more information.

The SCP Land Use section contains other policies specific to the White Hole Knoll (Area B) that require setbacks from trails and publicly visible areas, regulate landscaping, stipulate access, include specific BAR findings, account for geological constraints, and limit building types and locations.

Board of Architectural Review Guidelines for Summerland (1992 Design Guidelines)

The Summerland Community Plan Overlay (Coastal Zoning Ordinance Section 35-191 and LUDC Section 35.28.210) requires that all applicable building, grading, landscaping, and other plans for new or altered buildings be reviewed by the County BAR in conformance with the 1992 Design Guidelines; these Guidelines provide guidance to an applicant on locally appropriate architectural and landscape design features to ensure that a proposal will harmonize with and complement the character of Summerland. They include development standards such as FAR and specific findings for mitigation of view and privacy impacts in the Rural Area and for any project that may impact views or privacy. In addition, the zoning ordinances include a BAR finding that new or altered buildings are in conformance with the 1992 Guidelines (Coastal Zoning Ordinance Section 35-191.6 and LUDC Section 35.82.070.F.4).

4.1.2 Environmental Thresholds

The Visual Aesthetics Impact Guidelines in the County of Santa Barbara Environmental Thresholds and Guidelines Manual provide a framework for assessing potential project impacts on visual and aesthetic resources. Assessing the visual impacts of a project involves evaluating the project site's visual resources and determining the potential impact of the project on visual resources located onsite and on views in the project vicinity that may be partially or fully obstructed by the project as seen from public viewing places. Important factors in this evaluation include the following:

- *Physical attributes:* Undulating topography; character and type of vegetation (native or non-native); proximity to or presence of water bodies such as ponds, lakes, creeks, or streams; and extent of open space. The presence of these attributes enhances the visual importance of the project site.
- *Relative visibility:* The importance of the visual resource is directly related to how conspicuous the project site and associated physical attributes are as viewed from public viewing places.
- *Relative uniqueness:* The rarity of a particular type of view due to its natural character or the loss of similar types of visual resources from previous development increases the potential importance of the visual resource.

The guidelines state that in terms of visibility, four types of geographic areas are especially important: coastal areas, mountainous areas, travel corridors, and the urban fringe, each of which are located within the Plan Area.

Significant visual resources as noted in the Comprehensive Plan Open Space Element that have aesthetic value include:

- Scenic highway corridors;
- Parks and recreational areas;
- Views of coastal bluffs, streams, lakes, estuaries, rivers, water sheds, mountains, and cultural resource sites; and
- Scenic areas.

All views addressed in the Visual Aesthetics Impact Guidelines are public, not private views. The County does not protect private views.

In accordance with CEQA Guidelines Appendix G, a project would have potentially significant impacts to aesthetics under any of the following conditions: the project would have a substantial adverse effect on a scenic vista; the project would substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, the project would substantially degrade the existing visual character or quality of the site and its surroundings; or the project would create a new source of substantial light or glare that would adversely affect day or nighttime views of the area.

4.1.3 Impact Discussion

SCP EIR Previously Identified Impacts and Mitigation Measures

The SCP EIR (pages 98-107) considered potential “White Hole” development, residential and commercial space build-out, rezones, zoning ordinance amendments, Urban/Rural boundary amendments, physical improvements, and other proposals that could lead to alteration of the physical environment and create adverse impacts upon existing visual and aesthetic resources. The SCP EIR defined visual resources by view corridors, natural visual resources, and visual resources in the built environment. View corridors were defined as the view to the ocean from Summerland, the view north to the foothills and mountains from upper Summerland and Ortega Hill Road, the view corridor along Greenwell Avenue, and the view corridor from Padaro Lane to the foothills, Loon Point, and ocean. Natural visual resources were defined as the vacant land (White Hole Areas B, C, and D), Lookout Park, Lillie Avenue and downtown, Jostens Hill (now the site of QAD), Asegra Road and surroundings, the eucalyptus grove at Padaro Lane, and the community as viewed from U.S. 101. The significant visual resources in the built environment included The Big Yellow House (375 Ortega Ridge Road), Galen Clark residence (2355 Shelby Street), Summerland Presbyterian Church (2400 Lillie Avenue), the Omelet Parlor Building (now Summerland Beach Café [2294 Lillie Avenue]), and the “classic” Victorian houses (no specific locations or addresses provided).

The following changes to visual and aesthetic resources that occurred since 1992 were evaluated under the SCP EIR:

- Revised regulations to allow mixed use in the Commercial Core and continued development of commercial space (approximately 26,500 sq. ft. of the anticipated 51,000 sq. ft. of remaining commercial buildout has been developed);
- Continued buildout of residential units within the residential zone districts (approximately 150 residential units of the anticipated 270 remaining residential buildout units have been developed);
- Streetscape improvements along Lillie Avenue;¹⁸
- Subdivision and development of White Hole Area C (Cottages at Summerland and Villas at Summerland and Oceanview Park);¹⁹
- Development of White Hole Area D;²⁰ and
- Dedication of Greenwell Preserve for passive recreation.

SCP EIR Significant Impact and Mitigation Measures

The SCP EIR analyzed the visual and aesthetic impact of SCP buildout and identified one significant impact from future subdivision of large agricultural parcels. Two mitigation measures were proposed to reduce the impact to less than significant with mitigation (Class II), summarized below in Table 4.1-1.

¹⁸ Evaluated in the Traffic, Circulation, and Parking section of the SCP EIR.

¹⁹ The SCP EIR anticipated development of a restaurant, 20 residences, recreation trails and a pedestrian bridge over U.S. 101. The approved project had 30 residences and a public park but no restaurant or pedestrian bridge over U.S. 101.

²⁰ The SCP EIR anticipated relocation of the fire station to Area D. The approved project is a single family home, access road, and other associated structures. In 2012, the fire station relocation was approved for 2450 Lillie Avenue, a site currently occupied by the Santa Barbara County Mosquito and Vector Management District offices.

Table 4.1-1: SCP EIR Visual Resources Impact Summary and Mitigation

Impact Summary	Impact Type	Mitigation
Significant visual/aesthetic impacts could result from future subdivision of large agricultural parcels permitted by the Community Plan.	Class II	<p>Add Strategy 19.9, which outlines specific controls to be applied to future agricultural subdivisions (pages 106-107).</p> <p><i>Strategy 19.9: In future agricultural subdivisions within the Summerland Community Plan area, the following controls shall be applied in order to avoid significant visual/aesthetic impacts:</i></p> <ol style="list-style-type: none"> 1. All structures (primary and accessory structures, including but not limited to residences, garages, guest houses, barns, corrals, sheds, greenhouses, lath houses, artist studios, etc.) and private driveways shall be located on slopes of 20% or less. 2. Special attention shall be focused on the design of future structures in order to minimize use of large vertical faces. Large understories and exposed retaining walls shall be avoided. 3. All structures, fences, walls, and roofs shall be constructed using medium to dark earthtone colors and construction materials that are compatible with the natural surroundings. All colors shall blend in with the surrounding soils, vegetation, and rock outcroppings. Light colors such as white, offwhite, grey, etc. shall be prohibited. Night lighting shall be low intensity, hooded, and shielded inward from property boundaries. 4. Any necessary retaining walls shall be constructed in earthtones using materials or construction methods which create a textured effect. Where feasible, native groundcovers shall be planted to cover retaining walls from view. 5. All cut and fill slopes shall be revegetated with native drought-tolerant groundcover immediately after grading is completed. 6. All mitigation measures required for minimizing impacts to agricultural resources shall apply as aesthetic measures in order to ensure preservation of the existing rural agricultural setting. 7. All aesthetic mitigation measures shall be submitted as an advisory to the BAR. <p>Revise Strategy 19.2 to define the areas in the SCP that are “urban” and those that are “rural” (pages 106-107).</p> <p><i>Strategy 19.2: All buildings shall be of a low profile and shall adhere to the County’s Hillside/Ridgelines Ordinance Standards. Height limitations in said ordinance shall be mandatory. For the purposes of applying the ordinance, the area bounded by Ortega Ridge Road to the west, Greenwell Avenue to the east, and the Pacific Ocean on the south shall be considered “urban.” Remaining portions of the Summerland Community Plan shall be considered “rural.”</i></p>

The County decision makers adopted the mitigation measures into the SCP and 1992 Design Guidelines as follows:

SCP EIR Strategy 19.9

The SCP EIR Addendum (revised May 13, 1992) moved the agricultural subdivision

controls to the 1992 Design Guidelines (Section B.2). The 1992 Design Guidelines modified Strategy 19.9 to apply to all new development in the Rural Area.

SCP EIR Strategy 19.2

The SCP Land Use Map placed the White Hole in the Rural Area. This strategy was intended to regulate building heights in the White Hole by adjusting the urban/rural boundary and was added to the plan as *Action LU-S-WH-2.2* with minor rewording. The EIR Addendum (revised May 13, 1992) changed SCP EIR Strategy 19.2 as follows:

Strategy 19.2: All buildings shall be of a low profile and shall adhere to the County's Hillside/Ridgeline Ordinance Standards. Heights limitations in said ordinance shall be mandatory. For the purposes of applying the ordinance, the area bounded area bounded by Ortega Ridge Road to the west, Greenwell Avenue to the east, and the Pacific Ocean on the south Areas B, C, and D shall be considered "rural". Remaining portions of the Summerland Community Plan shall be considered "rural".

During SCP adoption, the provision of *SCP EIR Strategy 19.2* requiring all buildings to adhere to the Ridgeline and Hillside Development Guidelines building height limits was modified and clarified to apply area wide under *Action VIS-S-3.1*:

Action VIS-S-3.1: The maximum height for structures within the urban area shall be 22 feet and the maximum height for structures in the rural area shall be 16 feet.

Although the urban and rural building height limitations in the Ridgeline and Hillside Development Guidelines were the genesis of *Action VIS-S-3.1*, the SCP adopted a height limit for the Urban Area that was 3 feet lower than what was allowed under the Ridgeline and Hillside Development Guidelines.

The urban/rural boundary policies remain under the following existing area wide SCP policies:

Policy LU-S-2: The Urban/Rural Boundary around the Summerland community shall separate principally urban land uses and those which are rural and/or agricultural in nature.

Action LU-S-2.1: Amend the current Urban/Rural Boundary line at the east and west ends of Summerland as depicted in Figure 9 (Urban/Rural Boundary Map). [accomplished with adoption of the Plan]

SCP EIR Previously Identified Less Than Significant Impacts

The SCP EIR found that actions encouraging the eventual development of additional

structures or facilities have the potential to adversely affect visual resources related to the density and scale of development. With respect to the commercial zone, a range of commercial buildout was anticipated, dependent on the number of residences developed. However, whether residential or commercial space is developed, the balance of the two uses would result in the same building density, and this was considered to have no appreciable effect upon aesthetics and visual resources. Various improvements to roadway and parking facilities were considered potentially adverse if they were constructed without regard for visual considerations (e.g., road improvements on steep slopes, extensive vegetation removal to accommodate improvements). However, the adoption of the 1992 Design Guidelines was considered to benefit Summerland by providing a coordinated and attractive design theme, beautifying and enhancing the natural qualities of the Plan Area. Further impacts were not anticipated since the SCP was self-mitigating through the SCP Visuals and Aesthetics policies and actions and adoption of the 1992 Design Guidelines.

SCP Update Impacts Analysis

The discussion below is framed in the context of SCP Update components (i.e., SCP Visuals and Aesthetics section revisions, zoning ordinances amendments, updated SCP Transportation, Circulation, and Parking section, 1992 Design Guidelines Revisions) that could potentially affect scenic public views, visual character, and/or introduce visually incompatible structures. It describes existing methodologies, standards, and policies, proposed changes, and the impact of the proposed changes by the following topics: (1) methodology and standards for building height, (2) floor area ratio, (3) private views, (4) modifications, (5) road right-of-way policies, (6) parking requirements, and (7) the Commercial and Residential Design Guidelines.

This section also reviews topics not evaluated in the SCP EIR that are now relevant due to SCP Update or changed circumstances (i.e., Night Lighting, Glare) and cumulative impacts.

1. Methodology and Standards for Building Height

As noted earlier, the Plan Area has important view corridors of the ocean and mountains due to the steep slopes within the Urban Grid and other topographic features. Building height and its impact on public views and visual character is an important issue for Summerland, resulting in a unique height measurement methodology and different building height standards as compared to the rest of the unincorporated areas of the County. Effective in 2006 and outside of Summerland, the County adopted a new methodology for measuring building height that is designed to be easily understood and applied and to encourage buildings to follow slope contours by stepping into hillsides to reduce visual impacts.

The following changes are proposed for the existing building height methodology and standards for the Summerland Plan Area. They provide consistency with standard County practices while protecting the Plan Area's significant visual resources.

A. SCP Visuals and Aesthetics Section Revisions

The zoning ordinances contain regulations governing the use, placement, spacing, height, and size of land and buildings. However, *Action VIS-S-3.1* of the SCP also includes specific height regulations for Urban and Rural Areas. The SCP Update proposes to delete *Action VIS-S-3.1* from the SCP, ensuring all height regulations for Summerland are contained only in the zoning ordinances. The SCP Update would also delete the already implemented *Action VIS-S-3.2* which directed the County to amend the zoning ordinance to include height limitations which must be adhered to for all development in Summerland. Deleting *Action VIS-S-3.2* would allow project applicants to apply for up to a 10% increase in height through a formal Modification (Coastal Zoning Ordinance Section 179.2 and LUDC Section 35.82.130), consistent with current planning practice (see 4. *Modifications* for more information). The removal of *Action VIS-S-3.1* from the SCP is also required to implement height methodology changes included as part of the zoning ordinance amendments (see below).

B. Zoning Ordinance Amendments

The following height measurement methodology, height limit, and height maximum changes are proposed:

(i) Height methodology. Summerland has a unique methodology for measuring height as the vertical distance between the average finished grade of the lot covered by the building to the highest points of the coping of a flat roof or to the mean height of the highest gable of a pitch or hip roof (Coastal Zoning Ordinance Section 35-127 B and LUDC Section 35.30.090.C.3). Under this methodology, there has been a lack of consistency in determining the height based on how the average grade is established and it penalizes using structural design that follows slope contours (i.e., using one or more ground levels to reduce grading and perceived building mass) due to measuring height from the average finished grade to the highest mean roof height.

Amendments to the zoning ordinances would implement the same height calculation methodology that has been used in the rest of the County since 2006,²¹ based on measuring maximum height from existing grade, with the following benefits:

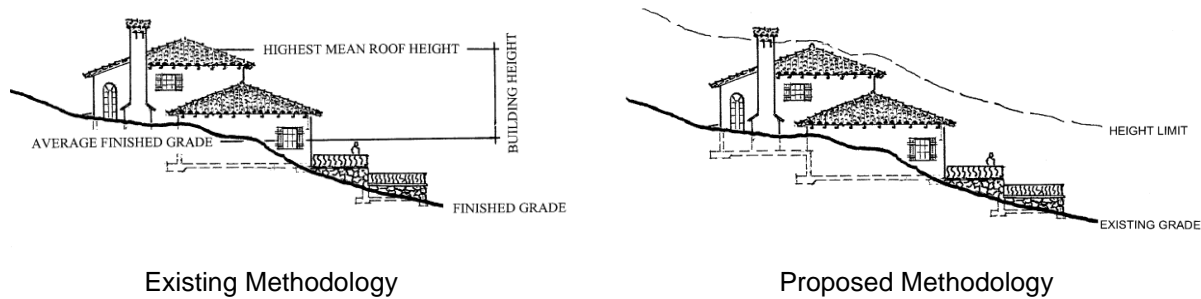
- Consistently applied and easily understood with predictable results;
- Uses the same methodology as the rest of the County;
- Encourages buildings that follow slope contours; and
- Discourages manipulating grade to gain more building height.

The methodology would encourage stepping new structures into existing slopes, thereby resulting in a lower visual profile than the existing “average finished grade”

²¹ Since August 2007 in the Coastal Zone.

height methodology (Figure 4.1-1). The existing “average finished grade” method encourages flat building pads, measures mean height as opposed to the uppermost point of a structure, and allows manipulation of the average grade to maximize exposed downhill building faces.

Figure 4-1: Existing and Proposed Height Methodologies



(ii) Height limits. The zoning ordinances set height limits and general exceptions for allowing portions of a structure, such as a steep roof pitch, to exceed the applicable height limit. Summerland currently prohibits roof pitch and architectural element exceptions and is the only area of the County that imposes a 22-foot height limit in the Urban Area and a 16-foot height limit in the Rural Area. Amendments to the zoning ordinances would change height limits as follows:

Urban Area: The height limit would increase from 22 feet to 25 feet. An additional 3 feet would be allowed for a roof pitch of 4 in 12 or greater (rise over run) in all areas except for the Urban Grid.

Urban Grid: The height limit would increase from 22 to 25 feet. No roof pitch adjustment would be allowed.

Commercial Core: The height limit in the Commercial Core would be the same as Urban Grid and no roof pitch adjustment would be allowed.

Rural Area: The height limit for the Rural Area would remain 16 feet, except in the EDRN (see below).²² An additional 3 feet would be allowed for a roof pitch of 4 in 12 or greater (rise over run).

EDRN: The height limit would change from 16 feet to 25 feet consistent with the rest of the County and would retain the 16-foot height limit, plus the 32-foot maximum height in ridgeline/hillside locations, for building sites subject to the Ridgeline and Hillside Development Guidelines. Increasing the height limit from 16 feet to 25 feet for EDRN parcels not subject to the Ridgeline and Hillside Development Guidelines would have the following effects on the two Summerland EDRNs:

²² Elsewhere in the County a height limit of at least 25 feet is allowed in Rural Areas, including EDRNs.

Ortega Hill: This EDRN was developed before the 16-foot SCP Rural Area height limit requirement and is characterized by existing residences of approximately 25 feet in height. Under maximum theoretical buildout, nine additional units are possible via subdivision of two existing lots and development on one vacant lot. However, due to slope constraints, future subdivision of this EDRN is unlikely, and most sites are subject to the Ridgeline and Hillside Development Guidelines that would limit the height to 16 feet.

Padaro Lane (Portion): The SCP boundaries include six parcels in the Padaro Lane EDRN which is in the Coastal Zone. The height limit change is consistent with the countywide residential height limit in the Coastal Zoning Ordinance as applied to the adjacent parcels along the full length of Padaro Lane, also in the Padaro Lane EDRN but located within the Toro Canyon Plan Area. Up to seven new residences could potentially be constructed with a 25-foot height limit or a 28-foot height limit for residences with a roof pitch of 4 in 12 or greater. Three of these new residences would be on currently vacant parcels and four would be due to potential subdivisions.²³

(iii) Maximum height. In addition to height limits, structures subject to the Ridgeline and Hillside Development Guidelines²⁴ shall not exceed a maximum height of 32 feet as measured from the highest part of the structure to the lowest point of the structure where an exterior wall intersects the finished grade or existing grade, whichever is lower. The SCP Update proposes a maximum height for the Urban Grid as follows:

Maximum Height in the Urban Grid: In addition to the height limit applicable to a structure, a structure shall not exceed a maximum height of 32 feet as measured from the highest part of the structure, excluding chimneys, vents, and noncommercial antennas, to the lowest point of the structure where an exterior wall intersects the finished grade or the existing grade, whichever is lower (Figure 4.1-2). No roof pitch adjustment would be allowed.

²³ Does not account for site constraints that could reduce subdivision potential.

²⁴ Each structure where there is a 16 foot drop in elevation within 100 feet in any direction from the proposed building footprint.

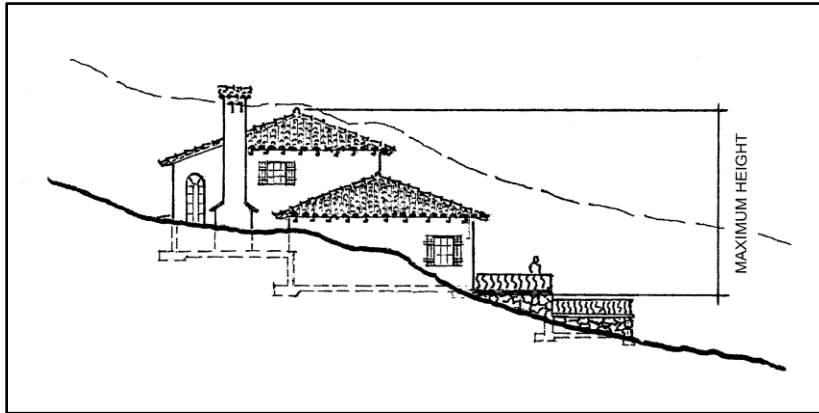


Figure 4-2: Proposed Maximum Height for Urban Grid

Impact of Changes to Methodology and Standards for Building Height

SCP Update

The changes to the SCP are administrative in nature and would not impact scenic public views or visual character, or introduce visually incompatible structures.

Zoning Ordinance Amendments

Methodology Change: The proposed methodology change is not anticipated to impact scenic public views, visual character, or introduce visually incompatible structures because it encourages stepping new structures into existing slopes, thereby resulting in a lower visual profile than the existing “average finished grade” height methodology.

Height Limit Changes: Changes to height limits in the Urban Area, Urban Grid, and Commercial Core are not anticipated to significantly impact visual and aesthetic resources because they are coupled with the methodology change, resulting in a lower visual profile. Allowances for roof pitch adjustments in the Urban Area (outside the Urban Grid) and Rural Area would incentivize incorporating elements that break up facades and reduce visual impacts from the street, since structures would appear narrower under a steeper roof and because steeper roofs are generally more visually and architecturally appealing. The methodology of measurement to the uppermost point of a structure, rather than the mean height, and aesthetic benefits of a steeper roof pitch would offset the height and roof pitch increases.

While the EDRN height limit change has the potential to impact scenic public views, including views from Padaro Lane outward to the ocean, there are existing state and County regulations that would minimize the impact as follows (underline added for emphasis):

Coastal Act Policy 30251: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas to

minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

Coastal Zoning Ordinance, Section 35.169.5, Findings Required for Approval of a Coastal Development Permit. 2: A Coastal Development Permit application....shall be approved or conditionally approved only if the decision-maker first makes all of the following findings:...

b. The development will not significantly obstruct public views from any public road or from a public recreation area to, and along the coast.

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

In addition to the state and County requirements listed above, proposed projects would be subject to P&D and BAR review and a height limit lower than 25 feet (or 28 feet for residences with a roof pitch of 4 in 12 or greater) could be required on a case-by-case basis to avoid impacts to scenic public views in compliance with state and County regulations, required findings, and the draft Residential Design Guidelines.

Maximum Height Change: Because the Urban Area height limit increase could potentially result in visually incompatible structures in the more densely developed Urban Grid, the SCP Update proposes a maximum height specific to the Urban Grid that is the same as that imposed on ridgeline/hillside locations, even if the proposed development does not qualify as a ridgeline/hillside location. The new maximum height would ensure that exposed building facades and understories would be minimized and would compensate for the three-foot height increase.

The Coastal Land Use Plan policies 4-3 and 4-4, Ridgeline and Hillside Development Guidelines, Coastal Development Permit required findings, SCP Visuals and Aesthetics section policies, and BAR findings required for approval would ensure that new structures are in conformance with the scale and character of the existing community. Furthermore, height limits lower than the maximum could be imposed on a project-by-project basis to ensure compliance with state and County regulations and consistency findings. Therefore, it is not anticipated that the height methodology, height limit, and height maximum changes would significantly impact scenic public views, or visual character, nor would these changes result in visually incompatible structures. Thus, impacts would be adverse but less than significant (Class III).

2. Floor Area Ratio (FAR)

The Plan Area's prominent hillside location and ocean and mountain views have led to special treatment for issues of architecture and design. With a surge of new

development occurring in the late 1980s and early 1990s, citizens became concerned that the size, height, and differing styles of new development would not integrate well into the existing character of the community. The larger scale homes were considered inappropriate for the small lots, and new development was blocking views. The solution to these problems was the development of design standards, including FARs, to regulate a structure's floor area and its apparent size. Summerland is the only unincorporated community in the County that imposes residential FAR standards. After more than 20 years of implementation, the SCP Update proposes changes to the FAR standards as detailed below.

A. SCP Visuals and Aesthetics Section Revisions

Policy VIS-S-5 and *Actions VIS-S-5.1* and *VIS-S-5.2* of the 1992 SCP required the establishment of FARs for commercial and residential development, directed the County to amend the zoning ordinances to include FAR requirements, and established FARs in the 1992 Design Guidelines. Similar to the changes in the height regulations, the SCP Update proposes deleting FAR requirements from the SCP and 1992 Design Guidelines and moving them into the zoning ordinances. This action would allow up to a 10% increase in FAR through a formal Modification (Coastal Zoning Ordinance Section 179.2 and LUDC Section 35.82.130) to provide flexibility in design (see 4. *Modifications* for more information).

B. Zoning Ordinance Amendments

Project components that could allow for larger commercial and/or residential buildings and, would therefore affect visual resources include: (1) changing the methodology for calculating FAR, (2) increasing the maximum allowable floor area on medium and large lots, and (3) changing the definition and adjustments for FAR.

(i) FAR methodology. The existing methodology for measuring floor area (i.e., as applied under the definition of Floor Area Net) is the total floor area of all floors of a building as measured to the surfaces of exterior walls. This methodology encourages buildings with thin walls in order to gain as much usable floor area as possible. The SCP Update proposes to change the definition of Floor Area Net to the total floor area of all floors of a primary residence on a residential lot or on a lot devoted to residential use as measured to the interior surfaces of exterior walls. This would encourage thicker, more energy efficient walls and would allow for flexibility in design, particularly for Mediterranean and Spanish styles.²⁵ It could also result in slightly larger structures (estimated at less than 10%) than currently allowed.

(ii) Large lot FAR increase. The existing FAR standards established a maximum allowable square footage for lots over 12,000 sq. ft. as a base of 2,500 sq. ft. plus 5% of the lot area net with a maximum allowable size of 8,000 sq. ft. The SCP Update proposes to raise the 8,000 sq. ft. maximum allowable FAR to 12,000 sq. ft. on lots over 10 acres in size and to 15,000 sq. ft. on lots over 40 acres in size. There are 11 lots over 10 acres in size and one lot over 40 acres in size, all of which are

²⁵ These styles are only allowed in the Rural Area.

currently developed with a residential unit. This change could potentially result in an additional 21,925 sq. ft. of residential development, or an average of 1,827 additional sq. ft. feet per lot.

(iii) Changes to *Definitions* and *Floor to Area Ratios (FARs)* sections of the zoning ordinances. The zoning ordinances include *Definitions* (Section 35-191.2 in the Coastal Zoning Ordinance and Chapter 35.110 in the LUDC) and *Floor to Area Ratios (FARs)* (Section 35-191.5 in the Coastal Zoning Ordinance and Section 35.28.210 in the LUDC) to define and regulate which portions of a structure are included or excluded from the FAR calculation. The SCP Update proposes changes to these sections for basements, plate heights, understories, accessory structures, and Residential Second Units as follows:

Basement Definition and FAR Adjustment: The existing zoning ordinances define a basement and include a methodology for determining how much of a basement is counted towards FAR in the *Adjustments to Floor to Area Ratios* section. The methodology exempts the first 250 sq. ft. from the FAR calculation and then counts 50%, 75%, and 100% towards FAR, depending on the size of the basement. This methodology has been problematic for planners and applicants, particularly on sloping lots, due to difficulties in defining how much of the structure qualifies as a basement coupled with issues arising from the current “average finished grade” methodology for measuring height. This challenging methodology has led to inconsistent and unpredictable results.

In order to clarify the process of determining allowed FAR and to provide consistency for planners and applicants, the SCP Update proposes a new definition of “basements” and changes to the *Adjustments to Floor to Area Ratios* section. The existing basement definition would be replaced with a definition taken from the California Residential Building Code (2009). According to the updated definition and FAR adjustment, the portion of the building that qualifies as a basement would be excluded from the FAR calculation. The new definition and methodology for determining the portion of the building that qualifies as a basement would be easier to interpret and would consistently apply compared to the existing definition and process. Excluding a basement from FAR would encourage placement of the lowest story of the structure further into the ground to reduce visibility and exposed building facades.

Plate Heights and Understories: The existing zoning ordinances include FAR reductions for plate height and understories, adjusted by a percentage depending on the size of the lot and the average plate height or the height of the understory, to regulate the height and bulk of a building. Generally, plate heights over nine feet and understories over four feet resulted in a reduced FAR allowance ranging from 10%–20% for plate heights and 10%–33% for understories, depending on the plate or understory height. The plate height measurement could be challenging because it relies on an “average”, which produces inconsistent results. The SCP Update proposes to delete the FAR adjustment for plate height and understories to allow

greater flexibility in design and to refine the FAR adjustment process for applicants and planners. In addition, FAR interior space and understory reduction is not essential for aesthetic purposes since mass would be limited by the proposed height measurement methodology that encourages stepping structures into the hillside, and, in some instances, restricts maximum height.

Residential Second Units (RSUs) and Accessory Structures: The existing zoning ordinances calculate FAR based on the total floor area of all floors of a single family residence and do not include attached RSUs or accessory structures in the FAR. The SCP Update proposes to deduct the floor area of an attached RSU that exceeds 300 net sq. ft. from the maximum FAR. For accessory structures, the SCP Update proposes to restrict the cumulative gross floor area of all detached accessory structures to 500 sq. ft. if located on a lot of 10,000 net sq. ft. or less.

Impact of Changes to Methodology and Standards for FAR

SCP Update

The changes to the SCP are administrative in nature and would not impact scenic public views or visual character, or introduce visually incompatible structures.

Zoning Ordinance Amendments

Methodology Change: The proposed methodology change, which defines Floor Area Net as measured to the interior surface of exterior walls, is not anticipated to impact scenic public views or visual character, or introduce visually incompatible structures because it is a minor change. For example, a 40-foot by 30-foot building with 6-inch-thick exterior walls would be measured at 1,200 sq. ft. with the current methodology and 1,131 sq. ft. with the proposed methodology: a difference of 5.7% in overall building size. The ease of measurement, as well as the energy efficiency benefits of thicker walls and design flexibility, outweighs possible negative visual impacts from any minor square footage gain. Furthermore, to compensate for the potential additional square footage, the commercial and mixed use maximum FAR is proposed to be reduced by 0.02 to maintain the size, bulk, and scale as currently allowed in the Commercial Core.

FAR Increase Change: The proposed FAR increase is not anticipated to impact scenic public views, scenic character, or introduce visually incompatible structures because the increase is only available to 12 out of 701 parcels in the Plan Area and the average maximum available increase represents only about 1,800 sq. ft. of floor area per lot. Moderately larger structures on lots of this size (greater than 10 acres) do not typically impact visual and aesthetic resources because large lots can absorb larger structures without a significant increase in apparent mass and because there are greater opportunities to site the structure to minimize visual impacts using vegetative screening and topography. Additionally, all the large lots are located within the Rural Area and Coastal Zone boundary, and existing Coastal Land Use Plan regulations, Ridgeline and Hillside Development Guidelines (if applicable), and BAR findings require structures to be compatible with the existing surroundings and subordinate in appearance to the natural landforms.

Definitions and FAR Adjustment Changes: Changes to *Definitions* and *Floor to Area Ratios (FARs)* sections of the zoning ordinances are not anticipated to significantly impact scenic public views, scenic character, or introduce visually incompatible structures because they are coupled with the building height methodology change, resulting in structures with a lower visual profile. The changes would also include large attached RSUs and accessory structures in the maximum floor area calculation, which would require applicants to consider development on the entire lot and would have beneficial impacts on visual character and neighborhood compatibility. Although plate heights larger than nine feet would no longer result in an FAR adjustment, the Commercial and Residential Design Guidelines encourage plate height variations and include specific plate height guidelines to ensure compatibility with the scale of existing structures. Also, plate heights become less visually important with the new methodology for measuring height coupled with height limits and maximum heights.

All existing and proposed structures in the Plan Area are subject to rigorous existing regulations and policies designed to minimize visual and aesthetic impacts including the Comprehensive Plan (Coastal Land Use Plan and Land Use Element) policies 4-3 and 4-4, the Ridgeline and Hillside Development Guidelines and BAR findings in the zoning ordinances, and SCP Visuals and Aesthetics section policies. In addition, the Commercial and Residential Design Guidelines include extensive guidance for neighborhood character and building scale and form to protect the scenic character of Summerland. Furthermore, floor areas lower than the maximum could be imposed on a project-by-project basis to ensure compliance with state and County regulations and consistency findings. Therefore, the SCP Update and zoning ordinance amendments related to FAR would be an adverse but less than significant impact to aesthetic and visual resources (Class III).

3. Private Views

The SCP and 1992 Design Guidelines are the only County planning documents that contain provisions for protecting private views affected by a proposed project. The 1992 SCP Visuals and Aesthetic Section includes a policy that references private views as follows:

Policy VIS-S-3: Public views from Summerland to the ocean and from the Highway to the foothills shall be protected and enhanced. Where practical, private views shall also be protected.

The 1992 Design Guidelines also reference private views with the following BAR findings for approval of a project that may impact an adjacent neighbor's views or privacy:

1. *The applicant has designed a project which limits impacts on his/her neighbor's views.*

2. *There are no feasible means to further mitigate the project's obstruction of views and privacy without reducing overall square footage.*
3. *The project is consistent with the adopted FAR's and Design Standards.*

Besides these provisions that protect private views, the visual resource provisions in the Comprehensive Plan, zoning ordinances, and community design guidelines protect public views as seen from public viewing places (e.g., Coastal Act Policy 30251, Coastal Land Use Plan Policy 4-3 and 4-5, and Land Use Element Policy 3). In a similar vein, the Environmental Thresholds Visual Aesthetic Impact Guidelines clearly state that "All views addressed in these guidelines are public views, not private views." CEQA and the CEQA Guidelines also do not provide the authority to impose mitigation measures or otherwise protect private views.

A. SCP Visuals and Aesthetics Section Revisions

The SCP Update proposes to amend Policy VIS-S-3 by deleting the reference to private views. The public views protection language would remain.

B. 1992 Design Guidelines Revisions

The SCP Update proposes to remove the private views and privacy language as BAR "findings" and move them into guidelines in the Summerland Commercial Design Guidelines and Summerland Residential Design Guidelines.

Impact of Changes to Private Views

The proposed amendment of Policy VIS-S-3 would not impact scenic public views or visual character, or introduce visually incompatible structures. Public views in Summerland would continue to be protected by Policy VIS-S-3 and the existing policies listed above. Furthermore, views and privacy concerns will now be addressed in the draft Commercial and Residential Design Guidelines in the "good neighbor practices" for applicants and designers and in the view and privacy guidelines in the Site Design Chapter. The impact is adverse but not significant (Class III).

4. Modifications

The Coastal Zoning Ordinance (Section 35-179) and the Land Use and Development Code (Section 35.82.130) allow minor modifications to certain zoning ordinance regulations where, because of practical difficulties, integrity of design, topography, tree or habitat protections, or other similar site conditions, a modification in height or other standards would result in better design, resource protection, and land use planning. A modification for height and/or FAR is limited to an up to 10% increase. However, the 1992 SCP specifies height limits and FAR requirements (Action VIS-S-3.1, Action VIS-S-3.2, Action VIS-S-5.1) and states that they "must be adhered to for all development in Summerland." As a result, modifications to the height regulations and FAR requirements have been generally considered inconsistent with the SCP and modifications have not been allowed in the

Summerland Plan Area.

A. SCP Visuals and Aesthetics Section Revisions

The SCP Update proposes to remove the height and FAR actions listed above from the SCP, thus easing the existing restrictions on minor modifications to height regulations and FAR. An application for a modification would be subject to existing findings, which include:

- The project is consistent with the SCP;
- The modification is minor in nature and results in a better site or architectural design as approved by the BAR;
- The project is compatible with the neighborhood and does not create an adverse impact to community character, aesthetics, or public views; and
- Any adverse environmental impacts are mitigated to a level of insignificance.

Impact of Changes to Modifications

While allowing an up to 10% increase in FAR and height could potentially impact scenic public views or visual character, or introduce visually incompatible structures, a modification is subject to the existing findings listed above and can only be approved if the project is compatible with the neighborhood and does not create an adverse impact to community character, aesthetics, or public views. Therefore, the change would have an adverse but less than significant impact to aesthetics and visual resources (Class III).

5. Rights of Way

The 1992 SCP Traffic, Circulation, and Parking section prohibits encroachment of structures, fences, walls, landscaping, and other development into the County road right-of-way (ROW) (Policy CIRC-S-17). It also prohibits County road ROW abandonments (Policy CIRC-S-18). ROW issues are particularly of concern in the Urban Grid where ROW widths and surface conditions differ because of decades of fragmented development patterns. Some ROWs are unmaintained. These vary in condition and generally include two types:

- Developed: Used for residential access and/or informal and adopted pedestrian pathways.
- Undeveloped: Typically defined by steep slopes, unstable geology, and overgrown invasive weeds.

Visually, the unmaintained ROWs include deteriorated pavement, hedges, and invasive weeds. Although not allowed by the County Motor Vehicle Code, the ROW in Summerland is sometimes used for the long-term storage of boats, recreational vehicles, trailers, non-functional vehicles, and other items which can create aesthetic

issues.

A. SCP Transportation, Circulation, and Parking Section Revisions.

The SCP Update proposes policies that would allow ROW abandonment and encroachment permits subject to priorities and standards for public benefits and aesthetics (draft Policies CIRC-S-15, CIRC-S-16, and CIRC-S-17 and Actions CIRC-S-15.1 and CIRC-S-16.1). Consistent with the rest of the County, ROW abandonments would be regulated by the California Streets and Highways Code Sections 8320 and 8355 and processed by the County Public Works Department Surveyor's Office. ROW encroachments would be subject to County Public Works Department Engineering Design Standards, Santa Barbara County Code Chapter 28, and Encroachment Permits – Policies (updated 2008) set by the County's Road Commissioner.

The policy change allowing for ROW abandonments or encroachments is consistent with the practice in the rest of the unincorporated County. Permitted ROW encroachments would allow private property owners to connect to utilities, make drainage improvements, construct retaining walls to stabilize slopes and reduce erosion, and/or construct wider driveways to improve sight distance for safety. ROW abandonments or encroachments would be subject to Public Works standards and policies, as well as proposed SCP Update policies and actions. Per proposed Policy CIRC-S-15, priority use of excess public ROW shall be for enhancing public parking, pedestrian and bicyclist circulation, trails and coastal access potential or other public benefits consistent with the SCP. Per proposed Policy CIRC-S-16, permitted encroachments shall not compromise public safety, block sight distances, impede existing or planned pathways, trails, and bikeways, or obstruct on-street parking or travel lanes.

Impact of Changes to ROW Policies

Abandonment of the ROW to a private property owner could result in a larger lot size or possible land division. Thus, abandonment has the potential to allow for an increase in maximum allowable building floor area, an additional unit, or the perceived loss of "open space." This could impact scenic public views or visual character or it could introduce visually incompatible structures. However, the potential for impact is limited for a number of reasons. First, proposed Policy CIRC-S-15 requires prioritizing public benefits (i.e., public parking, pedestrian and bicyclist circulation, trails, and coastal access) for ROW abandonments. If a public benefit is identified, then the ROW abandonment may only occur if an easement is dedicated that would achieve the same public benefit. Second, a ROW abandonment decision is subject to a thorough, public process. The process for ROW abandonment is lengthy and costly, subject to extensive review under Public Works and other County departments.²⁶ Furthermore, ROW abandonment would be subject to public input and review under the Government Code (G.C.) 65402 process. The G.C. 65402

²⁶ The process is described in Public Works Department, Surveyor Division, Real Property Office *Instructions, Application, and Agreement for Requesting Vacation/Abandonment of County Public Road Right-of-Way*.

process requires Planning Commission review of the location, purpose, and extent of the proposed abandonment for conformity with the General Plan. The SCP Update also proposes additional public participation and noticing requirements (Action CIRC-S-15.1), thus ensuring ample opportunity for public review and comment prior to approval of an abandonment. Finally, all road abandonments require final action by the Board of Supervisors at a public hearing.

The policy change that would allow for ROW abandonments would benefit visual character because the process of transferring ownership from the County to a private property owner often results in better property maintenance and landscaping that could improve overall aesthetics. Similarly, ROW encroachment permits allow private property owners to improve maintenance. Encroachments that are processed as part of a project subject to design review are subject to a new proposed BAR finding that the permitted encroachment minimizes visual and aesthetic impacts (Action CIRC-S-16.1). Public Works also considers aesthetics when reviewing encroachment permits and can require screening to minimize the visual effect of the encroachment. Based on existing and proposed policies and procedures, the change in ROW encroachment and abandonment policy would be adverse but not significant (Class III).

6. Parking Requirements

Parking regulations, including the required number of spaces, are contained in the Coastal Zoning Ordinance (Division 6 Parking Regulations) and LUDC (Chapter 35.36 Parking and Loading Standards). The current requirement for single and two family dwellings is two spaces per dwelling unit. Residential parking is a concern for Summerland because narrow travel lanes and unpermitted use of the ROW for landscaping and long-term storage of trailers or other items has limited short-term on-street parking opportunities for residents and visitors in the residential areas of the Urban Grid.

A. SCP Transportation, Circulation, and Parking Section Revisions/Zoning Ordinance Amendments.

The SCP Update Transportation, Circulation, and Parking section proposes Draft Action CIRC-S-18.1 to increase the required number of parking spaces per dwelling unit on lots between 7,500 and 10,000 net sq. ft. from two to three spaces and on lots greater than 10,000 net sq. ft. from two to four spaces. This action is implemented with the SCP Update as an amendment to the zoning ordinances residential parking requirements specific to Summerland. Based on buildout of the SCP, this could potentially add 109 additional on-site residential parking spaces, resulting in a total of 0.37 acres of additional space and site preparation devoted to parking.²⁷

²⁷ Approximately 16,187 sq. ft. of parking spaces, based on the zoning ordinance standard residential parking space size of 9 feet wide by 16.5 feet long (Article II Sec. 35-114, LUDC Sec. 35.36.080, *Parking and Loading Standards*).

Impact of Parking Requirement Changes

As more cars are accommodated with on-site parking spaces, the visual character of Urban Grid streets would improve. The additional site preparation associated with the parking spaces is not considerable since it would occur concurrent with grading for new dwellings and accessory structures and is not anticipated to impact scenic public views, visual character or introduce visually incompatible structures. Therefore, the parking requirement change would be an adverse but less than significant impact to aesthetics and visual resources (Class III).

7. Commercial and Residential Design Guidelines

The 1992 SCP was adopted along with the 1992 Design Guidelines. The 1992 Design Guidelines include policies for architectural styles and materials, view and privacy protection, floor area ratios, height limitations, scale and orientation, narrow lots and side yards, and lighting. The SCP Update proposes new draft separate Commercial Design Guidelines and Residential Design Guidelines. The new draft guidelines were developed over a three year period with 23 SunPAC meetings and 3 SBAR hearings. The guidelines are greatly expanded from the 1992 Design Guidelines and include detailed information and graphics illustrating neighborhood character, site design, building scale and form, architectural features, building details, and landscaping, hardscape, fencing, and outdoor lighting. The new draft guidelines support existing County policies that protect public views and neighborhood character and ensure that new structures are visually compatible.

A. Zoning Ordinance Amendments

The zoning ordinances require that all applicable building, grading, landscaping, and other plans for new or altered buildings be reviewed by the BAR. The zoning ordinances also require additional BAR findings that the new or altered buildings are in conformance with the 1992 Design Guidelines (Coastal Zoning Ordinance Section 35.191.6 and LUDC Section 35.82.070 F. 4. a.). The SCP Update proposes to amend the BAR findings in the zoning ordinances to clarify that structures would be in compliance with the Design Guidelines *as applicable* and that they are intended to serve as a guide, rather than as mandatory standards.

Impact of Commercial and Residential Design Guidelines

The Summerland Commercial Design Guidelines and Summerland Residential Design Guidelines would provide greater visual resource protection than the existing 1992 Design Guidelines because they provide updated information, as well as expanded and more specific guidance, particularly for neighborhood character, site design, and building scale and form. They offer separate and specific guidance for commercial and residential projects geared towards the unique and special characteristics of the commercial versus residential areas. The guidelines further distinguish and specifically encourage protection of the agricultural character of the Rural Area. The standards developed as mitigation from SCP EIR *Strategy 19.9* and included in the 1992 Design Guidelines would be moved from the 1992 Design Guidelines to the zoning ordinances as BAR findings. This would ensure that they

would continue to apply to all new development in the Rural Area. The BAR would continue to use the design guidelines to address visual character on a project-by-project basis and the proposed zoning ordinance amendments would clarify that the guidelines constitute additional design standards for Summerland. The Summerland Commercial Design Guidelines and Summerland Residential Design Guidelines and associated zoning ordinance amendments would be beneficial to aesthetics and visual resources (Class IV).

Topics Not Evaluated in the SCP EIR: Night Lighting and Glare

The SCP EIR did not evaluate the potential impacts of lighting on glare or nighttime views. However, CEQA Appendix G considers the impact of exterior lighting on aesthetics if a project would potentially create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The preservation of the night sky is an important issue in the Plan Area. Appropriate night lighting that provides for safety while respecting the night sky is one of the goals of the 1992 Design Guidelines, as well as the Summerland Commercial Design Guidelines and Summerland Residential Design Guidelines.

A. Zoning Ordinances Amendments and Commercial and Residential Design Guidelines

The SCP Update proposes new exterior lighting regulations in the zoning ordinance amendments (Coastal Zoning Ordinance Section 35.191.9 and Land Use and Development Code Section 35.30.120) and exterior lighting guidelines in the Summerland Commercial Design Guidelines and Summerland Residential Design Guidelines. The proposed exterior lighting regulations in the zoning ordinances would create standards for outdoor lighting that generally would require all light fixtures to be directed downward and fully shielded. The Summerland Commercial Design Guidelines and Summerland Residential Design Guidelines would supplement these regulations with design guidance.

Impact of Exterior Lighting Regulations and Guidelines

The zoning ordinance amendments impose new standards to minimize light pollution, glare, and light trespass caused by inappropriate or misaligned light fixtures. The draft Commercial Design Guidelines and Residential Design Guidelines supplement the standards with guidance on the amount, type, and use of exterior lighting. Therefore, the zoning ordinance amendments and draft Commercial Design Guidelines and Residential Design Guidelines would have a beneficial impact on night lighting (Class IV).

Cumulative Impacts

Cumulative Impacts Discussed in the SCP EIR

The SCP EIR analyzed the cumulative impacts of SCP buildout on the aesthetics and visual resources of the area and found no significant impact.

Regulation Changes

Increased fire awareness and new state fire protection regulations authorized under Senate Bill (SB) 1369 in 2004 have changed the existing setting in the High Fire Hazard Rural Area of Summerland (a small portion of the northeastern Rural Area). Beginning in 2005, the required defensible space clearance from structures in High Fire Hazard Areas changed from 30 to 100 feet. However, the Carpinteria-Summerland Fire Department fire clearance requirements allow for selective thinning rather than complete vegetation clearance.²⁸ Vegetation thinning can be perceived as visually pleasing and in some cases can maintain or improve public views and scenic travel corridors. Additionally, the draft design guidelines provide direction for drought tolerant and “firewise” landscaping.

Under CEQA Guidelines Section 15304 (i), Minor Alterations to Land, fuel management activities within 100 feet of a structure may be exempt from CEQA. When California adopted the Defensible Space regulations in 2005 authorized under SB 1369, impacts to the aesthetic setting were considered but determined to be less than significant due to the development of fuel hazard reduction prescriptions, including guidelines to incorporate screening elements by leaving well-spaced vegetation and continuous overstory canopies, while meeting the hazard reduction objective.²⁹ All landscape and vegetation management plans would continue to be subject to BAR review and approval. The impact of the regulation change is less than significant (Class III) as it would not significantly change the aesthetic character of the region or result in cumulative impacts.

Cumulative Projects

Several projects are being considered or were recently approved in or adjacent to the Plan Area that could potentially result in a cumulative impact to aesthetics and visual resources. They are detailed below.

South Coast 101 High Occupancy Vehicle (HOV) Lane

The Caltrans South Coast 101 HOV Lane project proposes to add one HOV lane in each direction on U.S. 101. The 2012 Draft EIR (101 HOV DEIR) considers three project alternatives and identifies views of the Pacific Ocean and of the Summerland community as sensitive visual resources. Each of the alternatives would adversely affect the small-town community character of Summerland. The 101 HOV DEIR notes that added highway lanes, loss of highway landscaping, and proposed sound walls would be urbanizing elements. Several of the proposed sound walls would interrupt ocean views from Lillie Avenue, as well as from viewpoints at the lower elevations of the hillside neighborhoods to the north. Impacts on scenic views of the ocean and mountains from the Padaro Lane overpass were not evaluated in the 101 HOV DEIR. The 101 HOV DEIR concludes that implementation of the project would result in substantial visual changes throughout the highway corridor and proposes minimization and mitigation measures to lessen the adverse visual change to the

²⁸ Carpinteria-Summerland Fire Department (CSFD) Vegetation Management Plan, 2007.

²⁹ California State Board of Forestry and Fire Protection, 2005.

corridor. However, substantial adverse visual impacts would remain. The project is in the environmental review phase and the final design is currently unknown.

Summerland Community Public Safety Center

In 2010, the Carpinteria-Summerland Fire Protection District proposed construction of a new Public Safety Center and relocation of the existing fire station into a new facility on a currently developed parcel within the Urban Grid of Summerland. A Mitigated Negative Declaration was prepared and accepted by the County (Case Number 11NGD-00000-00022). The project is considered consistent with the character of the surrounding neighborhood, and mitigation measures were incorporated to minimize any negative impacts on visual aesthetics. The project was approved by the County in 2012 (Case Number 10DVP-00000-00017).

Impact of Cumulative Projects

Given that all projects under the County's jurisdiction would need to be found consistent with existing regulations (including the zoning ordinances), SCP specific policies, and the draft Commercial Design Guidelines and Residential Design Guidelines, the cumulative visual impacts would not be cumulatively considerable consistent with the SCP EIR analysis. The SCP Update, which does not change buildout or land use in the Plan Area, proposes a different methodology for measuring height, changes to FAR, and other proposals that could potentially change community character. However, the Plan Area is approximately 85% residentially built out, and there are numerous existing and proposed policies and guidelines that address the visual and aesthetic impact of new development. Therefore, the SCP Update would not appreciably contribute new cumulative effects to aesthetics and visual resources. Cumulative impacts would be adverse but less than significant (Class III).

4.1.4 Mitigation Measures

There are no significant impacts to aesthetic and visual resources as a result of the SCP Update and, therefore, no mitigation measures are required. The previously adopted Rural Area mitigation measure from the SCP EIR and SCP EIR addendum (revised May 13, 1992) (*SCP EIR Strategy 19.9*) would continue to apply to the Rural Area as BAR findings in the zoning ordinances.

4.1.5 Changes in Environmental Effects and Residual Impacts

As no significant impacts to aesthetic and visual resources would result from the proposed project, no new residual impacts would remain after project implementation. Continued implementation of existing mitigation measures and regulations would further decrease the potential for adverse visual changes. Implementation of the SCP Update would not change the magnitude of impacts or the cumulative impacts to aesthetic and visual resources previously identified in the SCP EIR. Therefore, no changes to the level of significance would occur, and there are no residual impacts.

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4.2 GREENHOUSE GAS EMISSIONS

The Summerland Community Plan Final EIR (91-EIR-07) (SCP EIR) did not include an analysis of greenhouse gas emissions. At the time the SCP EIR was certified (1992) global climate change was not recognized as an issue requiring analysis under CEQA. This section provides a new analysis specific to buildout of the Summerland Community Plan Area and the cumulative impacts of greenhouse gas (GHG) emissions, rather than separately analyzing GHG emissions impacts for each component of the SCP Update (i.e., revisions to the 1992 SCP, zoning ordinances amendments, and draft Commercial Design Guidelines and Residential Design Guidelines).

4.2.1 Setting

Existing Conditions

Global Climate Change

Climate change refers to any significant change in climate (e.g., temperature, precipitation, wind) lasting for an extended period. Scientists have observed an acceleration in the rate of warming during the past 150 years. The prevailing scientific opinion on climate change is that most of the increase in global average temperatures since the mid-20th century is from an increase in anthropogenic (man-made) GHG concentrations (Intergovernmental Panel on Climate Change [IPCC] 2007).

The California Global Warming Solutions Act of 2006 (AB 32) defined “greenhouse gases” as carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃). Combustion of fossil fuels constitutes the primary source of GHGs. GHGs accumulate in the atmosphere, where they trap heat near the Earth’s surface by adsorbing infrared radiation. This effect causes global warming and climate change, with adverse impacts on humans and the environment. Globally, climate change has the potential to affect numerous environmental resources due to projected air temperatures and precipitation patterns. Potential effects include reduced water supplies in some areas, ecological changes that threaten some species, reduced agricultural productivity in some areas, and increased coastal flooding.

Emissions

California is the second largest contributor of GHGs in the United States. If California were a country, it would be the sixteenth largest contributor in the world (Association of Environmental Professionals 2007). Based upon the California Air Resources Board (CARB) *California Greenhouse Gas Inventory for 2000-2010*, California

produced 451 million tons of equivalent carbon dioxide (CO₂e)³⁰ in 2010. The major source of GHGs in California is transportation, contributing 38% of the state's total GHG emissions. Electricity generation is the second largest source, contributing 21% of the state's total GHG emissions. California emissions are due in part to its large size and large population. By contrast, California had the fourth lowest CO₂ emissions per capita from fossil fuel combustion in the country in 2004, due in part to the success of its energy efficiency and renewable energy programs and commitments that have lowered the state's GHG emissions rate of growth by more than half of what it would have otherwise been (California Energy Commission 2006). Another factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate.

According to the California Environmental Protection Agency's (CalEPA) Climate Action Team Biennial Report, potential impacts of climate change in California may include snow pack loss, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CalEPA 2010). Severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state (California Energy Commission 2006). Older and younger people are especially sensitive to climate change impacts. Children's developing immune, respiratory, and neurological systems make them more sensitive to some climate change impacts and elderly populations are also at risk due to frail health and limited mobility.

There is significant evidence that California has already felt the effects from climate change. Given the high concentrations of people and development along coastal California, increased coastal storm intensity and frequency, sea level rise, flooding, and other related climate change impacts can have far-reaching economic and ecosystem consequences. Damage to shoreline infrastructure and development, cliff and bluff erosion, and flooding of low-lying areas from these coastal hazards can lead to the degradation of natural habitats. Damage to recreational facilities, critical infrastructure, and development including homes, businesses, transportation facilities, electric utility systems and harbors can have significant associated economic effects, including costs associated with rebuilding and the loss of industry and tourism.

Regulatory Setting

International and Federal Regulations

The United States has been a participant in the United Nations Framework Convention on Climate Change (UNFCCC), an international treaty, since it was started in 1992. The objective of the treaty is "stabilization of greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system" (UNFCCC 1992). The UNFCCC itself does not set limits on GHG emissions for individual countries or apply enforcement mechanisms. Instead, the treaty provides for updates, called

³⁰ According to the EPA, international standard practice is to express GHGs in CO₂e. Emissions of gases other than CO₂ are translated into CO₂ equivalents by using the gases' global warming potentials.

“protocols,” which identify mandatory emission limits. The *Kyoto Protocol* (Protocol) was drafted in 1997, establishing commitments for industrialized nations to reduce their collective emissions of six GHGs to 5.2% below 1990 levels by 2012. The United States is a signatory to the Protocol, but Congress has not ratified it and the United States has not bound itself to the Protocol’s commitments.

The United States is currently using a voluntary and incentive-based approach towards GHG reductions in lieu of the Protocol’s mandatory framework. However, this voluntary approach to address climate change and GHG emissions may be changing. The United States Supreme Court in *Massachusetts et al. v. Environmental Protection Agency et al.* (2007) held that the United States Environmental Protection Agency (EPA) has the authority to regulate motor-vehicle GHG emissions under the federal Clean Air Act.

State Regulations

Assembly Bill 32

The primary basis for regulating GHGs in California is Assembly Bill 32 (AB 32). AB 32 establishes regulatory and market mechanisms for quantifiable reductions of GHGs; directs the California Air Resources Board (CARB) to monitor and reduce GHG emissions; and continues the existing Climate Action Team to coordinate statewide efforts. The overall goal is the reduction of California’s GHG emissions to 1990 levels by 2020.

Major components of AB 32 require the following actions:

- Monitoring and reporting GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions;
- Initiating immediate “early action” control programs on the most readily controlled GHG sources; and
- Complementing efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

California’s Energy Efficiency Standards for Residential and Nonresidential Buildings

Although not originally intended to reduce GHG emissions, California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were first established in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to incorporate new energy efficiency technologies and methods. The premise of the standards is that energy efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for water heating) results in GHG emissions. Therefore, increased energy efficiency in buildings results in lower GHG emissions on a building-by-building basis.

Assembly Bill 1493

In 2002, Assembly Bill (AB) 1493 passed and set forth a proactive approach in addressing GHG emissions and climate change. AB 1493 requires CARB to set emission standards for GHGs emitted by passenger vehicles and light duty trucks. CARB emission standards are required starting with the 2009 model year vehicles. CARB estimates that these regulations will reduce GHG emissions from the light-duty/passenger vehicle fleet by an estimated 18% of current levels by 2020 and by 27% of current levels by 2030.

California has passed several additional bills since AB 1493, and the Governor has signed at least seven Executive Orders (EOs) regarding greenhouse gases. Greenhouse gas statutes and executive orders include AB 32, Senate Bill (SB) 1368, EO S-03-05, EO S-20-06, EO S-01-07, EO S-13-08, EO S-14-08 (which establishes a target that all retail sellers of electricity shall serve 33% of their load with renewable energy by 2020), and EO S-21-09.

California Renewables Portfolio Standard

Established in 2002 under SB 1078, accelerated in 2006 under SB 107, and expanded in 2011 under SB 2, California's Renewable Portfolio Standard is one of the most ambitious renewable energy standards in the country. The Renewable Portfolio Standard requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33% of total procurement by 2020.

Senate Bill 97

The California legislature passed SB 97 in 2007, which called for an amendment to CEQA in order to establish that impacts associated with GHG emissions be a subject for CEQA analysis. SB 97 directed the State's Office of Planning and Research (OPR) to develop CEQA guidelines pertaining to the effects of GHG emissions and mitigation measures for those effects. The guidelines were adopted as amendments to the CEQA Guidelines and became effective on March 18, 2010.

Senate Bill 375

In September of 2008, SB 375 was passed, requiring CARB to develop regional GHG emission reduction targets for automobiles and light truck sectors for 2020 and 2035. Since the single largest source of GHG emissions in California is from passenger vehicles, the State's goal is to reduce Californians' vehicle miles traveled. SB 375 requires that Metropolitan Planning Organizations (MPOs) in California prepare and include sustainable communities strategies as part of regional transportation plans to reduce the amount of vehicle miles traveled. SB 375 enhances CARB's ability to reach AB 32 goals. SB 375 aligns three critical policy areas of importance to local government, which include (1) regional long range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve GHG emission reduction targets for the transportation sector.

4.2.2 Environmental Thresholds

Procedures for Evaluating Greenhouse Gas Emissions

The State of California Resources Agency adopted amendments to the CEQA Guidelines in March 2010 to address the measurement and mitigation of GHG emissions in CEQA documents. Although the new regulations do not require lead agencies to adopt significance thresholds with respect to GHG emissions, they do require lead agencies to estimate the amount of GHG emissions resulting from a project (CEQA Guidelines Section 15064.4). Lead agencies may analyze and mitigate the significant effects of GHG emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce GHG emissions. Later project-specific environmental documents may tier from and/or incorporate by reference the existing programmatic review (CEQA Guidelines Section 15183.5).

According to the recently amended CEQA Guidelines Section 15064.4, a lead agency should consider the following factors, among others, when assessing the significance of GHG:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and/or
- The extent to which the project complies with regulations or requirements adopted for the purpose of reducing the emissions of greenhouse gases.

An individual project does not generate sufficient GHG emissions to create a project-specific impact; therefore, the issue of GHGs typically involves an analysis of whether a project's contribution towards GHG emissions would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in conjunction with the effects of past projects, the effects of other current projects, and the effects of probable future projects (CEQA Guidelines Section 15355).

In 2009, the County Board of Supervisors (Board) directed staff to take steps to reduce the County's collective GHG emissions (Resolution 09-059). In response, the County developed a Climate Action Strategy (CAS). The CAS is a two phase project: (1) the Climate Action Study, including a countywide GHG inventory, a GHG forecast, and an evaluation of potential emission reduction measures; and (2) an Energy and Climate Action Plan (ECAP), which, if adopted, would seek to reduce the County's GHG emissions through implementation of selected emission reduction measures with the goal of achieving a GHG reduction target that is selected by the Board. On September 6, 2011, the Board adopted the CAS. In March 2013, the Board approved development of the ECAP with a target of a 15% reduction in GHG

emissions from the baseline level. This approach would be consistent with the requirements for “Tiering and Streamlining the Analysis of Greenhouse Gas Emissions,” allowing future projects to tier off the plan or incorporate it by reference for their analysis of GHG emissions (CEQA Guidelines Section 15183.5). After the adoption of the ECAP, anticipated for spring 2014, programmatic mitigation of GHG emissions will be allowed, as required under CEQA.

Until the ECAP is adopted by the Board, the County is evaluating GHG impacts on a case-by-case basis. The County currently has not adopted thresholds of significance for program-level actions such as the SCP Update’s cumulative contribution to global climate change. Santa Barbara County requires, however, that all reasonable efforts be made to disclose and minimize the project’s contribution to global climate change.

Per Santa Barbara County Air Quality Thresholds (Chapter 5) of the *Environmental Thresholds and Guidelines Manual*, the cumulative contribution of a project’s emissions to regional levels should be compared to existing programs and plans, including adopted federal and state air quality plans of Santa Barbara County. The Santa Barbara County Air Pollution Control District’s (APCD) Clean Air Plan (2010 CAP) is primarily focused on attaining state ozone standards; it includes a GHG and climate change chapter, but no regulatory measures. Per the Air Quality Thresholds, consistency with local and regional plans (e.g., CAP, Congestion Management Plan, Regional Transportation Plan) is required under CEQA. The APCD further describes that by definition, consistency with the CAP for projects subject to the Air Quality Guidelines means that direct and indirect emissions associated with the project are accounted for in the CAP’s emissions growth assumptions and the project is consistent with the policies adopted in the CAP (Santa Barbara County APCD 2011).

4.2.3 Impact Discussion

SCP EIR Previously Identified Impacts and Mitigation Measures

The SCP EIR did not evaluate GHG impacts because it was prepared prior to the requirement to analyze GHG emissions under CEQA. Therefore, there are no previously identified impacts or mitigation measures.

SCP Update Impacts Analysis

This section evaluates GHG emissions in terms of (1) consistency with the Clean Air Plan (CAP) and (2) cumulative impacts.

CAP Consistency

The CAP uses Santa Barbara County Association of Government’s (SBCAG) Regional Growth Forecasts to provide socio-economic inputs (employment and households) for transportation modeling which, in turn, provide mobile source emissions analysis for the CAP. The 2010 CAP emissions modeling was based on growth projections contained in the 2007 SBCAG Regional Growth Forecast shown in Table 4.2-1.

Table 4.2-1: Clean Air Plan Population Forecasts

Year	Population
2007*	422,600
2020	459,600
2030	481,400

* Interpolated from 2005 data and 2010 forecasts.

Source: Santa Barbara County APCD Clean Air Plan 2010, based on SBCAG 2007 Regional Growth Forecast.

As shown in Table 4.2-2 below, SBCAG’s most recent Regional Growth Forecast (2012) forecasts a smaller population growth rate up through the year 2025 than the previous forecasts, upon which 2010 Clean Air Plan was based.

Table 4.2-2: SBCAG Countywide Population Forecast

Year	Population
2010	423,800
2015	428,614
2020	445,891
2025	470,445
2030	495,000
2035	507,482
2040	519,965

Source: SBCAG 2010 – 2040 Regional Growth Forecast, adopted in 2012.

Plan Buildout

As discussed above, the CAP calculations are based on the SBCAG’s Regional Growth Forecasts. Both of these plans provide aggregated countywide population statistics. They do not contain data specifically for Summerland Plan Area. However, the population projections in SBCAG’s Regional Growth Forecast can be compared to the estimated population increase that would result from the SCP Update. Since the CAP and SBCAG population forecasts were based on buildout assumptions under current land use and zoning designations found in the County’s existing Comprehensive Plan, including the 1992 SCP, the SCP’s consistency with the 2010 CAP population projections can be assessed by whether or not the population anticipated under the SCP Update exceeds the population anticipated under the 1992 SCP. Under the SCP Update, no land use or zoning changes are proposed; thus, the projected population should not exceed the projected population incorporated into the 2010 CAP’s buildout assumptions.

Vehicle use and emissions are directly related to population (more people means more vehicle use). Populations that remain within CAP and SBCAG forecasts are accounted for with regards to APCD emissions inventories. When population growth exceeds these forecasts, emission inventories could be surpassed, affecting compliance with national or state ambient air quality standards. The Plan Area

population increase under the SCP Update is the same as under the 1992 SCP and is thus consistent with the current CAP. Plan Area buildout is an adverse but less than significant impact with regards to Clean Air Plan consistency (Class III).

Cumulative Impacts

In the absence of adopted thresholds of significance for program-level GHG emissions or an adopted countywide GHG reduction plan (i.e., ECAP), the cumulative impact analysis includes an estimate of GHG emissions (expressed as CO₂e) from buildout under the SCP Update policies. The cumulative impact analysis also includes an estimate of projected CO₂e emissions from known programs and projects in the Plan Area vicinity and compares these to the countywide emissions forecast.

Methodology

The estimated emissions per year in CO₂e were prepared for the SCP Update using the California Emissions Estimator Model (CalEEMod version 2011.1). Detailed CalEEMod results are on file in the Planning and Development Department. According to SBC APCD, CalEEMod may not be appropriate for estimating emissions from the buildout of a community plan because it can over-estimate daily emissions associated with transportation from a community plan area rather than a specific project (Santa Barbara County APCD 2011). In the absence of project-specific information, the default assumptions must be used for each emissions category, which can also overestimate emissions. The model also overestimates construction emissions because it is tailored for specific projects rather than community plans and assumes that the future homes are built all at once (i.e., site preparation and grading occurs for all buildout units and commercial development occurs within the first several years). However, buildout of the SCP would occur over a much longer period. Nonetheless, at this time, CalEEMod is recommended as the most complete and up-to-date tool for these purposes.

The estimated emissions from buildout under the SCP Update in CO₂e were calculated for 123 residential units (89 single family homes and 34 duplexes) and 18,000 sq. ft. of commercial development (Table 4.2-3).

Table 4.2-3: Estimated Operational GHG Emissions from SCP Buildout per Year

Source	CO ₂ e (metric tons) Per Year
Area	2
Energy	528
Transportation	1,154
Waste	60
Water	26
Construction	22
Total Estimated GHG Operational Emissions	1,792

Emission Factors

The GHG emissions shown in Table 4.2-3 rely mainly on six CalEEMod default factors because project-specific details are not known for buildout of the Plan Area. “Area” sources include emissions associated with hearths, consumer products (various solvents used in non-industrial applications which emit volatile organic compounds during their product use), landscaping equipment, and architectural coating. “Energy” includes emissions associated with building electricity and natural gas usage (non-hearth). “Transportation” sources include vehicle trips, emissions, and road dust associated with operational on-road vehicles. “Waste” includes GHG emissions associated with disposal of solid waste into landfills. “Water” includes the land use contribution of GHG emissions associated with supplying and treating water and wastewater. “Construction” includes fugitive dust emissions, vehicle trips, and other factors associated with site preparation, grading, building construction, paving, and initial architectural coating (South Coast Air Quality Management District 2011a).

Construction Activity

Construction generates temporary GHG emissions from the operation of construction equipment and truck trips. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. For the purpose of this analysis, construction activity is assumed to occur from 2014 to 2030 (although, as noted earlier, the model assumes the site preparation and grading for all development occurs within the first several years). Based on the CalEEMod results, construction activity for Plan Area buildout would generate an estimated 1,076 CO₂e units during the first period of construction associated with site preparation and grading. By amortizing emissions over a 50-year period as appropriate for residential projects, construction of the proposed project would generate an estimated 22 metric tons of CO₂e per year.

Cumulative Emissions

For the SCP Update, the GHG emissions estimated from buildout of the SCP are compared to cumulative GHG emissions resulting from development contemplated in the following projects: Montecito Growth Management Ordinance extension (2010); City of Santa Barbara General Plan update (Plan Santa Barbara, 2010); and the South Coast 101 HOV Lane project (2012). At this time, the City of Carpinteria is

not updating its General Plan and GHG emissions data is not available. These three projects are used for a comparative assessment of cumulative GHG emissions associated with the SCP Update buildout and the region.

The estimated annual CO₂e emitted as a result of SCP buildout as modeled with CalEEMod is about 1,792 metric tons. Total cumulative development, which includes the SCP Update, as well as cumulative projects, would generate annual CO₂e emissions estimated at 1.5 million metric tons. The SCP Update contributes less than 1% to the cumulative CO₂e emissions estimate (Table 4.2-4).

Table 4.2-4: Cumulative GHG Emissions

Long Term Emissions Source	Annual CO₂e (metric tons)
SCP Update Buildout	1,792
Cumulative Projects	
Montecito Growth Management Ordinance (Montecito Community Plan buildout)	9,562
South Coast 101 HOV Lanes (2020 build)	6,746
Plan Santa Barbara (lower growth alternative)	1,505,970
Cumulative Projects Total	1,522,278
Total Project + Cumulative	1,524,070

Santa Barbara County has developed an inventory of GHG emissions that profiles emissions for all of Santa Barbara County and, separately, for the unincorporated areas of the County only (Santa Barbara County 2012a). The inventory as a whole excludes incorporated cities, the University of California Santa Barbara, and tribal, state, and federal lands. The inventory includes emissions profiles for 1990, 2007, and business-as-usual forecasts to 2020 and 2035. The unincorporated Santa Barbara County 2020 emissions forecast is 1,919,438 metric tons CO₂e. For comparative purposes, the contribution of 1,792 metric tons of CO₂e estimated as a result of the SCP Update buildout is approximately .09% of the unincorporated countywide emissions.

County and statewide efforts to reduce future air pollutant emissions would decrease the total amount of GHG emissions associated with development under the SCP Update. The County has estimated that state policies and programs will reduce countywide GHG emissions by approximately 12% below the “business-as-usual” projection by the year 2020 (Santa Barbara County 2012a). Further emission reductions will be achieved as existing homes within the Plan Area are remodeled and current and future residents replace appliances and vehicles with new, highly energy-efficient models. For example, ENERGY STAR refrigerators, clothes washers, dishwashers and ceiling fans use 15%, 25%, 40%, and 50% less electricity than standard appliances, respectively. Installation of energy efficient appliances is

estimated to reduce current residential GHG emissions from electricity use by 2-4% (CAPCOA 2010). Additionally, vehicles in the Plan Area are being replaced over time with more energy efficient models, including zero emission models. The new Advanced Clean Cars Program is estimated to reduce GHG emissions by 34% by 2025 (CARB 2011).

4.2.4 Mitigation Measures

Programmatic Mitigation

In accordance with CEQA Guidelines Section 15126.4(c)(5) mitigation may include the identification of specific measures that may be implemented on a project-by-project basis and measures or policies that reduce the cumulative effect of emissions. While no thresholds of significance currently exist for evaluating program-level GHG emissions, this document assumes that the potential for significance exists and therefore mitigation measures are appropriate in order to reduce potential impacts to acceptable levels. The 1992 SCP incorporates several policies and actions that encourage energy conservation and air quality improvements and would be implemented on a project-by-project basis to cumulatively reduce GHG emissions:

1992 SCP Measures

- Action RRC-S-1.2: The County shall encourage and enhance opportunities for energy conservation, including:
- a. Additional conservation techniques in new construction beyond that required by state or local regulation;
 - b. Inclusion of solar water heaters;
 - c. Provision of energy efficient street lighting;
 - d. Landscaping to shade buildings;
 - e. Maintenance and expansion of trail system in Summerland and the surrounding area; and
 - f. Inclusion of a striped bikeway and sidewalks for new roadway projects, in order to provide a safe route for these zero-emission transportation alternatives.
- Policy AQ-S-1: The County shall impose appropriate restrictions and control measures upon construction activities associated with each future development project, in order to avoid significant deterioration of air quality.
- Action AQ-S-1.1: Future project construction in Summerland shall follow all requirements of the SBCAPCD, and shall institute Best Available Control Technology (BACT) where necessary to reduce emissions below APCD threshold levels.

- Action AQ-S-1.2: The applicant shall minimize the generation of fugitive dust during construction activities by observing the following:
- a. Reduce amount of disturbed area
 - b. Utilize water and/or dust palliatives
 - c. Revegetate/stabilize disturbed area as soon as possible.
- Policy AQ-S-2: The County shall, in its land use decisions, protect and enhance the air quality in Summerland consistent with CAAQS and NAAQS.³¹
- Action AQ-S-2.1: The County shall require new employers with 25 or more employees to employ the same measures, participation levels and goals of the Transportation Demand Management (TDM) Ordinance (#3922) which could include, but would not be limited to the following components:
- a. Carpool and vanpool matching and promotion - assistance in matching up participants in carpools and vanpools, employer-based incentives, and other activities to encourage carpool and vanpool use;
 - b. Transit - financial incentives paid by employers to employees to encourage use of public transit (including free bus passes and other subsidies) and reduce the number of vehicle trips;
 - c. Bicycling - improvements to increase the use of bicycling as a mode of travel, including construction of bicycle storage facilities, education and promotion programs, and showers and lockers at the workplace;
 - d. Alternative work schedules - this program complements ridesharing; alternatives to the fixed 8-hour work day, 5-day work week have become increasingly popular and useful over the past ten years. Staggered work schedules (where a group may be assigned a different start and finish time than the common schedule), flexible work hours (where employees may choose their own schedule), and a compressed work week (where the normal number of hours is worked in less than five days) are the three general categories of

³¹ California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS).

- alternate schedules; and
- e. Telecommunications - in the form of teleconferencing and telecommuting can reduce work related travel. Teleconferencing includes the exchange of information by computer, telephone or video which reduces the need for transportation of people or material. Telecommuting involves working either full-time or part-time at home or at an alternative work center.

The SCP Update includes an updated Transportation, Circulation and Parking chapter, amendments to the zoning ordinances, and updated Residential and Commercial Design Guidelines. Updated and new goals, policies, and actions in the SCP Update promote alternative modes of transportation and maximize multimodal access via transit lines, bikeways, and pedestrian trails. As transportation is the largest emitter of GHG emissions, the following goal, policies, and actions would reduce GHG emissions in the Plan Area on a project-by-project basis:

SCP Update Measures

Updated Transportation, Circulation, and Parking Chapter:

- GOAL CIRC-S-3: Promote alternative modes of transportation and maximize multimodal access via transit lines, bikeways, and pedestrian trails.
- Policy CIRC-S-10: 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-11: Wherever possible, streets shall safely accommodate pedestrian and bicycle traffic.
- Action CIRC S-11.2: 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-11.3: 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-12: 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.

Zoning Ordinances Amendments: Amendments to the zoning ordinances include updated definition of floor area, net as measured from the interior surface of exterior walls rather than the existing measurement to the exterior surface of exterior walls. This amendment would encourage thicker walls and basements, allowing for passive heating and cooling opportunities and greater energy efficiency.

Commercial and Residential Design Guidelines: The updated “green building” direction of the draft design guidelines may encourage greater energy efficiency through:

- Guidelines for passive solar and solar energy guidelines;
- Guidelines for resource efficient landscaping; and
- Guidelines to encourage living roofs.

4.2.5 Changes in Environmental Effects and Residual Impacts

In the absence of adopted thresholds of significance for program-level GHG emissions, incorporation of the aforementioned goal, policies, and actions in the SCP Update would reduce future GHG emissions, thereby resulting in decreases in the total amount of GHG emissions associated with the SCP Update. While this SEIR measures GHG emissions, there are no accepted methodologies or standards by which to determine the impacts of the cumulative emissions of all potential sources of GHG emissions in the Summerland vicinity. Therefore, the potential cumulative impacts of GHG emissions are too speculative for evaluation. Because quantitative program-level thresholds have not been established at this time and the proposed measures would reduce GHG emissions to the extent feasible, impacts are considered less than significant after mitigation (Class II).

4.3 TRANSPORTATION/CIRCULATION

This chapter discusses the potential for the Summerland Community Plan Update (SCP Update) to create new impacts to transportation and circulation, or to change the level of impacts previously analyzed in the Summerland Community Plan Final EIR (91-EIR-07) (SCP EIR).

4.3.1 Setting

Page 34 of the SCP EIR describes the transportation setting in detail, incorporated herein by reference. Below is a summary of the environmental and regulatory setting and changes since the adoption of the 1992 Summerland Community Plan (SCP).

Existing Conditions

Generally, the Plan Area's streets and intersections are operating within designated standards for vehicle movement. There are a few areas within the community where movement conflicts and safety hazards can occur between vehicles, pedestrians, and bicyclists. Roadways in the Urban and Rural Areas exhibit distinctive usage, ambiance, and character.

Summerland is largely dependent on the automobile for travel outside the Plan Area; there is no train station and only one public transit bus stops in Summerland between the City of Santa Barbara and City of Carpinteria. Because the Plan Area is nearly built-out, the basic components of the community's road system are already in place except for a limited number of new non-motorized links proposed in the project area. With the exception of QAD Inc., there are no large employers in or near the Plan Area.

Since 1992, the following transportation improvements were completed as evaluated under the SCP EIR:

- The Summerland Circulation Improvements project constructed in phases along Ortega Hill Road and Lillie Avenue from Ortega Ridge Road to Greenwell Avenue from 2007–2012. The project includes 5-foot sidewalks, ADA-compliant curb ramps, formalized parking, crosswalks, bike lanes, landscaping, and street lights.
- Ortega Hill Class I bikepath, built in 2006 adjacent to the auxiliary lane along Ortega Hill between northbound U.S. 101 on-ramp at Evans Avenue and northbound off-ramp of Sheffield Drive.

Roadways

The Plan Area circulation system includes two-lane roads, collectors, and local streets. County collector streets include Ortega Ridge Road and Ortega Hill Road in the western portion and Greenwell Avenue in the north and east portions of the Plan Area. Evans Avenue functions as a local street that provides access to the

commercial and residential portions of Summerland. Other important local streets include Olive Street and Valencia Road, both of which serve the Urban Grid residential neighborhood north of Lillie Avenue.

U.S. 101

U.S. 101 is the principal highway connecting cities between Los Angeles and San Francisco. In the Plan Area, U.S. 101 is four lanes with two interchanges at Padaro Lane and Evans Avenue. Particularly through the Plan Area, U.S. 101 typically operates with congested flow conditions during weekday and weekend peak periods. In 2006, an extra auxiliary lane was added between the Evans Avenue on-ramp and the Sheffield Drive off-ramp to allow cars entering the freeway more time to merge. Caltrans is the lead agency in U.S. 101 planning and construction efforts.

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). The South Coast 101 HOV Project would reduce congestion and delay, provide capacity for future travel demand, encourage modal shift to transit and carpooling, and improve travel time on U.S. 101 within the project limits. Construction is expected to begin in 2016 (Caltrans 2013).

Existing Level of Service (LOS) and Circulation

The County utilizes a level of service (LOS) rating system to evaluate traffic operations for roadways and intersections. Roadway and intersection levels of service are calculated based on the roadway classification and corresponding acceptable capacity (the maximum number of ADTs that are acceptable for normal operation of a given roadway) established by the County. Service levels range from LOS A indicating free flow operations to LOS F indicating congestion.

The SCP roadway classification system defines design capacity of roadways design capacity (the maximum level of Average Daily Trips [ADTs] a given roadway can accommodate) and LOS defines the acceptable capacity. All classified roadways in the Plan Area are “secondary,” meaning that they are two lane roads designed to provide principal access to residential areas or to connect streets of higher classifications to permit adequate traffic circulation. The secondary roadway designation is further subdivided into three subclasses, dependent upon roadway size, function, and surrounding uses (Table 4.3-1).

Table 4.3-1: Secondary Roadway Classifications

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

Summerland uses the Secondary 1 and Secondary 3 classifications. The acceptable capacity for a given secondary roadway is based upon the acceptable LOS for that roadway. The acceptable LOS for roadways and intersections in the Plan Area is LOS B, with the exception of Ortega Hill Road where the acceptable LOS is C. In 2008, traffic data was collected along the major secondary roadways and all roadways were operating at LOS A (Table 4.3-2). Traffic data sheets are in Appendix B.

Table 4.3-2: Existing Roadway Volumes

Roadway	Classification	Acceptable Capacity	Existing Volume	Existing LOS
Via Real	S-1	8,120	2,051	LOS A
Lillie Avenue	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	1,050–1640	LOS A
Greenwell Avenue	S-3	5,530	413	LOS A

Source: Santa Barbara County, January 2008

In 2010, intersection operations, measured in LOS, were determined at major stop controlled intersections (Table 4.3-3). The data indicates that all of the intersections are currently operating at acceptable levels of service with little or no congestion during weekday p.m. peak hours, as anticipated under the SCP EIR. Traffic data sheets are in Appendix B.

Table 4.3-3: Existing Intersection Level of Service (LOS)

Intersection	Existing Weekday Peak Hour Level of Service (LOS)
Evans/Ortega Hill	LOS A
Lillie/Greenwell	LOS A
Lillie/US NB 101 Off-ramp	LOS B
Ortega Hill/Ortega Ridge	LOS A
Ortega Hill/ US 101 NB On-ramp	LOS A
Padaro Lane/US 101 SB Ramps	LOS A
Padaro Lane/US 101 NB Ramps	LOS A
Padaro Lane/Via Real	LOS A

Source: Santa Barbara County 2010.

Road Rights-of-Way (ROW)

The 1992 SCP has prohibited road encroachment permits and the abandonment of public ROW since its adoption in 1992. ROW issues are particularly of concern in the Urban Grid, where ROW widths and surface conditions differ due to decades of fragmented development patterns. Most residential Urban Grid streets have inconsistent ROW dimensions, no curb and sidewalk improvements, dead ends, and unmaintained sections. In 2007, County Public Works reviewed six sections of County owned, unmaintained streets in the Urban Grid to determine what improvements would be necessary to bring them into the maintained road system. In general, the improvements would consist of roadway widening, drainage upgrades, and pavement restoration at an estimated cost of \$2.6 million (2007 dollars). The improvements were never commenced.

Unmaintained roadways vary in condition and generally include two types: (1) Developed, used for residential access and/or informal and adopted pedestrian pathways and (2) Undeveloped, defined by steep slopes, unstable geology, and overgrown invasive weeds.

Some ROW encroachments are beneficial improvements, such as retaining walls and erosion protection structures that stabilize slopes. However, unpermitted ROW encroachments such as walls and landscaping can intrude to the edge of pavement, leaving no space for on-street parking or pedestrian and bicyclist passage. The County's ability to maintain areas with unstable slopes subject to erosion and private property owner's ability to abate geologic hazards has been inhibited by the existing SCP prohibition on abandonment and encroachment permits.

Existing ROW Encroachment Regulations

The County Roads Code (Chapter 28, Section 28-3) requires a permit for various activities in road ROW, including excavation or fill, or installing, repairing, or removing any facilities or substructures. In addition, Section 28-106 declares a traffic nuisance for vegetation on or along the public road ROW that impairs safe use. The County Motor Vehicles and Traffic Section 23-13-10 prohibits use of the ROW for

long-term storage of boats, recreational vehicles, trailers, nonfunctional vehicles, and other items which create safety hazards on residential streets. In order to regulate permitted use of the ROW, the County's Road Commissioner sets policies for road encroachment permits.³² Generally, the policy provides for a 7-foot setback from pavement edge for encroachments where the speed limit is 25 miles per hour or under and a 10-foot setback for areas where the posted speed limit is over 25 miles per hour for all encroachments, including landscaping. All encroachments are required to be in conformance with applicable portions of the Comprehensive Plan, including the Local Coastal and community plans.

Existing ROW Abandonment Regulation

The County Public Works Department Real Property Section processes applications for abandonment of a County public road ROW, including a review by County Departments such as Fire, Transportation, Flood Control, Parks, and Real Property for potential beneficial public use of the property before processing a request. Prior to beginning the often lengthy and costly process for road abandonment, the Real Property Section works with the Senior Development Engineering Manager to determine the feasibility of the proposed road abandonment and any associated concerns that may impact it. At the conclusion of the research, the Real Property Section informs the applicant whether the proposal appears viable. The proposed road abandonment is submitted to the Planning Commission for a determination of conformity with the County's adopted General Plan,³³ including the Summerland Community Plan, in compliance with Government Code Section 65402. Additionally, all road abandonments require final action by the Board of Supervisors.

Residential Parking and Emergency Access

On-street parking for residents and visitors in the residential areas of the Urban Grid is limited due to narrow travel lanes and use of the ROW for landscaping and long-term storage of trailers or other items. Additionally, if the travel lane is only wide enough for one vehicle at a time, response times for emergency ingress and egress are reduced. To alleviate on-street parking concerns, the County can restrict or limit parking via Chapter 23 (Motor Vehicles and Traffic) of the County Code. Chapter 23 dictates restricted parking times and authorizes the Board of Supervisors to designate by resolution limited or no parking zones. Enforcement of limited or no parking zones 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.

Commercial Parking

The required number of parking spaces for commercial use is defined in the County's zoning ordinances. 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, Public

³² County of Santa Barbara Public Works Encroachment Permits – Policies, April 2008.

³³ The County's General Plan is known as the "Comprehensive Plan."

Works conducted an informal parking study in 2008 connected to the 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 was 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 roads north of Varley. Peak parking occurred at 1:00 p.m. on both weekends and weekdays, associated primarily with restaurants.

Multimodal Transportation

Rail

Union Pacific Railroad (UPRR) passes through Summerland south of and parallel to U.S. Highway 101. There are no railroad passenger service (Amtrak) stations in Summerland; the closest available train stations are in Carpinteria, approximately 4.5 miles to the southeast, or 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.³⁴ There are two public and two private at-grade crossings; safety gates are not provided at the private crossings.

A railroad siding between Greenwell Road and Padaro Lane was removed 15 years ago due to erosion and storm damage. UPRR is in the process of designing a 10,000 linear foot siding to improve passenger rail service in partnership with SBCAG and Caltrans, which would span the Toro Canyon Plan and Summerland Plan Areas.³⁵

Transit

Santa Barbara Metropolitan Transit District (MTD) provides the public with fixed-route service via Route 20, which links Summerland with the downtown Santa Barbara Transit Center and Carpinteria. Route 20 runs approximately every hour all day and every 40 minutes during rush hour. The most recent ridership study, conducted from July to November 2012, reported that during this period, a total of 159,343 people road the Route 20 bus. This number represents a 3.9% increase from the ridership in July–November 2011 (MTD 2013).

Other transit options in the south coast area include the Greyhound Bus providing daily service to San Francisco, San Luis Obispo, and Los Angeles; VISTA Coastal Express, providing daily bus service between Oxnard, Ventura, Carpinteria, and Santa Barbara; Coastal Express Limited, providing bus service between Ventura, Santa Barbara, and Goleta; Santa Barbara Airbus to Los Angeles International Airport; and Easy Lift Dial-a-Ride service between Ellwood and Summerland. For most of these options, the closest stations or terminals are located in Carpinteria to the south or in Santa Barbara to the north.

³⁴ Ventura/Santa Barbara Rail Study, Prepared for Southern California Association of Governments, March 2008.

³⁵ Personal Communication with UUPPR, November 16, 2011.

Many local residents use the County parking lot on Padaro Lane near Loon Point as an unofficial park-and-ride facility.

Bicycle/Pedestrian Circulation

Many residents walk or bike for trips within the Urban Grid or to the shoreline. Pedestrian circulation is defined by pathways without sidewalks and trails along ROW in the Urban and Rural residential areas and sidewalks in the Commercial Core. Adopted 1992 SCP and County Parks, Recreation, and Trails (PRT) corridors and informal trails on maintained and unmaintained ROW are used for circulation.

Recreational bicycling is popular in the Plan Area, including all levels of riders along roadways and bikeways. Bicycling is difficult in the residential areas of the Urban Grid because narrow roads and parked cars make it difficult to share the space with motorists. Encroachments, storage of vehicles in the ROW, and steep north-south streets also hinder bicycle passage in this area. Intrusion of landscape features and vegetation into the ROW can inhibit both pedestrian and bicycle circulation.

As envisioned in the 1992 SCP Action CIRC-S-12.2, a Class I bike lane (separate from automobile traffic), was constructed adjacent to an auxiliary lane along Ortega Hill, extending generally between the northbound U.S. 101 on-ramp at Evans Avenue and the northbound Sheffield Drive off-ramp. Although not specifically mapped in the 1992 SCP Bike Path Map, the Summerland Circulation Improvement project included 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, along with the sidewalks on Ortega Hill Road and Lillie Avenue, have greatly improved bicycle and pedestrian circulation to the Summerland Commercial Core and beaches.

The County has prepared a draft 2012 Bicycle Master Plan to help guide the construction of new bicycle-related infrastructure. Between Montecito/Summerland/Carpinteria there are 16.9 miles of existing facilities, including the Class I and Class II regional connections recently constructed in Summerland. As there is now a continuous bicycle lane through Summerland along Ortega Hill Road, Lillie Avenue and Via Real, there are no additional planned bicycle lane projects in Summerland at this time.

Beach Access and Circulation

Direct connection of the community with the shoreline is physically interrupted by U.S. 101 and the railroad tracks. Two points of crossing over or under U.S. 101 currently exist: (1) the Evans Avenue U.S. 101 underpass and at-grade railroad crossings to Lookout Park and Wallace Avenue at the west end of the Plan Area; and (2) the U.S. 101 and railroad track overpass at Padaro Lane to the public parking area at Loon Point at the east end of the Plan Area, approximately one mile from each other. These areas provide parking and facilities for residents and tourists visiting Summerland Beach or Loon Point. There is, however, no access over or

under U.S. 101 and the railroad tracks in the central part of the community, between Evans Avenue and Padaro Lane.

Southeast of the Evans Avenue underpass, beach access and a parking area exist along Wallace Avenue, which dead ends at a private property. Currently, vehicles can park on the south side of the approximately 900-foot-long avenue, where there is also an unmaintained, narrow walkway. Since 1970, parking has been prohibited on the north side of the avenue by a Board of Supervisors resolution. This area is on a bluff, and access is provided via a trail down the bluff to the beach. The avenue is narrow (approximately 15 feet wide), which can cause conflicts between parked vehicles, bicyclists, and pedestrians due to undefined parking and difficulty anticipating vehicular u-turn movements. Formalizing the parking and pedestrian pathways at Wallace Avenue would improve connectivity and safety in this area.

Regulatory Setting

State Regulations

AB 1538 Complete Streets Act

AB 1538 affects local general plans by adding the following language to Government Code Section 65302(b)(2)(A):

Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

In response, the Governor's Office of Planning and Research (OPR) developed *Update to the General Plan Guidelines: Complete Streets and the Circulation Element* to provide guidance to local jurisdictions on how to plan for multimodal transportation networks in circulation elements. The Traffic, Circulation, and Parking section of the SCP is the circulation element for the Plan Area.

Congestion Management Program

The Congestion Management Program (CMP) is a state-mandated program to address the problem of increasing congestion on regional highways and principal arterials. Santa Barbara County Association of Governments (SBCAG) is responsible for the development and implementation of the countywide CMP required in all urban counties. The CMP, most recently revised in 2009, is designed to reduce auto-related congestion and mobility issues through capital improvements. State highways and principal arterials that facilitate inter-community and intra-community travel are included in the CMP network. U.S. 101 is the only CMP network facility in Summerland.

SBCAG monitors the CMP's implementation and annually determines if the cities and county are:

- Consistent with the LOS standards;
- Maintaining a program to analyze the impacts of land use decisions to the regional roadway network; and
- Participating in the development of deficiency plans at locations that violate the LOS standards.

County Regulations

Comprehensive Plan Land Use Element and Coastal Land Use Plan

All development is required to comply with Land Use Element Development Policy 4, which is the same as Coastal Land Use Plan Policy 2-6 as follows:

Prior to issuance of a development permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and the applicant, that adequate public or private services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development. The applicant shall assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project. Lack of available public or private services or resources shall be grounds for denial of the project or reduction in the density otherwise indicated in the land use plan.

Comprehensive Plan Circulation Element

The Circulation Element identifies key roadway links and provides traffic capacity guidelines to maintain acceptable levels of service. In Summerland, the Traffic, Circulation, and Parking section of the SCP includes the roadway classifications, intersection levels of service, and capacity levels, which supersede the standards included in the Circulation Element of the County Comprehensive Plan.

County Bicycle Master Plan

The County's draft Bicycle Master Plan (Santa Barbara County 2012b) identifies infrastructure improvements needed to enhance conditions for bicycling. The plan is also intended to complement SBCAG's Draft Regional Bicycle Plan (2008). The Bicycle Master Plan does not propose any new bikeway projects in Summerland.

Carpinteria – Summerland Fire Protection District

The Fire Protection District provides development standards for private roads and driveways in accordance with the California Fire Code.

4.3.2 Environmental Thresholds

The impacts of a project are assessed against the following County thresholds. A significant traffic impact occurs when:

- a. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the value provided below or sends at least 5, 10, or 15 trips to an intersection at LOS F, E, or D.

Level of Service (including project)	Increase in V/C Greater Than
A	0.20
B	0.15
C	0.10
Or the addition of:	
D	15 trips
E	10 trips
F	5 trips

- b. Project access to a major road or arterial road would require a driveway that would create an unsafe situation, a new traffic signal, or major revisions to an existing traffic signal.
- c. Project adds traffic to a roadway that has design features (e.g., narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use that would be incompatible with substantial increase in traffic (e.g., rural roads with use by farm equipment, livestock, horseback riding, or residential roads) that will become potential safety problems with the addition of project or cumulative traffic. Exceedance of the roadways designated Circulation Element Capacity may indicate the potential for the occurrence of the above impacts.
- d. Project traffic would utilize a substantial portion of an intersection's capacity where the intersection is currently operating at acceptable levels of service (A-C), but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 V/C for intersections that would operate from 0.80 to 0.85 and a change of 0.02 V/C for intersections that would operate from 0.86 to 0.90, and 0.01 V/C for intersections operating anything lower.

The County's cumulative impact thresholds are determined based on increases in V/C ratios calculated for signalized intersections. However, the LOS for an unsignalized intersection is determined by the computed or measured control delay and not by V/C ratios. For purposes of determining cumulative impacts for unsignalized study intersections, the same traffic impact thresholds indicated in "a" above (i.e., sends at least 5, 10, or 15 trips to intersections operating at LOS F, E, or D, respectively) are used.

CEQA Guidelines Appendix G states that a project would have a potentially significant impact if it would:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for performance of the circulation system, taking into account all modes of transportation;
- Conflict with an applicable congestion management program;
- Result in a change in air traffic patterns;
- Substantially increase hazards due to a design feature;
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities.

4.3.3 Impact Discussion

SCP EIR Previously Identified Impacts and Mitigation Measures

The SCP EIR (pages 33-41) evaluated existing traffic volumes, parking concerns buildout, revised regulations and zoning changes, improvement of Lillie Avenue and Ortega Hill Road, roadway capacity planning, and other issues to determine if physical changes resulting from the 1992 SCP would have the potential to generate new traffic in Summerland.

SCP EIR Significant Impacts

The SCP EIR analyzed the impact of community plan actions and buildout on trip generation, trip distribution, future level of service (LOS), roadway capacity and intersections, as well as the ramifications of commercial space floor area ratios (FARs) on traffic, parking improvements, and safety impacts. The SCP EIR identified no significant transportation impacts from plan buildout and thus no mitigation measures were required.

SCP EIR Less Than Significant Impacts

The SCP EIR identified adverse (but less than significant) impacts from train/ automobile and train/ pedestrian collisions.

SCP Update Impacts Analysis

This section is structured by: (1) topics evaluated in the SCP EIR; (2) topics not evaluated in the SCP EIR because of the project or changed circumstances, (Multimodal Transportation); and (3) cumulative impacts.

Topics Evaluated in the SCP EIR

The discussion below is framed in the context of the following topics evaluated in the SCP EIR and changes as a result of the updated SCP Transportation, Circulation,

and Parking section: (1) SCP actions, trip generation and distribution, roadway and intersection volumes, and future level of service; (2) floor area ratio ramifications upon traffic; (3) parking; and (4) safety.

1. SCP Actions, Trip Generation and Distribution, Roadway and Intersection Impacts, Future LOS

Several of the existing 1992 SCP actions were anticipated to generate new traffic in Summerland, but all roadways and intersections were operating well within their design capacities and no significant impacts were identified as a result of implementation of SCP actions or buildout. The SCP Update removes actions that have already occurred (related to streetscape improvements and the Ortega Hill bikepath) and updates and/or consolidates remaining actions, such as the preparation of a master circulation safety plan (proposed Action CIRC-S-4.1), to reflect current conditions. The SCP Update does not change buildout, land use, or zoning; therefore, trip generation and distribution, roadway and intersection impacts, and future LOS are not changed. The updated Transportation, Circulation, and Parking section includes updated traffic and intersection counts (taken in 2008 and 2010, respectively) and found that all roadways and intersections are operating well within an acceptable level of service, as was anticipated in the SCP EIR (the SCP EIR anticipated all roadways and intersections operating within their design capacities, except U.S. 101, which is beyond the control of the County).

Impact of SCP Update on Actions, Trip Generation and Distribution, Roadway and Intersection Impact, Future LOS

The updated SCP Transportation, Circulation and Parking section is not anticipated to impact transportation, circulation, and parking because all Plan Area roadways and intersections are currently operating above the acceptable LOS under the existing and proposed plan as shown in Tables 4.3-2 and 4.3-3, and the SCP Update does not change these conditions. Therefore, impacts would remain less than significant as identified in the SCP EIR (Class III).

2. FAR Ramifications upon Traffic

The SCP EIR estimated a reasonable assumption of commercial space and residential development that could occur in the commercial zone under the plan.³⁶ A range of commercial space was evaluated using the prescribed FAR of 0.29 for commercial-only development and 0.34 for mixed use development. The SCP EIR considered the ramifications on traffic as if there were no residences associated with buildout of commercial space, which would result in an additional 72,080 sq. ft. of commercial space and would increase trip generation rates. The analysis found that trip generation rates from the 72,080 sq. ft. commercial buildout scenario would approximate 33% of the rates from the “No Project” scenario, and since significant impacts were not associated with the “No Project” scenario, buildout of the maximum commercial space allowed under the plan would not create significant roadway,

³⁶ The C-1 Limited Commercial Zone District allows one single family residence on a lot where there is no commercial use, or, on lots where commercial uses are present, residential uses that are secondary to the primary commercial use.

circulation, or intersection impacts. As discussed above, the SCP Update would not change primary unit buildout or land use designations, but it does propose minor FAR changes in the zoning ordinances as detailed in the Aesthetic and Visual Resources section, including a reduced FAR of 0.27 for commercial and 0.33 for mixed use development.

Impact of FAR Ramifications upon Traffic

The change to FAR related to buildout would reduce rather than increase commercial space and, therefore, would not add additional trips. Thus, impacts related to FAR ramifications on traffic would remain a less than significant impact as evaluated in the SCP EIR (Class III).

3. Parking

Actions included in the 1992 SCP were designed to singularly and cumulatively improve the parking situation, providing a beneficial impact. In particular, Action CIRC-S-14.1 directed a parking plan for Ortega Hill Road and Lillie Avenue, which was eventually implemented as part of the streetscape improvements, and Action CIRC-S-15.1 directed the County to consider developing guidelines to increase on-site residential parking spaces. The SCP Update continues to enhance Plan Area parking and implements the proposed increase in residential parking requirements (Action CIRC-S-18.1) as zoning ordinances amendments to help alleviate on-street parking constraints in residential areas.³⁷ The existing zoning ordinances state that a modification or variance to reduce the number of required off-street parking spaces shall not be granted unless a finding is made that the modification or variance will not result in an increase in on-street parking (Section 35.191.8 in the Coastal Zoning Ordinance and Section 35.82.130 and 35.82.200 in the Land Use and Development Code). The SCP Update zoning ordinances amendments propose to delete the finding for variances because variance findings are contained in state law and revise the finding to state that a modification shall not be granted to reduce the required number of spaces for residential development, including mixed use development, which would substantially reduce on-street parking availability.

Parking was formalized in the Commercial Core as part of the Lillie Avenue streetscape improvements, as anticipated under the SCP EIR. Based on a parking study conducted by Public Works in 2008, parking spaces along Lillie Avenue and Ortega Hill Road exceeded the demand at the time of the study. The SCP Update does not change commercial parking requirements but does include new draft policies and actions specific to parking in the commercial core to address needs if demand exceeds capacity (Policy CIRC-S-19 and Action CIRC-S-19.1).

Currently, the County Motor Vehicle Code prohibits on-street parking of any vehicle for a period of 72 or more consecutive hours (Section 23-13.1) and prohibits parking of trailers, fifth wheels, or equipment that is transported by truck or trailer which has

³⁷ Under maximum theoretical buildout, a cumulative total of 109 additional on-site residential parking spaces could be required.

been detached from the tow vehicle on any public street or right-of-way for more than 24 consecutive hours (Section 23-13-10). Due to their narrow widths, many streets in the Urban Grid currently prohibit parking on one side.

The community continues to be concerned about long-term on-street parking and storage of equipment in the ROW. Therefore, the SCP Update proposes Action CIRC-18.4 to consider locations appropriate for additional parking restrictions within the Summerland Plan Area, including time-limited or altogether prohibited parking, parking prohibited during certain hours, and/or prohibiting overnight parking for the purpose of occupancy, sleeping, or camping, including but not limited to campers, trailers, and semi-trailers. Expanded parking prohibitions and limitations would increase the availability of the ROW for short-term resident and visitor parking and non-motorized circulation.

Impact of Changes to Parking

The proposed zoning ordinances amendment to increase on-site residential parking requirements and proposed SCP Transportation, Circulation, and Parking section actions CIRC-S-18.1, CIRC-S-18.4, and CIRC-S-19.1 would substantially improve Plan Area parking and provide a beneficial impact, as anticipated in the SCP EIR (Class IV).

4. Safety

The SCP EIR found that beach parking, access improvements, and an increase in the population in Summerland due to several proposals in the “action” list (e.g., provision of additional residences, industrial, and commercial space) could lead to an increased potential for train and automobile and train and pedestrian collisions. This potential safety impact was considered adverse but less than significant (Class III) because it is a routine occurrence throughout California coastal communities for pedestrians to cross railroad tracks at locations without official at-grade crossings in order to reach the beach. The SCP Update does not change the adverse safety impact because it does not propose any new beach parking or access improvement locations, does not result in an increase in population, and does not result in any new railroad crossings.

Although not specifically evaluated as a safety impact in the SCP EIR, proposed ROW and parking policies in the Urban Grid would help alleviate traffic hazards for motorists, pedestrians, and bicyclists and improve emergency ingress and egress by discouraging parked vehicles from encroaching on the travel lanes of public roads. By allowing ROW encroachments consistent with County standards and the proposed SCP Update policies, roadway safety would be increased by allowing private improvements in the rights-of-way subject to specific standards for proposed encroachments. The Summerland Commercial Design Guidelines promote safety by encouraging careful consideration of parking, driveways, and curb cuts to minimize pedestrian/vehicle conflicts in the initial stages of project design.

Impact of Changes on Safety

The project is intended to reduce pedestrian/vehicle conflict points. Therefore, safety

impacts would remain adverse but less than significant, as evaluated in the SCP EIR (Class III).

Topics Not Evaluated in the SCP EIR: Multimodal Transportation

When the SCP EIR was prepared in 1992, multimodal transportation was not a required topic of the circulation element. Since 2011, the California Complete Streets Act (AB 1358) requires planning for development of multimodal transportation networks when cities or counties update circulation elements. The SCP Transportation, Circulation, and Parking section would expand multimodal connections within the community and to the beach. The SCP Update supports complete streets for all users consistent with AB 1358 (Policy CIRC-S-14), such as the recent Summerland Circulation Improvement project along Lillie Avenue and Ortega Hill Road, which is an example of retrofitting an existing facility to a complete street. Permitting ROW encroachment consistent with Public Works encroachment permit policies would provide a clear zone in the ROW for pedestrian and bicyclists in residential areas (Policy CIRC-S-16). The new ROW abandonment policies (Policy CIRC-S-15) and existing regulations would prevent the County from abandoning or incompatibly developing ROW that are suitable for trails.

The revitalization of Lillie Avenue could increase non-motorized local trips and reduce vehicle trips for goods and services. Average household trip reductions between 5 to 12% have been demonstrated in communities where walking and bicycles become a viable alternative to the automobile. A 25% lowering of vehicle miles travelled (VMT) has been observed where alternative transportation is combined with higher employment concentrations, public transit, mixed uses, and other supportive demand management measures.³⁸

The Summerland Commercial Design Guidelines encourages parking to be screened to minimize visual effects on the streetscape and to support enhancement of the pedestrian environment along Lillie Avenue. The guidelines discuss that visibility for cars, bicyclists, and pedestrians should be maximized to reduce potential conflicts and to increase safety. The draft Commercial Design Guidelines support pedestrian improvements thereby encouraging pedestrian activity and connectivity. The proposed project would increase multimodal connection opportunities and would therefore be a beneficial impact (Class IV).

Cumulative Impacts

SCP EIR Impacts

Cumulative transportation impacts, including existing plus buildout traffic volumes, were not considerable under the SCP EIR. Cumulative impact levels are not changing because of the SCP Update. No new rezones, general plan amendments, or conditional use permits have affected the buildout analyzed in the SCP EIR or created significant traffic impacts. Cumulative impacts would continue be less than

³⁸ National Research Council, 2009.

significant (Class III).

Cumulative Projects

Several projects are being considered in or adjacent to the Plan Area that could potentially result in a cumulative impact to transportation and circulation. They are detailed below.

South Coast 101 High Occupancy Vehicle (HOV) Project

The 1992 SCP EIR noted Caltrans' proposal to widen U.S. 101 to six lanes from Milpas Street to the Ventura County line, stating that the highway is expected to operate in the LOS E-F range in the long term, even with the proposed widening project. In 1993, Caltrans released a draft EIR that analyzed the addition of one lane in each direction, but this was met with substantial community opposition and the project was suspended. Following a series of studies sponsored by SBCAG and community outreach, a 101 Implementation Plan was developed, now known as *101 In Motion*. Caltrans is currently proposing to implement one of five elements from *101 In Motion* (add a carpool/HOV lane and commuter rail service) that together would implement a multimodal strategy to accommodate future travel demand while facilitating a modal shift to carpooling, transit, and passenger rail.

In March 2012, Caltrans released a draft EIR for the South Coast HOV Lanes project which adds one HOV lane in each direction. Traffic safety is anticipated to improve because the 101 HOV project would reduce unstable traffic flow caused by congestion (which is associated with 36% of accidents on the freeway in the expansion area) and would modernize the road and ramps. The 101 HOV project would reduce diversion of through trips onto the local street system by those seeking to avoid U.S. 101 congestion. This reduction of through traffic onto the local streets is expected to benefit bicyclists, pedestrians, and local transit users who depend on the local street system for travel (Caltrans 2012).

Beach Erosion Authority for Clean Oceans and Nourishment (BEACON) Coastal Regional Sediment Management Plan

BEACON is a California Joint Powers agency established to address coastal erosion, beach nourishment, and clean oceans. The BEACON Coastal Regional Sediment Management Plan (CRSMP) consists of capital onshore and offshore sand management, sand handling, re-nourishment, and sand retention activities. In the Focused Programmatic EIR for the CRSMP (BEACON 2011), Summerland beach was identified as the site of a sand retention pilot project that includes the placement of an offshore underwater structure to reduce beach erosion, with sand placed as infill nourishment immediately inshore of the submerged structure. This project had not yet been proposed in 1992 and thus was not evaluated as a cumulative project in the 1992 SCP EIR.

The Summerland Beach Sand Retention Project component of the CRSMP would be subject to required regulatory permits. Much of the work and sand delivery would occur by barge from offshore. However, the project would include some additional

temporary truck traffic on U.S. 101 and to Summerland beach, including conventional earth moving equipment used to grade the sand along the beach (for approximately four months). The CRSMP Focused Programmatic EIR includes mitigation measures requiring traffic studies, truck timing restrictions, and inter-jurisdictional coordination of traffic issues prior to project approval. BEACON is still in the process of determining how to implement and fund projects from the CRSMP. Comprehensive Plan consistency for the Summerland Beach Sand Retention component of the plan would be assessed when project specific details are known and will be tied to required permits from the County and other agencies.

4.3.4 Mitigation Measures

The SCP EIR found no significant impacts with the implementation of existing and proposed transportation policies and no mitigation was required. No new impacts to traffic and circulation are associated with the SCP Update and, therefore, no new mitigation is required.

4.3.5 Changes in Environmental Effects and Residual Impacts

The SCP Update would not result in any new or changed land uses that would create significant circulation system impacts beyond those previously analyzed in the SCP EIR. No residual impacts to traffic and circulation associated with implementation of the project are identified.

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5.0 POLICY CONSISTENCY

The Summerland Community Plan EIR (SCP EIR) (91-EIR-07) evaluated policy consistency under Section V, *Land Use Considerations*, pages 19–32, herein incorporated by reference.

This section provides a preliminary analysis of project consistency with the applicable County policies and programs of the Comprehensive Plan. The County Board of Supervisors will make a final determination of consistency.

This evaluation is done at the programmatic level. A finding of consistency with County policies for the project as a whole does not ensure that individual projects developed in conformance with the project will necessarily be found consistent with the Comprehensive Plan. Individual project consistency determinations are made on a project-specific basis.

5.1 SANTA BARBARA COUNTY COMPREHENSIVE PLAN

The Summerland Planning Area (Plan Area) is subject to the County Comprehensive Plan. The portion of the Plan Area within the Coastal Zone is also subject to the County Coastal Land Use Plan (CLUP).

Under California law, each county must adopt a general (comprehensive) plan to document its goals and policies for future development of the community. The plan must include the following mandatory elements: land use, circulation, housing, open space, conservation, noise, and safety. The County Comprehensive Plan also includes Agriculture, Environmental Resource Management, Energy Conservation, Scenic Roadways, Seismic Safety, and Hazardous Waste elements. Each element contains goals and policies pertaining to its environmental resource. The Comprehensive Plan is implemented and refined by community plans, including the SCP.

Like the Land Use Element of the County Comprehensive Plan, the CLUP lays out the general patterns of development throughout the coastal areas of the County. Its purpose is to protect coastal resources while accommodating appropriate development within the Coastal Zone. The other Comprehensive Plan elements are applicable within the Coastal Zone; however, when there is a conflict, the CLUP takes precedence.

5.1.1 SCP EIR and SCP Update Policy Consistency

This section includes a summary of the SCP EIR policy consistency analysis and a policy consistency analysis of the SCP Update.

SCP EIR**A. Coastal Land Use Plan**

The SCP EIR concluded that the draft SCP was consistent with the CLUP with the exception of its policies relating to agriculture. The draft SCP proposed maintaining agricultural designations for all agriculturally active rural and inner-rural parcels that would have allowed subdivision into 10-acre parcels, which may have been too small for viable agricultural operations. The EIR Addendum increased the minimum parcel size from 10 to 20 acres consistent with the goals of preserving and protecting agriculture.

B. Comprehensive Plan

The SCP EIR notes that the SCP was drafted to be consistent with the County's Comprehensive Plan. However, the SCP outlined strategies that increased the density in some residential and agricultural designations and amended the uses allowed in the commercial designation along Lillie Avenue. With adoption of the Summerland Community Plan Overlay, the SCP was considered consistent with the Comprehensive Plan.

For a complete discussion of project consistency, please refer to Section V, *Land Use Consistency*, of the SCP EIR.

SCP Update

The SCP Update includes a new Transportation, Circulation, and Parking section and changes to the Visual and Aesthetics section. The SCP Update is consistent with all the following applicable policies of the Comprehensive Plan, the CLUP, and other policy documents (Table 5.1-1):

Table 5.1-1: SCP Update Policy Consistency Analysis

Policy	Consistency Analysis
<p>Coastal Land Use Plan/ Coastal Act – Visual Resources</p> <p>Coastal Act Policy 30251: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.</p>	<p>Consistent: The SCP Update includes policies to protect the scenic and visual qualities of coastal areas including updated height limits, height maximums, and floor area ratios (FAR) to ensure that structures are visually compatible with the character of surrounding areas and to encourage structures that follow slope contours. Furthermore, the draft commercial and residential design guidelines provide extensive guidance to protect public views, neighborhood character, and visual resources.</p>
<p>Coastal Land Use Plan – Visual Resources</p> <p>Policy 4-2: All commercial, industrial, planned development, and greenhouse projects shall be required to submit a landscaping plan to the County for approval.</p>	<p>Consistent: The County requires landscape plans for commercial, industrial, planned development and greenhouse projects.</p> <p>The SCP Update includes policies to protect the scenic and visual qualities of coastal areas</p>

Policy	Consistency Analysis
<p>Policy 4-3: In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment, except where technical requirements dictate otherwise. Structures shall be subordinate in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places.</p> <p>Policy 4-4: In areas designated as urban on the land use plan maps and in designated rural neighborhoods, new structures shall be in conformance with the scale and character of the existing community. Clustered development, varied circulation patterns, and diverse housing types shall be encouraged.</p> <p>Policy 4-6: Signs shall be of size, location, and appearance so as not to detract from scenic areas or views from public roads and other viewing points.</p>	<p>including updated height limits, height maximums, and floor area ratios (FAR) to ensure that structures are visually compatible with the character of surrounding areas and to encourage structures that follow slope contours.</p> <p>The zoning ordinances contain special sign standards for Summerland that address size, location and appearance. The Summerland Commercial Design Guidelines also address appropriate signage for this area.</p>
<p>Land Use Element – Visual Resources</p> <p>Visual Resources Policy 2: In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environmental, except where technical requirements dictate otherwise. Structures shall be subordinate in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places.</p> <p>Visual Resources Policy 3: In areas designated as urban on the land use plan maps and in designated rural neighborhoods, new structures shall be in conformance with the scale and character of the existing community. Clustered development, varied circulation patterns, and diverse housing types shall be encouraged.</p>	<p>Consistent: Land Use Element policies 2 and 3 are the same as Coastal Land Use Plan Policy 4-3 and 4-4. The SCP Update includes policies to protect the scenic and visual qualities of coastal areas including updated height limits, height maximums, and floor area ratios (FAR) to ensure that structures are visually compatible with the character of surrounding areas and to encourage structures that follow slope contours.</p>
<p>Land Use Element – Hillside and Watershed Protection</p> <p>Hillside and Watershed Protection Policy 1: Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.</p> <p>Hillside and Watershed Protection Policy 2: All development shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural</p>	<p>Consistent: The SCP Update includes policies to protect the scenic and visual qualities of hillside areas including updated height limits, height maximums, and floor area ratios (FAR) to ensure that structures are visually compatible with the character of surrounding areas and to encourage structures that fit the site topography and follow slope contours.</p>

Policy	Consistency Analysis
<p>features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited to development because of known soil, geologic, flood, erosion or other hazards shall remain in open space.</p>	
<p>Land Use Element – Parks/Recreation</p> <p>Parks/Recreation Policy 1: Bikeways shall be provided where appropriate for recreational and commuting use.</p> <p>Parks/Recreation Policy 4: Opportunities for hiking and equestrian trails should be preserved, improved, and expanded wherever compatible with surrounding uses.</p>	<p>Consistent: The SCP Transportation, Circulation, and Parking section includes policies designed to improve multimodal circulation and trail opportunities wherever possible. The SCP Update includes new policies for right-of-way encroachments and abandonments with provisions to preserve recreation and trail opportunities.</p>
<p>Coastal Land Use Plan/Coastal Act – Coastal Access</p> <p>Coastal Act Policy 30252: The location and amount of new development should maintain and enhance public access to the coast by: (1) facilitating the provision or extension of transit service; (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads; (3) providing non-automobile circulation within the development; (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation; (5) assuring the potential for public transit for high-intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.</p>	<p>Consistent: The SCP Update includes Summerland Commercial and Residential Design Guidelines to protect the scenic and visual qualities of coastal areas and a revised Transportation, Circulation, and Parking section to enhance multimodal transportation opportunities and beach access parking.</p>
<p>Circulation Element</p> <p>Policy A: The roadway classifications, intersection levels of service, and capacity levels adopted in this Element shall apply to all roadways and intersections within the unincorporated area of the County, with the exception of those roadways and intersections located within an area included in an adopted community area plan. Roadway classifications, intersection levels of service, and capacity levels adopted as part of any community or area plan subsequent to the adoption of this Element shall supersede any standards included as part of this Element.</p> <p>Policy E: A determination of project consistency with the standards and policies of this Element shall constitute a</p>	<p>Consistent: The SCP Update includes a revised Transportation, Circulation, and Parking section that retains the roadway classifications, intersection levels of service, capacity levels, and determination of project consistency adopted in the SCP.</p>

Policy	Consistency Analysis
<p>determination of project consistency with the Land Use Element's Land Use Development Policy #4 with regard to roadway and intersection capacity.</p>	
<p>Santa Barbara County Air Pollution Control District Clean Air Plan (CAP) (2010)</p> <p>The CAP is a comprehensive planning document that is required by federal and state law to show how the county will reduce ozone air pollution to meet health standards. The CAP contains a set of transportation control measures, including ridesharing, employee-based transportation systems management programs, bicycling, motor vehicle improvements, and alternative work schedules.</p>	<p>Consistent. Consistency between the 2010 CAP and the project means that stationary and vehicle emissions associated with the existing and future land use development and resulting population and traffic increases are accounted for in the 2010 CAP emissions growth assumptions. The 2010 CAP relies on the land use and population projections provided in the 2007 SBCAG Regional Growth Forecast. The Regional Growth Forecast is generally consistent with the local plans; therefore, the 2010 CAP is generally consistent with local general plans. No land use or zoning changes are proposed for the Plan Area and therefore the SCP Update is potentially consistent with the 2010 CAP.</p>
<p>Update to the General Plan Guidelines: Complete Streets and the Circulation Element</p> <p>The California Complete Streets Act (Assembly Bill 1358) requires jurisdictions to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the community.</p>	<p>Consistent: The SCP Update includes a revised Transportation, Circulation, and Parking section that includes multimodal transportation policies within the context of the community that address complete streets, pedestrian and bicycle routes, road safety, connectivity, beach access, and parking.</p>

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6.0 ALTERNATIVES

Pursuant to CEQA Guidelines Section 15126.6, an Environmental Impact Report (EIR) shall describe a range of reasonable alternatives to the project, or to the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant impacts of the project. CEQA Guidelines Section 15126.6(b) notes that "...the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." Project objectives are listed in Section 2.2 of this Supplemental EIR (SEIR).

If there is an "environmentally superior" alternative to the proposed project, it must be identified. Analysis of the No Project Alternative is also required pursuant to CEQA Guidelines Section 15126.6(e). If the environmentally superior alternative is the No Project Alternative, the EIR must identify an additional "environmentally superior" choice among the other project alternatives.

This chapter is structured by analysis of: (1) previously identified alternatives; (2) No Project Alternative; (3) Alternative A: Floor Area Ratio Exchange; and (4) Environmentally Superior Alternative.

6.1 PREVIOUSLY IDENTIFIED ALTERNATIVES

The Summerland Community Plan (SCP) EIR, (91-EIR-07) (SCP EIR) considered the following alternatives:

- No Project (buildout without the SCP);
- Alternative #1: "White Hole" area ranchettes;
- Alternative #2: Elimination of Industrial Space and Mixed Uses;
- Alternative #3: Agricultural Package; and
- Alternative #4: Open Space and Recreation with Concentrated Urban Growth.

The alternatives evaluated in the SCP EIR addressed a range of reasonable alternatives and provided adequate analysis applicable to the Summerland Community Plan Update (SCP Update). This SEIR incorporates the SCP EIR Alternatives Section IX, herein by reference. The SCP Update does not change existing land uses evaluated under the SCP, and therefore does not affect the alternatives reviewed in the SCP EIR. The Board of Supervisors adopted a modified Alternative #3, identified as the environmentally superior alternative, as the final project description for the SCP.

6.2 SCP UPDATE ALTERNATIVES

6.2.1 The No Project Alternative

CEQA Guidelines Section 15126.6(e) states that the No Project Alternative should examine what would be reasonably expected to occur in the foreseeable future if the SCP Update was not adopted. The No Project Alternative assumes continued buildout under the existing SCP and would involve the environmental conditions evaluated under the SCP EIR. It would not include the amendments to the Transportation, Circulation, and Parking section or to the zoning ordinances, and it would not include changes to the 1992 Board of Architectural Review Guidelines for Summerland (1992 Design Guidelines).

The SCP Update improves aesthetics, multimodal transportation, and recreation through updated provisions in the Transportation, Circulation, and Parking section, updated Residential and Commercial Design Guidelines and associated zoning ordinances amendments.

Impact Summary

Under the No Project Alternative, the County would continue to use the 1992 SCP and 1992 Design Guidelines and Summerland Plan Area (Plan Area) would continue to buildout with land uses consistent with the 1992 SCP. However, the SCP Update project objectives would not be met. For example, steps would not be taken to allow greater flexibility in design and to achieve consistency with countywide height and floor area measurement methodologies. Unpermitted public right-of-way (ROW) encroachments would continue, and unmaintained ROW would remain neglected. Height would continue to be calculated in a manner that encourages flat building pads and allow large building faces to impact public views and community character. In addition, the 1992 SCP and 1992 Design Guidelines would not reflect changes in community character and objectives that have occurred over the course of the past two decades.

6.2.2 ALTERNATIVE A: Floor Area Ratio Exchange

Outside the Urban Grid, the Floor Area Ratio (FAR) Exchange Alternative (Alternative A) would allow a principal dwelling larger than the maximum allowable square footage specified in the zoning ordinances in exchange for relinquishing development rights to (1) one potential or existing lot and (2) one potential principal dwelling. Alternative A would be implemented through the following proposed new development standard and zoning ordinances amendment:

SCP Update Amendment

Dev Std VIS-S-X: 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 in exchange for relinquishing development rights to (1) one potential or existing lot and (2) one potential principal dwelling. The purpose is to provide an incentive for preserving open space, agricultural lands, and scenic resources by lowering densities and reducing nonconforming lots in sensitive areas.

Zoning Ordinances Amendment

Outside the Urban Grid, up to one-half of the maximum allowable square footage of a potential principal dwelling specified in Section 35-191.5 of the Coastal Zoning Ordinance or Section 35.28.210 G.2.a. of the Land Use and Development Code may be applied towards an existing or proposed principal dwelling in any of the following circumstances:

1. Elimination of potential subdivision. Square footage may be transferred within a lot that could be subdivided under the current zoning, subject to a deed restriction prohibiting future subdivision of the lot. The square footage to be transferred shall be based on a potential lot that is the same size as the minimum lot area under the current zoning.

2. Elimination of existing lot. Square footage may be transferred from one lot that could not be subdivided under the current zoning to a contiguous lot that could not be subdivided under the current zoning, subject to the merger of the two lots into one lot and a deed restriction prohibiting future subdivision of the newly created lot.

In 1 and 2 above, the size of the existing or proposed principal dwelling shall not exceed 12,000 square feet. Development of the additional square footage shall be consistent with all other applicable policies, design guidelines, and regulations.

Alternative A would achieve the project objectives and is within the scope of the project. By allowing one larger principal dwelling, Alternative A would provide an incentive to preserve open space, agricultural lands, and scenic resources by reducing development potential. Alternative A also could reduce development potential on adjacent lots that are nonconforming in size.

The result of applying Alternative A is shown in Table 6.2-1.

Table 6.2-1: Alternative A: Floor Area Ratio Exchange Buildout Reduction

Area Designation	SCP Update Buildout Potential (Units)	SCP Update FAR Potential (Square Feet)	Alternative A Buildout Potential Reduction (Units) ^a	Alternative A FAR Potential Reduction (Square Feet)
Urban Area (outside Urban Grid)	9	31,291	7	15,646
EDRN	16	96,678	10	29,339
Rural Area (outside EDRN)	20	151,746	10	36,000
Total	45	279,715	27	80,985

a. Based on a reasonable maximum utilization of the FAR exchange and adjacent development on underdeveloped or vacant parcels.

Based on remaining buildout outside the Urban Grid, Alternative A could reduce approximately 27 single family dwellings from buildout totaling up to 80,985 square feet of residential development potential.³⁹ Alternative A could reduce approximately 60% of the additional potential residential buildout outside the Urban Grid, or about 22% of additional potential residential buildout for the entire Plan Area.

Because Alternative A could reduce development potential, it could also reduce the development of fences and walls, guesthouses, artist studios, cabañas, garages, on-site parking spaces, residential second units, agricultural accessory structures, and swimming pools that characterize estate style development often seen outside the Urban Grid. For example, Alternative A has the potential to preclude 27 residential second units or guesthouses, 27 garages, and/or 27 cabanas or artist studios, assuming each relinquished principal dwelling would have fully developed these accessory structures. Similarly, Alternative A could reduce the need for up to 88 additional parking spaces associated with relinquished principal dwellings and accessory uses (includes the requirement for either one or two additional parking spaces depending on lot size). Development intensity overall would be reduced with Alternative A.

Impact Summary

Visual Resources and Aesthetics

Alternative A could reduce development potential in areas identified as visually sensitive, including Ortega Hill, Padaro Lane, and the Rural Area. The removal of additional development potential from these areas would help preserve the Plan Area's visual character and reduce impacts compared to maximum theoretical buildout identified in the SCP EIR.

The aesthetic impacts of allowing larger homes of up 12,000 square feet would be

³⁹ The square footage is based on half the total available FAR based on lot size, or 4,000 square feet if the available lot FAR is greater than 4,000 square feet. The intent is to consider the transfer of smaller, possibly non-conforming lot size FAR.

offset by the relinquishment of development rights on one existing or potential lot and on one principal dwelling and accessory development. All structures would still need to be consistent with existing regulations, including the SCP and Comprehensive Plan policies, design guidelines and review findings, and zoning ordinances development standards.

The mitigations from the SCP EIR would still apply, and the FAR transfer provision would support SCP EIR *MM Strategy 19.9*, which applies design controls to agricultural subdivisions to avoid significant visual and aesthetic impacts. Alternative A would not affect SCP EIR *MM Strategy 19.2*, which adjusted the Urban and Rural Area boundary lines and requires adherence to the County Ridgeline and Hillside Development Guidelines. Allowing the transfer of FAR could decrease development potential and associated site development (i.e., access drives, parking, residential second units, and accessory structures), which would reduce the visual and aesthetic impacts resulting from future subdivisions of large parcels.

Greenhouse Gas (GHG) Emissions

There were no significant impacts to GHG emissions identified in the SCP EIR or with the SCP Update. The potential removal of 27 principal dwelling units from maximum theoretical buildout would incrementally reduce short-term emissions resulting from construction and long-term emissions resulting from operations. This would lead to a small reduction in cumulative regional GHG emissions.

Transportation and Circulation

There were no significant impacts to transportation identified in the SCP EIR or with the SCP Update. Based on the maximum potential number of principal dwelling units that could be reduced with Alternative A, approximately 27 units would be removed from SCP buildout. The reduced units would result in fewer trips generated in the Plan Area.

Achievement of Proposed Objectives

Other than a reduction in residential buildout, no policy changes are presented by Alternative A. In general, given the potential reduction in principal dwelling units in the area outside the Urban Grid, some reduction in potentially significant impacts could occur. Alternative A would meet the project objectives to preserve neighborhood character and charm and to regulate residential development, including estate-style development outside the Urban Grid.

6.3 ALTERNATIVES COMPARISON AND RESIDUAL IMPACTS

Relevant residual plan and cumulative impacts and mitigation measures from the SCP Update, No Project Alternative, and Alternative A are summarized below in Table 6.3-1.

Table 6.3-1: Alternatives Comparison⁴⁰

Environmental Resource	Project: SCP Update	No Project: 1992 SCP	Alternative A: FAR Exchange
Aesthetics and Visual Resources	III and IV	II (+)	III and IV (-)
Greenhouse Gas Emissions	II	N/A	II (-)
Transportation	III and IV	III (+)	III and IV (-)
Key: II – Less Than Significant Impact After Mitigation III – Less Than Significant Impact IV – Beneficial Impact (+) – The impact is greater than the proposed project (-) – The impact is less than the proposed project			

6.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project Alternative would generally have a greater environmental impact than the SCP Update because it would not implement the following measures: (1) a new SCP Transportation and Circulation chapter which reflects streetscape improvements, improves multimodal transportation, recreation, and aesthetics; (2) zoning ordinances amendments that provide greater flexibility in design and greater consistency with countywide practices; and (3) design guidelines that address redevelopment of the commercial core and respond to residential development trends. Other than GHG emissions, which were not evaluated under the 1992 SCP, the SCP Update does not have any new significant impacts over the No Project Alternative, but aesthetics and visual resources and multimodal transportation are improved with the SCP Update.

The FAR Exchange Alternative A could reduce buildout by allowing property owners to relinquish development rights to (1) one potential or existing lot and (2) one potential principal dwelling in exchange for a principal dwelling larger than the maximum allowable square footage specified in the zoning ordinance. Alternative A has the potential to reduce 27 principal dwelling units from buildout outside the Urban Grid, as well as the development of fences and walls, guesthouses, artist studios, cabañas, on-site parking spaces, residential second units, agricultural accessory structures, and swimming pools. Most of the development potential removed would be from areas identified as visually sensitive, including Ortega Hill, Padaro Lane, and the Rural Area. The removal of additional development potential from these areas would help preserve the Plan Area's visual character and would result in fewer impacts to each environmental resource compared to impacts resulting from maximum theoretical buildout identified in the SCP EIR and SCP Update. Therefore, this SEIR finds that Alternative A is the environmentally superior alternative.

⁴⁰ This list does not include environmental resources that were not evaluated in this SEIR because there was no change in circumstances or level of impacts.

7.0 OTHER CEQA SECTIONS

This section addresses the analysis required under CEQA Guidelines Section 15126, including growth inducing effects, significant unavoidable effects, and significant irreversible effects. In addition, pursuant to CEQA Guidelines Section 15128, this section includes a brief discussion of subject areas determined not to be significant and that are therefore not discussed in detail in the SEIR.

7.1 SIGNIFICANT ENVIRONMENTAL IMPACTS

7.1.1 Significant Environmental Effects of the Proposed Project

CEQA Guidelines Section 15126.2(a) requires that an EIR identify the significant environmental effects of the proposed project. Changes proposed in the SCP Update were evaluated for impacts to aesthetics and visual resources and transportation/circulation. The SEIR also evaluated climate change/greenhouse gas emissions as a new topic that was not previously evaluated in the SCP EIR. The SEIR evaluated direct and indirect effects as well as potential short-term and long-term impacts. No significant environmental effects to aesthetic and visual resources, greenhouse gas emissions and transportation/circulation were identified.

7.1.2 Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project is Implemented

CEQA Guidelines Section 15126.2(b) requires that an EIR identify those significant environmental impacts that cannot be reduced to a less than significant level with the application of mitigation measures. The SCP EIR found that implementation of the SCP would result in significant, unavoidable impacts to the following impact categories:⁴¹

- Air Quality;
- Noise; and
- Water Supply.

The SCP Update does not include revisions that could potentially change the significant and unavoidable (Class I) impacts to air quality, noise, and water supply identified in the SCP EIR and no additional significant environmental effects not previously identified in the SCP EIR would result from implementation of the SCP Update.

⁴¹ The SCP EIR identified a Class I impact to Agriculture which was subsequently reduced to a Class II impact with the SCP EIR Addendum.

7.1.3 Significant Irreversible Environmental Changes Which Would be Caused by the Proposed Project Should it be Implemented

A discussion of any significant irreversible environmental changes caused by the proposed project is required under CEQA Guidelines Section 15126.2(c), and may include the following:

- Use of non-renewable resources during the initial and continued phases of the project, which would be irreversible because a large commitment of such resources makes removal or non-use unlikely;
- Primary impacts and, particularly secondary impacts (such as highway improvement that provides access to a previously inaccessible area), which generally commit future generations to similar uses; and
- Irreversible damage that may result from environmental accidents associated with the project.

The SCP Update is not changing buildout or expanding infrastructure and, therefore, would not change the irreversible environmental effects evaluated in the SCP EIR.

7.1.4 Growth-Inducing Impact of the Proposed Project

CEQA requires a discussion of the ways in which a proposed project could induce growth. CEQA Guidelines Section 15126.2(d) identifies a project to be growth inducing if it would:

- Foster economic or population growth either directly or indirectly in the surrounding environment;
- Foster the construction of additional housing;
- Establish a precedent setting action that changes land use patterns in adopted plans;
- Remove an obstacle to growth, such as a major expansion of a water treatment plant; and
- Encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively.

Population Growth and Housing

The SCP Update does not change the existing land use designations, zoning, or buildout of residential or commercial properties as discussed in the 1992 SCP EIR. Therefore, the SCP Update would not change population growth assumptions, remove obstacles to population growth, or construct additional housing or commercial buildings that were not previously identified in the SCP EIR.

Economic Growth

The SCP Update does not change the existing land use designations or zoning. The SCP EIR considered long-term employment generation to be moderately growth inducing because buildout could attract a limited number of newcomers to the area. However, the moderate growth potential is limited by the SCP, which balances residential and commercial growth with physical constraints to development. The SCP Update does not facilitate any additional employment opportunities or economic growth beyond that already analyzed in the SCP EIR.

Precedent Setting Action

The SCP Update proposes new transportation, circulation, and parking polices; separate commercial and residential design guidelines; and zoning ordinance amendments. Many of the changes proposed as part of the SCP Update would require Plan Area projects to use methodologies and standards that are consistent with those used in the rest of the County. Other proposed actions are unique to Summerland, but they would not establish a precedent that would change the underlying established land use patterns in the Plan Area.

Removing Obstacles to Growth or Other Activities that Could Affect the Environment

In the context of growth inducing impacts, the SCP EIR discussed circulation and parking improvements and extension of urban services. Parking and circulation improvements were not considered particularly growth inducing in and of themselves, although some improvements could facilitate residential and commercial buildout. For the most part, they were designed to increase safety and ease of access rather than induce economic or population growth.

The SCP Update's new Transportation, Circulation, and Parking section proposes revisions to improve multimodal transportation options and to improve public health and safety. The SCP Update does not include any actions that would remove obstacles to growth or lead to other growth related activities that could affect the environment. No new streets, water, sewer, or other infrastructure improvements are proposed as part of the SCP Update.

Actions Potentially Affecting the Environment.

SCP EIR Section VII E, *Irreversible Adverse Impacts*, included a discussion of actions potentially affecting the environment and identified the following irreversible environmental changes from implementation of the SCP:

[I] Increase the long-term demand for public services (e.g., police and fire protection); expend non-renewable energy resources; increase traffic and decrease air quality; increase water and wastewater treatment demands; contribute to the incremental loss of open space and agricultural productivity; and result in increased population in Summerland.

In comparison to the existing SCP, the SCP Update would provide greater protection of visual resources and more up-to-date information on transportation improvements. The SCP Update would also enhance community character to a greater extent than would the existing SCP. The SCP Update would not encourage or facilitate other activities or actions that could significantly affect the environment, either individually or cumulatively, when compared to buildout of the SCP.

7.2 ISSUE AREAS NOT DISCUSSED IN DETAIL IN THE SEIR

CEQA Guidelines Section 15128 requires that an EIR include a statement indicating the reasons that certain possible significant effects of a project were determined not to be significant and were therefore not discussed in detail. The SCP EIR included a discussion of impacts found not significant under Section VII, incorporated herein by reference.

The SEIR reviewed environmental impacts and mitigation measures for each issue area addressed in the EIR to determine if the SCP Update would result in significant changes and/or new impacts not previously addressed. This section summarizes the subject areas and impacts discussed in the 1992 EIR that were not discussed in detail in the SEIR because they would not be affected by the SCP Update. The reasons these subject areas were found not to be significant in this SEIR are briefly described below.

7.2.1 Agriculture

The SCP EIR identified a Class I impact to agriculture based on potential conflicts arising from incompatible residential land uses on parcels adjacent to agricultural parcels and from potential subdivision of agricultural parcels that would reduce agricultural viability. Mitigation was proposed that changed the zoning on some agriculturally zoned parcels from AG-I-10 (10-acre minimum lot size) to AG-I-20 (20-acre minimum lot size) consistent with the goals of preserving and protecting agriculture. This mitigation measure reduced impacts to a less than significant level.

The SCP Update does not change any existing SCP agriculture policies, land use designations, or zoning and, therefore, would not result in new incompatible land uses or subdivisions. The project would not significantly impact agricultural production or farmlands of state or local importance, result in the conversion of prime agricultural land, impair agricultural land productivity, or conflict with agricultural preserve programs. The SCP Update includes a potential to increase FAR on 10 large lots zoned for agriculture, which could result in approximately 2,200 sq. ft. of additional development on each of 10 parcels. The SCP Update also includes a requirement for additional residential parking spaces, which could result in a total of approximately 20 additional parking spaces (2 additional parking spaces per lot), or 140 sq. ft. per parking space of additional development. While the FAR and parking changes could result in the aforementioned increases in residential development envelopes adjacent to or on agriculturally zoned lands, the change throughout the Plan Area is not significant enough to reduce agricultural production or

convert prime agricultural land and, therefore, the project would not create new impacts to agricultural resources.

7.2.2 Air Quality

The SCP EIR identified three Class I air quality impacts: (1) cumulative impacts as growth allowed by the SCP would exceed growth planned under the 1991 Air Quality Attainment Plan (AQAP) and, therefore, the level of growth was considered inconsistent with the AQAP; (2) short-term impacts from construction emissions; and (3) long-term impacts from commercial and residential buildout. The Board of Supervisors Statement of Overriding Considerations (SOC) for the SCP EIR found that, short of adopting a growth management ordinance for Summerland that would limit the number of new dwelling units to 60 by the year 2005 (or four units a year) to be consistent with the projections of the AQAP, there would remain Class I impacts to air quality. The adoption of a growth management ordinance was not proposed and the EIR did not identify any feasible mitigation measures to reduce these impacts to less than significant. The SOC determined that the benefits of the SCP outweighed the significant unavoidable effects and that these effects are nonetheless acceptable, based on individual and collective overriding considerations.

The SCP Update does not change land use or buildout assumptions. Although the SCP EIR identified that full buildout would exceed growth planned under the 1991 AQAP, the Air Pollution Control District (APCD) now uses a Clean Air Plan (CAP) to report how the County will attain federal and state air quality standards. The 2010 CAP forecasts transportation emissions based on the SBCAG Growth Forecast.⁴² The SBCAG Growth Forecast includes the buildout anticipated under the SCP, which was not included in the 1991 AQAP. The buildout published in the 1992 EIR and as updated for this SEIR is consistent with the 2010 APCD CAP; therefore, the project is now consistent with the cumulative impacts threshold used in the SCP EIR, and cumulative impacts are no longer considerable due to the change in regulatory circumstances. The project would not result in any new air quality impacts.

7.2.3 Archaeological Resources

The SCP EIR identified one impact to archaeological resources from earth disturbances, such as grading and trenching for utilities, that could significantly impact archaeological sites or properties of historic or cultural significance. Mitigation was proposed as an SCP policy and strategy, which reduced the impact to less than significant and was implemented in the SCP as Policy HA-S-1 and Action HA-S-1.1 to protect significant cultural, archaeological, and historical resources.

The SCP Update does not change archaeological resource policies and no new earth disturbance activities or effects would occur beyond those previously identified and discussed in the SCP EIR. The SCP Update includes a potential to increase

⁴² Regional Growth Forecast 2005-2040, Appendix 5. SBCAG, 2007.

FAR on large lots, which could result in approximately 1,800 sq. ft. of additional development on each of 12 parcels, and a requirement for additional residential parking spaces, which could result in a total of approximately 109 additional parking spaces, or 140 sq. ft. per parking space of additional development. While the FAR and parking changes could result in minor increases in earth disturbances, the increase is not significant and the SCP policy and action listed above would protect any known or discovered archaeological resources.

In accordance with Senate Bill 18,⁴³ the County requested a Native American contacts list and a sacred lands file search from the Native American Heritage Commission in 2011 and 2012. The County contacted three tribes for consultation on the SCP Update. However, the County did not receive any responses or requests for consultation.

The sacred lands file search did not identify any Native American cultural places or archaeological resources in the immediate project area. (The specific results of the sacred lands file search are confidential.) The SCP Update is not anticipated to have any new impacts because the existing SCP contains a policy and four action measures that protect and preserve significant archaeological and historical resources. In part, the action measures require the County to determine whether a project site is located near a known archaeological site or in an area with potential archaeological resources. A Phase I survey is typically required if the project has the potential to effect archaeological resources. Therefore, the project would not result in new impacts to archaeological resources beyond those previously identified and discussed in the SCP Update.

7.2.4 Biological Resources

The SCP EIR identified two potentially significant biological resources impacts to Environmentally Sensitive Habitats (ESH) from buildout: (1) impacts to ESH from new development and (2) impacts due to a reduction in biological diversity resulting from urbanization. The SCP EIR identified 13 mitigation measures and concluded that with mitigation, biological resources impacts would be less than significant.

No significant changes to biological resources have occurred since 1992. The proposed project would not alter existing land use designations, maximum theoretical buildout, or existing regulatory mechanisms; consequently, no changes to the impacts or mitigation measures analyzed in the SCP EIR would occur.

7.2.5 Electromagnetic Fields

The SCP EIR evaluated potentially significant adverse impacts to human health associated with exposure to electromagnetic fields from buildout occurring in the “White Hole” Areas B, C, and D because they are adjacent to a Southern California

⁴³ Senate Bill 18 (Chapter 905, Statutes of 2004) requires cities and counties to contact, and consult with California Native American tribes prior to amending or adopting any general plan or specific plan, or designating land as open space.

Edison substation. There were initially no policies or implementing strategies addressing this issue in the SCP. A mitigation measure required a study and design modifications if needed for any proposed development on the affected White Hole properties, implemented as Action LU-S-WH-6.1 in the SCP. With incorporation of this mitigation measure, impacts associated with electromagnetic fields would be less than significant.

Since 1992, Areas C and D have been developed with residential units and a public park, and Area B is still vacant. The SCP Update does not change any of the policies associated with the White Hole properties, and because there are no land use or zoning changes, the SCP Update would not result in any new impacts to human health from electromagnetic fields.

7.2.6 Energy Conservation

The SCP EIR evaluated energy conservation under Section VII, Impacts Found Not Significant, and noted that future development would directly, via electricity and natural gas use, and indirectly, via gasoline consumption, increase energy demands. As a plan-level document, the SCP EIR could not analyze the precise extent of energy consumption impacts. Because development would be subject to all applicable energy conservation ordinances and requirements of the state and county, there were no impacts related to energy conservation.

The SCP Update does not change land uses and would not result in increased population that would require the provision of additional energy sources or services; thus, no change to the potential impact analyzed in the SCP EIR would occur.

7.2.7 Fire Hazards

The SCP EIR evaluated fire hazards under Section VII, Impacts Found Not Significant, and determined that the SCP would not result in an increase in fire hazards in the community because new development is required to meet the Fire Code and Fire Department Development Standards.

Since 1992, fire protection has increased with adoption of new statewide high fire hazard severity zones, updated high fire hazard area building codes, and improved defensible space clearance requirements. The SCP Update would not change land use or result in increased population that would require additional protection for fire hazards.

7.2.8 Geology and Soils

The SCP EIR found two potentially significant impacts related to geology and soils: (1) radon gas could result in significant adverse health impacts and (2) slope instability and landsliding could result in significant impacts to new structures. These impacts were mitigated to a less than significant level by additional strategies in the SCP, including actions providing additional geological restrictions designed to

reduce exposure to radon gas (Actions GEO-S-2.4, GEO-S-2.6 and GEO-S-2.7) and actions requiring a detailed drainage and erosion and sediment control plan to reduce risks from slope instability (Actions GEO-S-2.2 and GEO-S-2.3). SCP EIR commercial and residential buildout impacts to soil-related hazards, seismic hazards, and beach and bluff erosion were reduced to less than significant because they would be addressed with SCP policies and procedures.

The SCP Update includes a potential to increase FAR on large lots, which could result in approximately 1,800 sq. ft. of additional development on each of 12 parcels, and a requirement for additional residential parking spaces, which could result in a total of approximately 109 additional parking spaces, or 140 sq. ft. per parking space of additional development. This could result in minor increases in grading quantities on individual parcels. The minor increase in grading is not anticipated to result in slope instability or landsliding given adherence to existing regulations and SCP policies. Therefore, there are no new impacts to geology and soils.

7.2.9 Historic and Cultural Resources

The SCP EIR evaluated impacts to structures at least 50 years old and/or of historical cultural significance and identified a potentially significant physical or aesthetic impact to historic structures at buildout. Proposed mitigation measures reduced the impact to less than significant.

In the 21 years that have elapsed since SCP EIR certification in 1992, the qualifying year for the 50-year threshold has changed from 1942 to 1963. The SCP Update does not change the potential impact or mitigation measures, and all projects would continue to be evaluated for historic significance on a case-by-case basis.

7.2.10 Land Use and Housing

SCP EIR Section V, Land Use Considerations, evaluated land use actions resulting from the implementation of the SCP for consistency with the Comprehensive Plan. The SCP was found consistent with all Comprehensive Plan policies except for agriculture policies in the Coastal Land Use Plan, due to the potential for subdivision of rural agricultural parcels into non-viable 10 acre parcels. Adoption of larger minimum parcel sizes (from a 10-acre minimum to a 20-acre minimum) evaluated in the SCP EIR Addendum allowed the SCP to be determined consistent with the Coastal Land Use Plan.

The SCP EIR evaluated housing impacts under Section VII, Impacts Found Not Significant, and identified less than significant impacts to housing due to potential mixed-use development contributing to additional affordable housing.

The SCP Update does not change existing land use or zoning and, therefore, there are no new impacts to land use or housing.

7.2.11 Noise

The SCP EIR identified three significant impacts to noise: (1) short-term impacts from construction activity; (2) long-term impacts from new residences being exposed to noise levels in excess of established standards; and (3) cumulative impacts due to the planned U.S. 101 expansion from four to six lanes.⁴⁴ The SCP EIR found that even with the adoption of mitigation measures, short-term and long-term noise impacts from construction activities and projects developed in areas with noise exceeding acceptable standards would remain significant and unavoidable. Expansion of U.S. 101, an increase in traffic, and construction of roadway improvements and parking facilities were found to be less than significant with SCP EIR mitigation measures.

The SCP Update would not change the major existing noise generating uses, including U.S. 101 and the railroad tracks. Residential and noise sensitive uses would still be subject to existing regulations, including SCP noise policies and SCP EIR mitigation measures. Impacts from the South Coast HOV Lanes project would remain cumulatively considerable as evaluated under the SCP EIR and the South Coast 101 HOV Lanes Draft EIR (Caltrans 2012).

7.2.12 Parks and Recreation

The SCP EIR found that no significant recreational resource impacts would result from implementation of the SCP and no mitigation measures would be required. A recommended mitigation measure was added as an action in the SCP to include Summerland in a countywide open space district or benefit assessment district to fund open space preservation and maintenance.

The SCP Update does not change land use or SCP parks, recreation, or trails/open space policies or actions, and, therefore, it would not increase demand for recreational facilities or block coastal access. Thus, there are no new impacts to parks and recreation.

7.2.13 Public Services (Solid Waste and Sewer Capacity)

The SCP EIR evaluated impacts to solid waste and sewer capacity in Section VII, Impacts Found Not Significant, and identified that adoption of the SCP would not directly result in an increase in solid waste or sewage generation. The EIR acknowledges that solid waste capacity impacts would occur at buildout, but the impact is not significant due to an SCP action to study the establishment of a larger recycling center. Impacts to sewer capacity at buildout were acknowledged; however, circumstances have improved since 1992 because the Summerland Sanitary District now has a treatment capacity of 0.3 million gallons per day, upgraded from the 0.2 million gallons per day evaluated under the SCP EIR, and is operating at approximately 50% of capacity.

⁴⁴ The U.S. 101 expansion project evaluated in the SCP EIR was suspended by Caltrans in 1993. The current U.S. 101 expansion project is known as the South Coast HOV lanes project.

The SCP Update does not change land use or population projections; thus, there would be no new impacts to public services.

7.2.14 Risk of Upset

The SCP EIR identified three potentially significant risk of upset impacts due to: (1) actions that would result in increased pedestrian crossing of the railroad tracks and residential buildout south of the railroad tracks which could expose structures and residents to hazards in the event of a rail derailment; (2) a gas transmission main pipeline which crosses the Summerland area and the potential for improvements or development conflicting with the pipeline alignment; and (3) storage of hazardous materials at the Jostens Inc. ring manufacturing facility (now the site of QAD software). Mitigation measures were included to reduce the impacts to less than significant.

The SCP Update does not change the impacts or mitigation measures for this issue area, Josten's ring manufacturing facility no longer operates in Summerland, and there are no new circumstances that would increase the risk of upset.

7.2.15 Water Resources (Drainage, Flooding, Water Quality)

The SCP EIR identified potentially significant drainage impacts associated with the creation of impervious surfaces in new developments and mitigation was proposed to provide increased review of development in relation to drainage. Water quality impacts were found less than significant due to required site-specific and community-wide drainage controls.

The SCP Update does not change land use or development standards regarding water resources and there are no changed circumstances.

7.2.16 Water Supply

The SCP EIR evaluated impacts to water supply from buildout and identified two significant impacts: (1) development of two vacant lots within the Montecito Water District (MWD) would exceed the threshold of significance for increased extraction from the Montecito Groundwater Basin and (2) residential buildout could result in significant adverse impacts to the public water supply and service. There was no feasible mitigation identified for the two vacant parcels in the MWD boundaries. The impact to public water supply was found to be less than significant with mitigation requiring a finding for proposed development that there is sufficient water supply available to serve existing communities.

Water supply circumstances have changed since 1992. The Summerland Water District was folded into the MWD in 1995 and the MWD began receiving an annual allotment from the State Water Project (SWP) in 1998. The significant Class I impacts identified for MWD parcels in the SCP EIR were alleviated by the

connection to the SWP.

The SCP Update would not measurably affect water supply because there are no buildout or land use changes; therefore, there are no impacts to water supply.

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8.0 REFERENCES AND PREPARERS

8.1 REFERENCES

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United Nations Framework Convention on Climate Change (UNFCCC) 1992.

8.1.1 PERSONAL COMMUNICATIONS

Tom Mosby, General Manager, Montecito Water District, January 2011.

William Robertson, Transportation Planner, County of Santa Barbara Public Works, June 2011.

Matt Dobberteen, Alternative Transportation Manger, County of Santa Barbara Public Works, January 2012.

Eric Gage, Air Quality Specialist, Santa Barbara County Air Pollution Control District, June 2011.

Ralph Fertig, Santa Barbara Bicycle Coalition, May 2010.

8.2 EIR PREPARERS

This EIR was prepared by the County of Santa Barbara. County staff team involved in the preparation of the EIR are listed below.

County of Santa Barbara

David Lackie, Supervising Planner
Allen Bell, Supervising Planner
Heather Imgrund, Project Manager
Rosie Dyste, Project Manager
Holly Bradbury, Project Manager

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9.0 RESPONSE TO COMMENTS

This section provides written responses to all comments received on the September 2013 Draft Supplemental EIR (DSEIR) during the public review period from September 19, 2013 to November 6, 2013. It also provides a transcript of verbal comments received at the Public Hearing on October 17, 2013 and additional verbal comments received via telephone during the comment period. Written comments on the DSEIR were received in the form of emails and letters. Each comment letter is reproduced with comment numbering added, followed by responses to that letter. Verbal comments received at the Public Hearing and via the telephone are transcribed with comment numbering added, followed by responses.

Comment Letters

1. Ken Chiang, California Public Utilities Commission, 10/16/13
2. James O. Hawkins, Heal the Ocean, 10/17/13
3. Carly Wilburton, Santa Barbara County Air Pollution Control District, 10/22/13

Public Hearing and Verbal Comments

4. Tom Evans, Public Hearing, Telephone (10/29/13, 10/31/13, and 11/5/13)
5. Reeve Woolpert, Public Hearing

1. Letter from Ken Chiang, California Public Utilities Commission, 10/16/13

STATE OF CALIFORNIA

EDMUND G. BROWN JR., Governor

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7063

October 16, 2013

Heather Imgrund
County of Santa Barbara
123 e. Anapamu Street
Santa Barbara, CA 93101

Dear Heather:

Re: SCH 2011071036 Santa Barbara County Summerland Community Plan 2013 Update
Plan, DEIR

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the Draft *Environmental Impact Report (DEIR)* for the proposed County of Santa Barbara (County) Summerland Community Plan 2013 Update project.

The project area includes active railroad tracks. RCES recommends that the County add language to the Specific Plan so that any future development adjacent to or near the railroad/light rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian/bike circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076,
ykc@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Chiang".

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division

C: State Clearinghouse

Response

Thank you for your comment letter. The Summerland Community Plan Update is not making any changes to land use designations or zoning that would impact development adjacent to or near the railroad. The Board of Supervisors will take into consideration all comments during the decision-making process.

2. Letter from James O. Hawkins, Heal the Ocean, 10/17/13

From: James Hawkins [jamesohawkins@healtheocean.org]
Sent: Thursday, October 17, 2013 9:26 AM
To: Imgrund, Heather
Subject: Summerland Community Plan

Dear Ms. Imgrund,

Heal the Ocean has reviewed the Draft SEIR and the Draft Community Plan Update, and we have no formal comments at this time.

We do appreciate that both documents discuss County designation of areas of Summerland as a Special Problems Area, since this designation will ensure appropriate oversight.

Sincerely,
James Hawkins

--

James O. Hawkins
Heal the Ocean
1836 State Street
Santa Barbara, CA 93101
Lockbox mail: P.O. Box 90106, Santa Barbara, CA 93190
(805) 965-7570; fax (805) 962-0651
www.healtheocean.org

Response

No response required. Thank you for your comments on the Summerland Community Plan Update Draft SEIR.

3. Letter from Carly Wilburton, Santa Barbara County Air Pollution Control District, 10/22/13



Our Vision Clean Air

RECEIVED

OCT 22 2013

S.B. COUNTY
PLANNING & DEVELOPMENT

October 22, 2013

Heather Imgrund
Santa Barbara County
Planning and Development
123 E. Anapamu Street
Santa Barbara, CA 93101

Re: **APCD Comments on the Supplemental Environmental Impact Report for the Summerland Community Plan Update, 13EIR-00000-00003, SCH# 2011071036**

Dear Ms. Imgrund:

The Air Pollution Control District (APCD) has reviewed the Draft Supplemental Environmental Impact Report (SEIR) for the Focused Summerland Community Plan Update. The County of Santa Barbara proposes to prepare a focused update to the existing Summerland Community Plan that includes revised Design Guidelines and a new Transportation Chapter. Specifically, the project consists of three components: 1) Update to the Community Plan including updates to the Introduction and Community Development Super Element section, the Visual and Aesthetics section, a new Transportation, Circulation, and Parking section, 2) Zoning Ordinances Amendments to implement policies, development standards, and actions from the plan update and reflect design guidelines development standards, 3) Design Guidelines that will replace the 1992 Design Guidelines with separate commercial and residential design guidelines that address redevelopment of the commercial core, respond to residential development trends, refine development standards, and respond to countywide height and floor area measurement methodologies. The unincorporated community of Summerland lies between the Pacific Ocean and the foothills of the Santa Ynez mountain range, surrounded by the unincorporated communities of Toro Canyon to the east and north and Montecito to the west and north. Interstate Highway 101 is the main regional transportation route through the project site.

APCD staff has no comments on the Draft SEIR.

If you have any questions please feel free to contact me at (805) 961-8890 or via email at cww@sbcapcd.org.

Sincerely,

Carly Wilburton,
Air Quality Specialist
Technology and Environmental Assessment Division

cc: TEA Chron File

Louis D. Van Mullem, Jr. • Air Pollution Control Officer
260 North San Antonio Road, Suite A • Santa Barbara, CA 93110 • www.sbcapod.org • 805.961.8800 • 805.961.8801 (fax)

Response

No response required. Thank you for your comments on the Summerland Community Plan Update Draft SEIR.

4. Public Hearing Comment and Telephone Comments from Tom Evans

Public Hearing Comment Summary: Mr. Evans suggested a list of revisions to the project description.

Response

These comments pertain to the merits of the project rather than adequacy of the SEIR and will be forwarded to the Planning Commission and the Board of Supervisors for their consideration.

Telephone Comment 1. Summary: Mr. Evans suggested a list of revisions to the project description including the definition used to define “basement”, height limits in the commercial core, height limits in the rural area, the methodology used to determine building height, and specific wording used to describe the project.

Response

These comments pertain to the merits of the project rather than adequacy of the SEIR and will be forwarded to the Planning Commission and the Board of Supervisors for their consideration.

Telephone Comment 2. Summary: Mr. Evans stated a concern about how the changes in Floor Area Ratio methodology and limits will impact the environment.

Response

As stated in Section 4.1, Aesthetics and Visual Resources, the SCP update and zoning ordinance amendments related to Floor Area Ratio would be an adverse but less than significant impact to aesthetic and visual resources (Class II). All existing and proposed structures in the Plan Area are subject to existing regulations and policies designed to minimize visual and aesthetic impacts including the Summerland Community Plan Visual and Aesthetic policies, Comprehensive Plan and Coastal Land Use Plan policies, the Ridgeline and Hillside Development Guidelines and Board of Architecture Review (BAR) findings. Additionally, the proposed Summerland Commercial and Residential Design Guidelines include extensive guidance for neighborhood character and building scale and form to protect the scenic character of Summerland. Furthermore, floor areas lower than the maximum allowed could be imposed on a project-by-project basis to ensure compliance with state and County regulations and consistency findings.

Telephone Comment 3. Summary: Mr. Evans expressed concerns about ROW policies and abandonment procedures and enforcement of road encroachments.

Response:

The County has existing policies and procedures in place for abandoning ROW which are currently used elsewhere in the County. These policies and procedures would be used in the Summerland Community Plan Area following the SCP update. Additionally, the County has a road encroachment enforcement program which would also be exercised in the Summerland Community Plan Area.

5. Public Hearing Comment from Reeve Woolpert

Comment Summary: Mr. Woolpert stated the change in building height does increase the severity of impacts to coastal views. The EIR does not address this which is a concern of the community and SunPAC. It is suggested that the impact be reclassified from a Class III impact to a Class II impact.

Response

Coastal Land Use Plan policies 4-3 and 4-4, Ridgeline and Hillside Development Guidelines, Board of Architecture Review (BAR) findings and existing Summerland Community Plan and SCP update policies would ensure that new structures are in conformance with the scale and character of the existing community. Additionally, any proposed project is currently and would continue to be required to obtain approval from the Board of Architectural Review (BAR). The BAR would evaluate each project on a project-by-project basis against the Summerland Residential and Commercial Design Guidelines to evaluate any impacts to visual character, aesthetics, and visual resources. Height limits lower than the maximum could be imposed on a project-by-project basis to ensure compliance with state and County regulations and consistency findings. Therefore, the SEIR concluded that the SCP Update proposed changes to height methodology, height limit, and maximum height would not significantly impact scenic public views or visual character, nor would these changes result in visually incompatible structures. Impacts would be adverse but less than significant (Class III).

APPENDIX A

Notice of Preparation and Comment Letters

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APPENDIX B
Traffic Data Sheets

APPENDIX C

Cumulative Projects List

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Summerland Plan Area and Vicinity Pending and Approved Projects

Please see Section 7.5, *Cumulative Development*, for a discussion of cumulative development.

Programs, initiatives, and projects of regional significance were considered and either included or excluded in the cumulative impacts analysis. County policy initiatives and programs considered along with the proposed project are listed in Table E-1 as “Tier 1” projects. Discretionary and/or large ministerial projects are classified as “Tier 2” projects in Table E-2. Major pending and potential projects, including proposed annexations and large urban developments, are listed as “Tier 3” projects in Table E-3. A brief discussion of each project’s potential to contribute to cumulative effects is provided in each of the tables.

Not all known projects are included in the tables. The main determinant for purposes of inclusion and evaluation in this analysis is whether an individual project, program, policy initiative, or conceptual future project is considered a closely related project with respect to the Summerland Community Plan Update. Criteria used to decide whether to include or exclude a particular policy, program, project, annexation, or other listed item (public or private) follow.

Tier 1 programs included in the Community Plan cumulative impact analysis include:

- County policy initiatives and ordinance amendments which are funded and included in a Board of Supervisors adopted work program;
- County policy initiatives and ordinance amendments which are “geographically” related to the SEIR;
- County policy initiatives and ordinance amendments which cause related impacts to resources evaluated in the SEIR;
- County policy initiatives and ordinance amendments which are not procedural in nature; and
- A County policy initiative or ordinance amendment project description which is specified, certain and defined. This criterion would apply to programs which have undergone or are undergoing environmental review or have been formally initiated by the Board of Supervisors.

Tier 2 – Discretionary and Ministerial projects (e.g., pending and approved development) of three or more units/lots, building size of 10,000 sq. ft. and above, or public projects included because it is geographically related to the project area (within approximately two miles of plan area).

Tier 3 – Pending and Potential Future Annexations and Large Projects or Programs

included in the SEIR cumulative impact analysis with a project description which is specified, certain and defined. This criterion would apply to: 1) projects which have submitted a formal application to the respective jurisdiction, and/or 2) projects which have been formally initiated or discussed by the respective jurisdiction\decision-maker at a publicly noticed meeting.

Projects that are excluded from the cumulative analysis are listed in Table E-4.

Table E-1: Tier 1 Projects Potentially Affecting Summerland

Project Name	Description	Location	CEQA Process	Status	Discussion
2009 – 2014 Housing Element Update	One of the seven state-mandated elements, required to be updated every five years.	Countywide	Negative declaration	Approved by the County in 2010 and submitted for state review.	Due to environmental constraints, Summerland is not considered for rezones or additional residential development opportunities beyond that already considered in the SCP.
Mobile Home Park Closure Ordinance	The ordinance requires a Conditional Use Permit for a mobile home park closure and allows the county to require compensation for relocation or in-place value.	Countywide	Exemption	BOS approved February 2012. CCC certification pending for the Coastal Zone.	The one existing mobile home park in the Summerland Coastal Zone would be affected.
Climate Action Study and Energy and Climate Action Plan	The development a comprehensive set of local measures designed to reduce GHG emissions.	Countywide	EIR	BOS approved the Climate Action Study in 2011 and directed staff to initiate environmental review for the Energy and Climate Action in 2013.	Measures adopted would help reduce cumulatively significant GHG emissions.
Bicycle Master Plan Update	Update to the 2005 County Bicycle Master Plan.	Countywide	To be determined	In progress	No new routes proposed in Summerland. Reflects recent bicycle paths and lanes.
Telecommunications Ordinance Amendment	Updates to processing requirements	Countywide	Addendum to Negative Declaration	Approved in 2011, pending CCC Certification	Requires a major CUP for new antennas in residential zones.

Project Name	Description	Location	CEQA Process	Status	Discussion
Article II and LUDC General Package Ordinance Amendments	Zoning ordinance revisions to address a package of items including charitable/noncommercial events, exterior storage of materials and motor vehicle parking, animal keeping, permit procedures, residential second units, temporary uses, and wastewater systems.	Countywide	Exempt	Sections referencing special events still in progress. All other sections approved for the LUDC and pending CCC Certification for Article II.	RSU provisions allow an RSU in addition to a farm employee dwelling if the lot is zoned AG-I. Motor vehicle and material storage provisions are consistent with the SunPAC's transportation chapter goals.
Agricultural Buffer Ordinance	Development of an Agricultural Buffers Ordinance to minimize conflicts between agricultural and non-agricultural land uses	Countywide	Negative Declaration	In progress	Would require a buffer between agricultural uses and new non-agricultural development.
Montecito Growth Management Ordinance (MGMO) Extension	Amendments and extension to the MGMO to December 31, 2030.	Montecito	SEIR	Approved by the County and certified by the Coastal Commission in 2010.	Includes an analysis of GHG emissions at buildout of the Montecito Community Plan. The GHG emissions are included with the SCP Update analysis of cumulative GHG emissions in the project area.

Table E-2: Tier 2 Discretionary Projects (3 or more units/lots or 10,000 square feet or more building size) Potentially Affecting Summerland (there are no projects located within the Plan Area that qualify for the list).

Project Name	Description	Location	CEQA Process	Status	Discussion
The Valley Club of Montecito Development Plan	Three dwellings	1901 East Valley Road, Montecito	MND	Approved.	Buildout of the Montecito Community Plan included in GHG cumulative analysis (see MGMO Extension above).
Rauitoa Lot Split	Divide one legal lot into three lots with development envelopes on two parcels	750 Riven Rock, Montecito	MND	Approved.	Buildout of the Montecito Community Plan included in GHG cumulative analysis.
Danielson Group	Merge two parcels and subdivide the resulting parcel	1385-1395 Danielson	MND	Approved.	Buildout of the Montecito Community Plan included in GHG

Project Name	Description	Location	CEQA Process	Status	Discussion
	into four parcels, no development proposed.	Road, Montecito			cumulative analysis.
Miramar Hotel	Demo of existing hotel and construction of a new hotel of 164,849 net new s.f.	1555 Jameson Lane	ND addendum.	Approved.	Buildout of the Montecito Community Plan included in GHG cumulative analysis.
Montecito Fire Protection District New Fire Station	13,694 s.f. new building	Near 2500 East Valley Road, Montecito	DEIR	In process.	Buildout of the Montecito Community Plan included in GHG cumulative analysis.
Montecito YMCA Master Plan	19,954 s.f. new buildings	591 Santa Rosa Lane, Montecito	TBD	In process.	Buildout of the Montecito Community Plan included in GHG cumulative analysis.
Crane School Updated Master Plan	33,000 s.f. new buildings	1795 San Leandro Lane, Montecito	Draft MND	In process.	Buildout of the Montecito Community Plan included in GHG cumulative analysis.

Table E-3: Tier 3 Projects Potentially Affecting Summerland

Project Name	Description	Location	CEQA Process	Status	Discussion
South Coast 101 High Occupancy Vehicle (HOV) Lane project	Caltrans project to construct one HOV lane in each direction for 10.9 miles between Santa Barbara and Carpinteria.	US 101 from 0.44 mile south of Carpinteria Creek in the City of Carpinteria to Sycamore Creek in the City of Santa Barbara.	Draft EIR 2012	In process.	Cumulative impacts of a prior version of U.S. 101 expansion were included in the 1992 SCP EIR. Cumulative impacts of the South Coast 101 HOV Lane project were included in the aesthetics, GHG emission and transportation sections of the SEIR.
Caltrans LOSSAN North Rail Corridor	A series of projects to maintain and improve commuter and	Countywide. Summerland	EIR/EIS 2011	North Corridor Strategic Plan	Included in the transportation section of the SEIR.

Project Name	Description	Location	CEQA Process	Status	Discussion
Improvements Program	passenger rail service in the corridor.	specific project includes the Ortega Siding approximately 10,000 linear feet along the coast on the east side of Summerland .		approved in 2007. Ortega Siding project is in progress with design and environmental review.	
BEACON Coastal Regional Sediment Management Plan	Regional beach nourishment projects	Summerland Beach is named as a specific sand retention pilot project in the plan.	EIR 2011	Coastal Regional Sediment Management Plan Approved in 2009. BEACON is identifying funding for beach nourishment projects.	Included in the transportation section of the SEIR.
Summerland Community Public Safety Center 10DVP-00000-00017	New Fire Station, meeting rooms, offices, kitchen, bathrooms and sleeping rooms totaling 8,545 square feet	2450 Lillie Avenue	MND	Approved	Included in the aesthetics section of the SEIR.
Plan Santa Barbara City of Santa Barbara General Plan Update	Update of the City General Plan. Build- out would result in approximately 2,800 additional residential units (mostly multiple-family) and 2 million sq. ft. of new commercial development.	City of Santa Barbara	EIR	Approved December 2011. CCC certification pending.	Cumulative impacts from buildout of the City of Santa Barbara are included in the GHG emissions analysis.

Table E-4: Projects Not Included in the SEIR Cumulative Impacts Analysis

Project Name	Description	Location	CEQA Process	Status	Discussion
Carpinteria Sanitary District Sphere of influence	Sphere of Influence expansion for the Carpinteria Sanitary District to the Rural area adjoining the Plan Area and the Padaro Lane EDRN within the Plan Area. Does not propose any changes to existing land use or zoning.	Toro Canyon and Summerland Plan Areas	TBD, may be exempt	Request submitted to LAFCO in 2012.	Proposal does not change land use or zoning and therefore is not included in the impacts analysis.
Claus Properties Mixed Use Development	Three mixed-use commercial and residential buildings	3717 Santa Claus Lane, Toro Canyon	ND	Approved	Project not anticipated to cumulatively impact Summerland Plan Area and therefore not included in the impacts analysis.
2009 – 2014 Housing Element Update	One of the seven state-mandated elements, required to be updated every five years.	Countywide	Negative declaration	Approved by the County in 2010 and submitted for state review.	Due to environmental constraints, Summerland is not considered for rezones or additional residential development opportunities beyond that already considered in the SCP.
Mission Canyon Community Plan	The project consists of the draft Mission Canyon Community Plan, Residential Design Guidelines, a residential parking strategy, and implementing amendments to the County's Land Use and Development Code.	Mission Canyon	EIR	Environmental review in process	This project is not geographically related to Summerland and would have no cumulative effect in Summerland.
Eastern Goleta Valley Community Plan	Update the 1993 Goleta Community Plan for the Eastern Goleta Valley (EGV)	Eastern Goleta Valley	EIR	Environmental review in process.	This project is not geographically related to Summerland and would have no cumulative effect in Summerland.

Project Name	Description	Location	CEQA Process	Status	Discussion
Isla Vista Master Plan	The Isla Vista Master Plan is based on existing land use patterns. The Plan makes strategic adjustments to the way the community is designed and operated to better suit the needs of residents.	Isla Vista	EIR	Approved by the County in 2007. CCC certification pending	This project is not geographically related to Summerland and would have no cumulative effect in Summerland.
UCSB Long Range Development Plan	Long Range Development Plan to guide future campus development through 2025. The plan anticipates a net increase of 5,000 in student enrollment and 1,700 faculty/staff positions; 4.3 million new sq. ft. of academic space; 5,443 net additional bed spaces; 239 additional student family housing units; and 1,874 additional faculty/staff housing units.	University of California Santa Barbara	EIR	Approved May 2011. CCC Certification pending	This project is not geographically related to Summerland and would have no cumulative effect in Summerland.