



**COUNTY OF SANTA BARBARA
PLANNING AND DEVELOPMENT
MEMORANDUM**

Date: September 28, 2009

To: Board of Supervisors

From: Glenn S. Russell, Ph.D., Director

CC: Derek Johnson, Vicki Parker

Subject: Revised Materials for October 6, 2009 Hearing: Santa Ynez Valley Community Plan

Please accept the attached revised materials for the October 6, 2009 hearing regarding the adoption of the Santa Ynez Valley Community Plan. The revised materials address two items for revision:

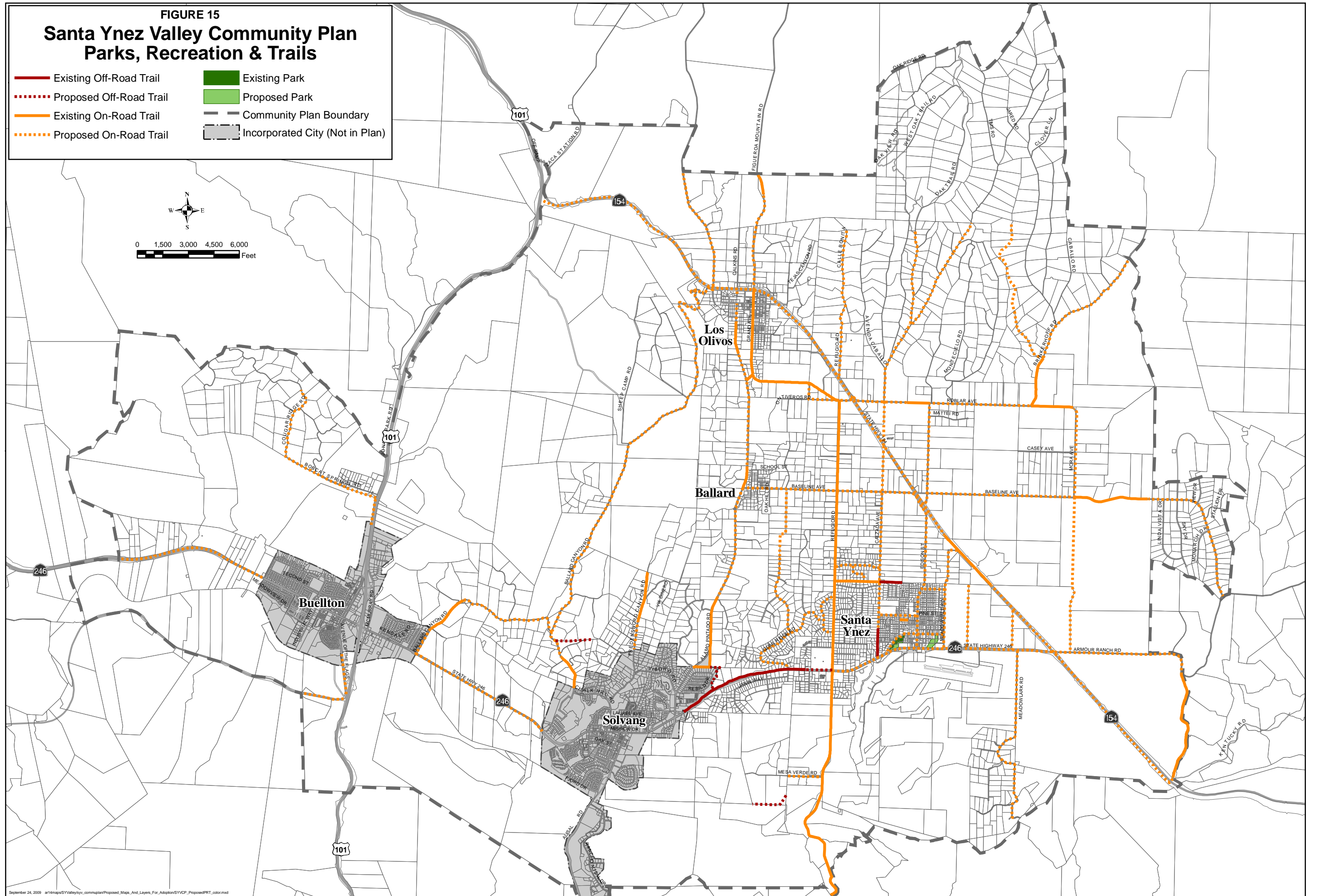
1. Parks, Recreation, and Trails (PRT) Map – The previously distributed PRT maps are inconsistent with the Planning Commission recommended PRT map. The attached map replaces board letter Exhibit 2 of Attachment E, Comprehensive Plan Land Use Element Resolution and Figure 15 of the proposed Final Santa Ynez Valley Community Plan.
2. Development Standard Language (Dev Stds. LUT-SYV-5.2 & 5.3) – The previously distributed recommended development standard language is incorrect. The attached language replaces board letter Attachment L, Proposed Revised DevStd 5.2 & 5.3 Language: Structural Setbacks and Landscape Buffers.

FIGURE 15
Santa Ynez Valley Community Plan
Parks, Recreation & Trails

- Existing Off-Road Trail
- Proposed Off-Road Trail
- Existing On-Road Trail
- Proposed On-Road Trail
- Existing Park
- Proposed Park
- Community Plan Boundary
- Incorporated City (Not in Plan)



0 1,500 3,000 4,500 6,000
 Feet



ATTACHMENT L

DevStd LUT-SYV-5.2

It is the intent of the following standards to preserve, and where possible enhance, the public viewshed in community gateways while allowing for pedestrian-oriented mixed use and commercial development to occur on parcels zoned C-2 or C-2/MU in an architectural vernacular compatible with the established Township.

- a. New structural development on parcels along ~~both sides of~~ Highway 246 between Meadowvale Road and Cuesta Street in the Santa Ynez Township shall be set back a minimum of 35 feet from the edge of the highway right of way unless it precludes reasonable development.

In the interest of good design, reduced setbacks ~~are~~ may be warranted. Reductions in setback ~~can~~ may be allowed if it can be demonstrated to the Board of Architectural Review and/or Review Authority that a development project meets all of the following standards:

1. Compliance with all applicable visual resource policies and standards.
2. Project's architectural and landscape design minimizes impacts to public views.
3. Encroachments are screened from public view utilizing landscaping. Structures are designed and sited so as to be compatible with proposed landscape materials and design character of the community.
4. Structures fronting on other streets, but visible from the highway, must not present a blank facade for public view; i.e., must possess enhanced design features on all visible sides. Examples of enhanced design features include articulation of wall planes, varied rooflines and roof pitches, as well as varied building heights and details consistent with the local architectural vernacular.

- b. New structural development on parcels along ~~both sides of~~ Highway 154 between Foxen Canyon Road and Alamo Pintado Avenue in Los Olivos shall be set back a minimum of 35 feet from the edge of the highway right of way unless it precludes reasonable development.

In the interest of good design, reduced setbacks may be warranted. Reductions in setback may be allowed by the Board of Architectural Review and/or Review Authority ~~may~~ approve reduced setbacks.

DevStd LUT-SYV-5.3: New development on parcels along ~~both sides of~~ Highway 246 between Meadowvale Road and Cuesta Street in the Santa Ynez Township and along ~~both sides of~~ Highway 154 between Foxen Canyon Road and Alamo Pintado Avenue in Los Olivos shall provide and maintain a landscape buffer area 30 feet in width from the edge of the Highway 246 and Highway 154 rights-of-way. Due to the width of Railway Avenue and the abandoned railroad right-of-way in Los Olivos, property abutting Railway Avenue shall have a buffer area

of 20 feet in width from the edge of the Highway 154 right-of-way. Landscaping shall be with drought tolerant, native species and include at least one native oak tree for every 30 feet of Highway frontage, unless it precludes reasonable development. In the interest of good design, reduced buffer areas may be warranted. Reductions in buffer areas may be allowed by the Board of Architectural Review and/or Review Authority.