

CALIFORNIA COASTAL COMMISSION

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**F 7b**

DATE: February 18, 2016

TO: Commissioners and Interested Persons

FROM: Steve Hudson, Deputy Director
Barbara Carey, District Manager
Deanna Christensen, Supervising Coastal Program Analyst

SUBJECT: Santa Barbara County Local Coastal Program Amendment No. 4-STB-14-0836-2-Part C (Summerland Community Plan Update) for Public Hearing and Commission Action at the March 11, 2016 Commission Meeting in Santa Monica.

DESCRIPTION OF THE SUBMITTAL

Santa Barbara County is requesting an amendment to the Coastal Land Use Plan and Implementation Plan/Coastal Zoning Ordinance portions of its certified Local Coastal Program (LCP) to update several sections of the certified Summerland Community Plan (which is a component of the certified Coastal Land Use Plan) regarding visual/aesthetic resources, transportation, circulation, and parking, and to add regulations to the County's Coastal Zoning Ordinance to implement the policies and development standards of the Summerland Community Plan update.

The County of Santa Barbara submitted the subject Local Coastal Program Amendment to the Commission on October 13, 2014. The amendment proposal was deemed complete on February 26, 2015, the date of receipt of additional information requested by Commission staff. The amendment submittal included three unrelated subparts - Part A (Carpinteria Agricultural Overlay View Corridor Map Change), Part B (General Package 2013), and the subject Part C (Summerland Community Plan Update). The time limit for Commission action on the amendment submittal was extended for one year (pursuant to Section 30517 of the Coastal Act) at the April 17, 2015 Commission hearing. Part A of the amendment submittal was approved by the Commission at the December 10, 2015 hearing. Part B of the amendment submittal is scheduled for separate consideration at the March 2016 Commission hearing (Item F7a). The subject staff report and recommendation only deals with Part C of the amendment request.

SUMMARY OF STAFF RECOMMENDATION

Staff recommends that the Commission, after public hearing, reject proposed Santa Barbara County LCP Amendment No. 4-STB-14-0836-2-Part C, as submitted, and **approve only if modified** pursuant to the suggested modifications. The motions and resolutions for Commission action can be found starting on **page 7**. The suggested modification language can be found starting on **page 9**. The suggested modifications to the Summerland Community Plan are necessary to ensure that the County's Coastal Land Use Plan is consistent with the public access and recreation policies of the Coastal Act. The suggested modifications to the County's Implementation Plan/Coastal Zoning Ordinance (IP/CZO) are necessary to ensure that the Implementation Plan conforms with and is adequate to carry out the amended Coastal Land Use Plan.

Transportation, Circulation, and Parking

The proposed amendment to the Summerland Community Plan (SCP) consists of a revised Transportation, Circulation, and Parking section with new goals, policies, and development standards to reflect streetscape improvements, accommodate future multi-modal improvements, and improve transportation infrastructure. The proposed changes to the Transportation, Circulation, and Parking section regarding parking and public road right-of-way (ROW) encroachments and abandonments raise issue regarding consistency with the public access and recreation policies of the Coastal Act. There are no proposed changes to the Parks, Recreation, and Trails section of the SCP.

Public Road Right-of-Way Encroachments and Abandonments

The existing certified SCP prohibits public road ROW encroachments and abandonments, but the proposed SCP amendment would permit them subject to specific policies and standards regarding traffic safety and aesthetics. Regarding abandonments, the County proposes to consider beneficial public use of abandoned areas and prioritize using excess ROWs to enhance public parking, pedestrian and bicyclist circulation, trails and coastal access potential, or other public benefits. Because encroachments and abandonments of public ROWs in the coastal zone can adversely affect public access opportunities available through on-street parking or pedestrian access, public access must be a criteria used when considering ROW abandonment requests. If such abandonments are permitted, mitigation is needed to ensure the maintenance of public access. Mitigation could include allowing only partial abandonment of the road, requiring replacement public parking, creating public access easements, or deeding part of the road to a public recreational agency. As such, staff recommends **Suggested Modifications 1 and 4** to address the issue of public access and parking and to clarify that all ROW abandonment and encroachment requests shall be subject to CDP requirements.

Wallace Avenue and Public Access Requirements of LCP Amendment MAJ-1-03-B

In 2005, the Commission certified an amendment to the Summerland Community Plan (LCP Amendment No. MAJ-1-03-B) that included the abandonment and rezoning of two County rights-of-way at Finney Street and a portion of Morris Place in order to resolve an existing encroachment of private residential development on County owned property. As part of the approval, the Commission imposed conditions to mitigate the impacts of changing public property to private property, including, in part, the requirement to develop a minimum of 40 public parking spaces along Wallace Avenue and improve two beach access trails and instructional access signage along Wallace Avenue. However, the language of existing SCP Policy CIRC-S-18, which requires the public access and parking improvements, was inadvertently omitted from the proposed Summerland Community Plan update by the County. In order to ensure that public access and recreation will be protected pursuant to Coastal Act requirements and to ensure that the Summerland Community Plan continues to mandate implementation of the public access and parking improvements required by certified LCP Amendment MAJ-1-03-B, Commission staff worked cooperatively with County staff to incorporate these requirements as part of SCP policies, as detailed in **Suggested Modifications 2 and 3**.

Circulation and Parking

The proposed SCP amendment includes new, expanded circulation goals to support safe ingress and egress, multimodal connections, and roadway character considerations for the urban and rural areas.

The new policies also promote the installation of “complete streets” facilities, traffic calming devices, and multimodal transportation improvements. The SCP amendment request also includes additional policies to increase community connections to the shoreline, facilitate multimodal access to the beach, and provide adequate and safe beach access and parking. Consistent with the existing certified SCP, the proposed update requires adequate parking for existing and new development and uses in Summerland. SCP Action CIRC-S-20.4 is also proposed, which states that the County shall consider locations appropriate for additional parking restrictions within the plan area, including time-limited or prohibited parking, prohibited parking during certain hours, and/or no overnight parking for the purpose of occupancy, sleeping, or camping, including, but not limited to, campers, trailers, and semi-trailers. While revised parking standards can sometimes be consistent with smart growth goals, limitations on the ability to park near beaches, pathways and other public sites can reduce public access to these recreation sites for all but those living in the immediate vicinity. Since parking restrictions along public streets has the potential to impede or restrict public access to beaches, trails or parklands, it is important that the plan policies address the issue to ensure public coastal access won’t be adversely impacted in conformance with public access and recreation policies of the Coastal Act. **Suggested Modification 5** is recommended to address this issue.

Visual and Aesthetics

The proposed amendment to the Visual and Aesthetics section of the Summerland Community Plan (SCP) and the County’s Coastal Zoning Ordinance include modifications to building height methodology and standards, outdoor lighting and commercial sign standards, and the floor area ratio limits and methodology for the Summerland Plan Area. The SCP amendment also includes new Residential and Commercial Design Guidelines for the Summerland Plan Area to replace the existing 1992 SCP Design Guidelines in order to assist project applicants and the County’s Board of Architectural Review (BAR) in applying SCP development standards to maintain neighborhood character within the community.

Structure Height Limits and Methodology

The proposed amendment would modify building height limits and the methodology for calculating building heights for Summerland and move the requirements from the SCP to the County’s Coastal Zoning Ordinance. In general, the proposed height calculation methodology is designed to be roughly equivalent to the existing method but with a simplified system of measurement that is less susceptible to height increases resulting from exaggerated roof designs and would encourage stepping structures into existing slopes to lower their profile. The proposed changes to height limits in the plan area are not significant and are not anticipated to adversely impact visual and aesthetic resources because they are coupled with the height methodology change, resulting in a lower visual profile. In addition, there are existing provisions of the County LCP that would require height limits to be reduced below the maximum height allowed in order to protect public views. All proposed projects would be subject to County review and a height limit lower than the maximum could be required on a case-by-case basis in order to avoid impacts to scenic public views and community visual character in compliance with the County LCP.

Floor Area Ratio (FAR) and Transfer of FAR

The existing SCP requires commercial and residential structures to comply with a FAR to regulate a structure’s floor area and size. Summerland is the only unincorporated community in the County that imposes residential FAR standards. The amendment proposes to make changes to the FAR methodology and limits and move the FAR requirements from the SCP Design Guidelines to the

County's Coastal Zoning Ordinance. The proposed changes are not significant and are not anticipated to impact scenic public views or visual character. The proposed amendment to the SCP and the CZO includes a provision that would allow property owners outside of Summerland's more dense Urban Grid area to increase their allowable FAR for an existing or proposed dwelling by relinquishing development rights for one potential principal dwelling on one other existing or potential lot. Under this provision, the FAR of a structure could only be increased by one half of the allowed FAR of the existing or potential lot, and in no case may the allowable floor area be greater than 12,000 net square feet on lots up to 20 acres or 15,000 square feet on lots 20 acres or greater.

The proposal to increase the FAR of a development beyond the maximum allowed has the potential to adversely impact scenic public views and the visual character of the community; however, the transfer of FAR proposal could reduce approximately 60% of the additional potential residential buildout outside the Urban Grid of the Summerland plan area. The removal of additional development potential would help maximize open space and help preserve the plan area's scenic visual character. With the FAR maximums, combined with the fact that any development proposal must be found consistent with all other applicable policies and provisions of the LCP, this proposal would not result in significant scenic resource impacts, and any potential cumulative impacts would be offset by the relinquishment of development rights of a principal dwelling and accessory development on one existing or potential legal lot. Staff recommends **Suggested Modification 8** to clarify that the subdivision potential of the transfer lot must be based on the applicable zone designation *and* all applicable provisions of the LCP, and that the development potential of the transfer lot must be restricted *in perpetuity*.

Outdoor Lighting and Signage

The proposed amendment would move the outdoor lighting requirements from the existing SCP Design Guidelines to the County's Coastal Zoning Ordinance and expand upon them to 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. The amendment would add regulations for commercial signs in Summerland to prohibit flashing signs; regulate hours of illumination; limit banner signs; and require externally lit signs to have top mounted shielded fixtures. These proposed requirements are consistent with and adequate to carry out existing County policies and Coastal Act policies that protect visual resources, including scenic public views and neighborhood character.

Staff recommends that the Commission, after public hearing, reject proposed Santa Barbara County LCP Amendment No. 4-STB-14-0836-2-Part C, as submitted, and approve only if modified pursuant to the suggested modifications. The motions and resolutions for Commission action can be found starting on page 7. The suggested modification language can be found starting on page 9.

Additional Information: Please contact Deanna Christensen at the South Central Coast District Office of the Coastal Commission at (805) 585-1800 or 89 S. California St., Second Floor, Ventura, CA 93001
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EXHIBITS

<u>Exhibit 1.</u>	<u>Summerland Community Plan Area Boundary</u>
<u>Exhibit 2.</u>	<u>Santa Barbara County Board of Supervisor Resolution No. 14-119 containing the proposed Coastal Land Use Plan amendment text, and the proposed Summerland Community Plan Update</u>
<u>Exhibit 3.</u>	<u>Santa Barbara County Ordinance 4887 containing the proposed Coastal Zoning Ordinance amendment text</u>

APPENDICES

<u>Appendix 1.</u>	<u>Substantive File Documents</u>
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I. PROCEDURAL ISSUES

A. STANDARD OF REVIEW

The Coastal Act provides:

The commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200)... (Section 30512(c))

The Coastal Act further provides:

The Commission may only reject zoning ordinances, zoning district maps, or other implementing action on the grounds that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. If the Commission rejects the zoning ordinances, zoning district maps, or other implementing actions, it shall give written notice of the rejection, specifying the provisions of the land use plan with which the rejected zoning ordinances do not conform, or which it finds will not be adequately carried out, together with its reasons for the action taken. (Section 30513)

The proposed amendment affects the Coastal Land Use Plan and Implementation Plan/Coastal Zoning Ordinance components of the certified County of Santa Barbara LCP. The standard of review that the Commission uses in reviewing the proposed Land Use Plan amendment is whether the Land Use Plan, as proposed to be amended, would remain consistent with the policies of Chapter 3 of the Coastal Act. The standard of review for the proposed amendment to the Implementation Plan of the certified LCP, pursuant to Section 30513 of the Coastal Act, is whether the Implementation Plan, as proposed to be amended, would remain in conformance with, and be adequate to carry out, the provisions of the Land Use Plan (including the proposed amendments) portion of the certified LCP. In addition, all Chapter 3 policies of the Coastal Act have been incorporated in their entirety in the certified County LUP as guiding policies pursuant to Policy 1-1 of the LUP. The Commission shall take action by a majority vote of the Commissioners present.

B. PUBLIC PARTICIPATION

Section 30503 of the Coastal Act requires public input in preparation, approval, certification and amendment of any LCP. The County held a series of public hearings and comments were received regarding the project from concerned parties and members of the public. The hearings were noticed to the public consistent with Sections 13515 of Title 14 of the California Code of Regulations. Notice of the subject amendment has been distributed to all known interested parties.

C. PROCEDURAL REQUIREMENTS

Pursuant to Section 13551(b) of Title 14 of the California Code of Regulations ("14 CCR"), the County, by resolution, may submit a Local Coastal Program Amendment that will either require formal local government adoption after the Commission approval, or is an amendment that will take effect automatically upon the Commission's approval pursuant to Public Resources Code Sections 30512, 30513, and 30519. The Santa Barbara County Board of Supervisors submittal resolution did

not specify whether or not this amendment shall take effect automatically after Commission action. Nevertheless, in this case, because staff is recommending this approval subject to suggested modifications by the Commission, if the Commission approves this Amendment as recommended, the County must act to accept the certified suggested modifications within six months from the date of Commission action in order for the Amendment to become effective (14 CCR §§ 13544, 13555(b), 13537(b), and Section 13542(b)). Pursuant to Section 13544, the Executive Director shall determine whether the County's action is adequate to satisfy all requirements of the Commission's certification order and report on such adequacy to the Commission. If the Commission denies the LCP Amendment, as submitted, no further action is required by either the Commission or the County.

II. STAFF RECOMMENDATION, MOTIONS, AND RESOLUTIONS ON THE LAND USE PLAN AMENDMENT

Following public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and a staff recommendation is provided just prior to each resolution.

A. DENIAL AS SUBMITTED

MOTION I: *I move that the Commission certify Land Use Plan Amendment LCP-4-STB-14-0836-2-C as submitted by Santa Barbara County.*

STAFF RECOMMENDATION TO DENY:

Staff recommends a **NO** vote. Failure of this motion will result in denial of the amendment as submitted and adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO DENY:

The Commission hereby denies certification of the Land Use Plan Amendment LCP-4-STB-14-0836-2-C as submitted by Santa Barbara County and adopts the findings set forth below on the grounds that the amendment does not meet the requirements of and is not in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the Land Use Plan amendment would not comply with the California Environmental Quality Act because there are feasible alternatives or mitigation measures which could substantially lessen any significant adverse impact which the Land Use Plan Amendment may have on the environment.

B. CERTIFICATION WITH SUGGESTED MODIFICATIONS

MOTION II: *I move that the Commission certify Land Use Plan Amendment LCP-4-STB-14-0836-2-C for Santa Barbara County if it is modified as suggested in this staff report.*

STAFF RECOMMENDATION TO CERTIFY WITH SUGGESTED MODIFICATIONS:

Staff recommends a **YES** vote. Passage of the motion will result in the certification of the land use plan amendment with suggested modifications and adoption of the following resolution and findings. The motion to certify with suggested modifications passes only upon an affirmative vote of the majority of the appointed Commissioners.

RESOLUTION TO CERTIFY WITH SUGGESTED MODIFICATIONS:

The Commission hereby certifies the Land Use Plan Amendment LCP-4-STB-14-0836-2-C for Santa Barbara County if modified as suggested and adopts the findings set forth below on the grounds that the Land Use Plan amendment with suggested modifications will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan amendment if modified as suggested complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, or 2) there are no further feasible alternatives or mitigation measures that would substantially lessen any significant adverse impacts which the Land Use Plan Amendment may have on the environment.

**III. STAFF RECOMMENDATION, MOTIONS, AND
RESOLUTIONS ON THE IMPLEMENTATION
PLAN/COASTAL ZONING ORDINANCE (IP/CZO)
AMENDMENT**

Following public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and a staff recommendation is provided just prior to each resolution.

A. DENIAL AS SUBMITTED

MOTION I: *I move that the Commission reject the County of Santa Barbara Implementation Program/Coastal Zoning Ordinance Amendment LCP-4-STB-14-0836-2-C as submitted.*

STAFF RECOMMENDATION OF REJECTION:

Staff recommends a **YES** vote. Passage of this motion will result in rejection of the IP/CZO and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

**RESOLUTION TO DENY CERTIFICATION OF THE IMPLEMENTATION PROGRAM
AMENDMENT AS SUBMITTED:**

The Commission hereby denies certification of the County of Santa Barbara Implementation Program/Coastal Zoning Ordinance Amendment LCP-4-STB-14-0836-2-C as submitted and adopts the findings set forth below on the grounds that the Implementation Program as submitted does not conform with, and is inadequate to carry out, the provisions of the certified Land Use Plan.

Certification of the Implementation Program amendment would not meet the requirements of the California Environmental Quality Act as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the Implementation Program amendment as submitted.

B. CERTIFICATION WITH SUGGESTED MODIFICATIONS

MOTION II: *I move that the Commission certify the Implementation Program/Coastal Zoning Ordinance Amendment LCP-4-STB-14-0836-2-C for Santa Barbara County if it is modified as suggested in this staff report.*

STAFF RECOMMENDATION TO CERTIFY WITH SUGGESTED MODIFICATIONS:

Staff recommends a **YES** vote. Passage of this motion will result in certification of the Implementation Program amendment with suggested modifications and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO CERTIFY THE IMPLEMENTATION PROGRAM WITH SUGGESTED MODIFICATIONS:

The Commission hereby certifies the Implementation Program amendment for Santa Barbara County if modified as suggested and adopts the findings set forth below on grounds that the Implementation Program with the suggested modifications conforms with, and is adequate to carry out, the provisions of the certified Land Use Plan. Certification of the Implementation Program if modified as suggested complies with the California Environmental Quality Act, because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the Implementation Program on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment.

IV. SUGGESTED MODIFICATIONS ON THE LAND USE PLAN AMENDMENT

The staff recommends that the Commission certify the following, with the modifications as shown below. The County's proposed amendment language to the certified Land Use Plan is shown in straight type. Language recommended by Commission staff to be modified is shown in ~~double~~ **strikeout** and **double underline**. Other suggested modifications that do not directly change LCP text (e.g., revisions to maps, figures, instructions) are shown in *italics*.

SUGGESTED MODIFICATION NO. 1

New proposed Policy CIRC-S-17 in Chapter II (Community Development Super Element), Section G (Transportation, Circulation, and Parking) on Page 41 of the Summerland Community Plan Update regarding public road right-of-way (ROW) abandonments shall be

modified as follows:

Policy CIRC-S-17: Priority use of excess public road right-of-way (ROW) shall be for enhancing public parking, pedestrian and bicyclist circulation, trails and coastal access potential, or other public benefits consistent with the Summerland Community Plan. All ROW abandonment requests shall be subject to coastal development permit requirements in accordance with Section 35-169 of the County's Coastal Zoning Ordinance. Public Works and Planning and Development shall review all ROW abandonment requests to determine if a public use or benefit currently exists or is potentially available within the ROW. If a public use or benefit is identified, abandonment of the ROW may only occur if an equal public use or benefit is provided, such as a dedicated easement ~~is dedicated~~ that would achieve the same public benefit.

SUGGESTED MODIFICATION NO. 2

The following shall be added in Chapter II (Community Development Super Element), Section G (Transportation, Circulation, and Parking) on Page 41 of the Summerland Community Plan Update in order to include a requirement of the existing plan (pursuant to LCP Amendment No. 1-03-B) that was inadvertently omitted from the proposed Summerland Community Plan Update:

Action CIRC-S-17.2: In the case of a portion of the Morris Place ROW and a portion of the West Finney Street ROW adjacent to Assessor Parcel No. 005-240-001 and Assessor Parcel No. 005-240-002, as shown in Exhibit 7 of the California Coastal Commission Staff Report for Santa Barbara County LCP Amendment No. 1-03-B, ROW abandonment may occur in exchange for equal public access benefits which shall include all of the following: improving two beach access trails within the Summerland Community Plan Area, providing a minimum of 40 public coastal parking spaces along Wallace Avenue, and installing instructional access signage along Wallace Avenue. As a condition of rezoning a portion of the Morris Place ROW and a portion of the West Finney Street ROW from recreational and open space use to residential use, the property owner(s) shall sign a written agreement acknowledging and agreeing that new development (including any modification of trees such as trimming or limbing, grading, and fences) shall be prohibited in the designated exclusion area as shown on Exhibit 7 referenced above. However, under limited circumstances, trees may be modified in the designated exclusion area for the protection of life and safety consistent with fire department requirements as allowed in Action BIO-S-6.6. The existing stairways may remain. The designated exclusion area requirement shall run with the land and all present and future owners shall be subject to the prohibition of additional development.

SUGGESTED MODIFICATION NO. 3

New proposed Action CIRC-S-15.1 in Chapter II (Community Development Super Element),

Section G (Transportation, Circulation, and Parking) on Page 40 of the Summerland Community Plan Update shall be modified as follows:

Action CIRC-S-15.1: The County shall improve two beach access trails within the Summerland Community Plan Area, provide a minimum of 40 public coastal parking spaces along Wallace Avenue, and install instructional access signage along Wallace Avenue. Additionally, the County shall study the feasibility of improving beach access and parking along Wallace Avenue, including, but not limited to, the following:

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

SUGGESTED MODIFICATION NO. 4

New proposed Policy CIRC-S-18 in Chapter II (Community Development Super Element), Section G (Transportation, Circulation, and Parking) on Page 41 of the Summerland Community Plan Update regarding public road right-of-way (ROW) encroachments shall be modified as follows:

Policy CIRC-S-18: Existing authorized landscape and hardscape within the public roadways and ROW are functionally and aesthetically valuable to the community and shall be protected and maintained for public use. Permitted encroachments shall not compromise public safety; block sight distances; impede existing or planned pathways, trails, and bikeways; or obstruct on-street parking areas or travel lanes. Encroachments shall be subject to coastal development permit requirements in accordance with Section 35-169 of the County's Coastal Zoning Ordinance and a Public Works encroachment permit and may only be approved if a clear zone from the curb face and/or edge of pavement to the proposed encroachment is preserved for a minimum distance of seven feet and the clear zone is improved by the property owner as feasible for on-street parking or bicycle and pedestrian passage. The County shall not authorize encroachments that would preclude adequate sight distance or safe pedestrian access or parking where it currently exists or is potentially available within the public road ROW.

SUGGESTED MODIFICATION NO. 5

Action CIRC-S-20.4 in Chapter II (Community Development Super Element), Section G (Transportation, Circulation, and Parking) on Page 42 of the Summerland Community Plan Update shall be modified as follows:

Action CIRC-S-20.4: The County shall consider locations appropriate for additional parking

restrictions within the Summerland Plan Area, including time-limited or prohibited parking, prohibited parking during certain hours, and/or no overnight parking for the purpose of occupancy, sleeping, or camping, including, but not limited to, campers, trailers, and semi-trailers. The implementation of restrictions on public parking along public streets with the potential to impede or restrict public access to beaches, trails or parklands, (including, but not limited to, the posting of “no parking” signs, red curbing, and physical barriers) shall be prohibited except where such restrictions are needed to protect public safety and where no other feasible alternative exists to provide public safety. Where such parking restrictions are proposed they shall be subject to a coastal development permit in accordance with Section 35-169 of the County’s Coastal Zoning Ordinance. Where such public parking restrictions impede or restrict public access to beaches, trails, or parklands, adequate mitigation must be provided to offset the impacts – e.g., an equivalent number of public parking spaces shall be provided as mitigation any parking spaces lost, and replacement public parking spaces shall be located within the closest feasible proximity to the spaces lost.

SUGGESTED MODIFICATION NO. 6

The following paragraphs on Page 14 of the Summerland Community Plan Update within Chapter I (Introduction), Section F (Existing County Plans and Policies), Subpart 1 (Coastal Land Use Plan) shall be modified as follows:

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

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

SUGGESTED MODIFICATION NO. 7

Correct figure numbers and references in the proposed Summerland Community Plan Update to reflect that Figure 5a is the “Urban Grid and Commercial Core Sub-Areas” Map, Figure 16a is the updated “Summerland Roadway Classification” Map, Figure 16b is the “Urban Grid and

Commercial Core Sub-Areas” Map (which is also Figure 5a), and Figure 21 is the updated “Bike Route Map.”

V. SUGGESTED MODIFICATIONS ON THE IMPLEMENTATION PLAN/COASTAL ZONING ORDINANCE AMENDMENT

The staff recommends the Commission certify the following, with the modifications as shown below. The County’s proposed amendment language to the certified Implementation Plan/Coastal Zoning Ordinance is shown in straight type. Language recommended by Commission staff to be modified is shown in ~~double-strikeout~~ and double underline. Other suggested modifications that do not directly change LCP text (e.g., revisions to maps, figures, instructions) are shown in *italics*.

SUGGESTED MODIFICATION NO. 8

Proposed Subsection 2.f of Section 35-191.5 of the Coastal Zoning Ordinance amendment shall be modified as follows:

- f. Transfer of floor area.** Except in the Urban Grid, up to one-half of the maximum allowed floor area of a principal dwelling may be transferred to an existing or new principal dwelling as follows:
 - 1) Elimination of potential subdivision.** The maximum allowed floor area on a lot that may be subdivided in compliance with all applicable provisions of the LCP and with the applicable zone in effect as of [effective date of this Ordinance] may be increased in compliance with the following and Subsection 2.f.(3), below:
 - (i) A Declaration of Restriction acceptable to the County shall be recorded by the property owner prior to the issuance of a building permit to eliminate the subdivision potential of the lot in perpetuity.
 - (ii) The increase in the maximum allowed floor area is limited to one-half of the maximum allowed floor area that would otherwise be allowed for a lot that is equal in size to the minimum lot size required in compliance with the applicable zone in effect as of [effective date of this Ordinance].
 - 2) Elimination of existing lot.** The maximum allowed floor area on a lot that cannot be subdivided in compliance with all applicable provisions of the LCP and with the applicable zone in effect as of [effective date of this Ordinance] may be increased in compliance with the following and Subsection 2.f.(3), below:
 - (i) The lot is contiguous to a lot that cannot be subdivided in compliance with the applicable zone in effect as of [effective date of this Ordinance].
 - (ii) A voluntary merger of the two lots and an Declaration of Restriction acceptable to the County shall be recorded by the property owner prior to the issuance of a building permit to eliminate the subdivision potential of the lot in perpetuity.

- (iii) The increase in the maximum allowed floor area is limited to one-half of the maximum allowed floor area that would otherwise be allowed on either of the lots that are the subject of the voluntary merger.
- 3) In no event shall the maximum allowed floor area as adjusted in compliance with Subsections 2.f. (1) or 2.f. (2) above exceed:
 - (i) 12,000 square feet on lots with a lot area (net) of less than 20 acres.
 - (ii) 15,000 square feet on lots with a lot area (net) of 20 acres or greater.

VI. FINDINGS FOR DENIAL AS SUBMITTED AND APPROVAL OF THE LCP AMENDMENT IF MODIFIED AS SUGGESTED

The following findings support the Commission's denial of the LCP amendment as submitted, and approval of the amendment if modified as indicated in Sections IV and V (*Suggested Modifications*) above. The Commission hereby finds and declares as follows:

A. AMENDMENT DESCRIPTION

1. LAND USE PLAN AMENDMENT

The proposed amendment to the certified Coastal Land Use Plan portion of the County's LCP includes updates to several sections of the certified Summerland Community Plan (SCP), including a revised Transportation, Circulation and Parking section (SCP Section II.G), changes to the Visual and Aesthetics section (SCP Section IV.A), and minor updates to the Introduction and Community Development sections (SCP Sections I and II) (**Exhibit 2**). The proposed amendment also includes changes to Chapter 4.3 of the Coastal Land Use Plan to introduce and reference the updated Summerland Community Plan (**Exhibit 2**).

The amendment would not change the existing land use and zoning designations in Summerland or the plan goals. The amendment request does, however, propose distinct policies for mapped subareas within the urban portion of the plan area, which has been designated the "Urban Grid" and "Commercial Core". The Urban Grid is entirely within the Coastal Zone and encompasses the following areas: Single, Two Family, and Design Residential zone districts north of Lillie Avenue and Ortega Hill Road up to the Urban-Rural boundary line; a mobile home park south of Ortega Hill Road; and a few recreation-zoned parcels. The Commercial Core is within the Urban Grid and encompasses the Limited Commercial (C-1) zone district on both sides of Ortega Hill Road and Lillie Avenue, just north of and adjacent to U.S. Highway 101. The proposed amendment includes a new map of these subareas that are incorporated into the Summerland Community Plan as new Figure 5a. Other changes to the Figures of the plan include an updated Summerland Roadway Classification Map (to be Figure 16a), a repeat of the new proposed Urban Grid and Commercial Core Map (to be 16b), and an updated Bike Route Map (Figure 21). No other changes to plan figures are proposed. However, since there was inconsistency among the County's proposed figure numbers, Commission and County staff worked cooperatively to clarify the correct figure numbers for new proposed figures, which is reflected in **Suggested Modification 7**.

The County's amendment proposes to re-write the overview summary of Coastal Land Use Plan policies by major topics in the introductory chapter of the existing Summerland Community Plan in order to be more thorough. While the summaries are intended to provide a general overview only and are not intended to be exhaustive or replace the actual Land Use Plan policies, it is important that they be accurate. Commission staff identified just a couple of instances in which a few more words were necessary in order to more accurately convey an important nuance of a Land Use Plan policy or group of policies. These are reflected in **Suggested Modification 6** of the staff recommendation.

Transportation, Circulation, and Parking Section of the SCP

New goals, policies, and development standards are proposed to the Transportation, Circulation, and Parking section of the SCP to reflect streetscape improvements, accommodate future multi-modal improvements, and improve transportation infrastructure, as summarized below.

Circulation. There is no change to the acceptable roadway and intersection level of service designations from the existing certified SCP. The proposed SCP amendment includes new, expanded circulation goals to support safe ingress and egress, multimodal connections, and roadway character considerations for the urban and rural areas (Goals CIRC S-1 through S-3). The new policies also promote the installation of “complete streets” facilities, traffic calming devices, and multimodal transportation improvements (Policies CIRC-S-10 and CIRC-S-11). Circulation improvement action items outlined in the existing SCP that have been implemented to-date have been removed from the proposed SCP update, including the Ortega Hill Road and Lillie Avenue streetscape and parking improvements and the Class I Ortega Hill bikepath. Preservation of the character of roadways outside the Urban Grid (Policy CIRC-S-3) and the following Urban Grid policies have been included in the SCP Update to 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);
- Improvements to Varley Street to facilitate vehicle passage and enhance residential character (Policy CIRC-S-9 and Policy CIRC-S-10).

Beach Connectivity. The connection of Summerland with the beach is physically interrupted by U.S. Highway 101 and the Union Pacific Railroad. The existing plan supports public beach parking and access to the beach. 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-15.1). The SCP amendment request includes an additional goal to increase community connections to the shoreline, facilitate multimodal access to the beach, and provide adequate and safe beach access and parking (Goal CIRC-S-4). Policies support working with Caltrans to reunify the community with the beach (Policy CIRC-S-13). An action item regarding Wallace Avenue parking is updated to study the feasibility of increased parking and improved pedestrian access on Wallace Avenue (Action CIRC-S-15.1).

Road Right-of-Ways (ROW). Summerland contains numerous unimproved public road right-of-ways (ROW), particularly in the Urban Grid, with varied widths and surface conditions as a result of fragmented development patterns over time. Current SCP policies prohibit new encroachments into and abandonments of public road ROW. The County has indicated that this prohibition has led to unintended problems when abandonment was considered necessary to rectify a property ownership and management issue, or an encroachment into the ROW was necessary to connect utilities and drainage improvements, provide retaining walls to stabilize slopes and reduce erosion, and allow wider driveways to improve sight distance for safety. The proposed SCP amendment would permit encroachments subject to specific policies and standards regarding traffic safety and aesthetics including Policies CIRC-S-17, CIRC-S-18 and CIRC-S-19, Action CIRC-S-18.1, and DevStd CIRC-S-18.2.

Parking. 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. Consistent with the existing SCP, the proposed update includes a goal that requires adequate parking for existing and new development and uses (GOAL CIRC-S-6). The proposed update also includes specific actions, policies, and development standards for development of adequate short-term vehicle and bicycle parking in the Commercial Core (Policy CIRC-S-20), and analysis of commercial overflow and shared parking opportunities (Action CIRC-S-20.1). A new development standard (DevStd CIRC-S-19.2) would encourage residential driveways to accommodate guest parking in order to avoid residential use of off-site street 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 amendment (existing SCP Actions CIRC-S-14.1, CIRC-S-12.1, and Action CIRC-S-19.1).

Parking regulations, including the required number of spaces, are contained in the Implementation Plan/Coastal Zoning Ordinance (IP/CZO) portion of the County's LCP. The current requirement for single and two family dwellings is two spaces per dwelling unit. The County has indicated they want to alleviate on-street parking constraints in residential areas by requiring a higher number of off-street parking in new development. Proposed new Action CIRC-S-18.1 would 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 would be implemented as a proposed amendment to the IP/CZO residential parking requirements specific to Summerland. As more cars are accommodated with on-site parking spaces, the visual character and availability of parking for visitors would improve within the Urban Grid.

Visual and Aesthetic Resource Section of the SCP

The SCP planning area has important scenic view corridors of the ocean and mountains due to the steep slopes within the Urban Grid and other topographic features. Currently, the Summerland area has a unique height measurement methodology and different building height standards as compared to the rest of the unincorporated areas of the County. In 2007 the Commission certified an LCP amendment that allowed the County to apply a new methodology for measuring building height for all areas of the County's coastal zone except Summerland. The new methodology uses a more simplified and easily applied system of measurement that encourages buildings to follow slope contours by stepping into hillsides to reduce visual impacts. In the proposed SCP amendment, the

County proposes to extend application of the new methodology to Summerland. The following changes are proposed for the existing building height methodology and standards for the Summerland Plan Area.

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 mean roof height. Under this methodology, the County says there has been a lack of consistency in determining the height based on how the average grade is established, and it penalizes the use of structural designs that follow slope contours (i.e., using one or more ground levels to reduce grading and perceived building mass). 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. The proposed amendment would change Summerland’s structure height calculation methodology to conform to the system that has been used in the rest of the County’s coastal zone since 2007 (pursuant to LCP Amendment 1-05-B), which is based on measuring maximum height from existing grade. The methodology would encourage stepping new structures into existing slopes, thereby resulting in a lower visual profile than the existing “average finished grade” height methodology.

Height Limits. The SCP currently contains Action VIS-S-3.1, which imposes a 22-foot height limit in the Urban Area and a 16-foot height limit in the Rural Area; and Action VIS-S-3.2, which directs the County to amend the zoning ordinance to include height limitations for Summerland. The subject amendment proposes to delete these actions (Actions VIS-S-3.1 and 3.2) from the SCP and amend the County’s Coastal Zoning Ordinance to include the specific height regulations for Summerland discussed below. The proposed amendment would change the height limits applicable to the Summerland plan area 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 4:12 (rise over run) or greater 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 would be the same as Urban Grid (25 ft.) and no roof pitch adjustment would be allowed, except that the portion of the Commercial Core area south of Lillie Avenue and south of Ortega Hill Road would be limited to 22 ft. (CZO Amendment to Section 35-77A.9)
- Rural Area: The height limit for the Rural Area would remain 16 feet, except in the “Existing Developed Rural Neighborhoods” (EDRN) discussed below. An additional 3 feet would be allowed for a roof pitch of 4:12 (rise over run) or greater.
- Existing Developed Rural Neighborhoods (EDRN): There are two residential enclaves in the rural area of Summerland plan area that are delineated as EDRN on the County’s Coastal Land Use Plan map. These neighborhoods are designated to allow for completion of the neighborhood without encroachment onto surrounding agricultural lands. The height limit in EDRN’s would change from 16 feet to 25 feet consistent with EDRN’s in the rest of the

County, and would retain the 16-foot height limit 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:

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 4:12 (rise over run) or greater. Three of these new residences would be on currently vacant parcels and four would be due to potential subdivisions.

Updated Residential and Commercial Design Guidelines. The plan amendment also includes new Residential and Commercial Design Guidelines for the Summerland Plan Area to replace the existing 1992 SCP Design Guidelines in order to better assist project applicants and the County's Board of Architectural Review (BAR) in applying SCP development standards to maintain neighborhood character within the community.

Floor Area Ratio (FAR). The plan area's prominent hillside location and ocean and mountain views have led to the inclusion of specific architecture and design standards in the existing SCP, including the application of a Floor Area Ratio (FAR) standard to regulate a structure's maximum allowable floor area and size. Summerland is the only unincorporated community in the County that imposes residential FAR standards. Policy VIS-S-5 and Actions VIS-S-5.1 and VIS-S-5.2 of the existing SCP required the establishment of FARs for commercial and residential development and directed the County to amend the zoning ordinances to include FAR requirements, and established FARs in the SCP Design Guidelines.

The proposed SCP amendment proposes changes to the FAR standards as detailed below.

- Move FAR standards to IP/CZO. Similar to the changes in the height regulations, the SCP amendment proposes deleting FAR requirements from the SCP Design Guidelines and moving them into the IP/CZO.
- Define and regulate which portions of a structure are included or excluded from the FAR calculation and address basements, plate heights, understories, accessory structures, and Residential Second Units.

2. IMPLEMENTATION PLAN AMENDMENT

Santa Barbara County is requesting an amendment to the Implementation Plan/Coastal Zoning Ordinance (IP/CZO) portion of its certified LCP to add regulations and procedures specific to Summerland in order to implement the policies and development standards of the updated SCP (**Exhibit 3**).

Outdoor Lighting Definitions and Standards. The IP/CZO amendment would move the outdoor lighting requirements from the existing design guidelines to the IP/CZO and expand upon them, 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.

Commercial Signs. The IP/CZO amendment would add regulations for commercial signs in Summerland to prohibit flashing signs; regulate hours of illumination; limit banner signs; and require externally lit signs to have top mounted shielded fixtures.

Parking Standards. The IP/CZO amendment would add additional parking standards for Summerland that would 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.

Public Road Right-of-Way (ROW) Encroachments. The IP/CZO amendment would 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.

Building Height Methodology and Limits. The IP/CZO amendment would incorporate the building height methodology and limits discussed in the Land Use Plan amendment description above for the Summerland Plan Area.

Floor Area Ratio (FAR) Methodology and Limits. Floor area ratio (FAR) is an existing LCP tool used to regulate the size, bulk, scale, and profile of residential and commercial structures in the plan area since the Summerland Community Plan was certified in 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 proposed amendment would adjust the following provisions for floor area limits, definitions, and measurement methodologies:

- For residential lots less than 10 acres, the amendment would not affect the current FAR limits.
- 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.
- The commercial and mixed use FAR is proposed to be decreased by 0.02, 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. The current methodology encourages placing fill 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. The proposed amendment 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 the maximum allowable 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 methodology would provide clarity for planners and applicants in determining which portions of a structure are included or exempt from the FAR calculation and would eliminate the incentive to place fill around a structure and manipulate the average finished grade.

Transfer of Floor Area. An additional provision is proposed that applies 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 proposed SCP. This would potentially reduce the number of estate-style developments outside the Urban Grid and provide an incentive to preserve open space, agricultural lands, and scenic resources by reducing development potential and reducing nonconforming lots as to size.

B. PLAN AREA SETTING AND BACKGROUND

The Summerland Community Plan was certified by the Commission as a component of the County’s Coastal Land Use Plan in 1992. The Summerland Community Plan area is located in the southern unincorporated portion of Santa Barbara County between the cities of Santa Barbara and Carpinteria. The plan area is bordered by Ortega Ridge Road on the west, the Montecito planning area on the north, Padaro Lane and the Toro Canyon planning area on the east, and the Pacific Ocean on the south (**Exhibit 1**). The plan area totals 907 acres and is situated within the coastal

zone with the exception of an approximately 25-acre residential enclave along Ortega Ridge Road in the northwestern portion of the plan area.

The Summerland Community Plan area consists of two subareas: the Urban Area where principally urban land uses exist and the Rural Area where land uses are rural or agricultural in nature. The Urban Area encompasses the community's downtown; dense residentially developed lands directly north of the downtown; an area of lower density urban parcels further north and northwest of Ortega Ridge Road; and a beachfront area between U.S. Highway 101 and the ocean. Highway 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. Two points of crossing over or under Highway 101 currently exist: (1) the Evans Avenue Highway 101 underpass and at-grade railroad crossings to Lookout County Park and Wallace Avenue at the west end of the plan area; and (2) the Highway 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 public beach access, parking and facilities. Wallace Avenue, a 900 foot long, east/west oriented street seaward of the railroad tracks and Highway 101, provides access to a narrow strip of residences and to recreation and open space lots along the top of a coastal bluff. Beach access and parking exists along the south side of Wallace Avenue. There are four existing public accessways to the beach in the plan area: at Lookout Park, Morris Place (on the east end of Lookout Park), Finney Street East, and Loon Point. The accessways at Lookout Park, Finney Street East, and Loon Point consist of short beach access ramps to the beach. The existing access trail to the beach at Morris Place runs along the bottom of a drainage and through a eucalyptus grove and is accessible from the Lookout Park parking lot.

The Rural Area of the Summerland Community Plan area is comprised of low density residential and agricultural lands located mainly to the north of and surrounding the Urban Area. The Rural Area contains substantially larger lots, varied topography, agricultural uses, and riparian corridors. Existing Developed Rural Neighborhood (EDRN) is a designation given to existing residential enclaves within the Rural Area. Within the Summerland Rural Area, there are two distinct EDRNs: Ortega Hill, consisting of eight parcels on the western edge of the plan area; and Padaro Lane (portion), consisting of six bluff-top parcels along the eastern boundary of the plan area that are part of the larger Padaro Lane EDRN. The agriculturally zoned lands in Summerland plan area consist of approximately 303 acres within four locations of the plan area. The soil types found in Summerland consist of non-prime Class III-VI soils that currently support, or have historically supported orchard crops such as avocado and citrus.

The subject amendment request does not propose to change the existing land use or zoning designations or the urban-rural boundary within the plan area.

C. PUBLIC ACCESS AND RECREATION

Applicable Coastal Act Policies

Coastal Act Section 30210 states that:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to

protect public rights, rights of private property owners and natural resource areas from overuse.

Coastal Act Section 30212.5 states:

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Coastal Act Section 30214 states:

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

- 1) Topographic and geologic site characteristics.*
- 2) The capacity of the site to sustain use and at what level of intensity.*
- 3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.*
- 4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.*

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution.

(c) In carrying out the public access policies of this article, the commission, regional commissions, and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

Coastal Act Section 30252 states:

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 onsite recreational facilities to serve the new development.

Coastal Act Section 30253 states:

New development shall . . . (d) Minimize energy consumption and vehicle miles traveled.

The proposed amendment to the Summerland Community Plan (SCP), which is a component of the County's Coastal Land Use Plan, consists of a revised Transportation, Circulation, and Parking section with new goals, policies, and development standards to reflect streetscape improvements, accommodate future multi-modal improvements, and improve transportation infrastructure. While the Parks, Recreation, and Trails section of the SCP is not proposed to be changed in the amendment request, proposed changes to the Transportation, Circulation, and Parking section has the potential to raise issues regarding public access and recreation.

Circulation and Parking

The proposed amendment includes new, expanded circulation goals and policies to promote the installation of "complete streets"¹ facilities, traffic calming devices, and multimodal transportation improvements and to incorporate safety and roadway character considerations for the urban and rural areas of the plan area. The proposed amendment includes several new policies to achieve the SCP existing goal (CIRC-S-3) to promote alternative modes of transportation and maximize multimodal access via transit lines, bikeways, and pedestrian trails, including implementing "complete streets" designs and constructing regional bicycle and pedestrian routes to connect established trails and coastal routes along the perimeter of and through Summerland. The proposed policies also call for increasing community connections to the shoreline, facilitating multimodal access to the beach, and providing adequate and safe beach access and parking. Such provisions to maximize public access to the coast through a variety of alternative transportation modes are consistent with Sections 30252 and 30253 of the Coastal Act cited above.

Related to improving beach access, the proposed amendment includes an action item that states the County shall study the feasibility of improving beach access and parking along Wallace Avenue, including, but not limited to, developing a trail adjacent to the Union Pacific Railroad tracks, which would tie into Padaro Lane and the City of Carpinteria planned bicycle route to the south, and relocating the sidewalk from the south side of Wallace Avenue to the north side to avoid future bluff erosion impacts (Action CIRC-S-15.1).

While improving beach access and parking on Wallace Avenue would greatly benefit public access to the shore within the community, the feasibility of formalizing public parking along Wallace Avenue has already been established by the County. In approximately 2003, as part of LCP Amendment No. MAJ-1-03-B, a review by the County indicated that Wallace Avenue could accommodate approximately 40 new parallel, on-street parking spaces as a result of minor improvements such as restriping, and a conceptual plan was prepared. Angled parking was not considered viable due to the speed of traffic along Wallace Avenue. As such, development of a minimum of 40 public parking spaces along Wallace Avenue was required by Policy CIRC-S-18 pursuant to LCP Amendment (No. MAJ-1-03-B) that was certified by the Commission in 2005. The Commission required these Wallace Avenue parking improvements, as well as the improvement of two beach access trails and instructional access signage along Wallace Avenue, to mitigate (by providing equal public access benefits) for the abandonment and rezoning of two County rights-of-

¹ 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." As of 2011, any revision to the circulation policies of a local government's planning document must comply with California Complete Streets Act (AB 1358).

way at Finney Street and a portion of Morris Place from public to private residential use, which the County had approved in order to resolve an existing encroachment of private residential development onto County owned property. The County sold the subject area of the Morris Place and Finney Street rights-of-way for \$125,000 (\$6.64 per sq. ft.) and the proceeds from the sale were specifically designated for beach parking or other coastal access improvements in the Summerland area. Additionally, the purchasers were required to provide \$15,000 for public access improvements in the vicinity to mitigate the impact to public access.

However, the language of existing Policy CIRC-S-18, which requires the public access and parking improvements, was inadvertently omitted from the proposed Summerland Community Plan update by the County. The County has also indicated that none of the required public access improvements have been implemented yet. In order to ensure that public access and recreation will be protected pursuant to Coastal Act requirements, and to ensure that the Summerland Community Plan continues to mandate implementation of the public access and parking improvements required by certified LCP Amendment MAJ-1-03-B, Commission staff worked cooperatively with County staff to incorporate these public access improvements as part of the proposed LCP Amendment. These modifications are included as part of proposed SCP Action CIRC-S-15.1 specific to Wallace Avenue, as detailed in **Suggested Modification 3**, and within a new SCP provision (Action CIRC-S-17.2) in the public road right-of-way abandonment subsection of the revised Transportation, Circulation, and Parking section of the SCP, as detailed in **Suggested Modification 2**.

Further, proposed SCP Action CIRC-S-15.1 specific to Wallace Avenue states that the County shall relocate the Wallace Avenue sidewalk from the south side of the street to the north side of the street to improve beach access and avoid future bluff erosion impacts. However, existing blufftop residential and recreational development and the Union Pacific railroad tracks are situated seaward of Wallace Avenue, so the street is not anticipated to succumb to erosion impacts in the foreseeable future. Maintaining the existing sidewalk and formalizing public parking on the south side of Wallace Avenue would better accommodate and improve accessibility to beach access points and should be prioritized. Therefore, **Suggested Modification 3** reflects clarifications to proposed SCP Action CIRC-S-15.1 regarding access improvements in the area of Wallace Avenue.

Consistent with the existing certified SCP, the proposed update requires adequate parking for existing and new development and uses in Summerland (GOAL CIRC-S-6). The proposed update also includes specific actions, policies, and development standards for development of adequate short-term vehicle and bicycle parking in the Commercial Core (Policy CIRC-S-20), and analysis of commercial overflow and shared parking opportunities (Action CIRC-S-20.1). A new proposed development standard (DevStd CIRC-S-19.2) would encourage residential driveways to accommodate guest parking in order to avoid residential use of off-site on-street parking. And to address the County's desire to alleviate on-street parking constraints in residential areas, proposed new Action CIRC-S-18.1 would 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 from two to four spaces on lots greater than 10,000 net sq. ft.. The proposed amendment to the IP/CZO also includes this parking requirement change for residential development in the Summerland plan area. By better accommodating residential parking on-site, the availability of on-street parking for visitors would improve within the community's core. These requirements are consistent with the public access policies of the Coastal Act.

Action CIRC-S-20.4 is also proposed, which states that the County shall consider locations appropriate for additional parking restrictions within the plan area, including time-limited or prohibited parking, prohibited parking during certain hours, and/or no overnight parking for the purpose of occupancy, sleeping, or camping, including, but not limited to, campers, trailers, and semi-trailers. While revised parking standards can sometimes be consistent with smart growth goals, limitations on the ability to park near beaches, pathways and other public sites in the coastal zone can reduce public access to these recreation sites for all but those living in the immediate vicinity. Since parking restrictions along public streets have the potential to impede or restrict public access to beaches, trails or parklands, it is important the plan policies address the issue to ensure public coastal access won't be adversely impacted in conformance with public access and recreation policies of the Coastal Act. As such, **Suggested Modification 5** is required to include additional policy language as part of SCP Action CIRC-S-20.4 to prohibit implementation of public parking restrictions along public streets with the potential to impede or restrict public access to beaches, trails or parklands, except where such restrictions are needed to protect public safety and where no other feasible alternative exists to provide public safety. Where such parking restrictions are determined to be necessary due to demonstrated public safety need with no feasible alternative, they shall be subject to a coastal development permit and where such public parking restrictions are determined to impede or restrict public access to beaches, trails, or parklands, adequate mitigation must be provided to offset the impacts – e.g., an equivalent number of public parking spaces shall be provided as mitigation for impacts to coastal access and recreation. Replacement public parking spaces shall be located within the closest, feasible proximity to the spaces lost.

Public Road Right-of-Way (ROW) Abandonments and Encroachments

Current SCP policies prohibit new encroachments and abandonments of public road ROW. Summerland contains numerous unimproved public road rights-of-way (ROW), particularly in the Urban Grid, with varied widths and surface conditions as a result of fragmented development patterns over time. The County has indicated that this prohibition has led to unintended problems when abandonment was considered necessary to rectify a property ownership and management issue, or an encroachment into the ROW was necessary to connect utilities and drainage improvements, provide retaining walls to stabilize slopes and reduce erosion, and allow wider driveways to improve sight distance for safety.

The proposed SCP amendment would permit encroachments subject to specific policies and standards regarding traffic safety and aesthetics including Policies CIRC-S-18 and CIRC-S-19, Action CIRC-S-18.1, and DevStd CIRC-S-18.2. New proposed SCP Policy CIRC-S-18 states that permitted encroachments shall not compromise public safety; block sight distances; impede existing or planned pathways, trails, and bikeways; or obstruct on-street parking areas or travel lanes. Encroachments shall be subject to a Public Works encroachment permit and may only be approved if a clear zone from the curb face and/or edge of pavement to the proposed encroachment is preserved for a minimum distance of seven feet and the clear zone is improved by the property owner as feasible for on-street parking or bicycle and pedestrian passage.

Abandonments would also be permitted subject to specific policies and standards including new Policy CIRC-S-17, which would include County review to determine if the abandonment would compromise existing or future beneficial public use of the property before processing a request and conducting a public hearing. The policy states that priority use of excess public road right-of-way

(ROW) shall be for enhancing public parking, pedestrian and bicyclist circulation, trails and coastal access potential, or other public benefits. The policy indicates that the County would review all ROW abandonment requests to determine if a public benefit is available, and if a public benefit is identified, abandonment of ROW may occur if an easement is dedicated that would achieve the same public benefit.

Public access opportunities available through on-street parking or pedestrian access can be adversely affected when local governments authorize encroachments or abandonments of public ROW in the coastal zone. Therefore, public access must be a criteria used for ROW abandonment requests and if such abandonments are permitted, mitigation to ensure the maintenance of public access should be provided for, where necessary, such as allowing only partial abandonment of the road, requiring replacement public parking, creating public access easements, or deeding part of the road to a public recreational agency. As such, the Commission finds that **Suggested Modification 1** to proposed SCP Policy CIRC-S-17 is required in order to clarify that if a public use or benefit currently exists or is potentially available within the ROW, abandonment of the ROW may only occur if an equal public use or benefit is provided. Similarly, **Suggested Modification 4** to proposed SCP Policy CIRC-S-18 is necessary to clarify that the County shall not authorize ROW encroachments that would preclude adequate sight distance or safe pedestrian access or parking where it currently exists or is potentially available within the public road ROW. In addition, since public road ROW abandonments and encroachments meets the definition of “development” under the Coastal Act and the County LCP because it constitutes a change in the density and intensity of use of land, a coastal development permit (CDP) would be required for such requests in the County’s coastal zone. However, Commission staff is aware of a couple of examples in which the County authorized a ROW abandonment in the coastal zone without a CDP. In order to provide clarity regarding this issue in the proposed SCP update, the Commission finds it necessary to specify in SCP Policies CIRC-S-17 and -18 that all ROW abandonment and encroachment requests shall be subject to CDP requirements, as detailed in **Suggested Modifications 1 and 4**.

Conclusion

For all of the reasons stated above, the Commission finds that (1) the Land Use Plan amendment, only as suggested to be modified, would remain consistent with the public access and recreation policies of Chapter 3 of the Coastal Act; and (2) the IP/CZO amendment conforms with and is adequate to carry out the public access and recreation policies of the certified Land Use Plan, as amended.

D. VISUAL RESOURCES AND CUMULATIVE IMPACTS

Applicable Coastal Act Policies

Section 30250(a) of the Coastal Act states:

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing

developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

Section 30251 of the Coastal Act states:

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. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Applicable Coastal Land Use Plan Policies

Policy 3-14:

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 features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited for development because of known soil, geologic, flood, erosion or other hazards shall remain in open space.

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 view 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.

Policy 4-9 (View Corridor Overlay):

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.

Policy 4-10 (View Corridor Overlay):

A landscaping plan shall be submitted to the County for approval. Landscaping when mature, shall not impeded public views.

Policy 4-11 (View Corridor Overlay):

Building height shall not exceed one story or 15 feet above average finished grade, 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.

Relevant Summerland Community Plan Policies & 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-2:

The County shall adopt Residential and Commercial Design Guidelines for Summerland.

Action VIS-S-2.1:

Incorporate language into the Residential and Commercial Design Guidelines which will promote the following goals:

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

- i. *Encourage the use of native plants, especially in the open space areas.*

Policy VIS-S-3:

Public views from Summerland to the ocean and from the Highway to the foothills shall be protected and enhanced. Where practical, private views shall also be protected.

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.

Action VIS-S-3.2:

The County shall amend the zoning ordinance to include height limitations which must be adhered to for all development in Summerland.

Policy VIS-S-4:

New development in Summerland shall be compatible with and shall enhance the community's architectural character.

Policy VIS-S-5:

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

Policy VIS-S-7:

In the rural areas all development shall be designed to minimize visual and aesthetic impacts.

The proposed amendment consists of changes to the Visual and Aesthetics section of the Summerland Community Plan (SCP), which is a component of the County's Coastal Land Use Plan, and changes to the County's Coastal Zoning Ordinance to add related development standards specific to the Summerland planning area. The SCP amendment also includes new Residential and Commercial Design Guidelines for the Summerland Plan Area to replace the existing 1992 SCP Design Guidelines in order to better assist project applicants and the County's Board of Architectural Review (BAR) in applying SCP development standards to maintain neighborhood character within the community. The updated guidelines 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 guidelines support existing County policies that protect public views and neighborhood character and ensure that new structures are visually compatible.

Structure Height Limits and Methodology

Currently, the Summerland area has a unique height measurement methodology and different building height standards as compared to the rest of the unincorporated areas of the County. In 2007 the Commission certified an LCP amendment that allowed the County to apply a new methodology for measuring building height for all areas of the County's coastal zone except Summerland. The new methodology uses a more simplified and easily applied system of

measurement that encourages buildings to follow slope contours by stepping into hillsides to reduce visual impacts. In the amendment request, the County proposes to extend application of the new methodology to Summerland. The County also proposes to modify the height limit standards for structures within the Summerland plan area, as detailed in Section VI.A of this staff report.

In general, the proposed height calculation methodology is designed to be roughly equivalent to the existing method but with a simplified system of measurement that is less susceptible to height increases resulting from exaggerated roof designs and that would encourage stepping structures into existing slopes to lower their profile.

The SCP currently contains Action VIS-S-3.1, which includes the specific height limits, and Action VIS-S-3.2, which directs the County to amend the zoning ordinance to include height limitations for Summerland. The subject amendment proposes to delete Actions VIS-S-3.1 and 3.2 from the SCP, and amend the County's Coastal Zoning Ordinance (CZO) to include the specific height regulations for Summerland discussed in Section VI.A of this staff report. The proposed changes to height limits in the plan area are not significant and are not anticipated to adversely impact visual and aesthetic resources because they are coupled with the height methodology change, resulting in a lower visual profile. In addition, there are existing provisions of the County LCP that would require height limits to be reduced below the maximum height allowed where necessary to protect public views. All proposed projects would be subject to County review and a height limit lower than the maximum could be required on a case-by-case basis in order to avoid impacts to scenic public views and community visual character in compliance with the County LCP.

Floor Area Ratio (FAR)

Summerland's prominent hillside location and ocean and mountain views have led to the inclusion of specific architecture and design standards in the existing SCP, including Floor Area Ratio (FAR), to regulate a structure's maximum allowable floor area and size. 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. Summerland is the only unincorporated community in the County that imposes residential FAR standards. Policy VIS-S-5 and Actions VIS-S-5.1 and VIS-S-5.2 of the existing SCP required the establishment of FARs for commercial and residential development and directed the County to amend the zoning ordinances to include FAR requirements, and established FARs in the SCP Design Guidelines.

The proposed SCP amendment proposes moving the FAR requirements from the SCP Design Guidelines to the County's CZO (Sections 35-191.2 and 35-191.5) and making changes to those sections to define and regulate the FAR methodology. The existing methodology for measuring floor area 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 amendment 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. This could also result in slightly larger structures (estimated at less than 10%) than currently allowed. However,

the change is not significant and is not anticipated to impact scenic public views or visual character, or introduce visually incompatible structures.

The proposed amendment would also exclude a basement from the FAR calculation in order to encourage placement of the lowest story of the structure further into the ground to reduce visibility and exposed building facades. Currently, the FAR calculation is not required to include attached Residential Second Units or accessory structures. The amendment proposes to deduct the floor area of an attached RSU that exceeds 300 net sq. ft. from the maximum FAR. For accessory structures, the amendment 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. The change to include large attached RSUs and accessory structures in the maximum floor area calculation would require applicants to consider development on the entire lot and would have beneficial impacts on visual character and neighborhood compatibility.

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 amendment 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 currently developed with a residential unit. As such, the increase would only be 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. This limited FAR increase for a limited number of parcels is not anticipated to result in significant impacts to scenic public views or visual character. Proposed projects would be subject to County review and a smaller building size/mass could be required on a case-by-case basis in order to avoid impacts to scenic public views and community visual character in compliance with the County LCP.

Transfer of Floor Area Ratio (FAR)

In addition, the proposed amendment to the SCP and the CZO includes an additional provision that would apply only to areas outside of Summerland's more dense Urban Grid area that allows for property owners to increase their allowed FAR for an existing or proposed dwelling by relinquishing development rights of one potential principal dwelling on one potential or existing lot. The two ways to increase a FAR under the proposed transfer of FAR provision is to either (1) possess a lot that that may be subdivided in compliance with the applicable zone designation and record a Declaration of Restriction acceptable to the County that eliminates the subdivision potential of the lot, or (2) possess a contiguous lot, merge it with the subject lot, and record a Declaration of Restriction acceptable to the County that eliminates the subdivision potential of the merged lot. 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 on lots up to 20 acres or 15,000 square feet on lots 20 acres or greater. The proposal to increase the FAR of a development beyond the maximum allowed has the potential to adversely impact scenic public views and the visual character of the community. However, the proposal also has the potential to reduce the number of parcels outside the community's Urban Grid that could be created through subdivision as well as reducing the number of existing lots that could be developed with separate residences. This also provides an incentive to preserve open space, agricultural lands, and scenic

resources by reducing development potential and reducing nonconforming lots as to size.

The County analyzed potential buildout within the community from this proposal and found that it could reduce approximately the potential buildout of the area (including potential subdivisions) by 27 single family dwellings totaling up to 80,985 square feet of residential development potential. Below is an estimated comparison of potential buildout that was included in Santa Barbara County's Summerland Community Plan Update Final Supplemental EIR (January 2014).

Transfer of Floor Area Ratio Buildout Reduction¹ – Summerland Plan Area (SCP)

Area Designation	SCP Buildout Potential (Units)	SCP FAR Potential (Sq. Ft.)	Transfer FAR Buildout Potential Reduction (Units)²	Transfer FAR Potential Reduction (Sq. Ft.)
Urban Area (outside Urban Grid)	9	31,291	7	15,646
Existing Developed Rural Neighborhood (EDRN)	16	96,678	10	29,339
Rural Area (outside EDRN)	20	151,746	10	36,000
Total	45	279,715	27	80,985

1. From Santa Barbara County's Summerland Community Plan Update Final Supplemental EIR (January 2014)

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

The transfer of FAR proposal could reduce approximately 60% of the additional potential residential buildout outside the Urban Grid. The proposal could also reduce the types of accessory development that is often associated with a residential dwelling, such as guesthouses, residential second units, artist studios, cabañas, garages, impervious surfaces, and swimming pools that characterize estate style development often seen outside the Urban Grid. As such, development intensity overall could be reduced in areas identified as visually sensitive within Summerland, including Ortega Hill, Padaro Lane, and the Rural Area. The removal of additional development potential from these areas would help maximize open space, preserve the plan area's scenic visual character, and reduce impacts compared to the plan area's maximum theoretical buildout. Further, the proposed transfer of FAR provision establishes a maximum FAR that a residential dwelling can be increased to (12,000 square feet on lots less than 20 acres and 15,000 on lots 20 acres or greater). This maximum, combined with the fact that any development proposal must be found consistent with all other applicable policies and provisions of the LCP, would not result in significant scenic resource impacts, and any potential cumulative impacts would be offset by the relinquishment of development rights of a principal dwelling and accessory development on one existing or potential legal lot.

As indicated previously, one of the ways to increase a FAR under the proposed transfer of FAR provision is to possess a lot that that may be subdivided in compliance with the applicable zone designation and record a Declaration of Restriction acceptable to the County that eliminates the subdivision potential of the lot. However, it is possible that resource constraints may exist on a property that would make subdivision infeasible under the LCP, such as environmentally sensitive habitat, steep slopes or hazards. As such, transfer of FAR from a potential lot should not be based solely on the zoning designation. In addition, the Declaration of Restrictions that is

required to ensure that the development potential is eliminated should apply in perpetuity to avoid any potential cumulative impacts to visual resources from a restriction being eliminated in the future. Therefore, the Commission finds that **Suggested Modification 8** to proposed Section 35-191.5(f) of the Coastal Zoning Ordinance is necessary to (1) clarify that the subdivision potential of the transfer lot must be based on the applicable zone designation *and* all applicable provisions of the LCP, and (2) require that the Declaration of Restriction to be recorded eliminates the subdivision potential of the lot *in perpetuity*.

Outdoor Lighting and Signage

The proposed IP/CZO amendment would move the outdoor lighting requirements from the existing SCP Design Guidelines to the IP/CZO and expand upon them, 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. The IP/CZO amendment would add regulations for commercial signs in Summerland to prohibit flashing signs; regulate hours of illumination; limit banner signs; and require externally lit signs to have top mounted shielded fixtures. The proposed requirements are consistent with and adequate to carry out existing County policies that protect visual resources, including scenic public views and neighborhood character.

Conclusion

For all of the reasons stated above, the Commission finds that (1) the proposed LUP portion of the LCP amendment, only if modified as suggested, is consistent with the applicable policies of the Coastal Act; and (2) only if modified as suggested will the IP/CZO amendment conform with and be adequate to carry out the applicable policies of the certified Land Use Plan, as amended.

VII. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Pursuant to Section 21080.9 of the California Environmental Quality Act (“CEQA”), the Coastal Commission is the lead agency responsible for reviewing Local Coastal Programs for compliance with CEQA. The Secretary of the Resources Agency has determined that the Commission’s program of reviewing and certifying LCPs qualifies for certification under Section 21080.5 of CEQA. In addition to making the finding that the LCP amendment is in full compliance with CEQA, the Commission must make a finding that no less environmentally damaging feasible alternative exists. Section 21080.5(d)(2)(A) of CEQA and Section 13540(f) of the California Code of Regulations require that the Commission not approve or adopt a LCP, “...if there are feasible alternative or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment.”

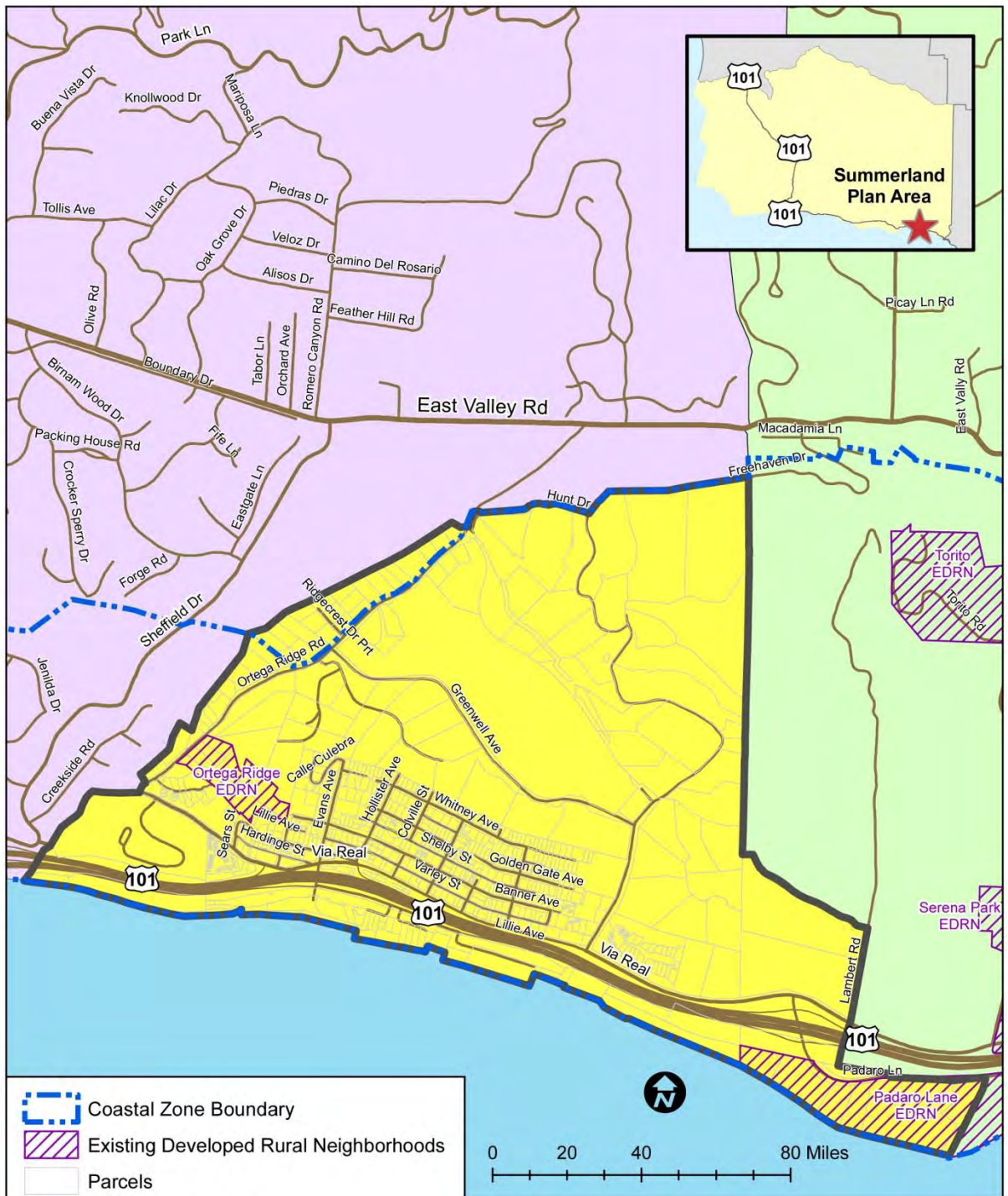
The proposed amendment is to the County of Santa Barbara’s certified Local Coastal Program Land Use Plan and Implementation Ordinance. The Commission originally certified the County of Santa Barbara’s Local Coastal Program Land Use Plan and Implementation Ordinance in 1981 and 1982, respectively. For the reasons discussed in this report, the LCP amendment, as submitted, is inconsistent with the applicable policies of the Coastal Act, which are also

incorporated by reference into the Land Use Plan. Further, feasible alternatives and mitigation are available which would lessen any significant adverse effect which the approval may have on the environment. The Commission has, therefore, modified the proposed LCP amendment to include feasible measures to minimize the environmental impacts of new development allowed by the LCP amendment. As discussed in the preceding sections, the Commission's suggested modifications bring the proposed amendment to the Land Use Plan into conformity with the Coastal Act and bring the proposed amendment to the Implementation Plan component of the LCP into conformity with the certified Land Use Plan. Therefore, the Commission finds that the LCP amendment, as modified, is consistent with CEQA.

APPENDIX 1

Substantive File Documents

Santa Barbara County Certified LCP and Summerland Community Plan; Santa Barbara County Resolution Nos. 14-119 and 14-120, and Ordinance No. 4887; Santa Barbara County LCP Amendment MAJ-1-03-B (Mecay Hotchkiss); Summerland Community Plan Update Final Supplemental Environmental Impact Report (January 2014).



Summerland Community Plan

Summerland Plan Area

Exhibit 1

Map produced by Santa Barbara County Planning & Development
Long Range Planning Division - June 19, 2013

RESOLUTION OF THE BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

IN THE MATTER OF ADOPTING SPECIFIC)	RESOLUTION NO. 14-119
AMENDMENTS TO THE COASTAL LAND USE PLAN)	
OF THE SANTA BARBARA COUNTY)	Case No: 14GPA-00000-00002
COMPREHENSIVE PLAN BY ADOPTION OF THE)	
SUMMERLAND COMMUNITY PLAN UPDATE)	

WITH REFERENCE TO THE FOLLOWING:

- A. On January 7, 1980, by Resolution No. 80-12, the Board of Supervisors adopted the Santa Barbara County Coastal Land Use Plan.
- B. In 1992, the Board of Supervisors adopted the Summerland Community Plan as an amendment to the Comprehensive Plan.
- C. On November 27, 2007, the Board of Supervisors adopted Resolution 07-379 approving the formation of the Summerland Planning Advisory Committee (SunPAC) to assist staff with the development of the Summerland Community Plan Update.
- D. From December 2007 to May 2011, the SunPAC held two workshops and 33 public meetings to advise staff with preparing amendments to the Summerland Community Plan and development of the draft Summerland Commercial Design Guidelines and Residential Design Guidelines.
- E. In 2014, a Final Supplemental Environmental Impact Report for the Summerland Community Plan Update was prepared and presented to the Planning Commission, subsequent to circulation of a Draft Supplemental Environmental Impact Report to the appropriate agencies and public, and a public hearing was held to solicit public comments pursuant to the California Environmental Quality Act (CEQA).
- F. Citizens, California Native American Indian tribes, public agencies, public utility companies, and civic, education, and other community groups have been provided opportunities to be involved in the preparation of Summerland Community Plan Update in duly noticed public hearings and meetings pursuant to Sections 65351 and 65353 of the Government Code.
- G. The Planning Commission has held duly noticed public hearings, as required by Section 65353 of the Government Code, on the proposed amendments, at which hearings the amendments were explained and comments invited from the persons in attendance.
- H. The Planning Commission, after holding duly noticed public hearings on the above described amendments to the Coastal Land Use Plan, endorses and transmits to the Board

of Supervisors said recommended amendments by resolution pursuant to Government Code Section 65354.

- I. The Board received and considered the Planning Commission's recommended actions and held a duly noticed public hearing, as required by Section 65353 of the Government Code, on the proposed amendments at which hearing the amendments were explained and comments invited from the persons in attendance.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1. The above recitations are true and correct.
2. The Board of Supervisors now finds, consistent with its authority in Government Code Section 65358, that it is in the public interest to provide orderly development of the County and important to the preservation of the health, safety, and general welfare of the residents of the County to:
 - a. Adopt the Summerland Community Plan Update (Attachment A, Board Agenda Letter for the hearing of May 6, 2014) as an amendment to the Coastal Land Use Plan of the Comprehensive Plan.
 - b. Amend the Santa Barbara County Coastal Land Use Plan as follows:
 1. Amend Chapter 4 "The Planning Areas" by adding the following.

4.3 SUMMERLAND

In 2014, the County adopted an update to the 1992 Summerland Community Plan (see the "Summerland Community Land Use Map" for the Planning Area boundaries). This update to the Summerland Community Plan provides policy direction for issues and development trends specific to the Plan area. The 2014 Summerland Community Plan Update updates the Introduction, Transportation, Circulation and Parking, and Visual and Aesthetics and sections of the Community Plan. This Community Plan describes the community and the relevant issues it faces, including land use, agriculture, recreation, coastal access, circulation, habitats, public services, and visual resources. The Community Plan establishes land use designations and zone districts and includes development standards to guide future development. In addition, the Community Plan contains a number of policies as well as actions which implement the goals and objectives of the Plan. Finally, in addition to the adoption of the Summerland Community Plan Update, the Board of Supervisors also adopted Summerland Residential Design Guidelines and Summerland Commercial Design Guidelines as updates to replace the previously adopted 1992 Board of Architectural Review Guidelines for Summerland.

In addition to the policies of the Coastal Land Use Plan and applicable Comprehensive Plan policies, the goals, objectives, policies and actions of the Summerland Community Plan also apply. Where there are other goals, objectives, policies and actions in the Comprehensive Plan and/or Coastal Land Use Plan which address the same issues as the Summerland Community Plan, those of the Summerland Community Plan shall be applied.

See Appendix F for the complete Summerland Community Plan.

PASSED, APPROVED, AND ADOPTED this 6th day of May, 2014 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

STEVE LAVAGNINO, CHAIR
BOARD OF SUPERVISORS

ATTEST:
MONA MIYASATO, COUNTY EXECUTIVE OFFICER
CLERK OF THE BOARD

By: _____
Deputy Clerk

APPROVED AS TO FORM:
MICHAEL C. GHIZZONI
COUNTY COUNSEL

By _____
Deputy County Counsel



Summerland Community Plan Update

2014 Final



PREPARED BY:
COUNTY OF SANTA BARBARA
PLANNING AND DEVELOPMENT
LONG RANGE PLANNING DIVISION

May 2014

I. INTRODUCTION

A. LEGAL AUTHORITY/INTENT AND PURPOSE

What is a Community Plan?

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

The purpose of the Community Plan is to:

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

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

¹ State of California Governmental Code Section 65300 et. seq.

² Public Resources Code Section 21083.3.

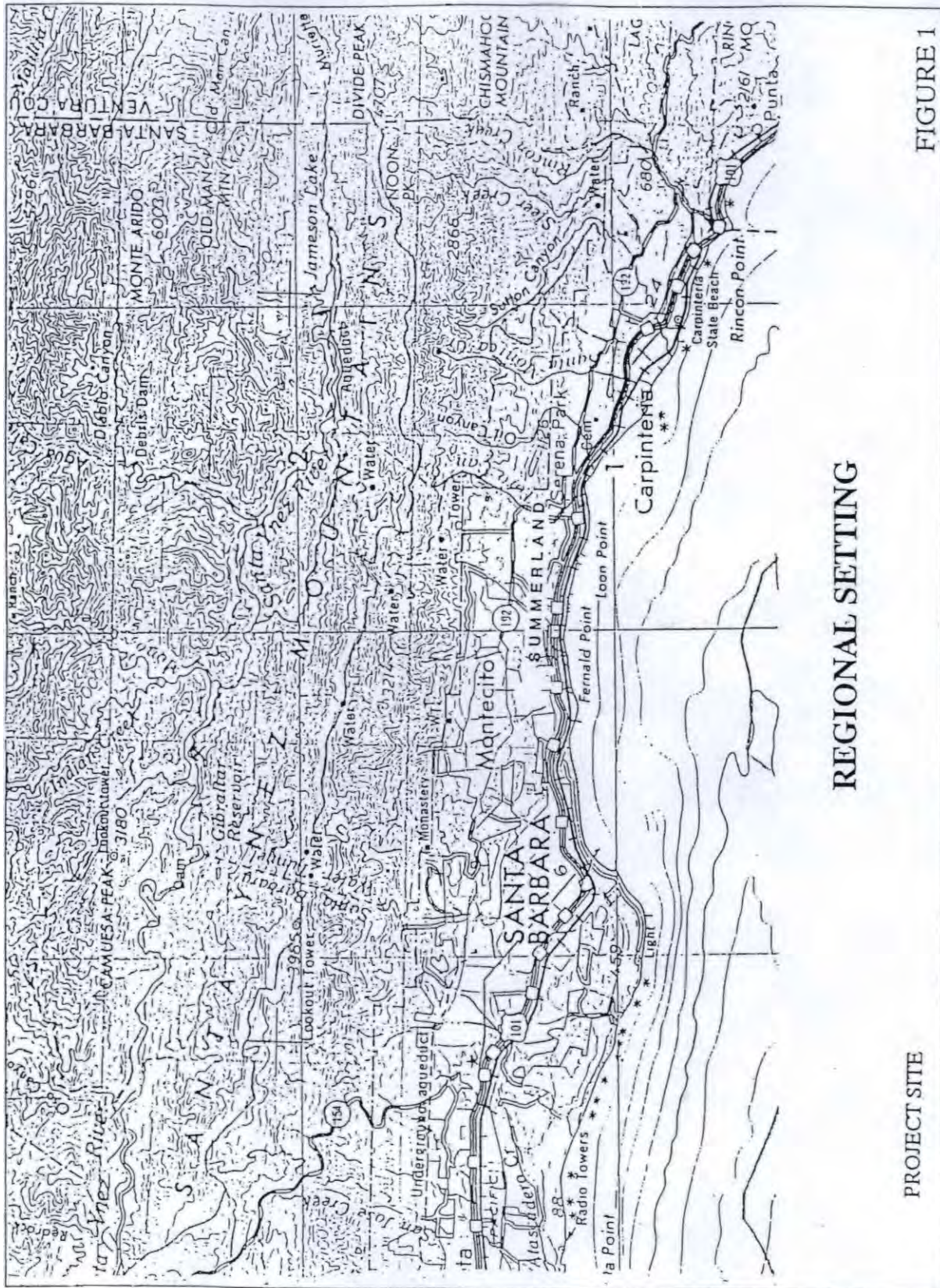
SUMMERLAND COMMUNITY PLAN – 2014 FINAL

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

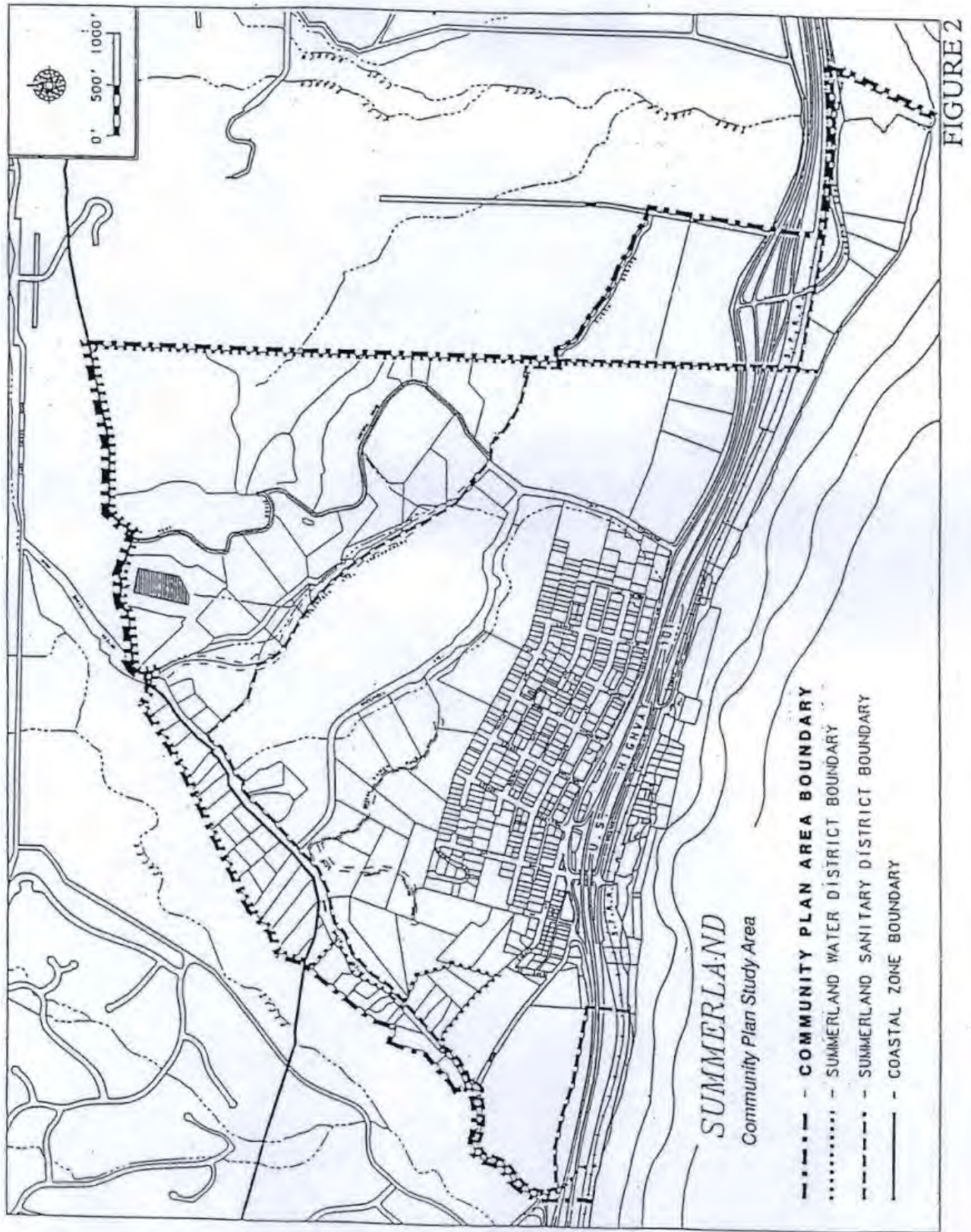
B. COMMUNITY PLAN LOCATION AND BOUNDARIES

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

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



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C. COMMUNITY HISTORY

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

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

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

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

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

D. COMMUNITY PLAN PROCESS AND PUBLIC PARTICIPATION

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

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

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

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

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

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

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

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

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

Table 1
Development Statistics - Comparative Scenarios

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

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

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

Summerland Community Plan Update

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

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

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

Land Use (Acres)	Existing Units (2013)	Potential Units	Maximum Theoretical Buildout
Agriculture (249)	16	6	22
Commercial (13)	44	17	61
Educational Facility (1)	0	1	1
Residential (185)	605	85	690
Residential Ranchette (235)	33	14	47
Recreational ^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.

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

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

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

	Existing Commercial Development	Potential Commercial Development ^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.

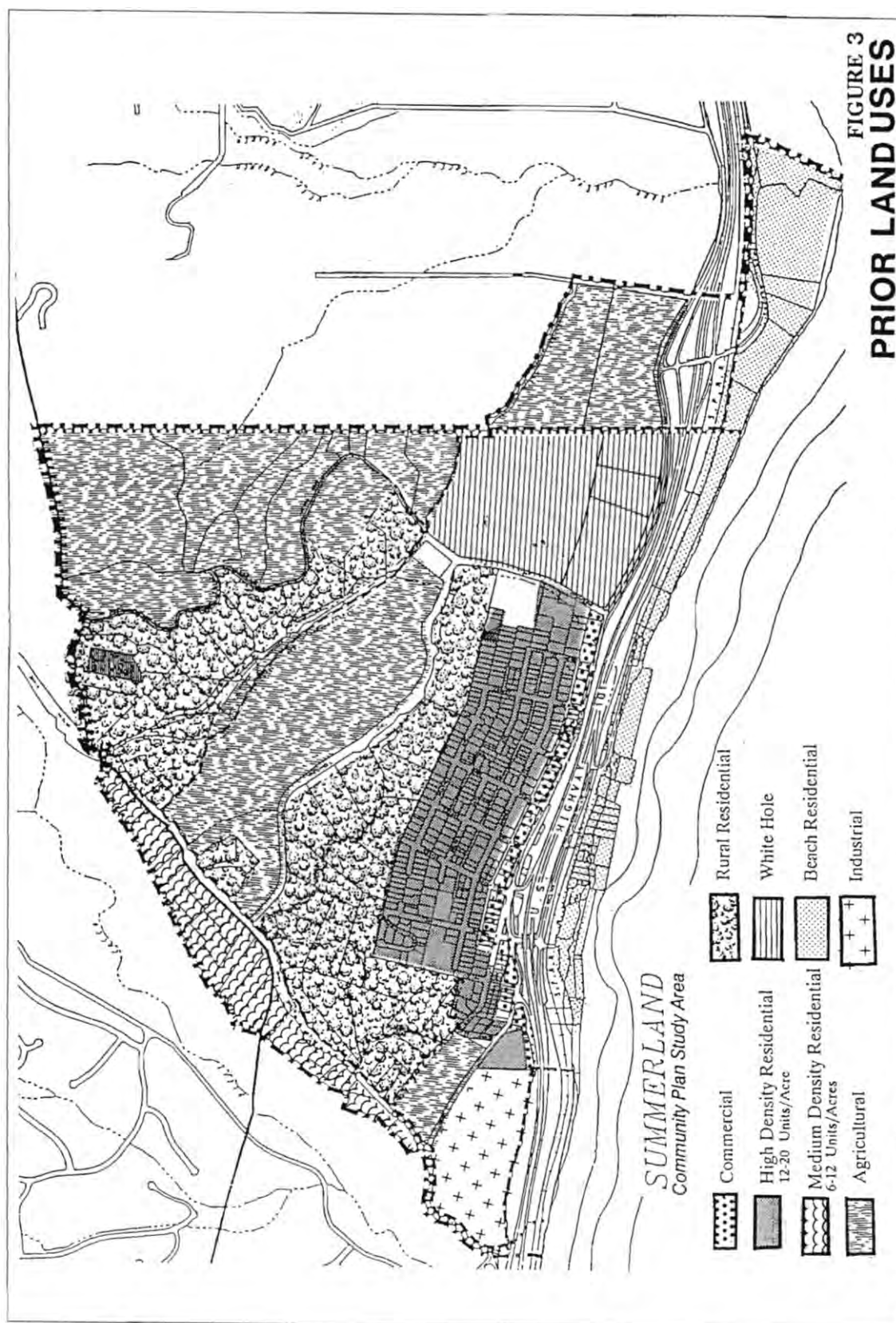
F. EXISTING COUNTY PLANS AND POLICIES

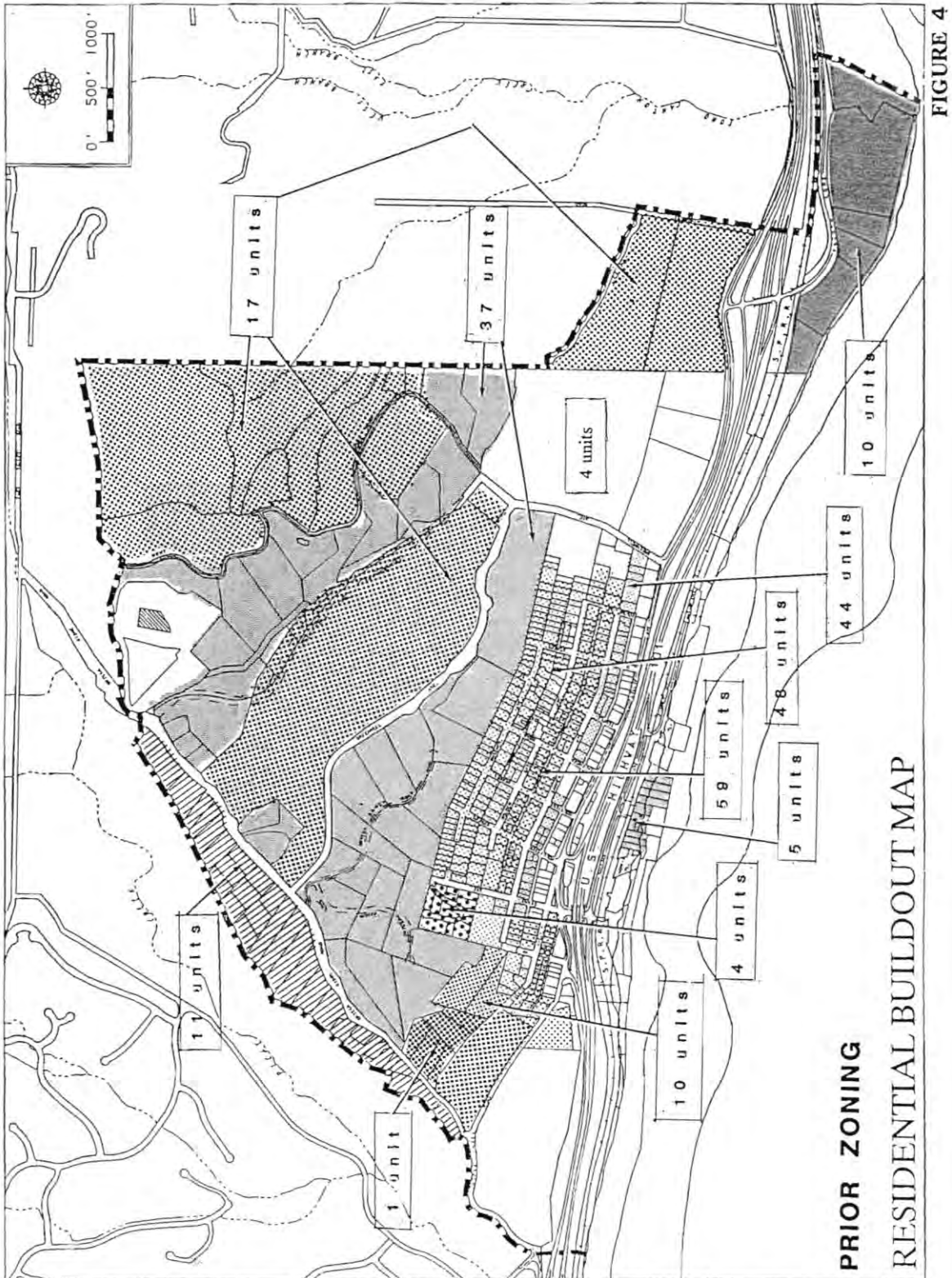
This section contains a summary of policies from the Santa Barbara County Comprehensive Plan, including the Coastal Land Use Plan, which are relevant to land use considerations in the Summerland Community Plan area. The great majority of the Community Plan area is contained in the coastal zone; that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

1. Coastal Land Use Plan (1982)

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

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





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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Circulation Element (1980)

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

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

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

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

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

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

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

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6. Noise Element (1979)

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

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

7. Housing Element (2009 – 2014)

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

8. Special Problems Area

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

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G. GOALS AND KEY ISSUES OF THE COMMUNITY PLAN

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

II. COMMUNITY DEVELOPMENT SUPER ELEMENT



A. LAND USE PLAN

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

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

1. Existing Conditions and Issues

Urban Grid and Commercial Core

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

Commercial

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

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Figure 5a: Urban Grid and Commercial Core

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G. TRANSPORTATION, CIRCULATION AND PARKING

1. Existing Conditions and Issues

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

Table 3 Community Transportation Issues Summary

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

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Existing Setting

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

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

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

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

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

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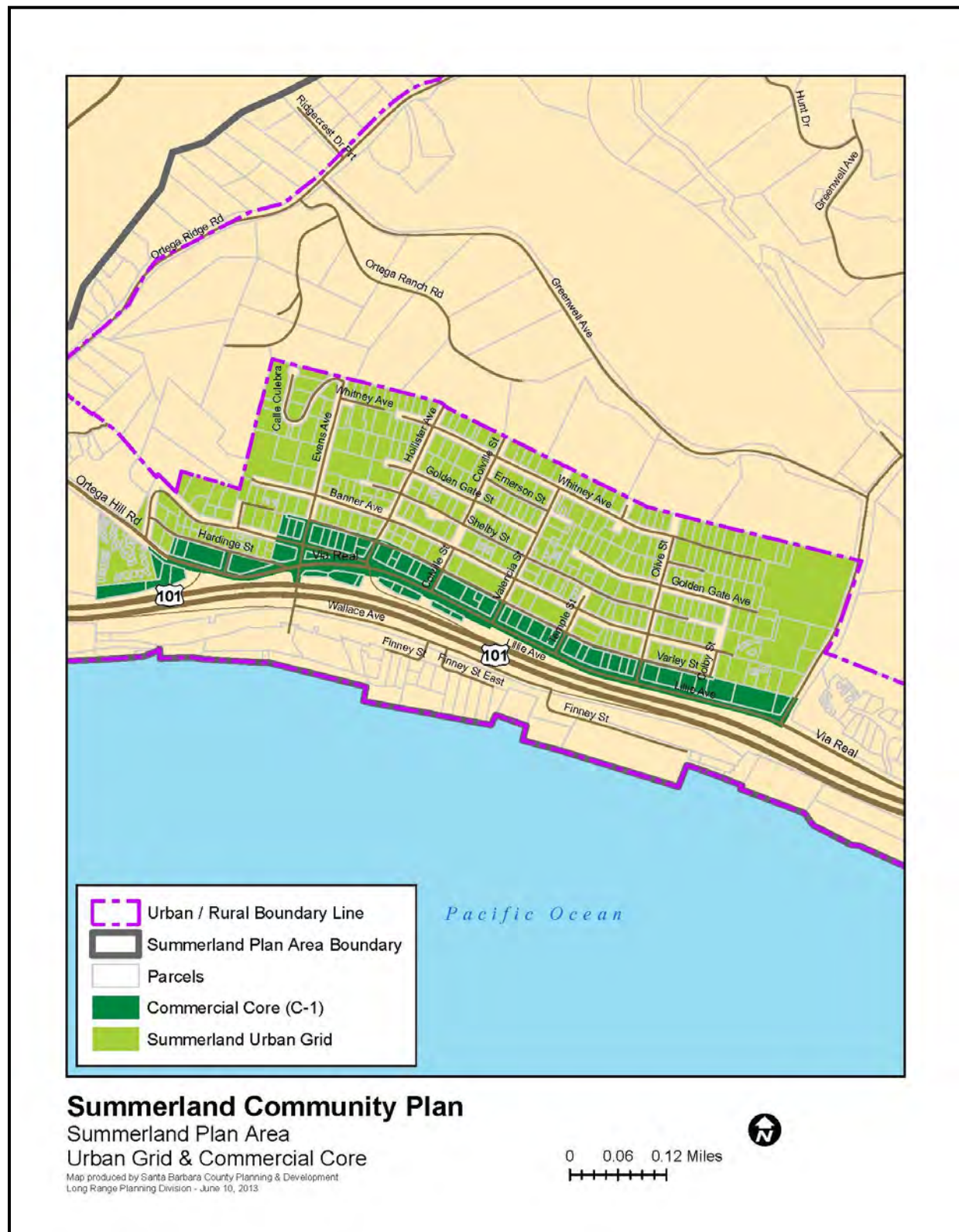


Figure 16: Summerland Urban Grid and Commercial Core

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1) Local Roadway Network

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

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

2) Multimodal Access

Transit

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

Rail

The UPRR passes through Summerland south of and parallel to U.S. Highway 101. There is no railroad passenger service (Amtrak) station in Summerland; the closest train stations are in Carpinteria approximately 4.5 miles to the southeast and in the City of Santa Barbara approximately 5.5 miles to the northwest. The possibility of expanded commuter rail service along the UPRR corridor between Santa Barbara and Ventura County has been discussed by the Southern California Association of Governments.⁷ The Los Angeles to San Diego (LOSSAN) North Strategic Plan, prepared by Caltrans Division of Rail, includes proposed infrastructure improvements to obtain intercity passenger service. Within the Plan Area, the LOSSAN proposes expanding the existing siding⁸ within the UPRR right-of-way at Ortega Hill in Summerland. The Summerland community is interested in the use of excess UPRR rights-of-way (ROW) for bicycle, recreation, trail, beach parking, and other uses.

Carpool

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

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

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

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Bicyclist and Pedestrian Facilities

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

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

U.S. 101, a four-lane divided highway, bisects the Plan Area. It is the principal inter-city connection between Los Angeles and San Francisco. The State of California (Caltrans) owns, plans, and operates U.S. 101. The portion of U.S. 101 that bisects Summerland lies within the Coastal Zone and, therefore, new improvements are subject to County permit review. U.S. 101 includes two interchanges in the Plan Area (Padaro Lane and Evans Avenue) that provide vehicular access to the community. The highway can be congested during peak commute periods, generally 7:00 to 9:00 a.m. and 3:30 to 6:30 p.m. (Caltrans 2012) and on Sunday afternoons when weekend visitors to Santa Barbara are returning south. In 2006, an auxiliary lane was added between the Evans Avenue on-ramp in Summerland and the Sheffield Drive off-ramp in Montecito to meet current Caltrans standards allowing a longer merge distance for cars entering the highway. Caltrans is proposing to add one high occupancy vehicle (HOV) lane in each direction from south of Carpinteria to the City of Santa Barbara, resulting in a six-lane freeway within the Plan Area (South Coast 101 HOV Project). Construction is scheduled to begin in 2016.⁹

4) Beach Access

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

⁹ Caltrans South Coast 101 HOV Project, http://www.dot.ca.gov/dist05/projects/sb_101hov/index.html.

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Figure 17: Bike Route Map

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

5) Road Rights-of-Way (ROW)

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

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Encroachments

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

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

Abandonments

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

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

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

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

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

6) Parking

Residential

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

Commercial

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

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2. Roadway and Intersection Standards for Project Consistency

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

a. Definitions

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

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

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

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

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

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

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Table 4: Level of Service Definitions

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

b. Roadway Classification System

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

Table 5: Secondary Roadway Subclasses

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

Table 6: Summerland Roadway Classifications

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

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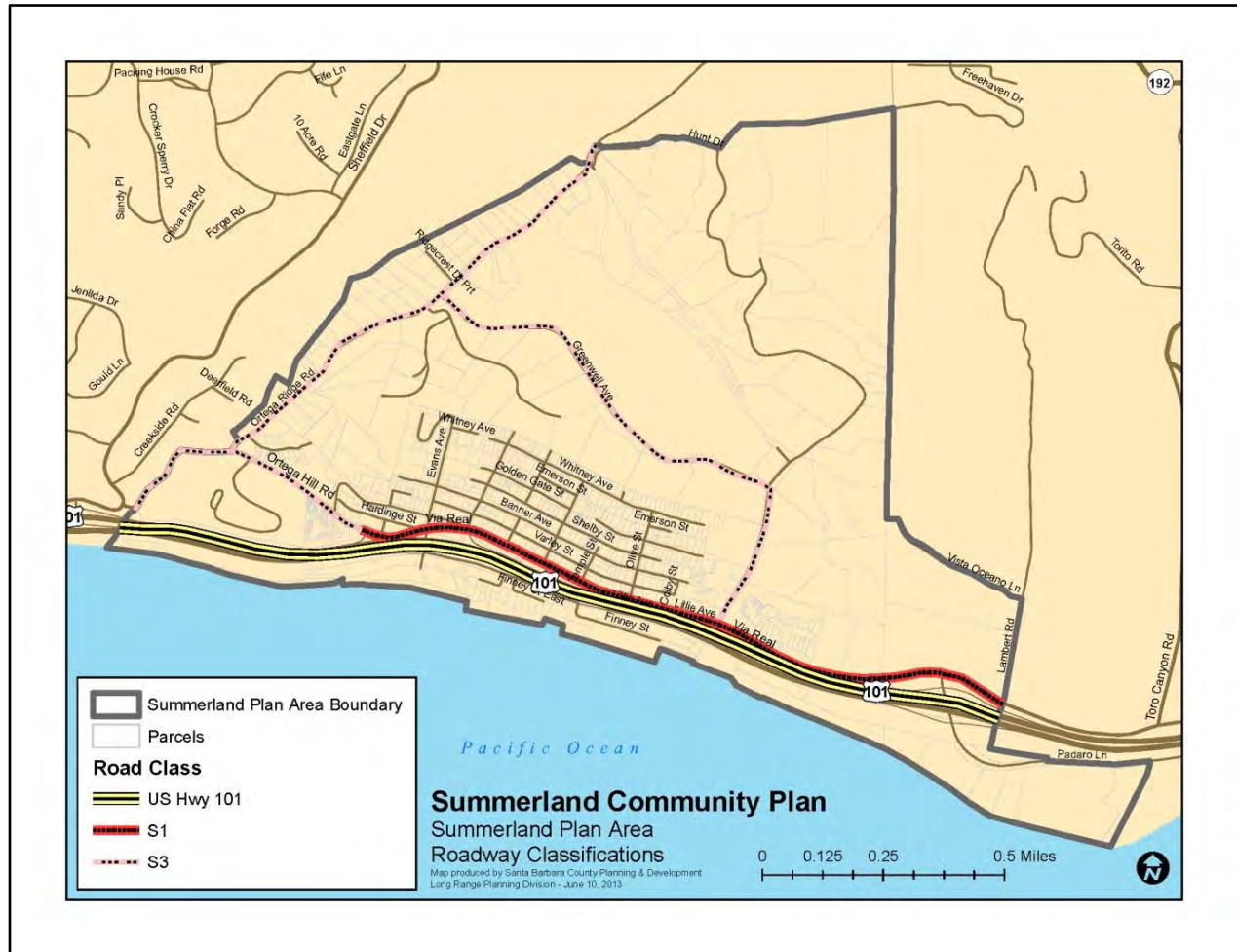


Figure 18: Summerland Roadway Classifications

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

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

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Table 7 Existing Roadway Volumes

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

Source: Santa Barbara County, January 2008.

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

Table 8 Existing Intersection Level of Service (LOS)

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

Source: Santa Barbara County, April 2010.

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

d. Standards for Determination of Project Consistency

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

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

Roadway Consistency Standards

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

Unsignalized Intersection Consistency Standards

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

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

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

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

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

3) Exemptions

Roadway and Intersection standards stated above shall not apply to:

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

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3. Goals, Policies, Development Standards, and Actions

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

VISION STATEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Rights-of-Way (ROW) Abandonment

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

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

Rights-of-Way Encroachments

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

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

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

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

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

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

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

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

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

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

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

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

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

IV. RESOURCES AND CONSTRAINTS

SUPER ELEMENT

A. VISUALS AND AESTHETICS

1. Existing Conditions and Issues

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

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

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

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

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

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

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

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

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

2. Policies and Actions

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

- | | |
|--------------------------|--|
| 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-2: | The County shall adopt Residential and Commercial Design Guidelines for Summerland. |
| Action VIS-S-2.1: | Incorporate language into the Residential and Commercial Design Guidelines which will promote the following goals: |

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

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

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

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

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

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

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

ORDINANCE NO. 4887

AN ORDINANCE AMENDING ARTICLE II, THE SANTA BARBARA COUNTY COASTAL ZONING ORDINANCE, OF CHAPTER 35, ZONING, OF THE COUNTY CODE BY AMENDING DIVISION 2, DEFINITIONS, DIVISION 4, ZONING DISTRICTS, DIVISION 6, PARKING REGULATIONS, DIVISION 7, GENERAL REGULATIONS, DIVISION 11, PERMIT PROCEDURES, DIVISION 12, ADMINISTRATION, AND DIVISION 13, SUMMERLAND COMMUNITY PLAN OVERLAY, TO IMPLEMENT NEW REGULATIONS AS PART OF THE SUMMERLAND COMMUNITY PLAN UPDATE.

Case No. 14ORD-00000-00002

The Board of Supervisors of the County of Santa Barbara ordains as follows:

SECTION 1:

DIVISION 2, DEFINITIONS, of Article II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning of the Santa Barbara County Code, is amended to amend Section 35-58, Definitions, to add the following definitions “Lighting”, “Light Pollution”, “Light Shielding”, “Light Trespass” and “Outdoor Recreation Facility” to read as follows:

Lighting: The method or equipment used to provide artificial illumination as used in Section 35-191.10 (Exterior Lighting) of this Article. Types of lighting include the following:

1. **Downward Directional Light.** Direction of light downward, rather than upward or outward, with the intention of directing light where it is needed. Downward lighting also prevents unnecessary and unwanted spillover of light to adjacent areas and properties.
2. **Fossil Fuel Light.** Light produced directly or indirectly by the combustion of natural gas or other utility-type fossil fuels, for example: gas, propane and kerosene lighting.
3. **High Intensity Discharge Lamp.** High pressure sodium, mercury vapor, metal halide, low pressure sodium, and other similar lamps.
4. **Luminous Tube Light.** Gas filled glass tubing which when subjected to high voltage becomes luminescent in a color characteristic of the gas used (neon, argon, etc.).
5. **Outdoor Light Fixture.** Artificial illuminating devices, outdoor fixtures, lamps and other similar devices, permanently installed or portable, exterior to or in the absence of a structure, used for flood lighting, general illumination or advertisement. Such devices include, but are not limited to, outdoor lighting for:

Billboards and other signs

Buildings and structures

Landscape lighting

Parking lots

Sports and Outdoor Recreational facilities

Street lighting

Walkway lighting

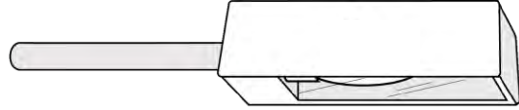
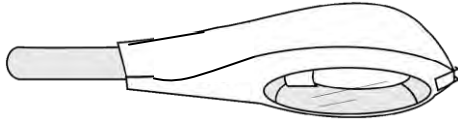
Light Pollution: Artificial light which causes a detrimental effect on the environment, astronomical research, enjoyment of the night sky or causes undesirable glare or light trespass.

Light Shielding: A barrier around a light fixture that conceals or partially conceals the lamp and controls light distribution. Types of light shielding include the following:

1. **Fully Shielded (full cutoff) Light:** An outdoor light fixture with a solid barrier that emits no light

rays above the horizontal plane and effectively obscures the visibility of the lamp.

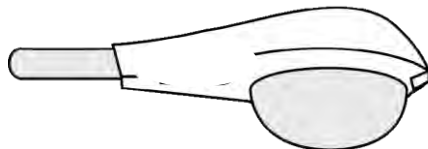
Fully Shielded (full cutoff) Light Fixtures



- 2. Partially Shielded Light.** An outdoor light fixture that may allow some light to pass through a semi-translucent barrier, and/or may allow visibility of the lamp from certain perspectives.



- 3. Unshielded Light.** An outdoor light fixture lacking means to restrict light emitted above the horizontal plane.



Light Trespass: Artificial light that produces unnecessary and/or unwanted illumination offsite including skyward or on a sensitive habitat.

Outdoor Recreation Facility: An area designated for active recreation, whether publicly or privately owned, including baseball and softball diamonds, soccer and football fields, equestrian arenas, golf courses, tennis courts, skateboard ramps and swimming pools.

SECTION 2:

DIVISION 4, ZONING DISTRICTS, of Article II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning of the Santa Barbara County Code, is amended to amend Subsection 35-71.11, Parking, of Section 35-71, R-1/E-1 - Single Family Residential, to read as follows:

Section 35-71. R-1/E-1 - Single Family Residential.

Section 35-71.11 Parking.

Parking shall be provided as specified in DIVISION 6, PARKING REGULATIONS. In addition, not more than one bus or non-passenger motor vehicle or trailer used in commerce may be parked overnight on any lot, provided such bus, motor vehicle, or trailer does not exceed two axles, four tons, or eight feet in height and provided further that this restriction shall not apply to the emergency overnight parking of disabled motor vehicles or trailers and the occasional overnight parking of moving vans, pickup, or delivery or construction vehicles or trailers when such occasional overnight parking is reasonably serving the residential use of a particular parcel. ~~Additional requirements, identified in Division 15 (Montecito Community Plan Overlay District), exist for those parcels identified with the MON overlay zone.~~

SECTION 3:

DIVISION 4, ZONING DISTRICTS, of Article II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning of the Santa Barbara County Code, is amended to amend Subsection 35-77A.9, Height Limit, of Section 35-77A, C-1 – Limited Commercial, to read as follows:

Section 35-77A.9. Height Limit.

1. Except as provided below, No building or structure shall exceed 25 feet to the highest point of roof.
 - a. Within the Summerland Community Plan Area, no building or structure in the Commercial Core area south of Lillie Avenue and south of Ortega Hill Road shall exceed 22 feet to the highest point of roof.

SECTION 4:

DIVISION 6, PARKING REGULATIONS, of Article II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning of the Santa Barbara County Code, is amended to amend Section 35-108, Required Number of Spaces: Residential, to read as follows:

Section 35-108. Required Number of Spaces: Residential.

Parking spaces ~~to~~ shall be permanently maintained on the same building site on which the dwelling(s) is located except as provided in Section 35-76, Medium Density Student Residential, and Section 35-77, High Density Student Residential:

1. **Single family and two family dwellings:** Two spaces per dwelling unit.
 - a. Division 13 (Summerland Community Plan Overlay) and Division 15 (Montecito Community Plan Overlay District) include additional parking requirements.
2. **Multiple Dwelling Units:**
 - a. **Single bedroom or studio dwelling unit:** One covered space per dwelling unit.
 - b. **Two bedroom dwelling:** One covered space plus 0.5 spaces covered or uncovered per dwelling unit. Such spaces shall be located within 200 feet from the building served by such spaces.
 - c. **Three or more bedroom dwellings:** One covered space plus one space covered or uncovered per dwelling unit, located as required in b), above.
 - d. Developments located within a radius of one mile of the boundaries of a college or university shall

provide a minimum of two parking spaces per dwelling unit, of which one shall be covered.

e. **Visitor parking:** One space per five dwelling units.

3. **Guest houses:** One space per guest house.

4. **Mobile homes in mobile home parks:** One covered space per site and one space for every three sites for guest parking.

5. **Fraternities, sororities, dormitories, and boarding and lodging houses:** One space per four bed spaces and one space per two employees.

6. **Retirement and special care homes:** One space per guest and one space per two employees.

SECTION 5:

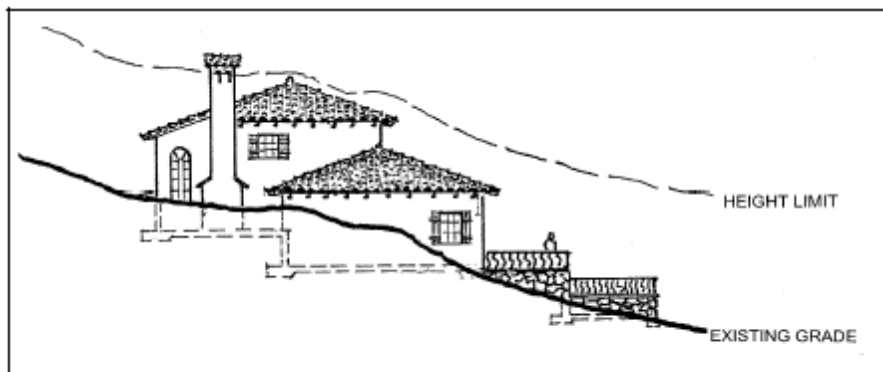
DIVISION 7, GENERAL REGULATIONS, of Article II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning of the Santa Barbara County Code, is amended to amend Section 35-127, Height, to read as follows:

Section 35-127. Height.

A. **Height measurement.** ~~The following shall apply to structures located outside the Summerland Planning Area.~~ The following methodology shall be used to determine the height of a structure. Additionally, the following subsections provide or reference additional specific height measurement criteria and exemptions for specific types of development.

1. **Height of structures.** The height of a structure shall be the vertical distance between the existing grade and the uppermost point of the structure directly above that grade except as provided in Section 35-127.A.2 1.a, below. The height of any structure shall not exceed the applicable height limit except as provided below. See Figure 7-1 - Height Limit.

Figure 7-1 - Height Limit



a. Measurement from finished grade.

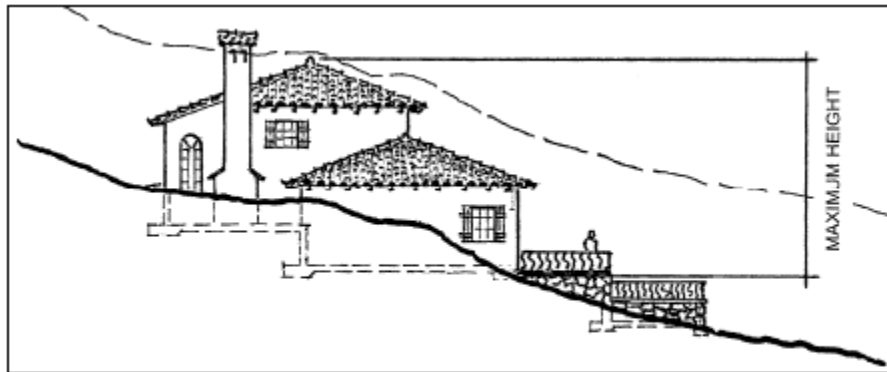
- 1) **Montecito Community Planning area.** For structures located within the Montecito Community Plan area that are not subject to Section 35-144 (Ridgeline and Hillside Development Guidelines), the height of a structure shall be the vertical distance between the finished grade and the uppermost point of the structure directly above that grade if any portion of the structure is located above an area of the site where the finished grade is 10 feet or more above existing grade.
- 2) **View Corridor (VC) Overlay District.** For structures located within the View Corridor (VC) Overlay District, the height of a structure shall be the vertical distance between the average finished grade and the uppermost point of the structure directly above that grade as described in Section 35-96.

2. Maximum height limit in ridgeline/hillside locations and within the Summerland Community

Plan Urban Grid and Commercial Core areas. In addition to the height limit applicable to a structure as described in Section 35-127.A.1, a structure subject to Section 35-144 (Ridgeline and Hillside Development Guidelines) or located within the Summerland Community Plan Area Urban Grid and Commercial Core areas 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.

- a. In the case where the lowest point of the structure is cantilevered over the ground surface, then the calculated maximum height shall include the vertical distance below the lowest point of the structure to the finished grade or the existing grade, whichever is lower.
- b. Except for structures located within the Montecito Community Plan and Summerland Community Plan Urban Grid and Commercial Core areas, this 32 foot limit may be increased by no more than three feet where the highest part of the structure is part of a roof element that exhibits a pitch of four in 12 (rise to run) or greater. See Figure 7-2 - Maximum Height.

Figure 7-2 - Maximum Height



- a3. **Exceptions General height limit exceptions.** The height of a structure may exceed the applicable height limit in compliance with the following provided that the height also is in compliance with the F Airport Approach Overlay District.
 - 1) a. Chimneys, church spires, elevator, minor mechanical and stair housings, flag poles, noncommercial antennas, towers, vents, and similar structures which are not used for human activity may be up to 50 feet in height in all zone districts where such excess heights are not prohibited by the F Airport Approach or Section 35-96 (VC = View Corridor Overlay District). The use of towers or similar structures to provide higher ceiling heights for habitable space shall be deemed a use intended for human activity.
 - 2) b. Except as provided below, portions of a structure may exceed the height limit applicable to the subject structure by no more than three feet where the roof exhibits a pitch of 4 in 12 (rise to run) or greater.
 - 1) Within the Summerland Community Plan Urban Grid, adjustments to the height limit applicable to the subject structure due to roof pitch are not allowed, except that within the Commercial Core area, portions of a structure may exceed the height limit applicable to the subject structure by no more than three feet where the roof exhibits a pitch of 5 in 12 (rise to run) or greater.
 - 3) c. In order to provide for architectural character, architectural elements, whose aggregate area is less than or equal to 10 percent of the total roof area of the structure or 400 square feet, whichever is less, may exceed the height limit by no more than eight feet when approved by the Board of Architectural Review.
 - 1) Allowances for exceeding the applicable height limit in compliance with Subsection A.3.b, above, and this Subsection A.3.c are not cumulative.

- 4) ~~d.~~ Temporary drilling rigs necessary to explore for and develop oil and gas reservoirs or to operate the La Goleta gas storage reservoir (located on APN 071-210-001, as of June 30, 2006) may exceed the applicable height limit for a period of four years or less, provided the temporary use is completed in a diligent manner. Upon written request by the operator, the Director may grant up to two one-year extensions, provided that the operator is diligent in completing an established drilling program.
- 5) ~~e.~~ Workover/pulling rigs necessary to service oil/gas and injection wells, or to operate the La Goleta gas storage reservoir (located on APN 071-210-001, as of June 30, 2006) may exceed the applicable height limit, provided that the use of these rigs is completed in a diligent manner.
- 6) ~~f.~~ Amine columns, distillation columns, stripper columns, and flare stacks associated with oil and gas production, gas processing, or oil/gas transportation, as allowed in compliance with Division 9 of this Article, may exceed the applicable height limit where compliance would render such facilities technically infeasible.

~~2. Measurement from finished grade.~~

- ~~a. Montecito Planning area.~~ For structures located within the Montecito Community Planning area that are not subject to Section 35-144 (Ridgeline and Hillside Development Guidelines), the height of a structure shall be the vertical distance between the finished grade and the uppermost point of the structure directly above that grade if any portion of the structure is located above an area of the site where the finished grade is 10 feet or more above existing grade.
- ~~b. View Corridor (VC) Overlay District.~~ For structures located within the View Corridor (VC) Overlay District, the height of a structure shall be the vertical distance between the average finished grade and the uppermost point of the structure directly above that grade as described in Section 35-96.

- ~~3. In addition to the height limit applicable to a structure as described in Section 35-127.1, a structure subject to the Ridgeline/Hillside Development Guidelines 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. In the case where the lowest point of the structure is cantilevered over the ground surface, then the calculated maximum height shall include the vertical distance below the lowest point of the structure to the finished grade or the existing grade, whichever is lower. Except for structures located within the Montecito Planning Area, this 32 foot limit may be increased by no more than three feet where the highest part of the structure is part of a roof element that exhibits a pitch of four in 12 (rise to run) or greater.~~

~~B. The following shall apply to structures located within the Summerland Planning Area:~~

- ~~1. The height of a structure shall be 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. The height of any structure shall not exceed the applicable height limit except as provided below.~~

~~a. Exceptions.~~

- ~~1) Chimneys, church spires, elevator, minor mechanical and stair housings, flag poles, oil and gas derricks, noncommercial antennas, towers, vents, and similar structures which are not used for human activity may be up to 50 feet in height in all zone districts where such excess heights are not prohibited by the F Airport Approach or VC, View Corridor Overlay District. The use of towers or similar structures to provide higher ceiling heights for habitable space shall be deemed a use intended for human activity.~~

- ~~€ B.~~ Antennas and the associated support structure (e.g., lattice tower, monopole, or similar structure) used for the commercial reception and transmission of communication signals (e.g., radio, television, and wireless) or with amateur radio stations may be up to 50 feet in height. These facilities may exceed 50 feet up to a maximum of 75 feet in height where technical requirements dictate. Amateur radio antennas may exceed

75 feet when the County finds that an increased height is necessary in order to allow for the operational needs of the operator. Antennas used in connection with wireless communication facilities may exceed 75 in height feet if:

1. The antenna is mounted on or within an existing building and the highest point of the antenna does not protrude above the roof of the building, including parapet walls and architectural facades, that the antenna(s) is mounted on.
2. The antenna is mounted on an existing, operational public utility pole or similar support structure (e.g., street light standard), as determined by Planning and Development, provided the highest point of the antenna does not exceed the height of the existing utility pole or similar support structure that it is mounted on.

SECTION 6:

DIVISION 7, GENERAL REGULATIONS, of Article II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning of the Santa Barbara County Code, is amended to amend Section 35-138, Signs and Advertising Structures, to read as follows:

Section 35-138. Signs and Advertising Structures.

Except as provided below, Signs and advertising structures are regulated by Article 1 of this Chapter 35 of the Code of Santa Barbara County and any amendments thereto.

A. Special Sign Standards for Summerland.

- 1. Applicability.** Signs within the Commercial, Industrial, and Public Utility zones located within the Summerland Community Plan Area shall comply with the regulations of the other Sections of this Chapter, as well as the regulations of this Section. If there is a conflict, the regulations of this Section shall apply.
- 2. Allowed signs.** Only those signs of each type listed below shall be allowed to be erected or maintained on any structure, or lot located in the Commercial, Industrial, and Public Utility Zones.
 - a. Wall signs.** One or more wall signs on each street frontage unlighted or indirectly lighted. These signs shall not exceed the lesser of the following areas:
 - 1) One-tenth of the square footage of the structure façade of that portion of a single floor occupied by a business and upon which façade the wall sign is to be located; or
 - 2) 60 square feet.If more than one business occupies the same structure, the businesses may have separate signs or they may share the sign space, so long as the combined sign area does not exceed the allowed sign area.
 - b. Identification signs.** One identification sign, unlighted or indirectly lighted, not to exceed 10 square feet in area, and not more than five feet in height measured from the ground to the top of the sign, that identifies the business primarily being conducted on the premises.
 - c. Banner signs.** One banner sign, unlighted, not to exceed 16 square feet on the façade having street frontage of the structure occupied by the business. The banner sign may not be displayed for more than a rolling 30-days within a three month period.
- 3. Sign standards.**
 - a. Construction.** The exposed face of signs shall be either of wood (painted and/or carved) or of painted non-gloss material. Signs of other material shall be deemed to be banner signs.
 - b. Illumination.** Illuminated signs shall be externally lit and the lighting source shall be shielded or situated so as not to cast stray light beyond the property line on which they are installed. The source of illumination shall be extinguishable at closing time of the business.

c. Neon signs. Neon signs that comply with the following criteria may be approved by the Board of Architectural Review in compliance with Section 35-184 (Board of Architectural Review):

- 1) The sign is not within 100 feet of residentially zoned areas.
- 2) The sign does not face directly towards or is visible from residentially zoned areas.
- 3) The sign is compatible with other uses on the property and in the immediate vicinity.
- 4) The sign is appropriate for the type of structure.
- 5) The sign is appropriate for the type of business.
- 6) The sign is artistic and subtle in the design and execution.
- 7) The sign is secondary in size and purpose to the primary signage of the business.

4. Prohibited signs. It shall be unlawful to erect or maintain:

- a. Internally illuminated signs.** (e.g., fluorescent tube behind plastic panel).
- b. Pole signs.** Freestanding pole signs higher than five feet measured from the ground at the base of the supporting structure to the top of the sign.

SECTION 7:

DIVISION 7, GENERAL REGULATIONS, of Article II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning of the Santa Barbara County Code, is amended to amend Section 35-139, Exterior Lighting, to read as follows:

Section 35-139. Exterior Lighting.

All exterior lighting shall be hooded and no unobstructed beam of exterior lighting shall be directed toward any area zoned or developed residential. No lighting shall be so designed as to interfere with vehicular traffic at any portion of a street. ~~Additional requirements, identified in Division 13 (Summerland Community Plan Overlay) and Division 15 (Montecito Community Plan Overlay District), exist for parcels identified with the MON overlay zone~~ include additional requirements.

SECTION 8:

DIVISION 12, ADMINISTRATION, of Article II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning of the Santa Barbara County Code, is amended to amend Section 35-184.6, Findings Required for Approval, of Section 35-184, Board of Architectural Review, to read as follows:

Section 35-184. Board of Architectural Review.

Section 35-184.6 Findings Required for Approval.

~~Prior to approving any Board of Architectural Review application, the Board of Architectural Review shall first make the following findings:~~

1. **Findings for all Board of Architectural Review applications.** A Board of Architectural Review application shall be approved or conditionally approved only if the Board of Architectural Review first makes all of the following findings:
 - a. 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.
 - 2- b. 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.

- 3- c. Overall building shapes, as well as parts of any structure (buildings, walls, fences, screens, towers or signs) are in proportion to and in scale with other existing or permitted structures on the same site and in the area surrounding the property.
- 4- d. Mechanical and electrical equipment shall be well integrated in the total design concept.
- 5- e. There shall be harmony of material, color, and composition of all sides of a structure or building.
- 6- f. A limited number of materials will be on the exterior face of the building or structure.
- 7- g. 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.
- 8- h. 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.
- 9- i. Adequate landscaping is provided in proportion to the project and the site with due regard to 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.
- 10- j. Signs including their lighting, shall be well designed and shall be appropriate in size and location.
- 11- k. The proposed development is consistent with any additional design standards as expressly adopted by the Board of Supervisors for a specific local community, area, or district pursuant to Section 35-144A of this Article.

~~12- Other findings, identified in Division 15 (Montecito Community Plan Overlay District), are required for those parcels identified with the MON overlay zone.~~

2. Additional findings required for Board of Architectural Review applications within the Montecito Community Plan area.

- a. A Board of Architectural Review application for a lot located within the Montecito Community Plan area shall be approved or conditionally approved only if the Board of Architectural Review also first makes all of the findings identified in Section 35-213 (BAR Findings Required for Approval).

3. Additional findings required for Board of Architectural Review applications within the Summerland Community Plan area.

- a. Plans for new or altered structures will be in compliance with the Summerland Residential Design Guidelines or Summerland Commercial Design Guidelines, as applicable.
- b. Permitted encroachment of structures, fences, walls, landscaping, and other development, into existing public road rights-of-way is consistent in style with the urban and rural areas and minimizes visual or aesthetic impacts.
- c. Landscaping or other elements are used to minimize the visual impact of parking proposed to be located in front setback areas.
- d. If Monterey or Contemporary architectural styles are proposed, the design is well executed within the chosen style, and the style, mass, scale, and materials proposed are compatible with the surrounding neighborhood.
- e. If located in the Rural Area:
 - 1) All structures (primary and accessory structures, including residences, garages, guest houses, barns, corrals, sheds, greenhouses, lath houses, artist studios, etc.) and private driveways are located on slopes of 20 percent or less.
 - 2) Special attention is 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 are constructed using medium to dark earthtone colors and construction materials that are compatible with the natural surroundings.
- 4) All colors blend in with the surrounding soils, vegetation, and rock outcroppings.
- 5) Light colors such as white, offwhite, grey, etc. are not used.
- 6) Night lighting is of low intensity, and is hooded, shielded, and directed away from property boundaries.
- 7) Any necessary retaining walls shall be constructed in earthtones using materials or construction methods which create a textured effect and, where feasible, native groundcovers are planted to cover retaining walls from view.
- 8) All cut and fill slopes are planted with native drought-tolerant groundcover immediately after grading is completed.
- 9) All mitigation measures required for minimizing impacts to agricultural resources are applied as aesthetic mitigation measures such that the existing rural agricultural setting is preserved.

SECTION 9:

DIVISION 13, SUMMERLAND COMMUNITY PLAN OVERLAY, of Article II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning of the Santa Barbara County Code, is amended to amend Section 35-191, Summerland - SUM, to read as follows:

Section 35-191. Summerland - SUM.

Section 35-191.1 Applicability.

The provisions of this section apply to the community of Summerland as defined by the Summerland Community Land Use Map. All provisions of the Summerland Community Plan, Coastal Land Use Plan and applicable portions of the Comprehensive Plan, including all the goals, objectives, policies, actions, development standards and design guidelines, shall also apply to the area zoned with the SUM Overlay District.

Sec. 35-191.2 Definitions.

For the purposes of this Section, the following definitions apply to the area zoned with the SUM Overlay District:

Floor Area, Net Commercial. The gross floor area excluding shafts, stairways, unusable attics, unenclosed porches and balconies, and any areas with a ceiling height of less than five feet above finished floor.

~~FLOOR AREA, NET~~ **Floor Area, Net Residential:** ~~Floor Area Net is the total floor area of all floors of a building—~~primary residence on a residential lot or on a lot devoted to residential use as measured to the interior surfaces of exterior walls, or from the centerline of a common or party wall separating two structures, excluding any areas with a ceiling height of less than five feet above finished floor, unenclosed porches, balconies and decks. Interior stairs shall be counted on only one floor. ~~Easements or encroachments which diminish the usable area of the lot will be taken into consideration when establishing the lot area net, and this area shall be adjusted accordingly. Easements and encroachments include, but are not limited to, roads, well sites, utility installations, portions of the property that in effect are used by other properties, etc.~~

~~FLOOR AREA RATIO — FAR~~ **Floor Area Ratio (FAR):** ~~is a measurement of development intensity represented by the quotient of the Net Floor Area Net of the structure divided by the Net Lot Area Net.~~

Floor below Grade: A floor wholly or partially below grade.

~~MIXED USE DEVELOPMENT~~ **Mixed Use Development, Residential Component:** Dwellings associated with a mixed use project. ~~Mixed Use Development is a structure(s) on a parcel where 49 percent or less of the usable square footage (excluding garages) is for residential purposes.~~

~~PLATE HEIGHTS —~~ **Plate height:** Plate height is the distance between the floor and where the wall intersects with the roof or the floor joists of the story above.

Summerland Community Plan Area Commercial Core: The area encompassing the Limited Commercial (C-1) zone as shown on the Summerland Community Plan Urban Grid and Commercial Core map.

Summerland Community Plan Area Urban Grid: The Single and Two Family Residential (R-1/E-1, R-2) and Design Residential (DR) zone districts up to the Urban Area/Rural Area boundary line as shown on the Summerland Community Plan Urban Grid and Commercial Core map.

True Basement, Commercial. Any under-floor space below an interior floor located directly above where the distance between the finished grade around the exterior perimeter of a commercial structure and the elevation of the finished floor directly above does not exceed 18 inches at any point.

UNDERSTORY – The portion of the structure between the exposed finished floor and the finished grade (as defined by the latest edition of the Uniform Building Code).

Section 35-191.3 Minimum Lot Size for a Duplex. Reserved for Future Use.

~~Notwithstanding any language to the contrary within this Article, the minimum net lot area for a duplex in the 10 R-2 zone district is 10,000 square feet.~~

Section 35-191.4 Building Height Limit.

~~Notwithstanding the height requirements contained in individual zone districts, the height for structures within the urban area shall be 22 feet and the height for structures within the rural area shall be 16 feet. The height limitations as identified in the BAR Guidelines for Summerland must be adhered to for all development within the SUM Overlay District. For the purposes of this Section, "urban" and "rural" are as designated on the "Summerland Community Land Use Map." These height limitations shall apply except as provided for in Section 35-127, Height.~~

~~Notwithstanding the height limits contained in Division 4 (Zoning Districts), the allowable height of structures shall be 25 feet for structures located within the Urban Area and Rural Neighborhoods, and 16 feet for structures located in the Rural Area.~~

- ~~1. The height of a structure shall be determined in compliance with Section 35-127 (Height).~~

Section 35-191.5 Floor to Area Ratios (FARs) Floor Area Limit.

- ~~**Floor Area Ratios for Different Types of Projects Floor area limit.** The following shall be the Floor Area Ratios (FARs) for commercial and residential projects within the SUM Overlay District: Structures subject to this subsection shall not exceed the following maximum floor area limits.~~

- ~~**Single Family Residential Floor Area Ratios (FAR).** All new single family residences one-family dwellings and remodels of and additions to single family residences in any zone district except the Design Residential District shall not exceed the following standards:~~

~~**One-family dwellings.** All new one-family dwellings and additions to existing one-family dwellings in any zone district except the Design Residential (DR) Zone District are subject to the following standards:~~

- ~~**1) Lots having a lot area (net) of less than 12,000 square feet.** On lots with a lot area (net) of less than 12,000 square feet, the net floor area of structures subject to this Section 35-191 (Summerland - SUM) shall be in compliance with the following Table 13-1 (One-family Dwelling Floor Area Limits). The net floor area shall not exceed the amount calculated using the FAR or the Maximum Allowable Square Footage per Lot Area, whichever is less.~~

Table 13-1 - One-family Dwelling Floor Area Limits

<u>Net Lot Area (square feet)</u> <u>Lot Size Between</u>	<u>FAR</u>	<u>Maximum Allowable</u> <u>Maximum Allowable Net Floor Area per Lot Area</u> <u>(square feet)</u>
Up to 2,500 sf.	0.50	950 sf.
2,501 sf. to 3,600 sf.	0.38	1,296 sf.
3,601 sf. to 4,700 sf.	0.36	1,598 sf.
4,701 sf. to 5,800 sf.	0.34	1,856 sf.
5,801 sf. to 6,900 sf.	0.32	2,070 sf.

6,901 sf. to 8,100 sf.	0.30	2,268 sf.
8,101 sf. to 9,400 sf.	0.28	2,538 sf.
9,401 sf. to 10,800 sf.	0.27	2,808 sf.
10,801 sf. to 12,000 sf.	0.26	3,100 sf.
12,000+ sf.	See Note	

Note: The maximum allowable square footage column sets a cap on each category so that there is no overlap between the categories. Each parcel may develop to the limits set by the FAR for its parcel size except those parcels to the larger end of each category which may not develop structures larger than the maximum allowable square footage set for each category. The maximum square footage for lots over 12,000 sq. ft. shall be established as a base of 2,500 sq. ft. plus five percent of the lot area net with a maximum allowable square footage of 8,000.

- 2) **Lots between 12,000 square feet and 10 acres.** On lots with a lot area (net) of 12,000 square feet and greater but less than 10 acres, the net floor area of structures subject to this Section 35-191 (Summerland - SUM) shall not exceed 2,500 square feet plus five percent of the net lot area; however, in no case shall the net floor area exceed 8,000 square feet.
 - 3) **Lots between 10 acres and 20 acres.** On lots with a lot area (net) of 10 acres and greater but less than 20 acres, the net floor area of structures subject to this Section 35-191 (Summerland - SUM) shall not exceed 8,000 square feet plus 0.25 percent of the net lot area; however, in no case shall the net floor area exceed 10,000 square feet.
 - 4) **Lots between 20 acres and 40 acres.** On lots with a lot area (net) of 20 acres and greater but less than 40 acres, the net floor area of structures subject to this Section 35-191 (Summerland - SUM) shall not exceed 8,000 square feet plus 0.25 percent of the net lot area; however, in no case shall the net floor area exceed 12,000 square feet.
 - 5) **Lots 40 acres and greater.** On lots with a lot area (net) of 40 acres or greater, the net floor area of structures subject to this Section 35-191 (Summerland - SUM) shall not exceed 8,000 square feet plus 0.25 percent of the net lot area; however, in no case shall the net floor area exceed 15,000 square feet.
- b. **Duplex FARs Two-family dwellings.** All new two-family dwellings and additions to existing two-family dwellings are subject to the following standards:
- 1) The net floor area of the two-family dwelling shall not exceed the amount calculated using a 0.27 FAR.
 - 2) The total maximum habitable area of both units shall be 3,600 square feet of floor area (net).
- The FAR for duplexes shall be 0.27. Maximum duplex size shall be 3,600 of total living area for both units of the duplex.
- c. **Commercial and Mixed Use Floor Area Ratios development.**
- 1) **Commercial development.** The net floor area of a development containing only commercial uses shall not exceed the amount calculated using a 0.27 FAR.
 - 2) **Mixed use development.** The net floor area of a development containing both commercial and residential uses shall not exceed the amount calculated using a 0.33 FAR.
 - a) All net floor area that exceeds the amount calculated using a 0.27 FAR shall be utilized exclusively for residential uses; however, the residential use shall be secondary to the commercial use.
- The maximum FAR shall be 0.29 if the entire project is commercial or 0.35 if it is a mixed use development. If mixed use, all of the additional square footage allowed over the 0.29 FAR shall be devoted exclusively to residential use. Commercial projects will be subject to other county planning and environmental constraints which may have a bearing on the size of the building.
- d. **Limitations and Exceptions to FAR.**
- 1) **Garages.**

~~For residential lots, up to 500 square feet per dwelling unit may be allowed for a two-car garage. For larger single family lots (12,000 square feet and above), a three car garage may be up to 750 square feet. Larger garages may be allowed, however excess square footage will be counted towards the net floor area of the dwelling.~~

~~For commercial and mixed use projects, up to 500 square feet of garages per 6,000 square feet of lot area can be excluded from the FAR (e.g., a commercial or mixed use project on a 12,000 square foot lot can exclude 1,000 square feet of garage space from the FAR calculations). On pre-existing lots of less than 6,000 square feet up to 500 square feet of garage space can be excluded.~~

- ~~2) **Abandoned East/West Rights of Way.** For lots with abandoned east/west right of ways, such abandoned area may only be credited 50 percent towards the total lot area used in the calculation of the FAR.~~

~~f. **Existing Structures that Exceed the FAR.** Existing structures that exceed the FAR may be altered or reconstructed provided:~~

- ~~1) The alterations or reconstruction shall not increase the FAR to an amount greater than was contained in the original structure; and~~
- ~~2) The proposal conforms to the adopted Board of Architectural Review Guidelines for Summerland in all other respects.~~

2. Adjustments to Floor to Area Ratios.

a. Plate Heights.

- ~~1) **Lots Less than 1 Acre in Size.** To regulate the height and bulk of a building, plate heights shall be factored into the FAR as follows:~~

Average Plate Height	FAR Adjustments
Up to 9'	0%
9' - 10'	-10%
over 10'	-20%

- ~~2) **Lots One Acre and Greater in Size.** A maximum of 40 percent of the floor area shall be allowed to exceed a plate height of nine feet. If more than 40 percent of the floor area exceeds a plate height of nine feet, the excess will be computed as two times the floor area.~~

~~b. **Understories.** Understories exceeding four feet in height shall reduce the FAR purposes as follows:~~

Height of Understory	FAR Adjustment
Over 4 feet	-10%
Over 6 feet	-20%
8 feet or over	-33%

~~Homes built prior to the implementation of this section (May 19, 1992) shall not be subject to the understory standards as long as any proposed addition conforms with the original building footprint in profile.~~

~~c. **Basements.** For residential structures, basements shall be counted toward the FAR as follows:~~

~~First 250 sq. ft. = 0% = 0 sq. ft. counted and 250 sq. ft. does not count toward FAR.~~

~~Next 250 sq. ft. = 50% = 125 sq. ft. counted and 125 sq. ft. does not count toward FAR.~~

~~Next 300 sq. ft. = 75% = 225 sq. ft. counted and 75 sq. ft. does not count toward FAR.~~

~~Over 800 sq. ft. = 100% = All sq. ft. counted toward FAR.~~

~~The square footage that does not count toward the FAR per the above formula may be added to the allowable floor area of the structure. However, the increase in floor area pursuant to this formula may be used only once per lot, including lots with multiple unit structures.~~

~~A proposed residential structure that does not qualify for a basement credit may add five percent to the FAR provided that no part of the lowest finished floor over the entire building footprint is more than 18 inches above grade.~~

~~Basements shall be counted at 100 percent of floor area unless there is no second floor on the structure or unless the second floor mass is set back from the downslope face of the first floor by a minimum of 10 feet at all locations.~~

2. Adjustments to maximum allowed floor area.

a. Accessory structures (detached) on lots less than or equal to 10,000 square feet (net). Except as provided in compliance with Subsection 2.a.1), below, the cumulative gross floor area of all detached accessory structures located on a lot less than or equal to 10,000 square feet (net) shall not exceed 500 square feet.

1) If the dwelling does not include an attached garage, then a detached garage used for the parking of motor vehicles no greater than 500 square feet of floor area (net) may also be allowed in addition to the cumulative floor area (gross) allowed in compliance with Subsection 4.a, above.

b. Floor below grade.

1) The provisions of this subsection only apply to structures with two or more floors.

2) The amount of floor area of a floor below grade that is included in the net floor area used to determine compliance with the maximum allowed floor area is calculated by multiplying "A" times "B" where:

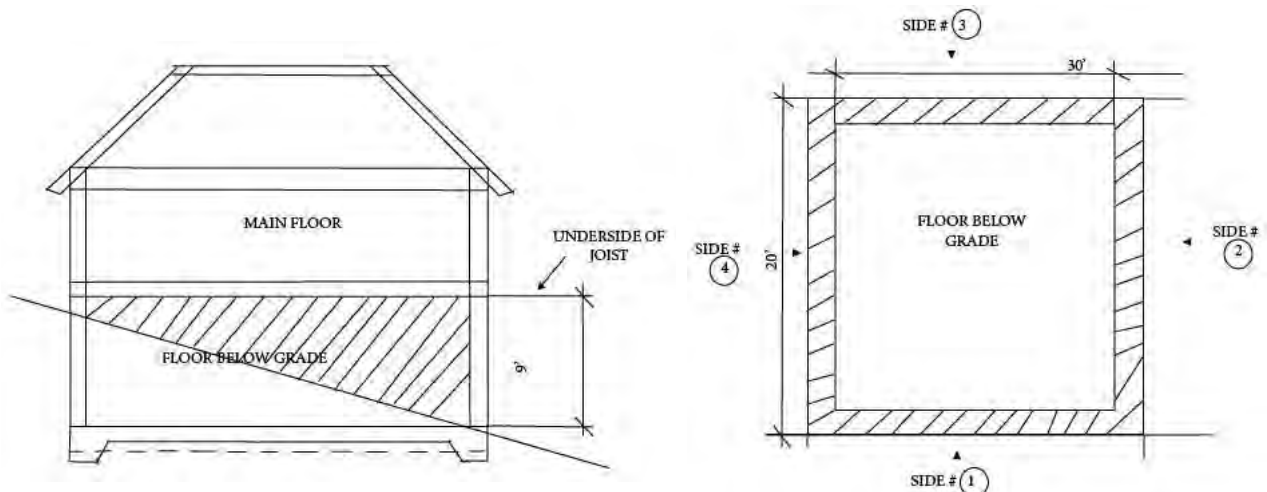
(i) "A" equals the total floor area below grade as measured from the interior surfaces of exterior walls (see Figure 13-2), and

(ii) "B" equals the floor below grade adjustment which is the percentage of the total wall area of a floor below grade that is exposed (see Figure 13-3) which is determined by dividing the total exposed wall area by the total wall area.

3) The height of the wall area used to determine the total wall area is measured from the finished floor of the floor below grade to the bottom of the floor joist supporting the floor above, however, only a maximum of 10 feet shall be used in calculating the total wall area.

4) Except as provided in Subsection (b)(4)(i), below, the height of the exposed exterior wall area used to determine the total exposed wall area is measured to the finished grade adjacent to the exterior wall.

(i) If the grade adjacent to any exterior wall slopes downward, then the height of the exposed wall area shall be calculated from a point located six feet away from the exterior wall surface or at the property line if the property line is located within six feet of the exterior wall surface. This does not apply to the minimum drainage required to comply with building code requirements.



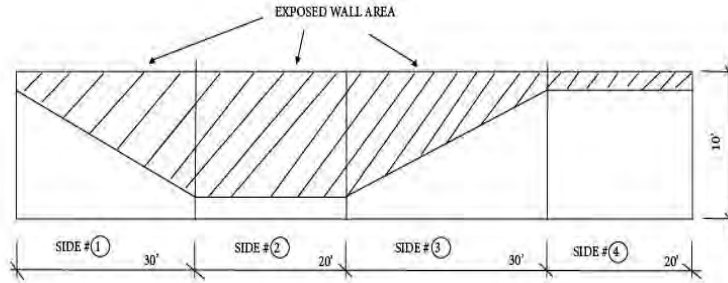


Figure 13-1

Figure 13-2

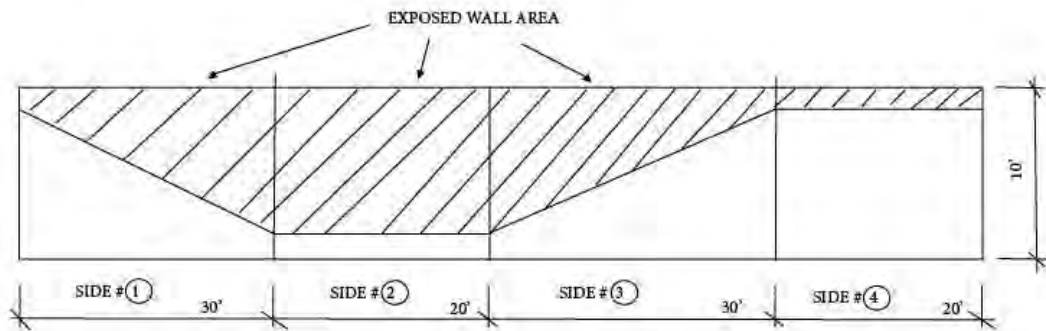


Figure 13-3

c. Garages.

1) Garages attached to a primary dwelling.

- a) Lots of less than 12,000 square feet (net). On lots with a lot area (net) of less than 12,000 square feet, up to 500 square feet per dwelling unit of floor area (net) used as an attached two-car garage for the parking of motor vehicles is not included in the net floor area used to determine compliance with the FAR in Table 13-1 (One-family Dwelling Floor Area Limits (Net Lot Area Less than 12,000 Square Feet)), of Subsection 1.a, above.

Larger garages may be allowed, however, excess square footage will be counted toward the net floor area of the dwelling.

2) Garages accessory to mixed-use development.

- a) Except as provided below, for mixed-use development, up to 500 square feet of floor area (net) used as a garage for the parking of two motor vehicles per each 6,000 square feet of lot area (net) is not included in the net floor area used to determine compliance with the maximum allowed floor area in Subsection 1.c, above.
- i) On lots less than 6,000 square feet (net) existing as of [effective date of this ordinance] up to 500 square feet of floor area (net) used as a garage for the parking of motor vehicles is not included in the net floor area used to determine compliance with the maximum allowed floor area in Subsection 1.c, above.

Larger garages may be allowed, however, excess square footage will be counted toward the net floor area of the dwelling.

- 3) Commercial parking area.** A commercial parking area is not included in the net floor area used to determine compliance with the maximum allowed floor area in Subsection 1.c, above, where the elevation of the finished floor located directly above the commercial parking area is four feet or less above the exterior finished grade for a minimum of 67 percent of the exterior perimeter of the commercial parking area.

d. Commercial basements. Basement floor area (net) that complies with the definition of True

Basement, Commercial, and is used as storage, non-retail commercial accessory uses, or mechanical space, is not included in the net floor area used to determine compliance with the maximum allowed floor area in Subsection 1.c, above, as follows:

- 1) One-story commercial structures.** 100 percent of the basement floor area (net).
 - 2) Two-story commercial structures.** 50 percent of the basement floor area (net).
 - e. Residential Second Units.** Up to 300 square feet of floor area (net) devoted to an attached residential second unit is not included in the net floor area used to determine compliance with the Subsection 1, above.
 - f. Transfer of floor area.** Except in the Urban Grid, up to one-half of the maximum allowed floor area of a principal dwelling may be transferred to an existing or new principal dwelling as follows:
 - 1) Elimination of potential subdivision.** The maximum allowed floor area on a lot that may be subdivided in compliance with the applicable zone in effect as of [effective date of this Ordinance] may be increased in compliance with the following and Subsection 2.f.(3), below:
 - (i)** A Declaration of Restriction acceptable to the County shall be recorded by the property owner prior to the issuance of a building permit to eliminate the subdivision potential of the lot.
 - (ii)** The increase in the maximum allowed floor area is limited to one-half of the maximum allowed floor area that would otherwise be allowed for a lot that is equal in size to the minimum lot size required in compliance with the applicable zone in effect as of [effective date of this Ordinance].
 - 2) Elimination of existing lot.** The maximum allowed floor area on a lot that cannot be subdivided in compliance with the applicable zone in effect as of [effective date of this Ordinance] may be increased in compliance with the following and Subsection 2.f.(3), below:
 - (i)** The lot is contiguous to a lot that cannot be subdivided in compliance with the applicable zone in effect as of [effective date of this Ordinance].
 - (ii)** A voluntary merger of the two lots and an Declaration of Restriction acceptable to the County shall be recorded by the property owner prior to the issuance of a building permit to eliminate the subdivision potential of the lot.
 - (iii)** The increase in the maximum allowed floor area is limited to one-half of the maximum allowed floor area that would otherwise be allowed on either of the lots that are the subject of the voluntary merger.
 - 3)** In no event shall the maximum allowed floor area as adjusted in compliance with Subsections 2.f. (1) or 2.f. (2) above exceed:
 - (i)** 12,000 square feet on lots with a lot area (net) of less than 20 acres.
 - (ii)** 15,000 square feet on lots with a lot area (net) of 20 acres or greater.
- 3. Existing structures that exceed the maximum allowed floor area.** An existing structure that exceeds the maximum allowed floor area (net) may be altered or reconstructed provided that the proposal complies with the Summerland Residential Design Guidelines in all other respects.

Section 35-191.6 Board of Architectural Review (BAR)

- 1. Board of Architectural Review required.** All applicable building, grading, landscaping and other plans for new or altered buildings structures shall be reviewed and approved by the County Board of Architectural Review unless exempt from Board of Architectural Review in compliance with Section 35-184.2 (Applicability). In addition to the findings set forth in Section 35-184.5 of this Article, the County Board of Architectural Review shall also find that the new or altered building is in conformance with the Summerland Board of Architectural Review Guidelines.

Section 35-191.7 Permit Procedures.

1. A Coastal Development Permit for grading for a building pad shall not be issued until the proposed structure has received final approval from the County Board of Architectural Review.

Section 35-191.8 Findings

- ~~1. In addition to the findings that are required for approval of a development project (as development is defined in the Santa Barbara County Coastal Plan), as identified in each section of Division 11 Permit Procedures of Article II, a finding shall also be made that the project meets all the applicable development standards included in the Summerland Community Plan of the Coastal Land Use Plan.~~
- ~~2. 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.~~
- ~~3. Prior to approval of discretionary projects which would result in a net increase in water use, a finding shall be made that there is sufficient water supply available to serve existing commitments.~~
- ~~4. In approving new development, the County shall make a finding that the development will not adversely impact existing recreational facilities and uses.~~

Section 35-191.8 Parking.

1. All new single family dwellings approved after [effective date of this ordinance] shall provide the following number of off-street parking spaces in addition to the number otherwise required in compliance with Division 6 (Parking Regulations).

<u>Lot Size (net)</u>	<u>Additional Off-Street Parking Spaces</u>
<u>Less than 7,500 square feet</u>	<u>0</u>
<u>7,500 to 10,000 square feet</u>	<u>1</u>
<u>10,000 square feet and greater</u>	<u>2</u>

- a. Use of permeable materials.** Parking space shall be paved with permeable materials on a suitable base, including concrete pavers, turf block, and permeable asphalt, provided that such materials are consistent with the County Fire Department or applicable fire district minimum structural design standards for emergency access.
- b. Location.** Parking spaces shall be located outside of required setback areas for the lot, except that one parking space may be located within the front setback area provided the location is approved by the Board of Architectural Review in compliance with Section 35-191.6 (Board of Architectural Review).
- c. Configuration.** On lots of 10,000 square feet (net) or more in area, the additional parking spaces required in compliance with the table above may be provided in a tandem arrangement with each other.

Section 35-191.9 Exterior Lighting.

All exterior lighting installed on or after [effective date of this ordinance] shall comply with the following:

1. In addition to the permit application submittal requirements required in Division 11 (Permit Procedures), any application for a permit that includes outdoor light fixtures shall include plans showing the location and lumen output of all outdoor light fixtures, both existing and proposed.
2. The regulations contained in this Subsection 3. shall be known and referred to as the “Outdoor Lighting Regulations for the Summerland Community Plan Area.”
 - a. Purpose and intent.** The purpose of this Subsection is to create standards for outdoor lighting that minimize light pollution, glare, and light trespass caused by inappropriate or misaligned light fixtures. These standards conserve energy and preserve the nighttime sky while maintaining nighttime safety, utility, security, and productivity.
 - b. Approved materials and methods of installation.** The provisions of this Subsection are not

intended to prevent the use of any design, material, or method of installation not specifically proscribed by this Subsection provided any such alternate has been approved by the County. The Department may approve any such alternate provided that the proposed design, material, or method:

- 1) Provides approximate equivalence to the specific requirements of this Subsection.
- 2) Is otherwise satisfactory and complies with the intent of this Subsection.

c. Prohibited lights and lighting.

- 1) All illuminated advertising signs on and off premises shall be off between 11:00 p.m. and sunrise, except that on-premises signs may be illuminated while the business is open to the public.
- 2) All outside illumination for aesthetic and/or decorative purposes for any structure and/or surrounding landscape, public or private, and for outdoor recreational facilities that is not fully shielded shall be prohibited between 9:00 p.m. and sunrise. All illumination of exterior areas between 9:00 p.m. and sunrise shall be shielded.
- 3) Except as provided below, lighting associated with an outdoor recreational facility with lights that are not fully shielded (full cutoff) may only be illuminated between 9:00 p.m. and sunrise the following day to complete a specific organized recreational event in progress and under illumination in conformance with this Subsection at 9:00 p.m. Fully shielded (full cutoff) lights are not subject to a time restriction.
- 4) Search lights, laser source lights, or similar high intensity lights shall not be permitted except in emergencies by police and/or fire personnel, or for the purposes of gathering meteorological data.
- 5) Mercury vapor lights are prohibited.

d. Exemptions. The following are exempt from the provisions of Subsection 3.

- 1) All outdoor lighting fixtures lawfully installed prior to [effective date of this ordinance] are exempt from the shielding requirements of this Subsection; however, they shall be subject to the remaining requirements of this Subsection, except that fully shielded (full cutoff) lights are not subject to a turn-off time.
- 2) Fossil fuel lights.
- 3) Traffic control signs and devices.
- 4) Street lights installed prior to [effective date of this ordinance].
- 5) Temporary emergency lighting (e.g., fire, police, public works).
- 6) Moving vehicle lights.
- 7) Navigation lights (e.g., airports, heliports, radio/television towers).
- 8) Seasonal decorations with individual lights in place no longer than 60 days.
- 9) Except as provided below, lighting for special events as provided by Subsection 3.h (Temporary exemption).
- 10) Temporary lighting for agricultural activities of a limited duration, not including unshielded arena lights.
- 11) Except as provided below, security lights of any wattage that are controlled by a motion-sensor switch and which do not remain on longer than 10 to 12 minutes after activation.
 - a) Security lights shall be required to be fully shielded in order to be exempt in compliance with this Subsection.
- 12) Light fixtures shown on building permits that were approved prior to [effective date of this ordinance] are excluded from compliance with this Subsection until the fixture is replaced.
- 13) Solar walkway lights.

e. General requirements. All non-exempt light fixtures that require a County permit prior to

installation shall be subject to the following general requirements:

- 1) All outdoor light fixtures installed after [effective date of this ordinance] and thereafter maintained upon private property, public property, or within the public right-of way shall be fully shielded (full cutoff).
 - a) Sign illumination shall only illuminate the signage and shall not spill into adjacent areas.
- 2) All replaced or repaired lighting fixtures requiring a permit shall be subject to the requirements of this Subsection.
- 3) Light trespass and glare shall be reduced to the maximum extent feasible through downward directional lighting methods.
- 4) Externally illuminated signs, advertising displays, and building identification shall use top mounted light fixtures which shine downward and are fully shielded (full cutoff).
- 5) Outdoor light fixtures used for outdoor recreational facilities shall be fully shielded (full cutoff) except when such shielding would cause impairment to the visibility required in the intended recreational activity. In such cases, partially shielded fixtures and downward lighting methods shall be utilized to limit light pollution, glare, and light trespass to a reasonable level as determined by the Director.
- 6) Illumination from recreational facility light fixtures shall be shielded to minimize glare extending towards roadways where impairment of motorist vision might cause a hazard.

f. Submittal of plans and evidence of compliance. Any application for a permit that includes outdoor light fixtures (except for exempt fixtures in compliance with this Subsection) shall include evidence that the proposed outdoor lighting will comply with this Subsection. The application shall include:

- 1) Plans showing the locations of outdoor lighting fixtures.
- 2) Description of the outdoor lighting fixtures, including manufacturer's catalog cuts and drawings. Description and drawings should include lamp or bulb type, wattage, lumen output, beam angle, and shielding.

The above plans and descriptions shall be sufficiently complete to enable the plan examiner to readily determine whether compliance with the requirements of this Subsection has been met.

g. Temporary exemption.

- 1) The Director may grant a temporary exemption, as defined herein, for such activities, including, but not limited to circuses, fairs, carnivals, sporting events, and promotional activities, if he first makes all of the following findings:
 - a) The purpose for which the lighting is proposed is not intended to extend beyond 30 days.
 - b) The proposed lighting is designed in such a manner as to minimize light pollution as much as feasible.
 - c) The proposed lighting will comply with the general intent of this article.
- 2) The application for a temporary exemption shall at a minimum include all of the following information:
 - a) Name and address of applicant and property owner.
 - b) Location of proposed fixtures.
 - c) Type, wattage, and lumen output of lamp(s).
 - d) Type and shielding of proposed features.
 - e) Intended use of lighting.
 - f) Duration of time for requested exemption.

- g) The nature of the exemption.
- h) Such other information as the Department may request.

SECTION 10:

All existing indices, section references, and figure and table numbers contained in Section 35-1, the Santa Barbara County Land Use and Development Code, of Chapter 35, Zoning, of the County Code, are hereby revised and renumbered as appropriate to reflect the revisions enumerated above.

SECTION 11:

Except as amended by this Ordinance, Division 2, 4, 6, 7, 11, 12 and 13 of Article II, the Santa Barbara County Coastal Zoning Ordinance, of Chapter 35, Zoning, of the County Code, shall remain unchanged and shall continue in full force and effect.

SECTION 12:

This ordinance and any portion of this ordinance approved by the Coastal Commission shall take effect and be in force 30 days from the date of its passage or upon the date that it is certified by the Coastal Commission pursuant to Public Resources Code 30514, whichever occurs later; and before the expiration of 15 days after its passage a summary of it shall be published once together with the names of the members of the Board of Supervisors voting for and against the same in the Santa Barbara News-Press, a newspaper of general circulation published in the County of Santa Barbara.

PASSED, APPROVED AND ADOPTED by the Board of Supervisors of the County of Santa Barbara, State of California, this 6th day of May, 2014, by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

STEVE LAVAGNINO, CHAIR
BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA

ATTEST:

MONA MIYASATO, COUNTY EXECUTIVE OFFICER
CLERK OF THE BOARD

By _____
Deputy Clerk

APPROVED AS TO FORM:

MICHAEL C. GHIZZONI
COUNTY COUNSEL

By _____
Deputy County Counsel