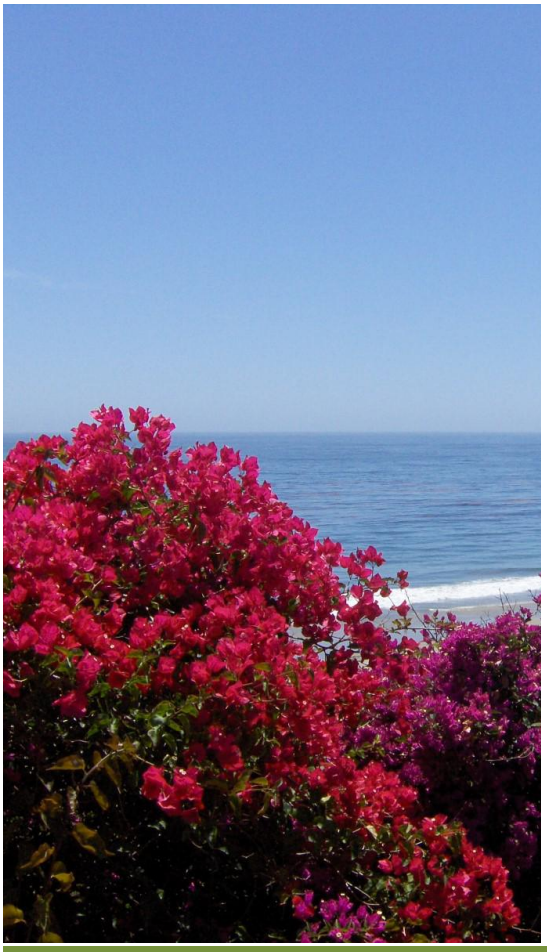

Summerland Community Plan

Adopted by the County Board of Supervisors May 2014

Coastal Portion Certified by the California Coastal Commission June 9, 2016

County of Santa Barbara
Planning and Development Department
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Summerland Community Plan

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I. INTRODUCTION

A. LEGAL AUTHORITY/INTENT AND PURPOSE

What is a Community Plan?

Community Plans are prepared by communities, as per California State Law[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 also 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 the Comprehensive Plan designates general types and locations of land uses and provides development policies for multiple geographical areas (e.g., all of Santa Barbara County). The policy direction and analysis of this Community Plan is intended to be applied in a general manner; site-specific proposals must adhere to the policies of this Plan and perform 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 landowners of property in the Summerland Area. The Summerland Community Plan was designed to address the special

[1] State of California Government Code Section 65300 et. seq.
[2] Public Resources Code Section 21083.3.

concerns 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 uses, utilities, open space, design standards and buildout potential that define Summerland's future growth and improvement plans. It also identifies the 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 of Santa Barbara Comprehensive Plan and Zoning Ordinance.

B. COMMUNITY PLAN LOCATION AND BOUNDARIES

The Summerland Planning Area is located in the southern portion of Santa Barbara County between the communities 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 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 Plan 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.

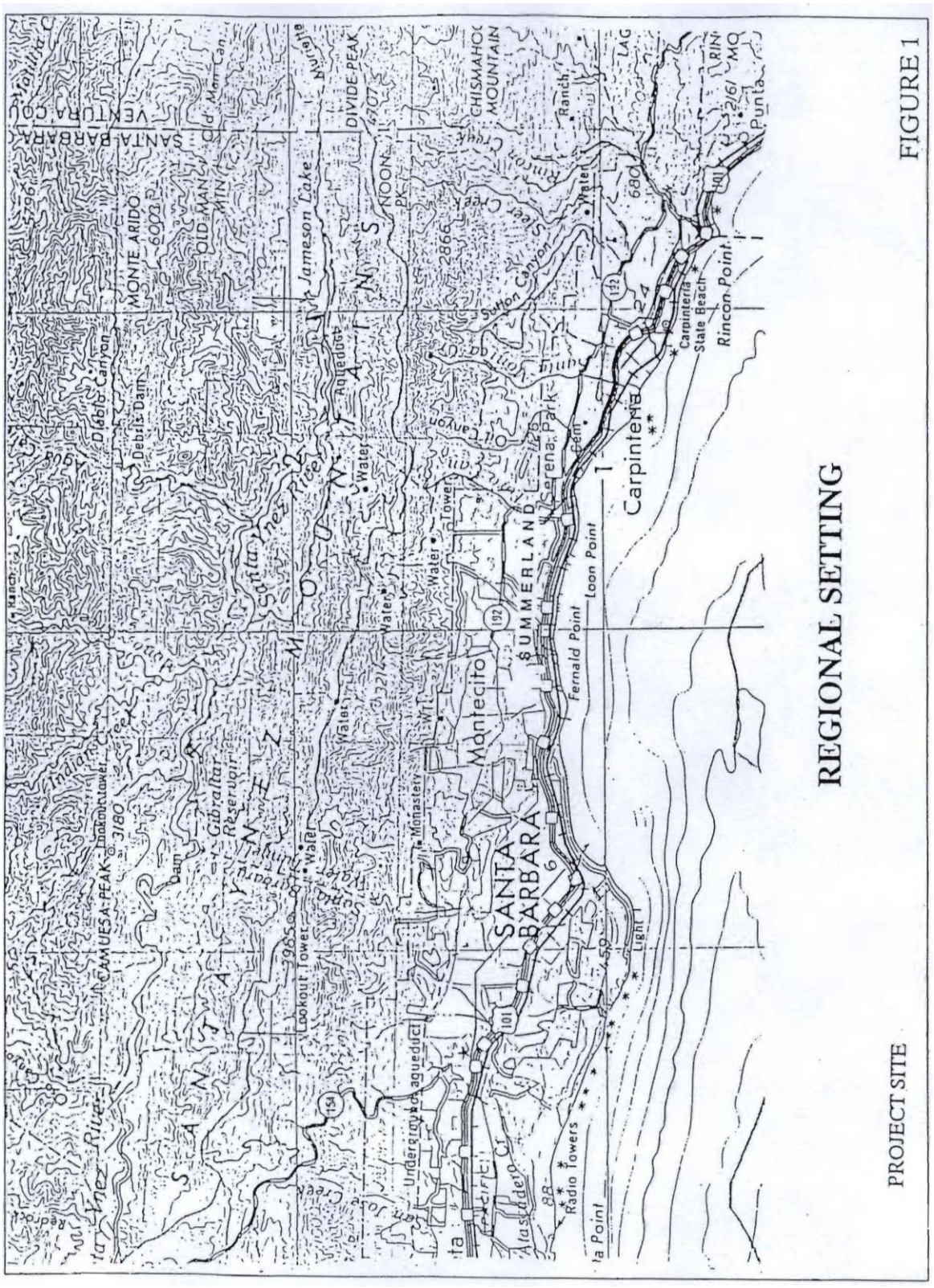

Figure 1: Regional Setting

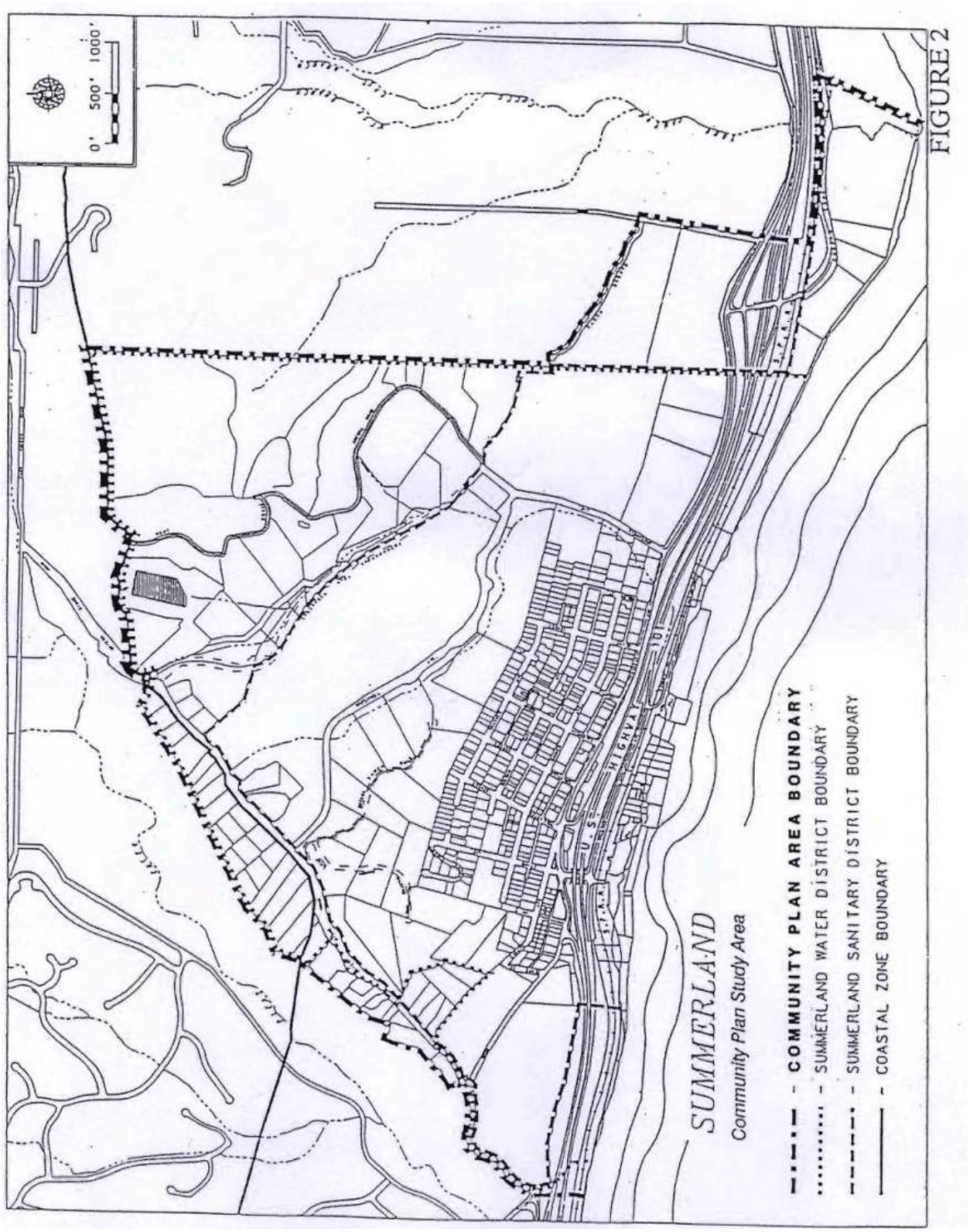

Figure 2: Community Plan Area

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 town 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 town 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 as 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 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.

[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.

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.

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.

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 then-existing Coastal Land Use Plan (Coastal Zone) and Land Use Element (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 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 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 zones district under the Summerland Community Plan should be clarified. A Floor Area Ratio (FAR) was developed to guide this growth. The FAR was set at 0.29 for commercial-only development and up to 0.35 for mixed use development. Using the specified FARs, a range of possible additional amounts of commercial development was created varying from 41,000 square feet if all 48 potential mixed use units were constructed to 72,080 square feet if no mixed use units were built. Thus, the range of commercial space as presented in Table 1 is dependent 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.

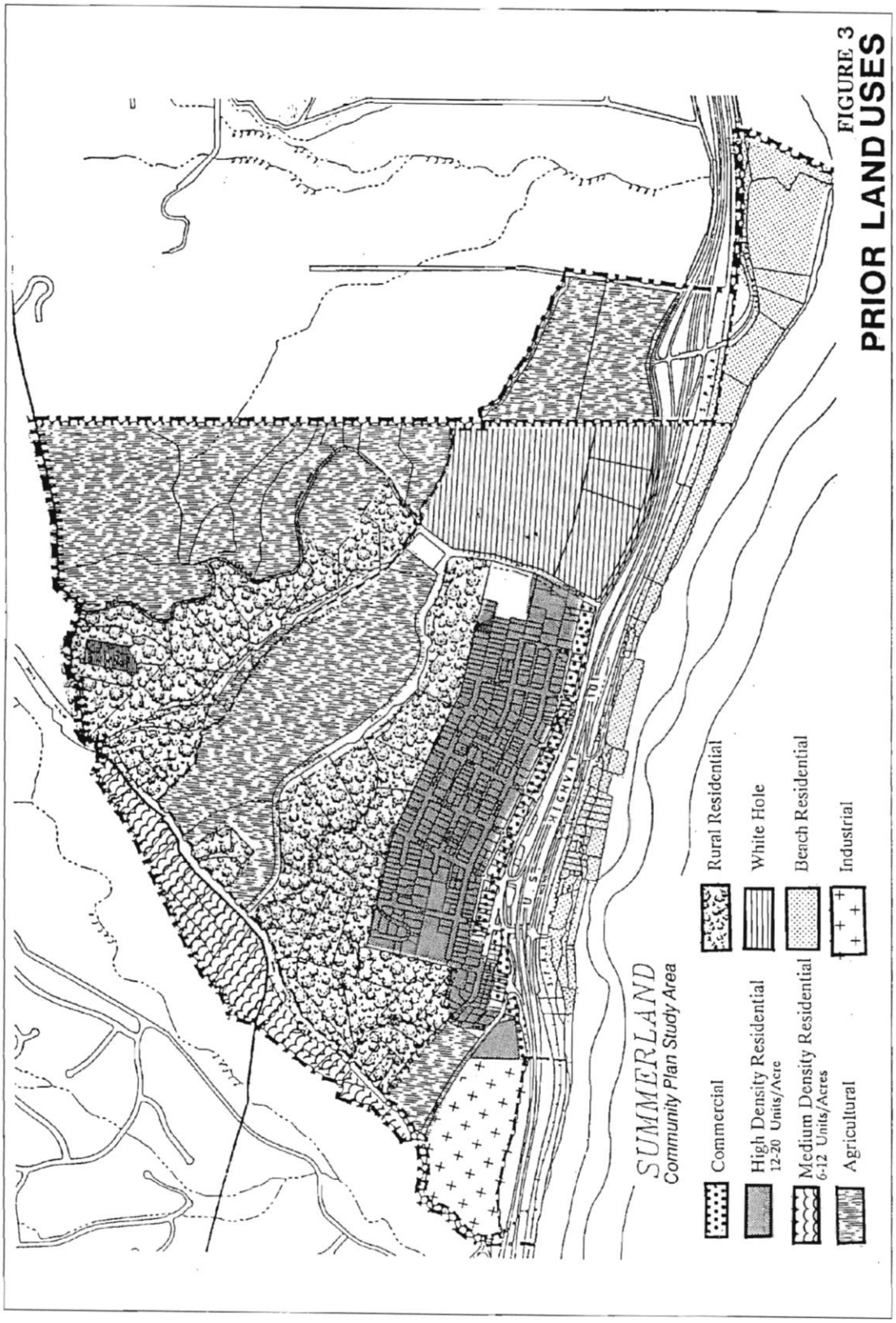

Figure 3: Prior Land Uses

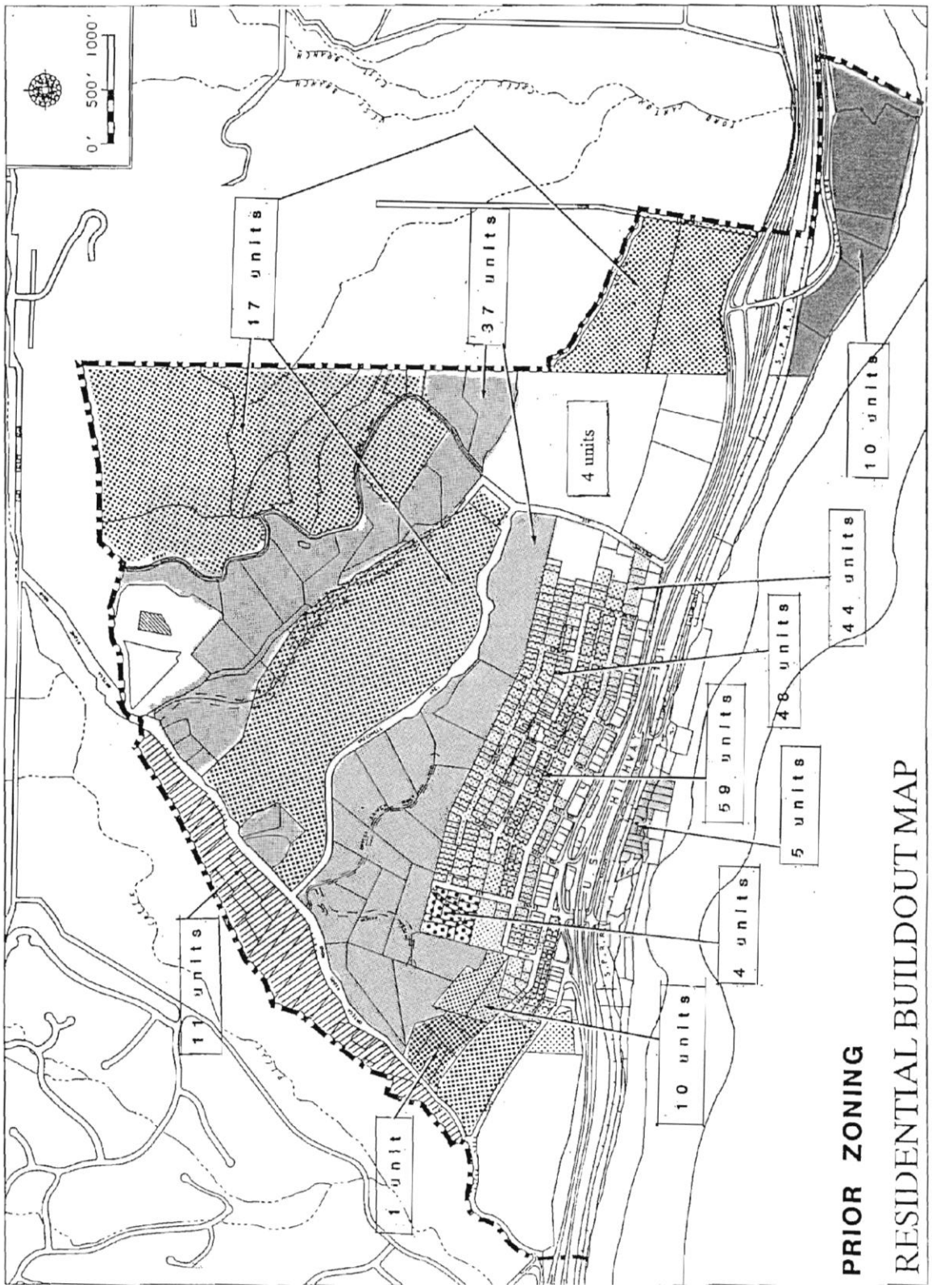

Figure 4: Zoning Residential Buildout Map

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 in 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**

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.

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.

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 polices, 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

[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.

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.

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).

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.

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 & Shoreline Structures (Policies 3-1 to 3-3): These three policies prohibit new seawalls unless there are no other less environmentally damaging alternative 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).

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).

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).

Agriculture (Summerland-Carpinteria Goals # 4, 8, Pg. 95-96): Agriculture shall be preserved in areas which possess prime agricultural soils, and in areas of existing agricultural operations. Such agricultural practices shall minimize the potential for erosion and flood hazards through appropriate soil protection measures and the siting of structures and improvements outside of areas with identified flood hazards.

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.

Housing (Summerland-Carpinteria Area Goal # 11, Pg. 96): For Carpinteria/Summerland, new development should accommodate lower as well as upper economic segments of the community. In this regard, density and parcel sizes must be examined and planned to accommodate some housing structures in both economic ranges.

Open Space (Summerland-Carpinteria Area Goal # 7, Pg. 95): The preservation of Open Spaces shall be encouraged to enhance and protect scenic and visual resources, to provide areas for light recreation, and to preserve agricultural lands.

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.

Water Resources (South Coast Policies # 1 & 2, Pg. 92-93): The water resources policy is intended to avoid the creation of ground water problems, especially groundwater overdraft. The policy forbids increased well pumping (extractions) from a groundwater basin if a condition of overdraft would result, and also prohibits the placement of a new development (i.e., a source for new water demands) within an overdrafted groundwater basin.

3. Circulation Element

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.

Roadways: The Circulation Element contains standards establishing roadway classifications; accompanying maps indicate the classing of particular roadways. Each class has corresponding standards, including an ADT-based policy capacity figure. Per the County's Circulation Element, these ADT policy capacity figures are to be treated as absolute caps; exceeding them produces a finding of inconsistency. The County has recently adopted updated Circulation Element standards which are applied to Summerland through this Community Plan.

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.

Geologic Hazards (Policies a, b, & c, Pg. 189-190): These policies provide the framework to determine the suitability of urbanization in areas with particular geologic problems, and

establishes objectives for construction in areas with potential seismic risks, including areas with active earthquake faults.

Flood Hazard (Policies a, b & c, Pg. 191): These policies relate to flood plain management, and require the siting of structures and improvements outside of the floodway for any water course, while allowing only carefully planned and protected development within the flood plain of a water course.

5. Seismic Safety/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.

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 9-12): 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

Housing (Policies 1.1 to 5.1 and 6.1 to 6.8): Pursuant to state law, the 2015-2023 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 Problem 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.

9. Coastal Zoning Ordinance

Because of the nature of the Community Plan (i.e., a planning document), Division 3 (Development Standards) of the Coastal Zoning Ordinance applies. The policies in the Division 3 part of the Santa Barbara County Coastal Zoning Ordinance contain the following requirements.

General (Sec. 35-59, Pg. 38)
Designed structures shall be subordinate to natural landforms and not inhibit public viewing. Conformance must be met by newly designed structures to meet the Land Use Plan and the character of the existing community including conditions posing potential hazards. In no case shall above-ground structures be sited on undisturbed slopes exceeding 40 percent.

Water and other Public Services (Sec. 35-60, Pg. 39)
Within specified urban areas, new developments shall be serviced by the appropriate public sewer and water district or existing mutual water company where available. Prior to receiving a coastal development permit, the County shall make the finding that adequate resources exist to serve the development, and the applicant shall assume full responsibility for costs incurred as a result of the infrastructural improvements to serve the project.

Beach Development (Sec. 35-61, Pg. 40)
No permanent above-ground structures shall be permitted on the dry sandy beach except facilities necessary for public health and safety. For all new development between the first public road and the ocean, granting of an easement to allow vertical and lateral access shall be mandatory. In the case of vertical access to the mean high tide line there are some exemptions listed in the Development Standards. Granting of lateral easements to allow for public access along the shoreline shall be mandatory unless an equivalent access to the same beach is guaranteed. In coastal areas, where the bluffs exceed five feet, the lateral easement shall include all beach seaward of the base of the bluff. In areas where the bluffs are less than five feet, the area of the easement shall be determined by the County based on several criteria. Several other restriction apply to lateral easements and other obstructions which could affect development approval.

Recreation and Visitor Serving Uses (Sec. 35-62, Pg. 41-42)
Recreational uses on oceanfront lands, both public and private, that do not require extensive alteration of the natural environment shall have priority over uses requiring substantial alteration. Visitor-serving commercial recreational development that involves construction of major facilities should be located within urban areas. Visitor-serving commercial recreational development in rural areas can only occur when certain conditions are met and should be limited to low intensity uses.

Coastal Trails (Sec. 35-63, Pg. 42)
Easements for trails shown on the Santa Barbara County Comprehensive Plan Parks, Recreation and Trails maps, shall be required as a condition of project approval for any portion of any trail crossing the lot upon which a project is proposed.

Agricultural Lands (Sec. 35-64, Pg. 42-43)
If a lot is zoned for agricultural uses and is located in a rural area not contiguous with the urban/rural boundary, rezoning to a non-agricultural zone district shall not be permitted unless such conversion of the entire lot would allow for another priority use under the Coastal Act. Such conversion shall not be in conflict with contiguous agricultural operations in the area, and shall be consistent with PRC 30241 and 30242 of the Coastal Act. In addition, any conversion

from an agricultural designation to a non-agricultural zone district shall not be permitted unless certain requirements are met.

Archaeology (Sec. 35-65, Pg. 43)
When developments are proposed for lots where archaeological or other cultural sites are located, project design shall be required which avoids impacts to such sites or provides adequate mitigation in accord with guidelines of the State Office of Historic Preservation and the State of California Native American Heritage Commission. Also, Native Americans shall be consulted when development proposals potentially impact significant archaeological sites.

Bluff Development (Sec. 35-67, Pg. 44-45)
In areas of new development, above-ground structures shall be set back a sufficient distance from the bluff edge to be safe from erosion for a minimum of 75 years, if such a standard makes a lot unbuildable, then a standard of 50 years will be used. A geologic report shall be required by the County in order to make this determination. In addition to that required safety, several other restrictions apply in terms of use of vegetation, irrigation and location of development.

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 have 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 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.*
>
> ***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 will establish the type, location, diversity, and character of future 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.

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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 (see Figure 5). 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 which tend to be oriented toward visitor services, include restaurants, gift shops, bed and breakfast inns, and antique shops.

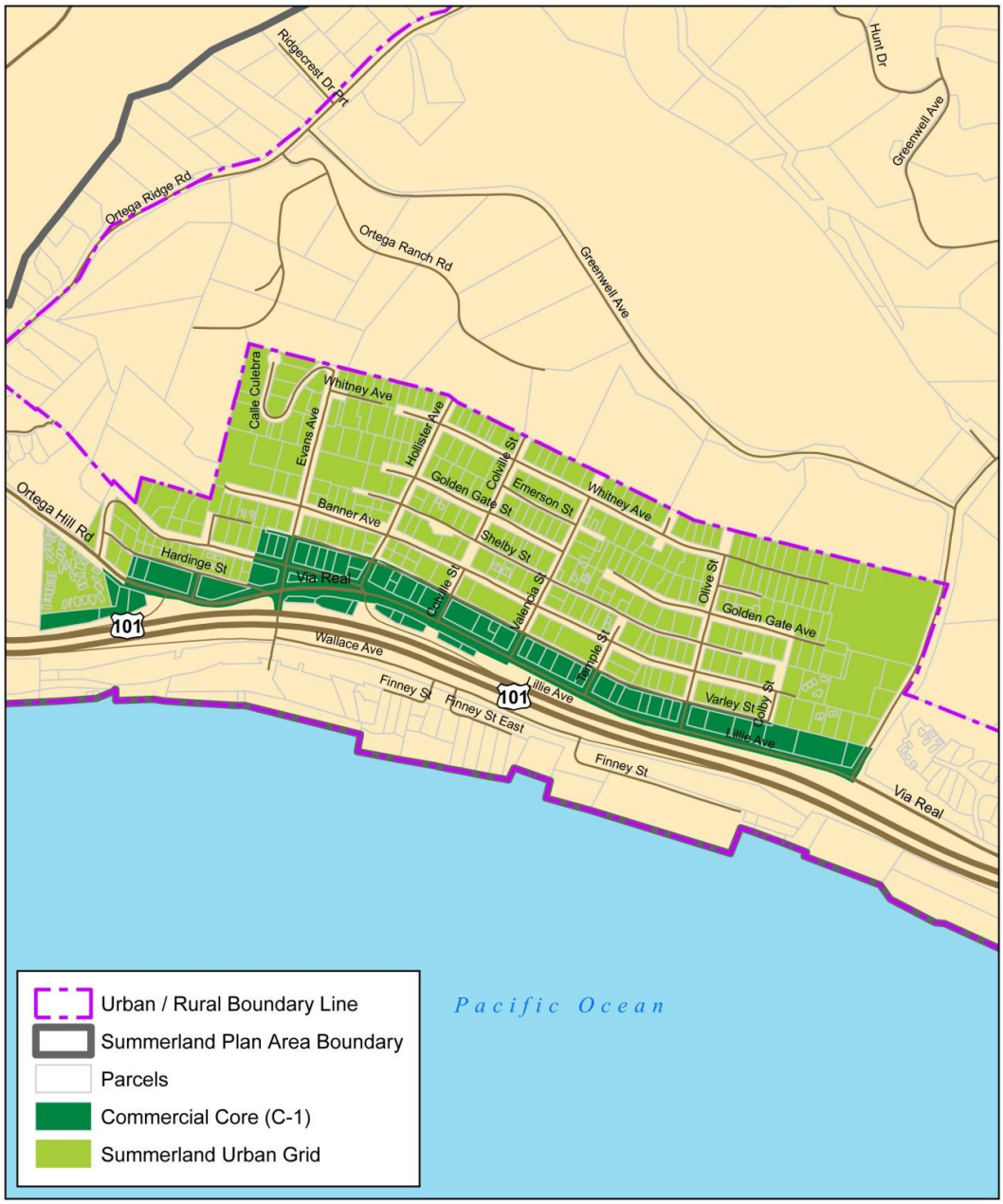

Figure 5: Urban Grid and Commercial Core

Industrial

There is one industrial area in the community, a research park located on a prominent knoll to the west of town. The Josten's facility, which manufactures class rings is located on this property in a one story structure in a campus-like setting. Due to the particular type of business conducted on-site, this use has been very low intensity and inconspicuous. This property is known under the Community Plan as "Area A" (Figure 5a, Community Plan Sub-Areas).

Residential

Summerland's residential areas are located on the steep, ocean-facing hillside above the commercial strip and on small hills and canyons to the north of the town. In town there is a mix of high density, multifamily apartments, duplexes, small cottages, and large new single family homes. Additionally, a small trailer park is located just west of the downtown. Surrounding the town area are single family homes on larger (1-5 acre) and agricultural uses (primarily orchards).

White Hole

The "White Hole" is comprised of three areas (planning sub-areas, including the "White Hole" Areas B, C and D are illustrated in Figure 5a). The following discussion provides more detail with respect to these undeveloped areas within the Community Plan.

Area B is comprised of approximately 46 acres, constituting the northern 2/3 of the "White Hole" area. The property is immediately adjacent to the east side of Greenwell Road, but is separated from Lillie Avenue by a strip of land including Area C, Area D and a Southern California Edison power substation. Area B is currently undeveloped, and is largely surrounded by open space or agricultural uses. Within Area B, there are several stands of coastal scrub plant communities, willows, a windrow of eucalyptus trees, and introduced grasses. Topography on the property could be described as hilly, with slopes ranging from approximately 10% to 40%. Portions of the site are visible from Lillie Avenue and Highway 101, and ocean and mountain views are available from various points on the site.

Area C is comprised of approximately 13 acres of land, situated at the northeast corner of the intersection of Lillie Avenue/Via Real and Greenwell Avenue. The property is bounded on the west by the Trading Post, the Summerland Market, residential uses and open space, on the east by the Southern California Edison Substation, and on the north by Area B. Area C is currently undeveloped and supports introduced grasses. This site is bisected by a gas main and is relatively flat on the southern portion (slopes less than 20%), but steepens on the northern portion (slopes 20% - 40%). The site is visible from some of Summerland, Via Real and Lillie Avenue and provides some ocean view opportunities.

Area D is comprised of approximately 5 acres of land, situated on the north of Via Real. The property is bounded on the east by agricultural lands and open space, on the west by the Southern California Edison Substation, and on the north by Area B. Area D is currently undeveloped and supports introduced grasses. There is a eucalyptus stand along the eastern boundary of the property and on the property to the east. This stand is known to provide habitat for monarch butterflies, a protected species, as well as a roosting and nesting habitat for raptors. The northern portion of Area D, combined with Area B, provides a valuable scenic resource via an upward trending knoll of open space accented by the backdrop of the Santa Ynez Mountains.

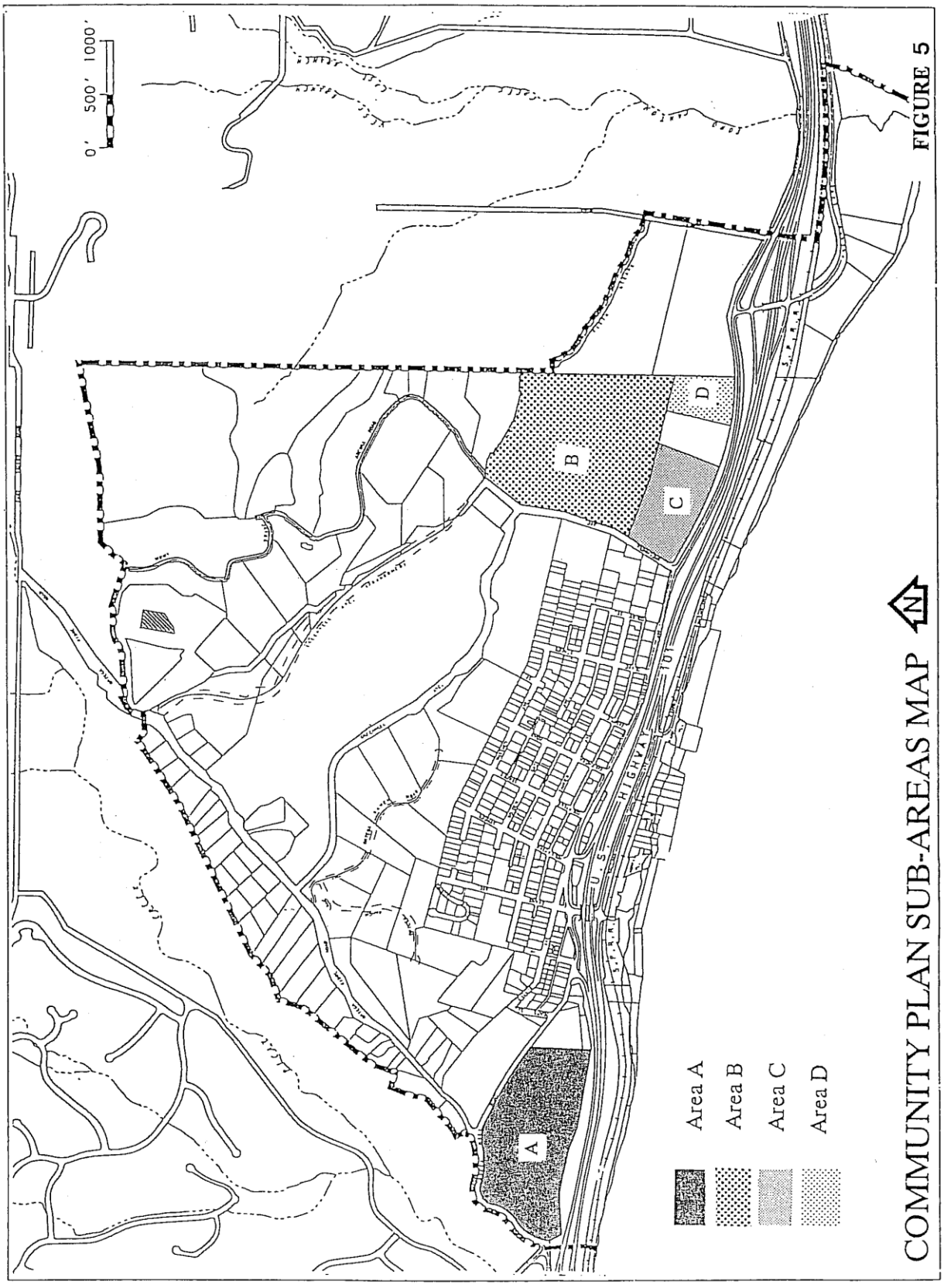

Figure 5a: Sub-Areas

Agriculture

The U.S. Department of Agriculture, Soil Conservation Service (SCS) surveys soils, classifies them for viability, and divides them into prime agricultural lands (Class I-II) and non-prime agricultural lands (all other classes, III-VIII). In addition to these standards, the County of Santa Barbara considers any agricultural land enrolled in a Williamson Agricultural Preserve Contract, and which produces more than $250.00 per acre per year to be prime agricultural land. The soil types found in the Summerland Study Area are limited to lands ranging from Class III-VI soils. The agriculturally zoned lands in Summerland are in four separate locations, consisting of approximately 303 acres (See Figure 6, Agricultural Resources).

The first location, known as the Nieman parcel (APN 05-110-02), is an 11 acre site in the southwest corner of the Study Area, just north of Area A. Historically, avocados were grown on this property, but were removed after root rot damage destroyed the trees. Currently, there are no plantings on-site. Soils onsite include Milpitas-Positas fine sandy loam (Class VI). Although the soils are considered non-prime, orchard crops are often grown on this soil. Due to the tendency of the soils onsite soils to foster root rot fungus, the parcel's size, and its location in relation to surrounding urban land uses, agricultural viability is considered only marginal.

The second location is known as the Bitensky property (APN 005-080-17) and is located in the central portion of the Study Area between Greenwell Avenue and the abandoned portion of Greenwell Avenue and totals approximately 80 acres. This parcel consists mostly of avocado and lemon orchards and possesses Class III and IV soils. The property is currently enrolled in a Williamson Act, Agricultural Preserve Contract and it is considered a significant agricultural resource under County guidelines. This property has been proposed to be subdivided into eight, 10 acre parcels under the "Vista Del Costa" project (TM 14,133 APN 05-080-17). The Planning Commission's recommendation to the Board of Supervisors for this project was for denial. The EIR for that project found that the proposed subdivision into 10 acre parcels would result in significant impacts to long-term agricultural viability. The project was withdrawn prior to action being taken by the Board of Supervisors. The project was resubmitted (as TM 14,224) and new information has recently been submitted for consideration prior to returning to the Planning Commission.

The third location is in the northern corner of the Study Area and totals approximately 114 acres of avocado orchards and contains Class III and IV soils. Among other properties, this area is comprised of the Boyle, Davis, McNulte and Drown parcels. Two of the Drown parcel's (APN 5-030-40, -41) are farmed in conjunction with other contiguous orchards also owned by the Drowns, totaling approximately 120 acres.

The fourth location is in the southwest corner of the Study Area bordered by Lambert Road, Vista Oceano, and Lillie Avenue, just east of the "White Hole" property, and totals approximately 40 acres (APNs 005-210-55, -56). This area is currently cultivated with lemon orchards and possesses Class IV soils. These two parcels are part of a larger contiguous orchard area known as Edgewood Estates, which was reviewed in 80-EIR-30. Since individual lots in the Edgewood Estates project have been sold, a substantial portion of the orchards have been removed and replaced with horse ranchette operations.

Although all of the soils found on the agricultural lands in the Summerland Study Area are classified as non-prime by the SCS, the County of Santa Barbara's Comprehensive Plan has Policies which protect existing agricultural uses whether the on-site soils are classified as prime or non-prime.

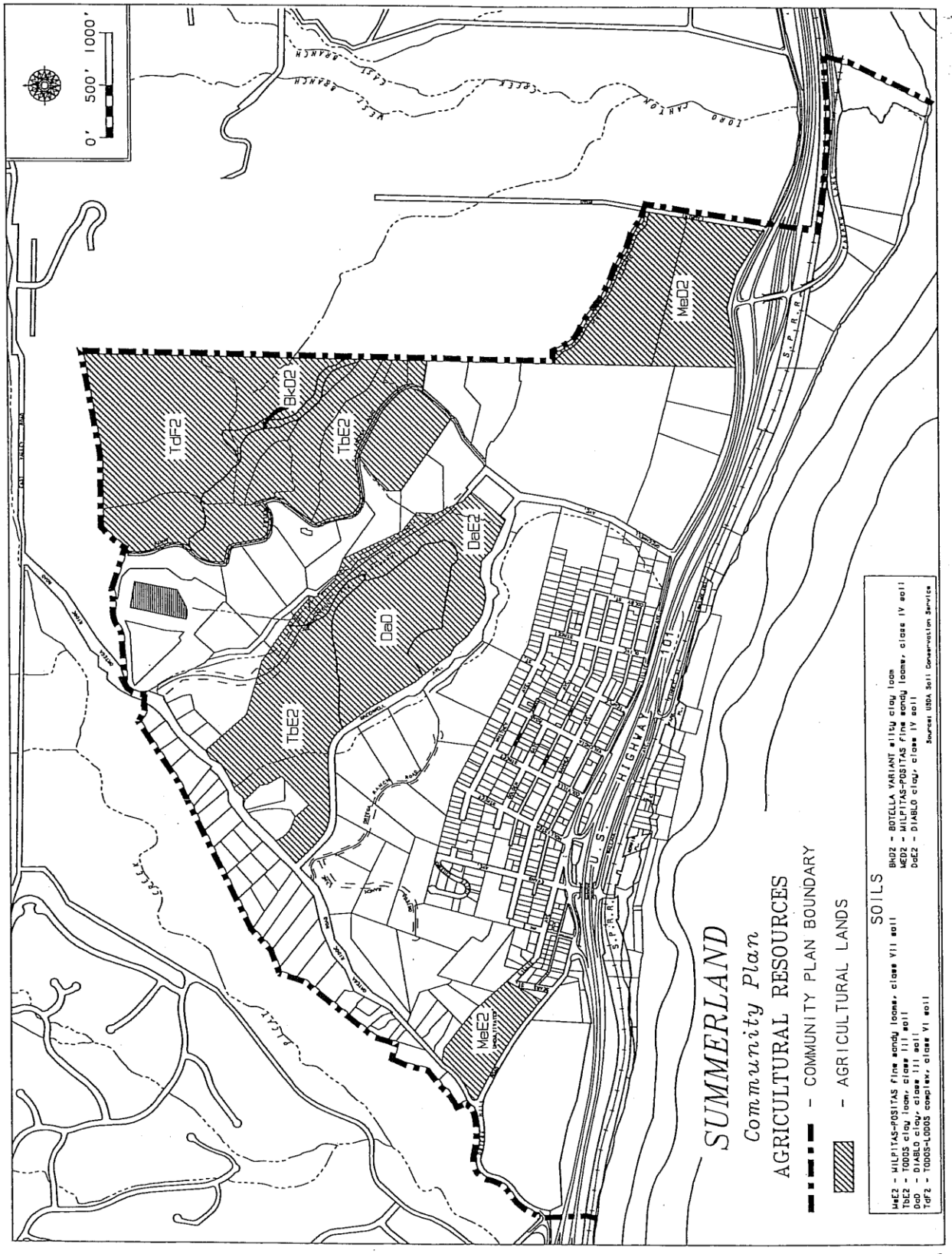

Figure 6: Agricultural Resources

2. Development Potential Under the Community Plan

Table 2 below indicates community statistics at the time of Community Plan adoption, and the development potential (i.e., build-out) in each land use category under the Community Plan.

Table 2: Buildout Statistics

	Existing Community Statistics	Additional Potential Buildout Under Community Plan
Commercial Space	84,413 s.f.	41,000 - 71,080 s.f.
Industrial Space	54,600 s.f.	~ 55,000 s.f.
Residences (not including commercial zone)	500 units	179 units
Residences in Commercial Zones	50 units	48 units
"White Hole"	0 units	40 units

The general location of the buildout discussed above is illustrated in Figure 7 (Residential Buildout Map) and Figure 8 (Commercial Buildout Map). The level of future development in Summerland is chiefly controlled by the following actions contained in the Community Plan:

Commercial Zone

Change the designation from C-H (Highway Commercial) and C-2 (Retail Commercial) to C-1 (Limited Commercial). This designation allows all existing land uses to remain as allowed land uses, as well as permitting residential units as an allowed use rather than requiring a conditional use permit for this use as was previously the case. At the same time, a split-level Floor-to-Area Ratio (FAR) was established for the commercial zone. The FAR was set at 0.29 for commercial-only development and 0.35 for mixed use (i.e. up to 49% residential and at least 51% commercial).

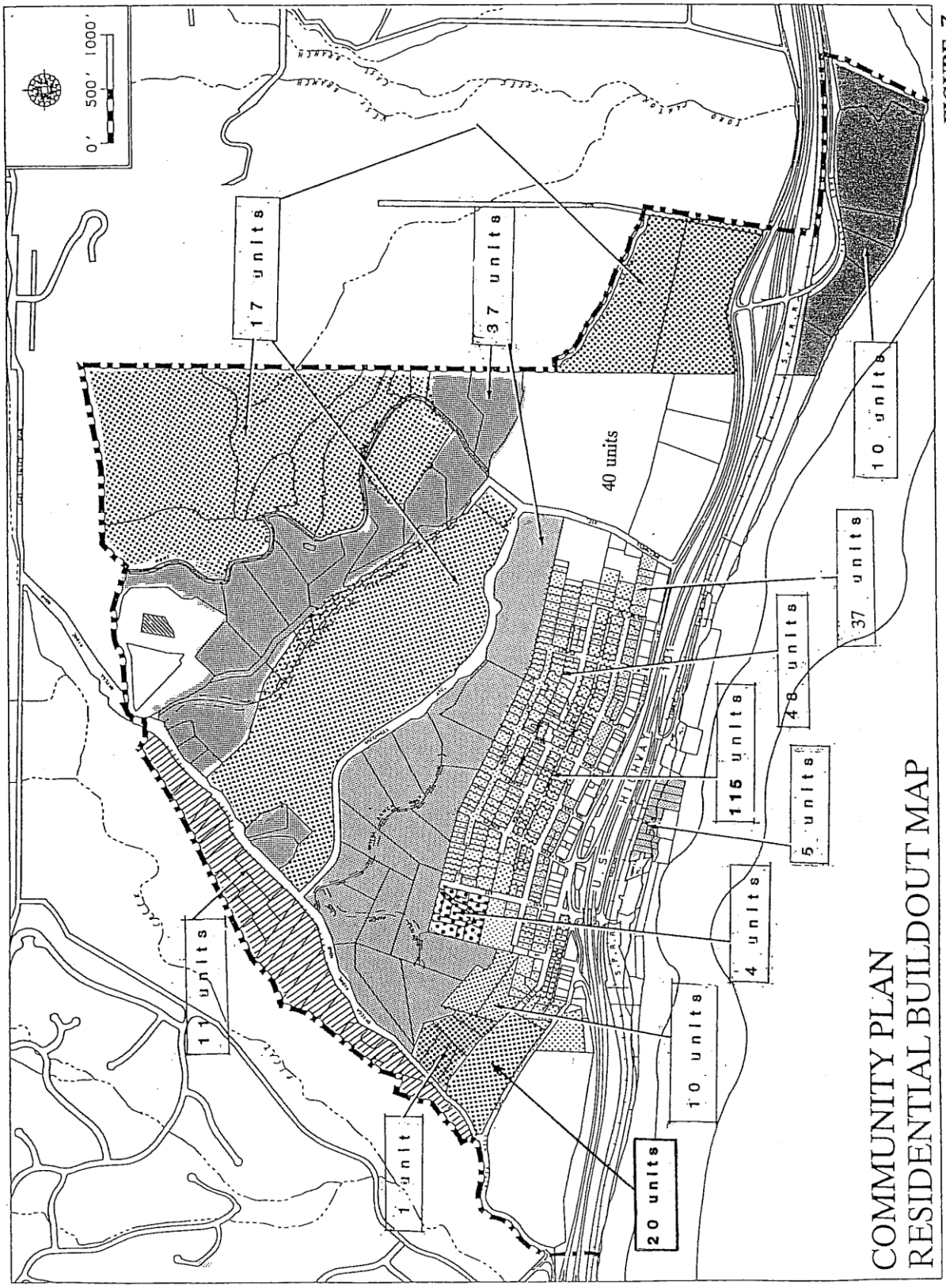

Figure 7: Residential Buildout Map

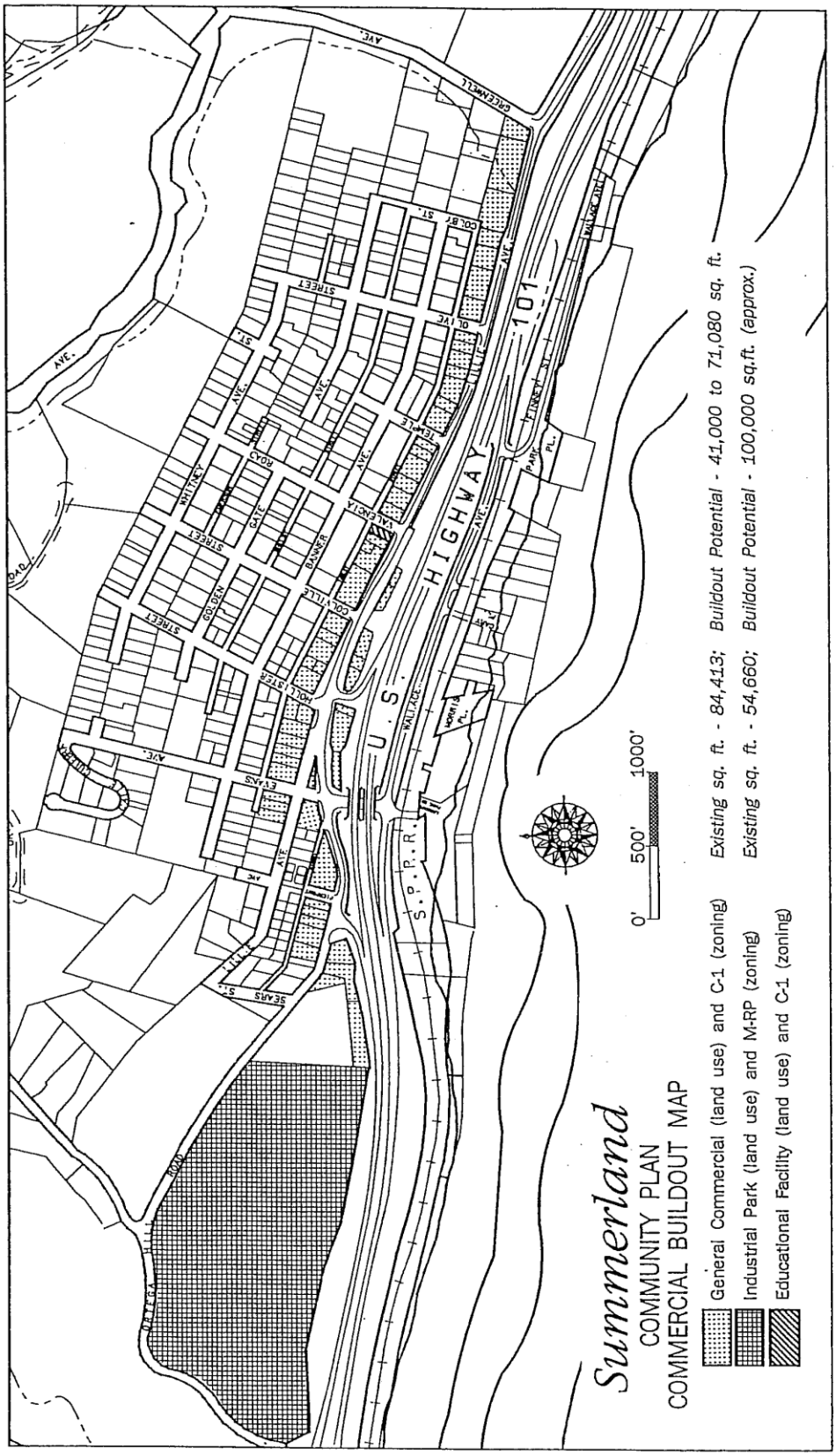

Figure 8: Commercial Buildout Map

Jostens

The Plan retains the existing MRP zoning on the Josten's property. It also calls for the placement of a "Proposed Public/Private Park" overlay on the property, which identifies the parcel as a priority site for public acquisition if funds become available. In addition, the Plan also requires that additional expansion of the Jostens facility be limited to the identified "Building Envelope" and one-story in height. If public funds become available to purchase the property, public use shall have the highest priority with residential use as the second highest priority.

Nieman Property

The Plan change the land use designation from AG-I-10 (agriculture, 10 acre minimum parcel size) to Res. 1.8 (residential, 1.8 units an acre). The Plan also identifies this site as a priority site for the proposed affordable housing overlay which will require a higher-than-25% provision of affordable units.

White Hole

On Areas B & D, a land use designation of RR-5 (rural residential, 5 acre minimum parcel size) is established. This designation allows for a combined total of up to ten residences on these parcels. On Area C, a DR (design residential) designation is established, allowing a maximum of up to 30 residences to be developed on this parcel.

Agriculture

Consistent with the constraints on agricultural parcels in Summerland (steep slopes, limited water, etc.), the Plan rezoned the large agricultural parcels from AG-I-10 to AG-I-20 to help preserve agricultural resources and operations.

Please see Figures 10a and 10b for changes to Land Use and Zoning and please see Figures 12 and 13 for final Community Plan Land Use and Zoning Maps.

3. Policies and Actions

The following policies and actions have been developed to carry out the actions described above which will reduce the community's growth potential, encourage neighborhood serving commercial uses, promote mixed use and provide for the phasing of new growth as resources become available.

GOAL: Balance the Community Growth Rate and Build-Out Potential with Available Resources and Services

A. LAND USE

1. Area-wide

Objective LU-S: As new resources and services become available, while preserving existing and future agricultural resources, up to a maximum of the following shall be allowed:

- ***a. 257 new dwelling units;***
- ***b. up to 72,000 square feet of additional commercial area; and***
- **c. *~55,000 square feet of industrial area.***

Policy LU-S-1: **All new development in the Summerland Community Plan area shall be consistent with the goals and policies of this plan.**

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

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

Policy LU-S-3: **Future growth and development shall occur only as resources and services become available and in a manner which minimizes construction related impacts on the community.**

Action LU-S-3.1: The County shall encourage the Summerland Water District to develop a phasing plan to pace the issuance of new water permits to avoid a "building boom" once new resources and services are available.

Policy LU-S-4: **If the existing road yard use ceases on the County's Greenwell Avenue Road Yard #6 parcel, the property shall be rezoned to Recreation and the following uses shall be considered the highest priority for the site, in keeping with the Recreation zone district:**

- **a. Parking to provide access to local trails**
- **b. Indoor recreations use of existing structures**
- **c. Outdoor recreational use.**

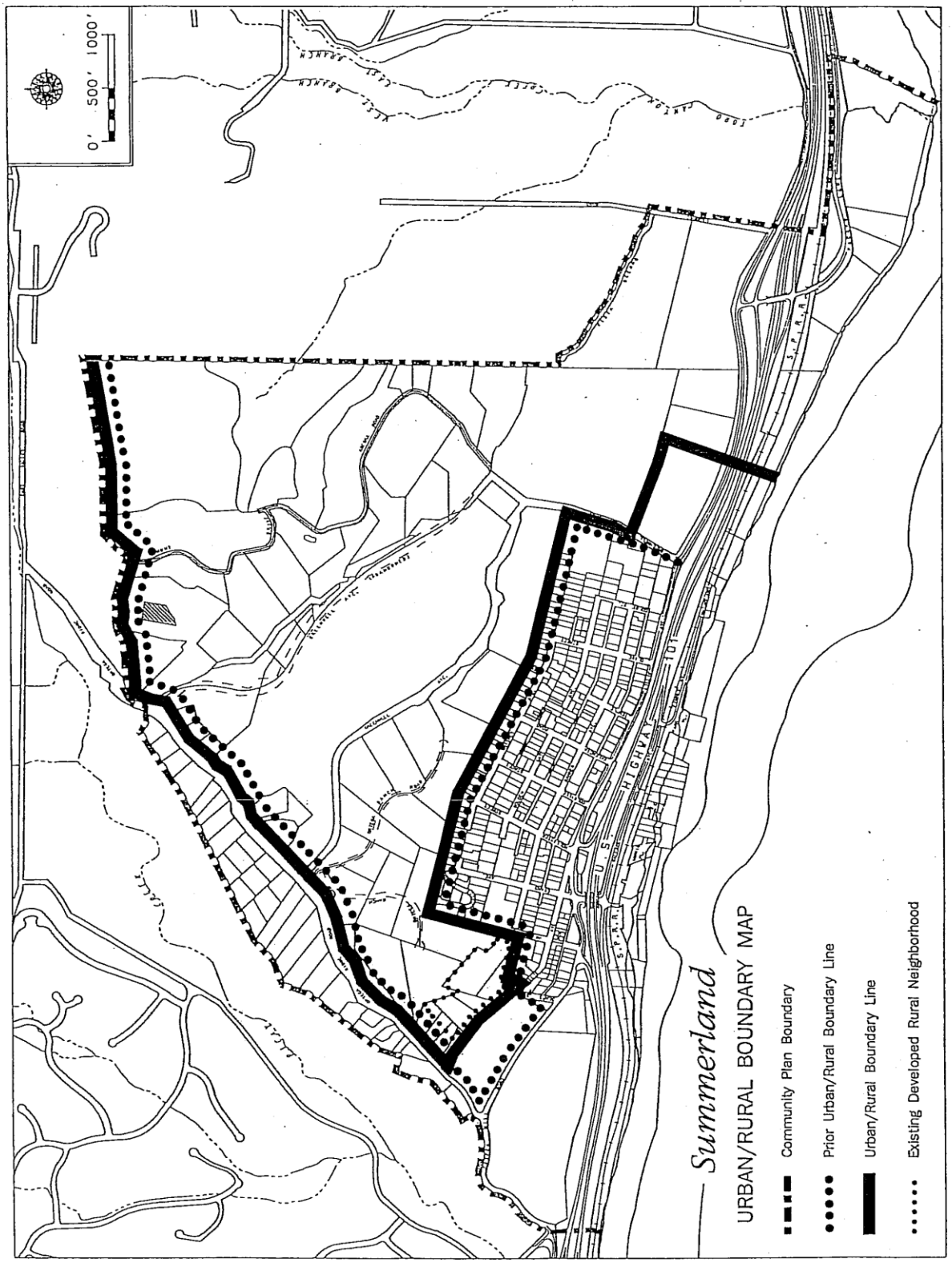

Figure 9: Urban/Rural Boundary Map

2. Agriculture

Policy LUA-S-1: **Existing land designated for agriculture shall be preserved for agricultural use.**

Action LUA-S-1.1: As part of Phase II of the Agriculture Element, the County should prepare a agricultural protection program that utilizes such land use planning tools as transfer of development rights, purchase of development rights or conservation easements, and farmland trusts.

Action LUA-S-1.2: As a possible means of preserving agriculture in Summerland, the County should research the concept of Agricultural Planned Development and prepare a draft ordinance for consideration by the Planning Commission and Board of Supervisors.

Action LUA-S-1.3: Amend the Local Coastal Plan designations for Assessor's parcels 005-030-40, 005-030-41, 005-080-17, 005-210-55, and 005-210-56 from A-I-10 to A-I-20 and change the zoning on these parcels from AG-I-10 to AG-I-20. [accomplished with the adoption of the Plan]

Policy LUA-S-2: **New development adjacent to agriculturally zoned property shall include buffers to protect the viability of agricultural operations adjacent to the community.**

Action LUA-S-2.1: All new homes in residential zones shall be setback a minimum of 50 feet from the property line of adjacent agriculturally-zoned parcels.

Action LUA-S-2.2: All new development in residential zones adjacent to agriculturally-zoned land shall include a six foot high fence on the property line abutting the agricultural zone.

Action LUA-S-2.3: All new development in residential zones shall include dense screen plantings of shrubs and trees on the border adjacent to agriculturally-zoned land. The species, location and maintenance of these trees and shrubs shall be compatible with the adjacent agricultural operations.

3. Commercial

Policy LUC-S-1: **New commercial development along Lillie Avenue shall be compatible with surrounding residential uses (scale and character, noise, odor, traffic, safety, hazardous material storage, use, etc.). Development shall offer a range of neighborhood serving uses including a limited number of residences.**

Action LUC-S-1.1: Establish Floor Area Ratio (FAR) limits for new development on commercially zoned property which will result in a total additional buildout of approximately 72,000 additional square feet (but no more than 95,000 square feet if all commercial parcels include a residential component). [accomplished with the adoption of the Plan]

Action LUC-S-1.2: Establish a C-1 Limited Commercial Zone District for all commercially zoned properties. This shall be implemented as follows:

a. Change the Local Coastal Plan Designation on all existing Highway Commercial designated parcels to General Commercial. Concurrently, rezone all existing C-2 and CH-zoned parcels to C-1.
b. Amend Article II of the County Zoning Ordinance to establish a C-1 Zone District which encourages neighborhood serving uses and includes the following:

    1) Only such uses normally permitted in the Article II C-2 zone district such as retail, offices, and automobile service stations. Amusement enterprises, new and used automobile and machinery sales, and any uses which are found to store or handle hazardous chemicals in quantities sufficient to require a Business Plan shall be prohibited.
    2) Encourage mixed residential/commercial uses by allowing secondary residential uses as a permitted use rather than by Major CUP. [accomplished with adoption of the Plan]

4. Residential

Objective LUR-S: *Considering community-wide resource constraints, retain existing affordable stock and encourage the development of the maximum number of housing units during the next ten years to meet the needs of the community's low and moderate income households, consistent with the County's Housing Element.*

Policy LUR S-1: **Residential development shall accommodate the need for all types of housing and shall also recognize the narrowness of streets, steep slopes, limited resources and other constraints to development.**

Action LUR-S-1.1: The County shall amend Articles II and III to reflect the requirement that the minimum lot size needed for a duplex is 10,000 square feet.

Action LUR-S-1.2: Amend the Coastal Plan Designations for these areas from Residential 12.3 maximum number of units/acre and 30/acre to Residential 4.6/acre and require a 5,000 square foot lot size minimum per unit in the existing 7-R-2 areas shown in Figure 7 (Proposed Zone Districts Amendments Map). [accomplished with the adoption of the Plan]

Action LUR-S-1.3: Change the Residential 4.6 units per acre Coastal Plan Designation at the west end of Lillie Avenue and the west end of Banner to Residential 3.3 units per acre. [accomplished with adoption of the Plan]

Action LUR-S-1.4: Change the zoning on Assessor's parcel 005-122-50 from C-2 to 10-R-2 to match the zoning on parcel 005-122-49 so that the entire parcel owned by the Davids is under one zone district. [accomplished with the adoption of the Plan]

Policy LUR-S-2: **Amend the Local Coastal Plan Designation on the Nieman Parcel (APN 005-110-02) from A-1-10 to Res. 1.8, and rezone it from AG-1-10 to Design Residential 2.**

Action LUR-S-2.1: A maximum total of up to twenty (20) dwelling units may be provided on the parcel. Of these, a maximum total of up to four (4) one- to two-acre lots may be provided on the northern and western portion of the parcel which shall be developed with single family homes consistent with the requirements of the 1-E-1 zone district of Article II (Section 35-71). The remaining sixteen (16) dwelling units may be provided in the middle

portion of the parcel and shall be clustered to maximize open space and avoid constrained areas.

Action LUR-S-2.2: Due to topographic and drainage constraints, the southeastern two to three acres should be kept in open space or used to provide recreational opportunities.

Action LUR-S-2.3: All structural development shall be set back at least 40 feet from the center line of the private lane which runs along the north edge of the property.

Action LUR-S-2.4: Access to the four one- to two-acre lots shall be off Ortega Ridge Road. Access to the sixteen clustered units shall be located in such a manner as to minimize environmental impacts and impacts to neighboring residents.

Action LUR-S-2.5: If access to the clustered units is to occur from Sears Avenue, improvements to the line-of-sight along Ortega Hill Road where Sears enters must be made.

5. Josten's Property (APN 5-110-01)

Policy LU-S-J-1: **The following standards apply to 28 acres currently identified as the Josten's Property, APN 5-110-01:**

a. Due to visual, archaeological, biological and traffic constraints on the site, any expansion or addition shall be limited to the "Potentially Developable" area depicted in Figure 10 (Area A Site Plan) of the Community Plan, all new and modifications to existing buildings on Area A shall be limited to one story and 16 feet in height, and

b. A "Proposed Public or Private Park/Recreational Facility" overlay shall be placed upon the Josten's parcel as part of this Community Plan. If the MRP use ceases, the first priority for Area A (Josten's property) is for public open space. If public or other funds are available, Area A should be acquired for permanent public open space and recreational use. The second priority for Area A is Residential, with limited public recreational use of the property.

6. "White Hole" (APN 5-210-01, -36, and -46)

a. Areas B and D only:

Policy LU-S-WH-1a: **The zoning for Areas B and D (APNs 005-210-01 and -36) shall be Residential Ranchette 5, one unit per 5 gross acres with a total combined maximum density of up to 10 residential units with a site design overlay. The designated land use shall be Rural Residential 0.2.**

Action LU-S-WH-1a.1: Up to a maximum of three of the units may be built in the Knoll area as identified in Figure 11 (White Hole Knoll/Trails Map).

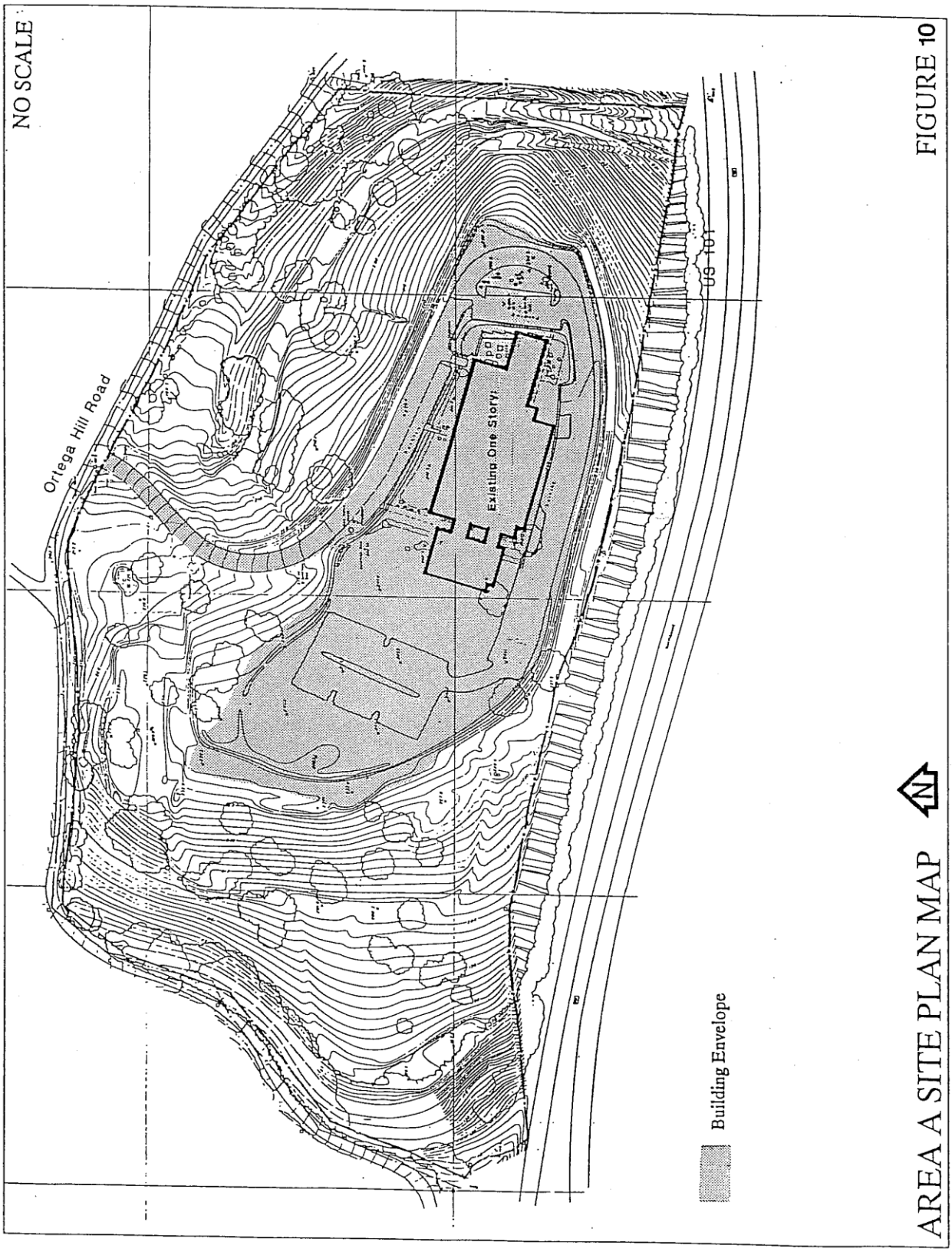

Figure 10: Josten's

Action LU-S-WH-1a.2: If homes are proposed to be located in the Knoll Area as identified in Figure 11 (White Hole Knoll/Trails Map), they shall not have accessory structures which interfere with or impede public views across the Knoll, and they shall only be located along the eastern boundary of the Knoll Area. No accessory structure shall be located within primary public viewing corridors and significant gaps shall be maintained on the Knoll Area between the proposed homes.

Action LU-S-WH-1a.3: The portion of the Knoll Area encircled by the 270-foot existing-grade contour as depicted in Figure 11 (White Hole Knoll/Trails Map) may be lowered no more than two feet.

Action LU-S-WH-1a.4: Any residential structure built at or above the existing 260-foot elevation as depicted in Figure 11 (White Hole Knoll/Trails Map) shall be set back, on the southerly and westerly sides, a minimum of 125 feet from the 260-foot contour.

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

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

Action LU-S-WH-1a.6: Any application for discretionary approval to construct residences and associated structures in the Knoll Area shall be accompanied by a Landscaping Plan. This Plan shall provide for the following:

a. Visual impacts of development in the Knoll Area shall be mitigated to the maximum extent feasible through the use of landscaping.
b. Landscaping within 100 feet of the residences and associated physical structures in the Knoll Area may be of conventional design and employ conventional plant materials. Any

landscaping beyond this 100 foot radius shall consist mainly of drought-tolerant, primarily native species.

c. The Landscaping Plan shall provide for removal from the Knoll Area plant species not associated with the Coastal Sage Scrub plant community and their replacement with appropriate native plant species.

Action LU-S-WH-1a.7: Public access to and utilization of the Knoll Area shall be provided for as follows. There shall be three public resting and view enjoyment areas (hereafter, "public areas") in the Knoll Area. These public areas shall be located substantially as depicted in Figure 11 (White Hole Knoll/Trails Map).

Easements for the public area, together with easements for the trails providing public access to and between the public areas, shall be dedicated to the County of Santa Barbara as a condition of granting subdivision approval.

Detailed plans for the construction of the public areas and trails shall be prepared by the developer with input from the Summerland Citizen's Association and the Montecito Trails Foundation and shall incorporate their recommendations to the greatest extent feasible. These plans shall be reviewed and approved by the County Parks Department and Resource Management Department at the time of subdivision approval.

The costs of initially constructing the public areas and trails shall be borne by the developer. Trails and public areas shall be constructed concurrently with or prior to development on the site. Once the public areas and trails are constructed and granted as easements, the County Parks Department shall maintain them and accept liability for them.

The developer shall minimize to the greatest degree possible conflicts between development and trails and public areas.

Action LU-S-WH-1a.8: Each of the three public areas as depicted in Figure 11 (White Hole Knoll/Trails Map) shall meet the following criteria:

a. each area shall be of a size sufficient to provide rustic seating areas for pedestrian and equestrian users;
b. each area shall include vegetative screening that shall visually separate the public area from nearby residences and this vegetative screen shall be a mix of native plants that do not grow higher than five feet;
c. all structures shall be set back 125 feet from any trails connecting public areas #1 and #2. Setbacks shall be a minimum of 100 feet from the trail leading from public area #2 to area #3. Setbacks from trails leading from public area #3 to the northern boundary of the property should be sufficient to ensure the privacy and protection of the trails; and
d. all driveways and roadways shall be set back a minimum of 50 feet from public areas and trails.

Specifics for each public area are as follows:

Area #1. This area shall be located on the 260-foot contour line and shall provide views to the south, east and west including views from Sand Point to Hammonds Beach.

Area #2. This area shall be located on the northeast edge of the 260-foot contour and shall provide views to the southwest, west, north and northeast including views of Rincon Mountain and the city of Santa Barbara.

Area #3. This area shall be located on the northernmost edge of the 240-foot contour and shall provide views to the west, north and east including the south coast and adjacent ocean areas toward Anacapa Island and the westerly mountains.

Action LU-S-WH-1a.9: Public trails providing access to the public areas shall be provided as substantially shown in Figure 11 (White Hole Knoll/ Trails Map). The trail providing access between public areas #1 and #2 shall be located along the 260-foot contour line and the trail connecting areas #2 and #3 shall be direct and generally follow contour lines as substantially as shown in Figure 11. These trails shall be built to design standards acceptable to the County Parks Department and shall plan for use by both pedestrians and horses.

The limits of all trails to and between the public areas may be delineated by vegetative barriers not to exceed five feet in height and designed so as to not block public views from the trails. Fencing shall not be utilized to delineate trails. However, where necessary, unobtrusive fencing of 4 feet or less in height, which does not obstruct public views, may be constructed within the 125-foot setback from trails.

All structures, with the exception of fences, shall have a minimum 125-foot setback from all trails except as identified in Action LU-S-WH-1a.8.

Action LU-S-WH-1a.10: Prior to submittal of a site plan for Areas B and D, Architectural Guidelines shall be developed which address architectural compatibility within the site and encourage an overall low profile design which minimizes visual impacts.

Action LU-S-WH-1a.11: New development proposed for Areas B and D shall include building envelopes which are located to minimize grading and impacts to public views; new homes within these envelopes shall be of an appropriate size to achieve these goals.

b. Area C Only:

Policy LU-S-WH-1b: **The zoning for Area C (APN 005-210-46) shall be Design Residential 2.5, two and a half units per gross acre with a total maximum density of up to 30 residential units. The designated land use shall be Residential 3.3.**

Action LU-S-WH-1b.1: To help retain the rural sense of this parcel, setbacks from the southern and western property lines shall be no less than 150 feet. In addition, all structural development or grading shall be located at or below the 140-foot contour line except where it can be demonstrated that intrusions of structures above this contour results in an overall decrease in adverse aesthetic impacts of the project. In no case shall development be allowed to exceed the 150-foot contour line. No development shall occur in the "Constrained Area" as identified in Figure 11 (White Hole Knoll/Trails Map) with the exception of the access road.

Action LU-S-WH-1b.2: All structures and landscaping shall be presented so as to preserve view corridors across Area C. View corridors which shall be protected include views of the Knoll on Area B, the mountains as seen from Via Real across the eastern portion of Area C, and the mountains as viewed from Via Real to the western edge of Area C.

Action LU-S-WH-1b.3: Buffer areas fronting Via Real and Greenwell Avenue shall be landscaped in a way which preserves view corridors across Area C. Landscaping shall not create a "wall" effect from the outside while at the same time screening the development on site to the greatest degree possible. Landscaping on the interior portion of the site should appear natural and emphasize native vegetation; buffer areas should contain primarily native vegetation.

Action LU-S-WH-1b.4: All structures shall be designed to harmonize with the existing residential character of Summerland. Building massing and design shall help create the impression of smaller, detached cottages and duplexes, with a mix of one- and two-story elements, without large, multi-unit, unbroken massed structures.

Building forms shall be clustered to preserve generous areas of open space and to create and enhance view corridors across the property to the Knoll and the mountains. Buildings shall be sited is such a manner as to minimize the amount of roadways and driveways and shall emphasize a "walking community" layout.

All structures shall be sited, designed and oriented to minimize intrusion into the skyline, preserve view corridors of the face of the Knoll area and preserve the rural character of the site.

Action LU-S-WH-1b.5: Access to Area C shall be from both Greenwell Avenue and Via Real. Access from Via Real shall be located as far to the east as possible while still minimizing grading impacts and maintaining the rural nature of the entryway and site. Both access drives shall be designed and landscaped to minimize visual impacts to the surrounding area.

Action LU-S-WH-1b.6: A public hiking and equestrian trail shall be provided by the developer as a condition of project approval. A trail shall be located consistent with Figure 11 (White Hole Knoll/Trails Map)

along the northern portion of the property within the 150-foot setback and shall come in from the west and link up with the trail on Area B which leads up to the Knoll. Project design shall provide adequate access to the trail for project residents from the eastern and western portions of the site. The developer shall minimize to the greatest degree possible conflicts between development and the trails.

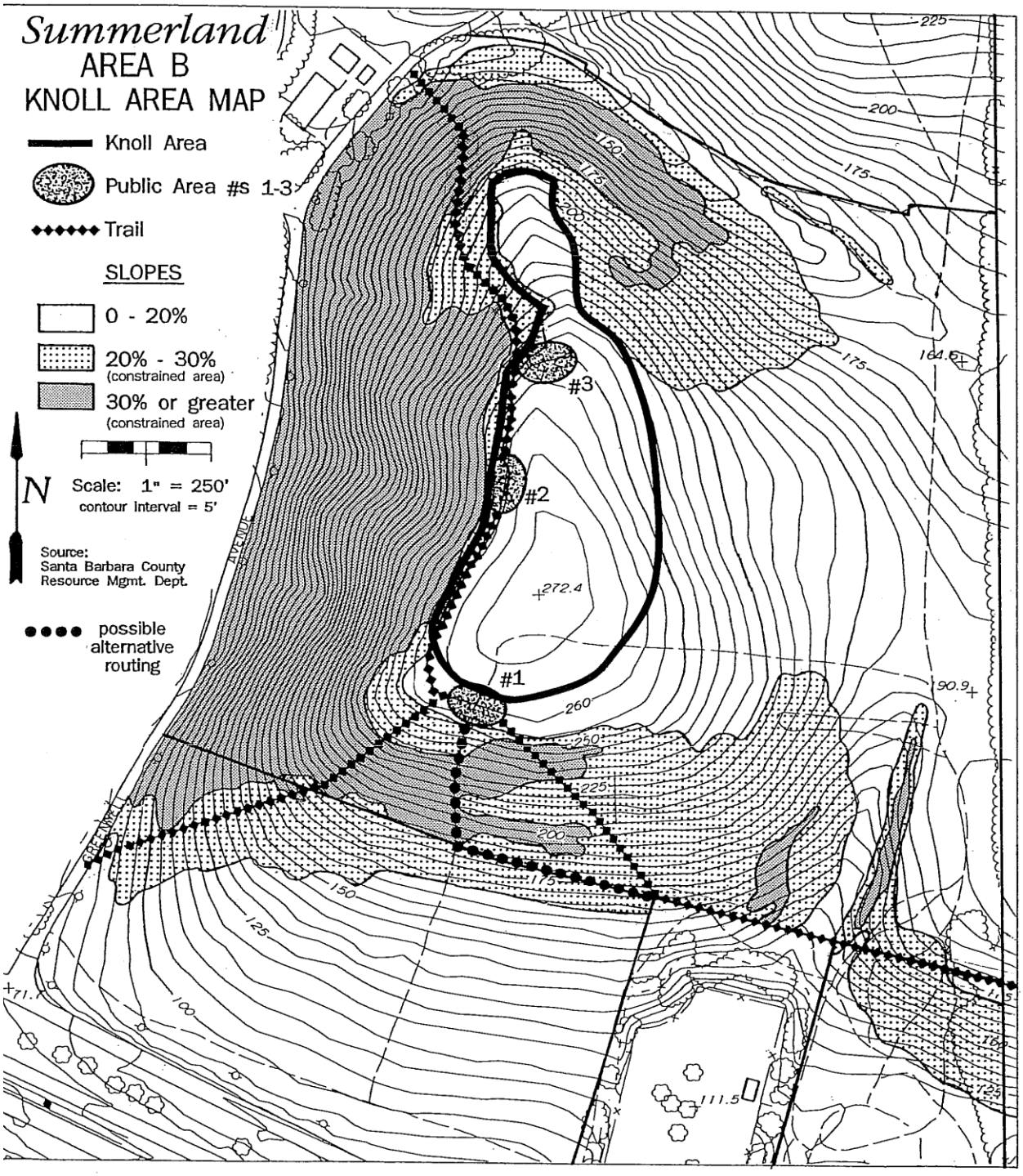

Figure 11

Figure 11: White Hole Trails

Easements for the trail shall be dedicated to the County of Santa Barbara as a condition of granting subdivision approval.

Detailed plans for the construction of the trails shall be prepared by the developer in cooperation with the Summerland Citizen's Association and the Montecito Trails Foundation. These plans shall be reviewed and approved by the County Parks Department and Resource Management Department at the time of subdivision approval.

The costs of initially constructing the trails shall be borne by the developer. Trails shall be constructed concurrently with or prior to development on the site. Once the trails are constructed and granted as easements, the County Parks Department shall maintain them and accept liability for them.

Action LU-S-WH-1b.7: A rural walkway (in lieu of a sidewalk) shall be provided within the southern buffer of the parcel. This walkway shall be set back a minimum of 25 feet from the edge of Via Real.

c. Areas B, C and D

Policy LU-S-WH-2: **New development on the "White Hole" shall provide a harmonious and coordinated appearance with the surrounding area and be compatible with the existing community.**

Action LU-S-WH-2.1: All new development on Areas B, C and D shall comply with the following objectives. Prior to approval of any development, the County BAR shall make the following findings:

a. The development will have a compatible approach to signing, color, street furniture, lighting, landscaping, building height, color and style;
b. The development will present a harmonious massing of structures;
c. The development will maximize open space and view corridors;
d. The development will provide for the integration of natural open space and the built environment; and

e. The development will provide for the preservation of rural residential and agricultural character of the area.

Action LU-S-WH-2.2: Landscape materials shall include predominately native and low water using species. Landscaping of public open space areas shall allow for view enhancement and passive recreational use. A unified rural design shall be used for all landscaping, walls and fences and shall be approved by the Board of Architectural Review.

Action LU-S-WH-2.3: Ample setbacks shall be provided from the street and from adjoining property lines to create a spacious rural setting and to provide an adequate buffer from sensitive habitat areas and agricultural uses to the east.

Policy LU-S-WH-3: **Public and private land uses on the "White Hole" properties shall be sited and designed in a manner that respects natural features and limits environmental impacts.**

Action LU-S-WH-3.1: In order to minimize grading on slopes greater than 20%, no grading or development shall occur on those areas shown in Figure 11 (White Hole Knoll/Trails Map) as "Constrained" except that access to Area B from Via Real and Area C from Greenwell would necessitate crossing small areas outside of the designated buildable area.

Action LU-S-WH-3.2: For any development on slopes of 20-30%, a geologic investigation which addresses slopes and soil/geology hazards must be conducted. The conclusions of that investigation will be used by decision-makers in considering the proposed development.

Action LU-S-WH-3.3: The individual dwelling units shall be designed to minimize grading and major land form alterations. Excessive grading to achieve views is not allowed. Grading of individual building pads access roads, and other earth disturbances shall not be done until the development has received BAR approval and all the necessary permits for the grading work have been issued.

Action LU-S-WH-3.4: Public off-street parking, which may be located on Areas B, C, or D, shall be sensitively designed and well landscaped to screen

these areas from Via Real and Highway 101 and the community above.

Policy LU-S-WH-4: **The preservation of natural contours, drainage patterns, existing trees, native vegetation and natural features shall be given priority in street layout and design of the "White Hole."**

Action LU-S-WH-4.1: Precise alignment and design of local streets on Areas B, C, and D shall be established during the Development Plan process, however, the following standards shall be followed:

a. Private streets are preferred to public streets. These streets should be minimal in size and rural in design; and
b. Access points to Areas B, C and D from public roads shall be minimized.

Policy LU-S-WH-5: **Significant open space areas and public access shall be provided on the "White Hole" properties in order to: avoid specific environmental constraints, preserve views of the property, preserve hiking and equestrian trails and to mitigate the potential for development impacts on the site.**

Action LU-S-WH-5.1: Development rights to the "Constrained" areas as shown in Figure 11 (White Hole Knoll/Trails Map) shall be dedicated as part of the discretionary approval process to the County of Santa Barbara and/or may also be dedicated to an applicable non-profit entity, and shall remain in open space and be insured as such by conditions of approval. A gap shall be allowed in the "Constrained" area shown on Figure 12 which will allow access to Area B through Area D off Via Real and to Area C off Greenwell. All areas designated as "Constrained" on Figure 11 shall remain natural and undeveloped except for the following:

a. Pedestrian/equestrian trails, benches and scenic lookout points
b. Small scattered areas of landscaping (intent: primarily native landscaping)
c. In general, fences shall not be allowed along property lines, fences shall only be allowed to delineate public vs. private areas and immediately surrounding the residence and its associated private yard; and

d. Small directional/informational signs

Action LU-S-WH-5.2: The following criteria shall be used in the design of public trails within the White Hole areas:

a. Trails shall accommodate pedestrians and equestrians;
b. Trails shall be a minimum of four feet wide and a maximum of ten feet wide.;
c. Trails shall be made of dirt, decomposed granite, or other unpaved and un-oiled surface;
d. Trail heads shall be located at public access areas along Via Real and/or Greenwell Avenue;
e. Signs shall be provided which indicate that vehicular use of the trails is prohibited and physical obstacles to motor vehicles shall be installed; and
f. Consistent with Chapter 26 of the County Code, no structures or landscaping shall be placed within trail easement without specific approval by the County of Santa Barbara. Low growing native grasses may be acceptable for planting within the easement.

Policy LU-S-WH-6: **Safety measures shall be provided to minimize the potential for risk of upset and public safety impacts within the "White Hole" properties.**

Action LU-S-WH-6.1: As part of subsequent review of any proposed development on the White Hole properties, a study shall be prepared, if needed, by a professional acceptable to RMD and EHS with experience in the field of electro-magnetic field exposure. However, prior to determining the scope and need for such a study, EHS and RMD shall consider applicable new information (Federal, State and local) pertinent to EMF and health effects. The study should include a compilation of existing data on exposure to electro-magnetic fields, potential human health effects, and recommended design modifications or standards for any proposed development on the White Hole as well as projected measurements based on future expansion of the sub-station. Recommendations of this study and any additional recommendations by EHS shall be incorporated into the project design, including setbacks, density

reductions, construction design, etc. This study shall be completed as part of the Development Plan process for Areas B, C, and D.

Policy LU-S-WH-7: **Appropriate native street trees which will improve the habitats along Greenwell Avenue and Via Real shall be provided.**

Action LU-S-WH-7.1: A street tree planting program that emphasizes natives shall be developed by the applicant during the Final Development Plan process and shall be approved by the County Board of Architectural Review.

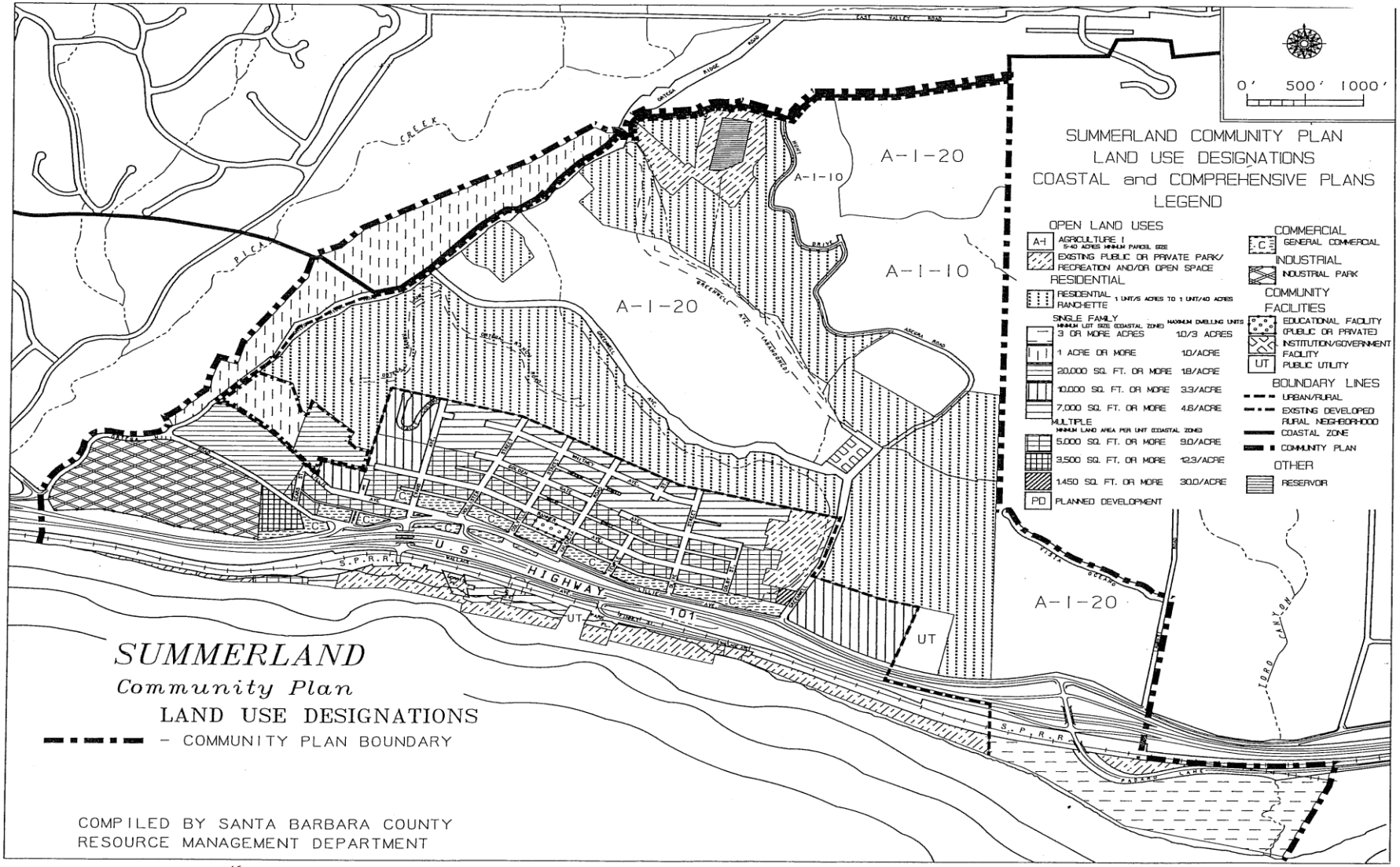

Figure 12: Land Use Changes

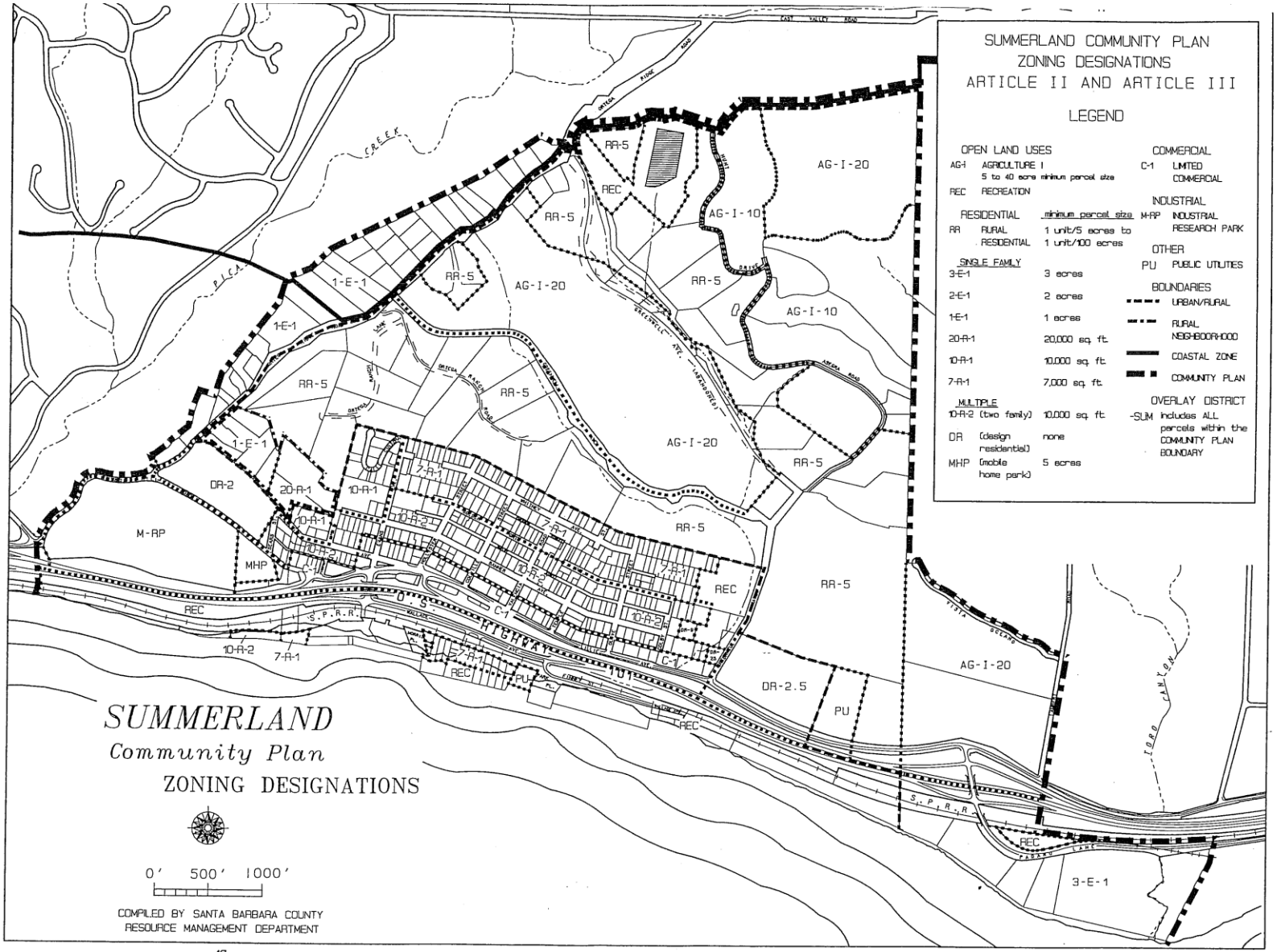

Figure 13: Zoning Changes

B. HOUSING

1. Existing Conditions and Issues

The County's Housing Element provides a plan to alleviate housing problems for all economic segments of the community. The County's Coastal Plan also includes an analysis of housing issues and policies for the protection and provision of low and moderate-income housing in the coastal area. Existing Housing Element policies mandate the production and preservation of affordable housing.

Summerland is included in the South Coast Housing Market Area which is analyzed in the Housing Element. According to this Element, rental housing costs within the South Coast Area are high when compared to Fair Market rents established by the U.S. Department of Housing and Urban Development. This results in a hardship for persons with fixed or lower incomes who are in need of decent affordable housing.

Government Code Section 65584 requires each local jurisdiction to address their share of regional housing needs. The regional share allocation process provides a basis for all jurisdictions to share equitably in meeting the County's housing needs. The purpose of the regional share is to ensure that each jurisdiction takes responsibility for providing housing for all income levels and to ensure that the provision of lower income housing is not shifted to another jurisdiction.

The fair share housing goals for a particular area represents the amount of affordable housing which could be provided under ideal conditions. However, many communities face constraints which impede achievement of the affordable housing goal. In recognition of such constraints, lower objectives may be established for particular areas. These objectives are considered to be feasible and realistic given the quantity of new affordable housing which can be built. Summerland's fair share objective for affordable housing is calculated to be approximately 52 units for low and moderate-income housing over the next ten years (through 2002). This calculation will be reevaluated as part of the Housing Element Update scheduled for completion by July of 1992.

The Land Use Plan of this Community Plan has incorporated strategies to reduce the residential growth potential within the community due to existing constraints. The major action which will affect housing involves the rezoning of approximately 150 parcels from 7-R-2 to 10-R-2. This action will result in the reduction of the total residential buildout of the community from 246 units under existing zoning down to 162 units with the recommended zoning. As little affordable

housing has been constructed in the R-2 zone, this zone change will have little affect on the future provision of affordable housing, but it will affect the overall future housing supply.

Additionally, it should be kept in mind that the Land Use Plan will allow up to an additional 72,000 square feet of commercial development. This new development is anticipated to include a mix of visitor serving and neighborhood commercial uses. This new commercial development will have an associated employee housing demand that must be mitigated in this Housing Plan, because the majority of the jobs will not be high paying.

The community perceives that Summerland already provides a large share of affordable housing to serve the region, however this is a perception shared by virtually every area of the County. The demographic information obtained in the 1990 census show that every area of the county has substantial un-met need, including Summerland. The un-met housing need is incorporated into the fair-share allocation process, which produces the affordable housing goals and objectives for each area of the County. The community has also expressed sentiment that to encourage additional affordable units through incentives such as density bonuses or reductions in development standards are not appropriate in this community due to existing circulation, parking, drainage, and steep slope constraints. Therefore, this Housing Plan has been designed to encourage the retention of existing affordable housing, and to allow new housing in the commercial zones along Lillie Avenue.

Advisory Committee statement

The Summerland Advisory Committee drafted up the following statement to express their concerns with the proposal for increasing density on certain parcels to accommodate a higher percentage of affordable units.

Summerland is a community that was subdivided over 100 years ago with mostly 1,500 square foot lots intended as tent sites. The town was already densely built out when the Summerland Community Plan process began in 1988, thus the opportunity to remedy many of the community's existing problems and meet today's standard is gone.

Summerland has numerous physical constraints to development which has resulted in its designation as a Special Problems Area. This designation necessitates additional discretionary review of projects to address existing physical constraints, including steep slopes, poor soil, and geologic conditions, flooding and drainage problems, traffic congestion and parking deficiencies. Resource constraints are also of concern, particularly water. Many of the remaining parcels that are undeveloped or underdeveloped that theoretically could support some affordable housing are the most constrained parcels of all.

The Summerland community recognized these problems and initiated the preparation of a Community Plan over three years ago. A major goal of that Plan is to reduce residential buildout and its attendant problems. Existing physical and resource constraints are important considerations in the Plan, as is providing affordable housing. After much discussion, we have come to the conclusion that given Summerland's history and existing density, coupled with its existing physical and resource constraints, we do not believe that it is appropriate to increase density to provide affordable housing in this community.

2. Policies and Actions

The following policies and actions have been formulated to encourage (and mandate) the production and preservation of affordable housing opportunity while providing for a limited increase in the overall residential housing supply.

Policy H-S-1: **Remove and/or legalize "illegal" residential units to reduce attendant water, safety, traffic and parking impacts.**

Action H-S-1.1: The County shall continue to enforce and, if feasible, expand the efforts to remove and/or legalize "illegal" residential units.

Policy H-S-2: **Consistent with Housing Element policies, the County shall actively encourage the provision of affordable housing in the community of Summerland, particularly secondary residential uses in the C-1 zone, a mix of affordable units on certain residential parcels and where individual applicants seek approval of such projects.**

Action H-S-2.1: The Resource Management Department and other County Departments shall provide fast track processing to projects which provide a greater percentage of affordable units than the standard 25% inclusionary requirement.

Action H-S-2.2: The County shall consider delays in payment of fees, use of in-lieu or other funds and other appropriate methods for encouraging the provision of affordable housing.

Policy H-S-3: **If the Housing Element is amended to allow the County to increase the requirement for affordable housing to greater than 25% of the proposed units, the County shall revisit the Careaga and Nieman sites (APNs 005-210-46 and 005-110-02) as priority candidates for this increased affordable housing requirement.**

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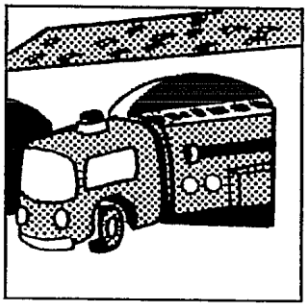
III. PUBLIC FACILITIES AND SERVICES SUPER ELEMENT



A. FIRE PROTECTION

1. Existing Conditions and Issues

The Summerland Community is serviced by the Carpinteria-Summerland Fire Protection District. The District extends from Santa Barbara-Ventura County line in the east, to Montecito in the west, and maintains two stations. One station is located within Summerland on Lillie Avenue. The other is within the City of Carpinteria on Walnut Avenue. The Summerland station operates with three firefighters and one engine as well as one reserve unit manned with back up personnel. The Carpinteria Station operates with three dispatchers on 24 hour call, three firefighters, one chief, and one engine. The Summerland Station receives assistance from both the Carpinteria and Montecito Stations. In addition, the District has nine reserve firefighters who respond to calls other than first alarm calls.

The paramedic resources servicing the Summerland Community are provided through a contract by the County of Santa Barbara with Mobile Life Support, a private company. They respond from their Coast Village Road station. All of the firefighters in the Summerland area have Emergency Medical Technical Training (EMT-1) and provide first response medical services.

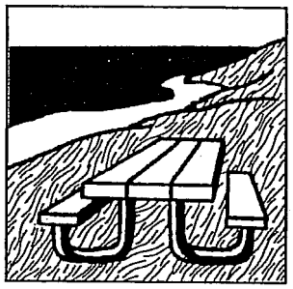
Summerland currently has an adequate water distribution system for fire suppression purposes. The fire flows in the area are sufficient and a majority of the fire hydrants have been recently replaced. However, fire equipment access is problematic due to the narrow nature of the streets, the steep slopes, and the close proximity of structures to one another. As development continues in the area, the widening of one-way streets, where feasible, may be necessary.

In addition, there are specific High Fire Hazard areas within the Summerland community as indicated by the Fire District. The arrangement of the wooden homes on hillsides creates the potential for a large and serious fire. The brush and grass areas to the east and north of the 2500 block of Whitney Avenue as well as the northern hillside of Whitney Avenue and the southern hillside of Greenwell Avenue are fire hazard areas. The Fire District has also indicated that as the parcels in this area are developed, the use of fire resistant plantings and/or orchards would reduce the potential for uncontrolled wildland fires. The District would also like to see a County

Ordinance requiring sprinkler systems in residential structures, as well as encouragement of retrofitting of existing structures with sprinkler systems in order to reduce fire hazards.

It has been estimated that the current equipment and level of manpower are adequate and would be able to handle emergency responses of the current population and build-out within the Summerland Study Area. It should be noted that as the community grows, congestion on Lillie Avenue will also grow, thereby making it increasingly more difficult for the fire engines to maneuver. Consequently, the District is in search of a new site in a less congested and more centrally located area of the community which would provide more efficient fire protection services to the Study Area.[13]

[13] Claude Welch, Carpinteria-Summerland Fire Protection District, written correspondence, January 1989.



B. PARKS, RECREATION, AND TRAILS/OPEN SPACE

1. Existing Conditions and Issues

The public park and recreation facilities located in the Summerland Community Plan Area are shown on Figure 15 (PRT Map) and include the following:

1. Lookout Beach Park
2. Loon Point Beach
3. Greenwell Avenue Park (though undeveloped at this time, this vacant, approximately 5 acre property has been declared suitable for park purposes and management by the Board of Supervisors)
4. Wallace Avenue beach access and parking
5. 1.54 miles of existing off-road trails and 1.67 miles of on-road trails

The general parks and recreation demand level equation employed by the County is 4.7 acres of parks per 1,000 population. Currently, the Study Area's park land/population ratio is well within the County's criteria.[14] However, the vast majority of the community's park land is located south of the freeway and the overwhelming majority of the residences are north of the freeway. Therefore, the community would benefit from additional park areas north of the freeway.

The County's criteria is used to support the mitigation fee policies and ordinances associated with park and recreational resources, as well as to ensure that park lands remain available with additional development. The funds for park maintenance and expansion come from various sources: Oil Royalties, SB959 Oil Grants, Coastal Resource Enhancement Fund, Quimby Fees, Development Mitigation Fees, State Grants, Federal Grants, Coastal Conservancy Grants, and County General Fund Monies. The Quimby Ordinance does allow the dedication of park land in lieu of fees for a new project. In cases such as Subdivision Maps with 50 or more units, the County may require land dedication for park purposes.

The Summerland community is included in the Parks and Recreation Trails Area Map PRT-2. This trail map is adopted as a part of the Recreation Section of the County's Comprehensive Plan. The County Local Coastal Plan also outlines specific recreation related goals for the Summerland Community. Currently, these goals have been, in general, fulfilled.

[14] Santa Barbara County Park Department, Jonathan Dohm, written correspondence, January 24, 1989.

2. Policies and Actions

In general, the current level of parkland in the Summerland community is above County standards. However, future growth in Summerland will create an increased demand for recreational resources. The following policies and strategies are intended to enhance the present and future need for outdoor and indoor recreation resources for both Summerland residents and visitors. The State Coastal Conservancy has prepared schematic plans for some beach access enhancement projects. These plans are illustrated in Appendix D and should be referenced when considering some of the following strategies.

Policy PRT-S-1: **Diverse outdoor recreational opportunities shall be pursued to enhance Summerland's recreational resources and to ensure that current and future recreational needs are met for both residents and visitors.**

Action PRT-S-1.1: The County shall collaborate with the community and the Carpinteria School District and other interested parties to develop new and/or upgrade existing school facilities at the vacant school site above Valencia Avenue for use as a children's playground and play fields.

Action PRT-S-1.2: As funds become available to purchase private land or the County prepares to widen the road onto public land, the County shall pursue the provision of roadside turnouts for scenic lookouts as shown in Figure 14 (Scenic Vistas).

Action PRT-S-1.3: To increase public recreational opportunities, when funding is available, the County shall pursue any option to obtain parcels of land, or portions thereof, with open space, visual, or recreational resource potential as shown in Figure 14 (Scenic Vistas/Priority Lands) that become available. If purchased, the parcels should be used for public open space or for public recreation.

Action PRT-S-1.4: The County shall consider a freeway overpass or underpass in the vicinity of Greenwell Avenue as a high priority as an alternative beach access route. If funds are available, a second freeway crossing in the center of the community would also be desired.

Action PRT-S-1.5: Amend the Local Coastal Plan to add a new overlay designation entitled "Proposed Public or Private Park/Recreational Facility" as is currently found in the Land Use Element. [accomplished with the adoption of the Plan]

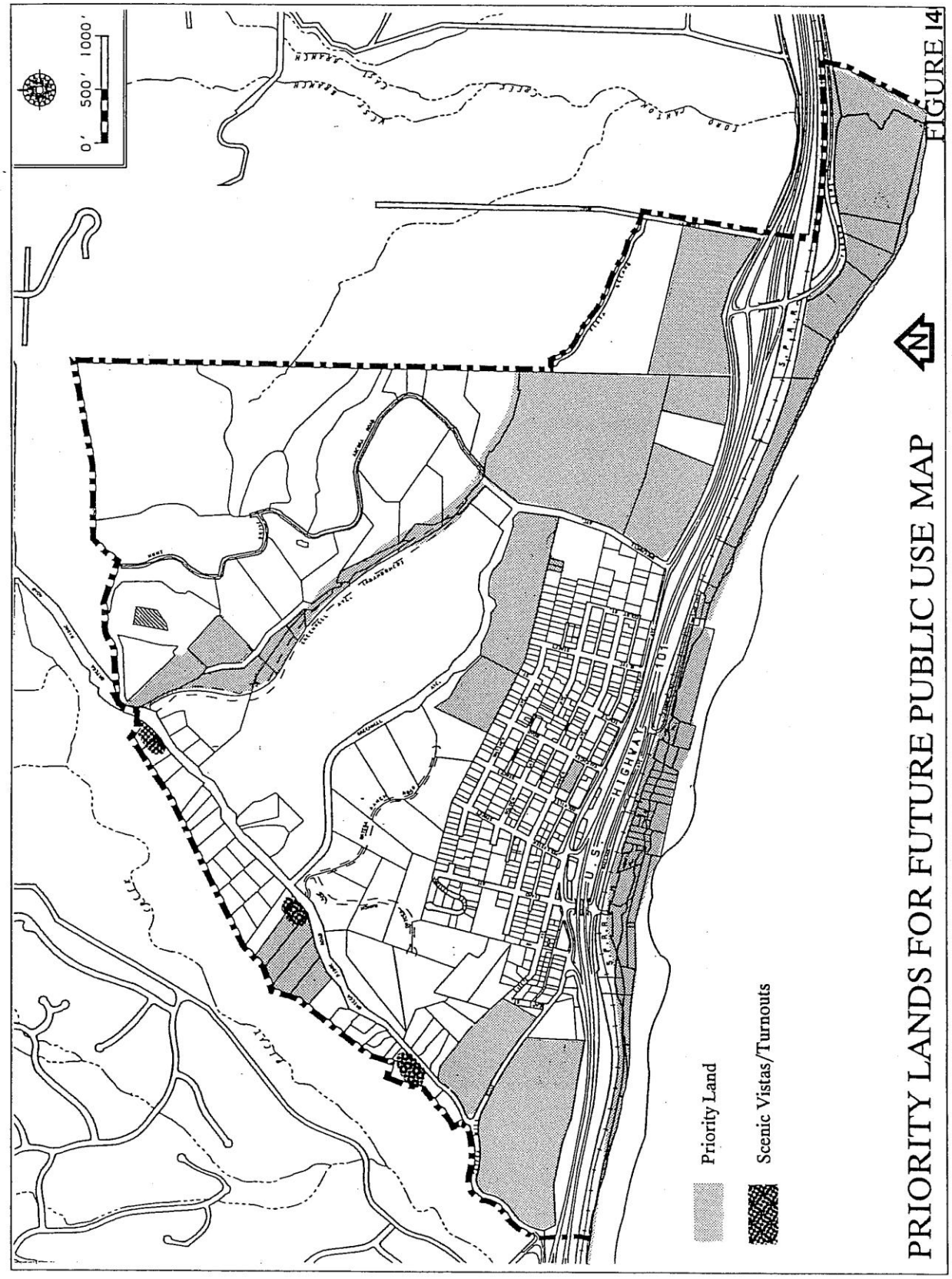


Figure 14: Turnouts/Vistas

Action PRT-S-1.6: A "Proposed Public or Private Park/Recreational Facility" overlay shall be placed upon the Josten's property, the White Hole properties and the Nieman property. This overlay shall in not impede the private development of these parcels. [accomplished with the adoption of the Plan]

Policy PRT-S-2: **In compliance with applicable legal requirements, all opportunities for public recreational trails within those general corridors adopted by the Board of Supervisors as part of the Parks, Recreation and Trails (PRT) maps of the County Comprehensive Plan (and this Community Plan) shall be protected, preserved and provided for during and upon the approval of any development, subdivision and/or permit requiring any discretionary review or approval.**

Action PRT-S-2.1: The County shall actively pursue acquisition of interconnecting useable public trails within such designated corridors through negotiation with property owners for purchase, through exchange for surplus County property as available, from time to time; or through acceptance of gifts and other voluntary dedications of easements.

Action PRT-S-2.2: When funding becomes available, the County shall design a program which provides for phasing and the setting of priorities for the acquisition and/or development of each trail identified in Figure 15 (PRT Map). The County shall pursue protection of such recreational trails network and expansion to meet goals of this plan to achieve desirable additional recreational and open space through:

a. Expansion of the County Capital Improvement Plan for acquisition of additional recreational and trail properties;
b. Pursuit and protection of title to properties that are in the public domain through past use of development; and
c. Acquisition of desirable property and/or property necessary to expand such trails networks; to provide key interconnections; and to meet the most pressing public demands, through negotiated acquisition and/or acquisition through eminent domain proceedings, as approved, from time to time, by the County Board of Supervisors.

In developing the trail system, the County shall make the following provisions:

a. Provide appropriate trail signage at all major trail heads and signs or markers on public recreational trails in Summerland; and
b. Provide for the maintenance of the trail system in Summerland.

Action PRT-S-2.3: Designated trail corridors shall be kept clear from encroachment by new uses or development, to the extent reasonably feasible.

Action PRT-S-2.4: Recreational and trails resources shall be protected for future use, by conditions upon all development which may directly affect the designated trail corridors, to require a permanent dedication of useable public trails through such trail corridors.

Policy PRT-S-3: **New trails shall be limited to non-motorized vehicle use. Trails should be designed to keep hikers, equestrians and bikes on the cleared pathways, and shall be designed to minimize impacts to any sensitive habitat area.**

Policy PRT-S-4: **Indoor recreational facilities shall be provided to benefit the Summerland community.**

Action PRT-S-4.1: The County shall assist the community of Summerland in developing a Community Center if an appropriate site is found and the funds are available. The Community Center shall include, but is not limited to:

a. Space for indoor meeting and classroom facilities.
b. Indoor space for activities such as arts and crafts, ping pong, etc.
c. A small amount of outdoor space for uses such as a playground.

Policy PRT-S-5: **New development shall not adversely impact existing recreational facilities and uses.**

Action PRT-S-5.1: In approving new development, the County shall make a finding that the development will not adversely impact existing recreational facilities and uses.

Policy PRT-S-6: **Future use of "Greenwell Park" (the County owned parcels to the west of Greenwell Avenue) shall be low intensity, passive use.**

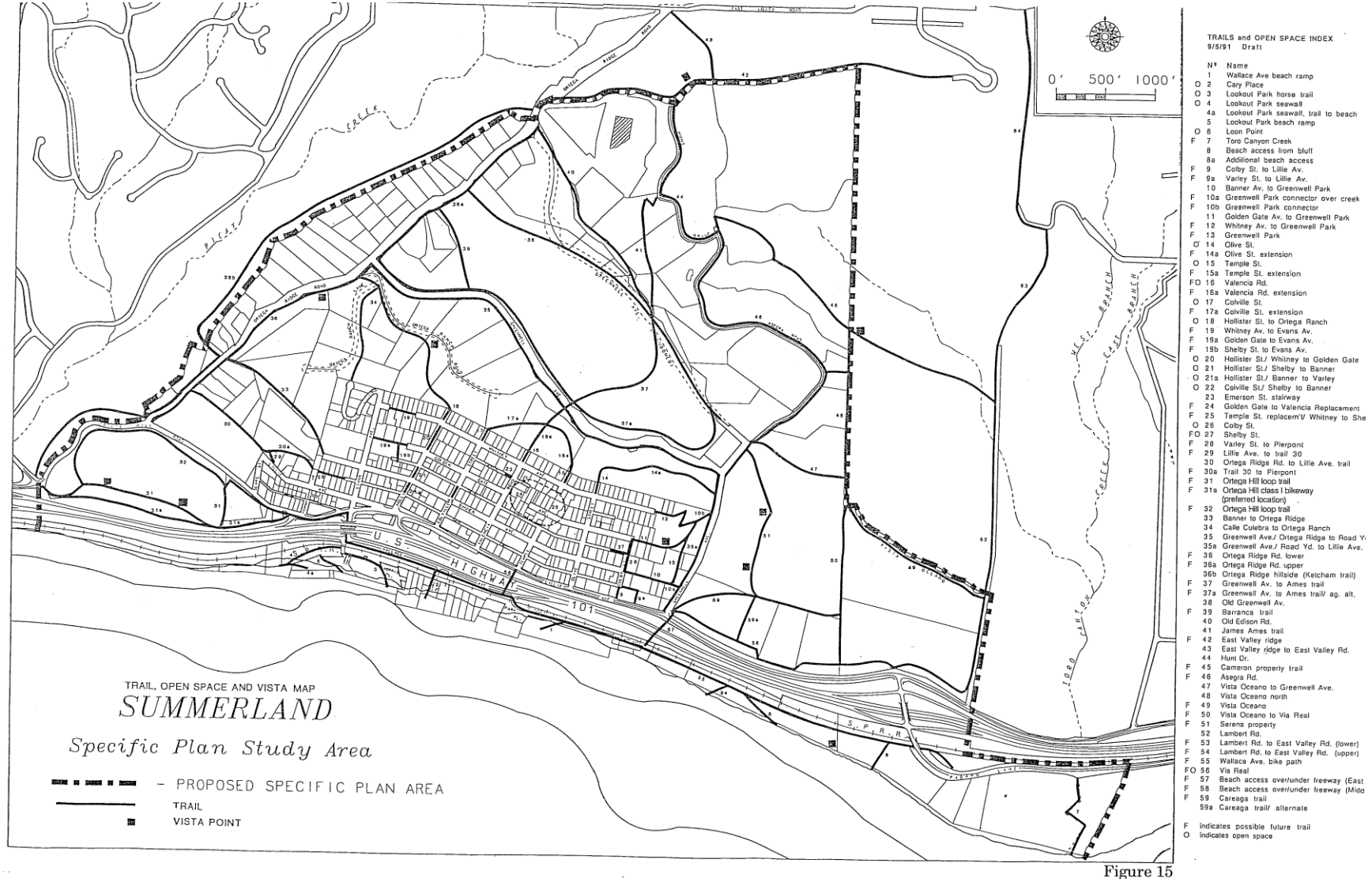
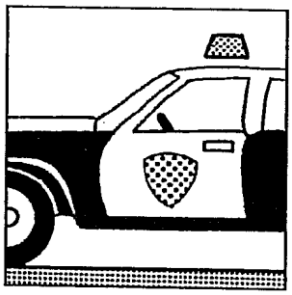


Figure 15: Parks, Recreation, & Trails

Policy OS-S-1: **Public open space shall be provided and maintained in Summerland**.

Action OS-S-1.1: The County should include Summerland in a Countywide Open Space District or a benefit assessment district should be established for the Summerland Community Plan area which would provide an ongoing funding base for things such as open space preservation and maintenance.



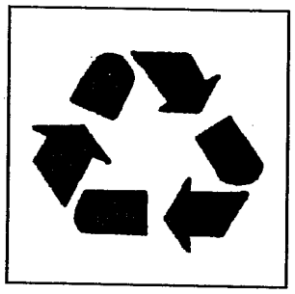
C. POLICE PROTECTION

1. Existing Conditions and Issues

The California Highway Patrol provides traffic control and accident investigation services within Summerland. All other police protection services within the Study Area are provided by the Santa Barbara County Sheriff's Department.

Currently, there is one deputy sheriff for every 1,200 citizens which is considered acceptable according to the Sheriff's Department.[21] However, when growth occurs, it would be necessary to expand the services available to the County as a whole, possibly adding another patrol to the Summerland area. At this time the Sheriff's Department provides two patrols south of the City of Santa Barbara, one of which is in the Summerland Study Area.

[21] Donald McCormick, Assistant Sheriff, personal communication, January 1989.



D. RESOURCE RECOVERY

1. Existing Conditions and Issues

The citizens of Summerland have expressed a desire for implementing a resource recovery program in the community. A small recycling center was recently opened on Lillie Avenue. The following policy and strategy will provide for a larger recycling center that will conveniently serve the community.

2. Policies and Actions

Policy RRC-S-1: Opportunities for community wide resource recovery and conservation shall be provided.

Action RRC-S-1.1: The Summerland Citizen's Association, with assistance from the County, shall study the establishment of a larger recycling center within the community in an area with public accessibility, such as the Fire Station or future community center site.

Action RRC-S-1.2: The County shall encourage and enhance opportunities for energy conservation, including:

a. Additional conservation techniques in new construction beyond that required by state or local regulation;
b. Inclusion of solar water heaters;
c. Provision of energy efficient street lighting;
d. Landscaping to shade buildings;
e. Maintenance and expansion of trail system in Summerland and the surrounding area; and
f. Inclusion of a striped bikeway and sidewalks for new roadway projects, in order to provide a safe route for these zero-emission transportation alternatives.

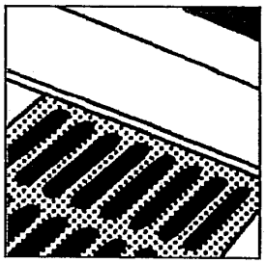
E. SCHOOLS

1. Existing Conditions and Issues

The community of Summerland is served by the Carpinteria Unified School District which provides one elementary school within the bounds of the Summerland Planning Area. The School District also owns a parcel of land in Summerland which it may utilize at a future date for relocation of the existing school.

2. Policies and Actions

Policy SCH-S-1: If the Summerland School is to be relocated, the County shall assist in whatever capacity it can to facilitate the move.



F. SEWER AND STORM-DRAINAGE SYSTEMS

1. Existing Conditions and Issues

Sewer and Wastewater Facilities

The Summerland Study Area's current sewer services are provided by the Summerland County Sanitation District (SCSD). The District is located entirely within the Study Area, however the northeast corner of the study area is not served by the District. The demand currently experienced by the SCSD treatment plant is 0.186 million gallons per day (MGD). The capacity of the plant is 0.2 MGD and therefore the plant has an excess capacity of only 0.014 MGD. It should be noted, that due to the presence of soils which have extreme limitations for sewage effluent disposal in the northern Community Plan area, all future development in the Specific Plan area should be anticipated to utilize public sewer. The District is looking to expand the capacity of the plant to 0.25 MGD in the near future, for which funds have been set aside. The District currently provides tertiary treatment for sewage and is also currently installing sludge processing. Improvements and additions to mains will be made as part of the conditions of approval for various projects in the community.

Drainage

The Summerland Community Plan area is divided into two separate drainages, each with different natural characteristics and drainage systems: 1) the rural drainage area and 2) the urban drainage area. The "rural" drainage area encompasses the northern portion of the Study Area and is characterized by moderately steep slopes with natural vegetation or agricultural uses such as orchards. Run-off within the rural area is generally limited, due to the widespread existence of natural groundcover which allows infiltration. Storm run-off in this area is principally drained by the creek that runs along Greenwell Avenue, while Toro Canyon Creek drains the easterly portion of the rural drainage area. There are no man-made drainage facilities (i.e., storm drain systems) in the rural area.

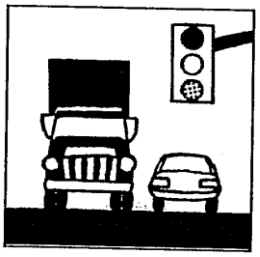
The second drainage area in Summerland is the "urban" drainage area. This area encompasses the residentially and commercially developed portions of Summerland. Drainage within this urban area appears originally to have been provided by two steep natural coastal arroyos. Currently, there are only limited storm drain facilities existing in this area, and the above-referenced arroyos have been truncated by the U.S. Highway 101 and Southern Pacific Railroad facilities. A storm drain runs along Evans Avenue, and various cross streets have culverts which carry water under the roadway. This limited system delivers water into the drainage network associated with Highway 101, which is designed to convey water beneath U.S. Highway 101 for

disposal into coastal areas. SBCFCD officials have indicated a desire for the development of a Master Drainage Plan for the Summerland area which provides for major storm drains on all the north/south streets and smaller laterals on the cross streets.

2. Policies and Actions

The intent of the following policy is to limit the expansion of public infrastructure outside of the Urban Area to prevent, to the greatest degree possible, urban sprawl and the conversion of agricultural lands to urban uses.

Policy SD-S-1: **The County shall actively discourage any extension of sewer lines east of the White Hole properties in order to minimize potential growth inducement and subsequent agricultural impacts in the Edgewood Estates area.**



G. TRANSPORTATION, CIRCULATION AND PARKING

1. Existing Conditions and Issues

This chapter, originally adopted in 1992, was updated in 2014. 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
Circulation	• Use of local streets as an alternative to U.S. 101 • Uncertain funding for improvements • Insufficient beach connectivity • Vehicle speeds	• Retrofit for "complete streets" (note: this has been completed on Lillie Avenue) • Better connectivity to the beach	• 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
Multimodal Transportation	• Pedestrian safety • Access to transit	• Walkability and pedestrian amenities • Improved alternative modes of transportation	• 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

Topic	Issues	Needs	Goals and Objectives
Road Rights-of-Way (ROW)	• Abandonments and encroachments • Enforcement of illegal encroachments in ROW	• Maintain community character	• Standards for encroachments • Preserve existing landscaping • Use the ROW for public benefit
Parking	• 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	• Visitor and resident on-street parking • Increased parking in the business and beach areas	• Accessible business patron parking • Additional beach parking • Adequate parking for existing, new, or expanded commercial and residential development

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.

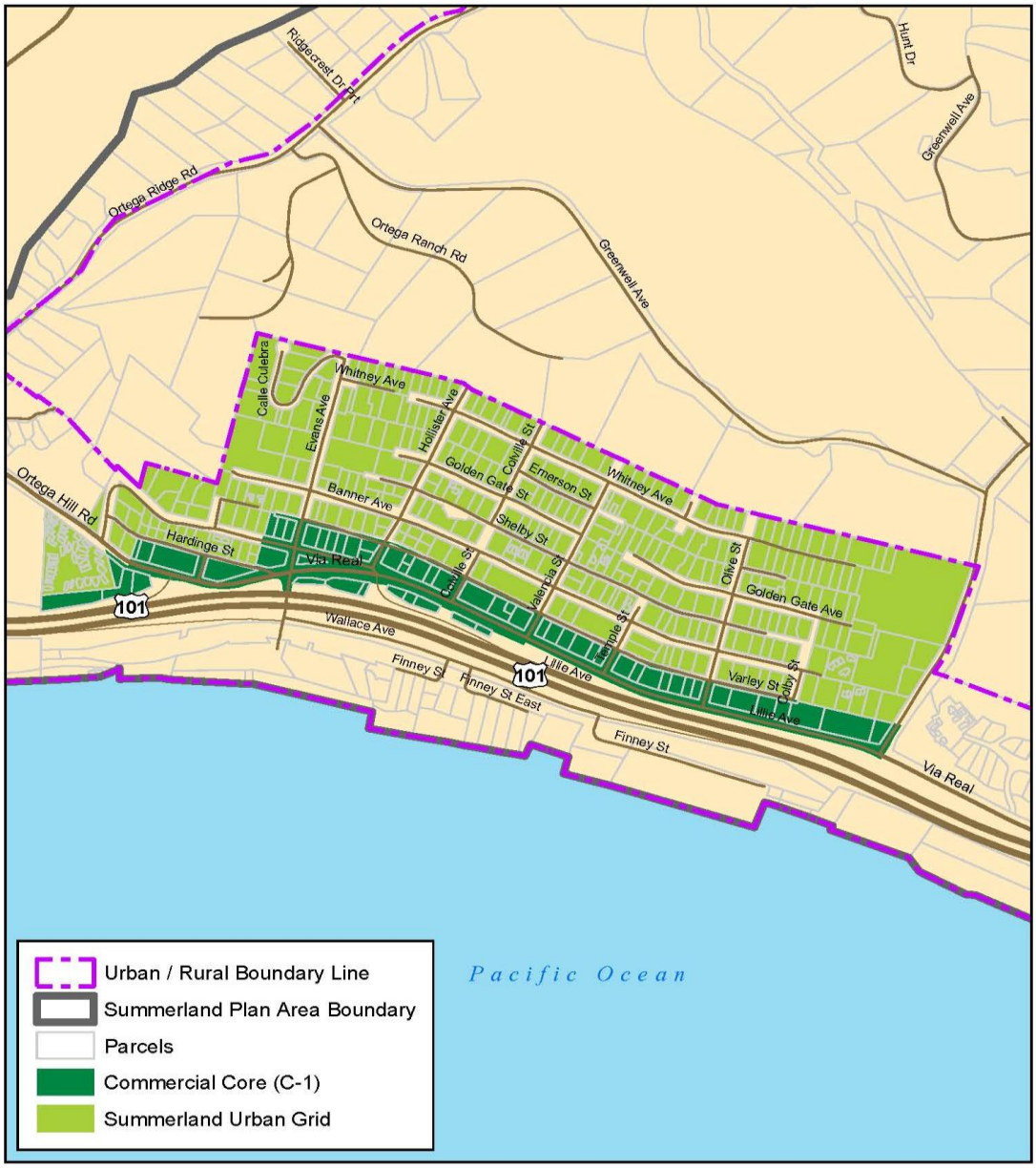


Figure 16: Summerland Urban Grid and Commercial Core

1-1) 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.

1-2) 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.[22] The Los Angeles to San Diego (LOSSAN) North Strategic Plan, prepared by Caltrans Division of Rail, includes proposed infrastructure improvements to obtain intercity passenger service. Within the Plan Area, the LOSSAN proposes expanding the existing siding[23] 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.

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

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

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.

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.

1-3) 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.[24]

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

1-4) 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).

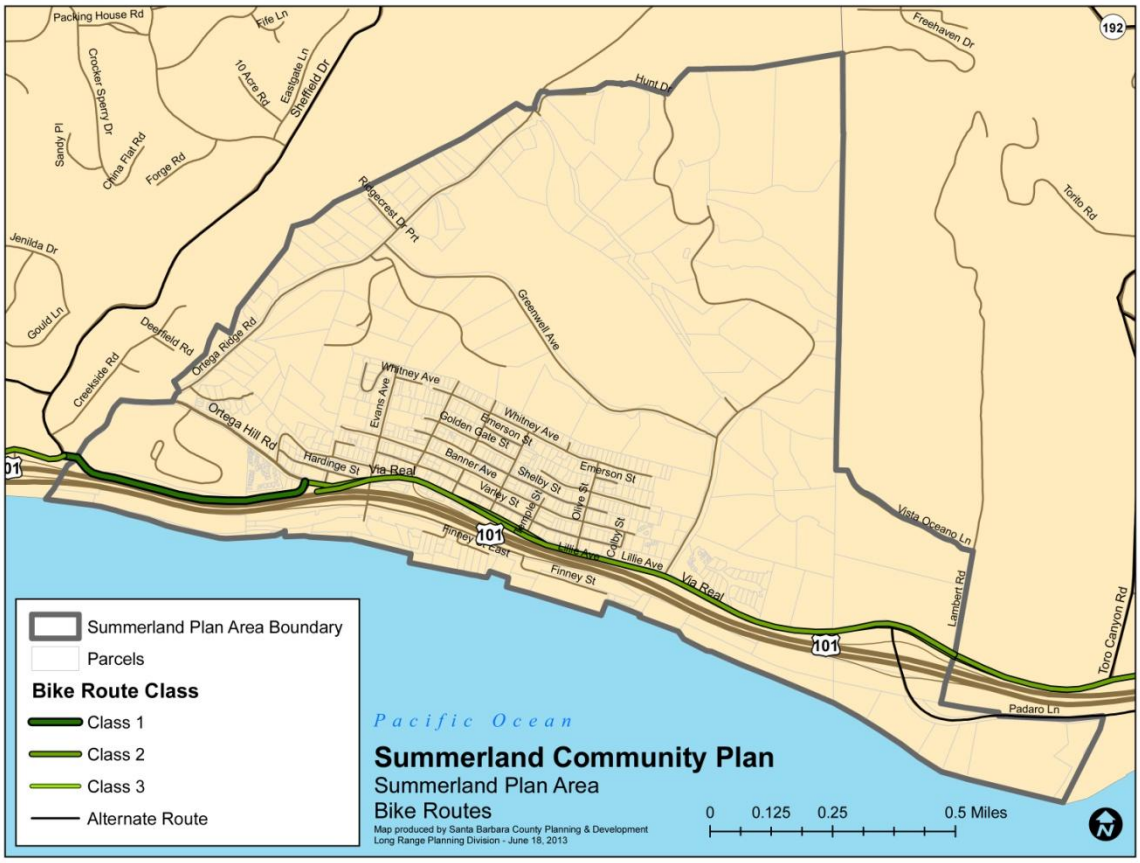


Figure 17: Bike Route Map

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.

1-5) 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.

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 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.

1-6) 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.

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 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.

Table 4: Level of Service Definitions

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

b. Roadway Classification System

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

Table 5: Secondary Roadway Subclasses

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

Table 6: Summerland Roadway Classifications

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

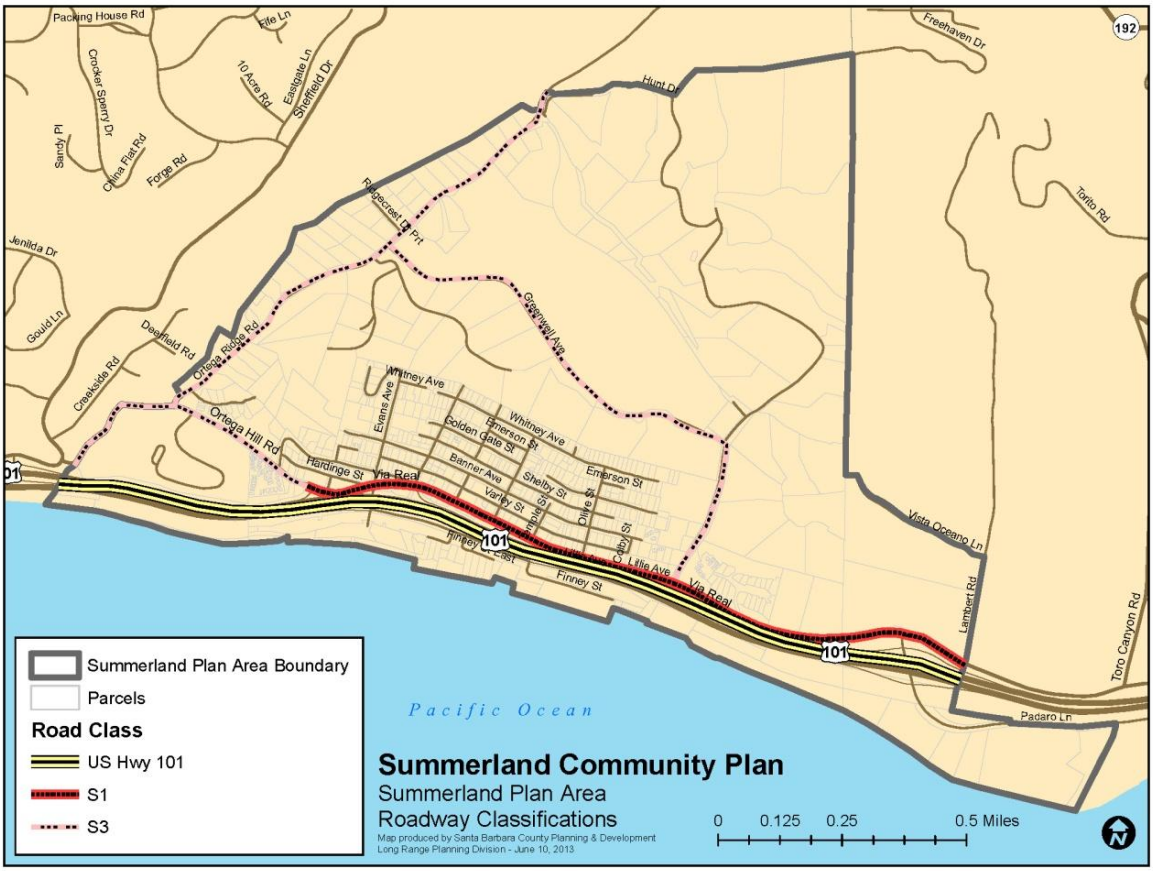


Figure 18: Summerland Roadway Classifications

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

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

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.

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.

Un-signalized 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
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.

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:

- Re-designating 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 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.

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.

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 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:

- 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)

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.

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. 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 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.

Action CIRC-S-17.2: In the case 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 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 Finnery 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.

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 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.

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 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. 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 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.

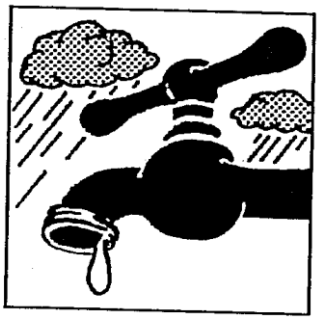
Policy CIRC-S-21: Provide adequate short-term customer parking, including for bicycles, in the Commercial Core. Parking needs in the Commercial Core should be monitored and, where appropriate, accommodated.

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.



H. WATER

1. Existing Conditions and Issues

The majority of the Summerland Community Plan Area is provided with water from the Summerland County Water District (SCWD), however several parcels in the northwest and southeast corners of the planning area are within the boundaries of the Montecito Water District (MWD).

Summerland County Water District

The SCWD relies on one water source, Lake Cachuma, to service all of its customers. The contract allocation from Lake Cachuma is currently 321 acre feet per year (AFY), assuming the Safe Yield mode proposed by the six members agencies of the Cachuma project. During wet periods this water is sometimes injected into the Carpinteria Groundwater Basin for storage and then may be pumped or exchanged for Cachuma water during dry periods. The SCWD five year average historic water demand (1984-1989 water years) is 402 AFY This figure takes into account line losses (leaking pipes), the Drown allocation (currently exchanged with MWD for service provided), new development not reflected in the 1984-1989 period, and existing unused commitments. It should be noted that this figure does take in to account as yet uncommitted water for ministerial projects (single family residences, duplexes) on unbuilt, legal lots within SCWD boundaries. With current supplies, water demand exceeds the current Safe Yield available supply by approximately 81 AFY.

However, with the pending arrival of State Water, Summerland's allocation will rise slightly in the long term (1998-) to approximately 582 AFY. At the same time, estimated demand at buildout of the Community Plan rises to approximately 530 AFY. If Summerland receives all of its projected State Water allocation, supply should exceed demand at buildout by approximately 23 AFY (including the 5% Measure K reserve). Please see Appendix D for a summary of the Summerland Supply/Demand Worksheet.

Montecito Water District

There are approximately 25 parcels which are located within the MWD boundaries. These parcels are located in the northwest portion of the Planning Area along Ortega Ridge Road and in the southeast portions of the Planning Area east of the "White Hole" on both the north and south sides of Highway 101.

The two, 20-acre parcels on the north side of Highway 101 between the "White Hole" and Lambert Road are part of the Edgewood Subdivision (80-EIR-30). These parcels have a large allocation from the MWD received as part of a dedication of private on-site wells and overlying

water rights to the underlying Toro Sub-Basin. Since the Toro Sub-Basin is currently in a state of surplus, new pumpage from that hydrologic unit by MWD to support a net increase in use would not result in overdraft. (This assumes MWD would not pump beyond the amount allocated to the Edgewood project). If a net increase in demand on the two Edgewood parcels was provided from other MWD supplies (outside of the Toro Sub-Basin), it would represent an increase in over-commitment of the Montecito Basin (Montecito Planning Area). Given historic agricultural irrigation needs on the site, it is not expected that future uses on these parcels would exceed historic use.

The other parcels which are east of the "White Hole" are located between Highway 101 and the beach. These properties are served by private wells which draw water from the Toro Basin. The existing undeveloped lots are not expected to use the remaining +/- 60 AFY surplus (assuming Montecito were pumping Edgewood's share) in the basin. Impacts to Toro Sub-Basin groundwater would be less than significant.

There are sixteen parcels in the northwest corner of the Planning Area along Ortega Ridge Road which are located within the boundaries of the MWD. All but two of these parcels are already developed. Future water demand associated with single family residences on these two lots would be approximately 2.04 AFY (1.02 AFY/parcel, DERC Thresholds Manual for 1 acre parcels in Montecito). The Santa Barbara County Planning Commission and Board of Supervisors in certifying the EIR for the Montecito Growth Management Ordinance (MGMO) determined that the Montecito Groundwater Basin is currently overcommitted and found that buildout proposed under the MGMO would result in unavoidable significant adverse impacts to groundwater resources.

In General

According to the Summerland County Water District, the facilities in the Summerland Study Area are generally adequate; however, there are certain higher elevation areas where water pressure needs to be increased. Improvements are currently being made to pumping stations which will alleviate this problem. Specific valves and pipelines that need replacement have been budgeted for in the future.

It should be noted that the District's Draft Water Management Plan is currently under public review. It is estimated that the District's water commitments made prior to 1988 will exceed current supply. Therefore, the Plan will attempt to balance the water demand with the supply. The Draft Plan objectives are as follows:

- Define as the highest priority of water use, a basic Category for interior household water use which would be the amount of water necessary for basic human consumption, sanitation, and fire protection.

- Define other categories of use and priorities as appropriate.
- Take the steps necessary to insure a sufficient supply for the basic category under all foreseeable water supply conditions.
- Implement a water management plan by use of regulations and restrictions to define and prohibit the waste of water and promote efficient use of water.
- Maximize public benefit and prevent unnecessary hardship during periods of water shortage by responding to various levels of shortage with appropriate strategies.

2. Policies and Actions

The following policies and actions are intended to provide an adequate water supply and adequate service to the Summerland community for their present and future water needs.

Policy WAT-S-1: **Adequate water supplies for the existing community and for future needs shall be pursued.**

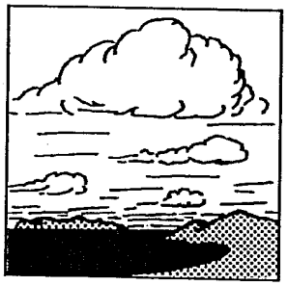
Action WAT-S-1.1: The County shall work with the Summerland Water District to have a coordinated review of development proposals and the issuance of water allocations.

Action WAT-S-1.2: The County shall encourage the Summerland Water District to expand water resources on an as-needed-basis to meet the water demand of community buildout as specified in this Community Plan.

Action WAT-S-1.3: The County shall encourage the Summerland Water District as follows: until such time as future water supplies are complete, any new water resources shall be dedicated to fully meeting existing water allocations within the water district area before committing water to new allocations.

Policy WAT-S-2: **Prior to approval of any discretionary project which would result in a net increase in water use, a finding shall be made that the existing water supply available is sufficient to serve existing commitments.**

IV. RESOURCES AND CONSTRAINTS SUPER ELEMENT



A. AIR QUALITY

1. Existing Conditions and Issues

Local climatic and topographic features affect the air quality in the South Coast of Santa Barbara County. Inversions, light onshore winds, and inland mountain ranges are factors which limit the local air environment's capacity to disperse pollutants. Inversion layers can be formed by a warm air mass which acts as a "lid", effectively trapping pollutants near the ground and restricting their vertical diffusion. During the months May to October, it is common for such an inversion layer to form in Summerland, with an average height of 1,500 feet above the ground surface. Year-around, light onshore winds hamper the scattering of primary pollutants and the orientation of the inland mountain ranges interrupts air circulation patterns. Pollutants become trapped, creating ideal conditions for the production of secondary pollutants (e.g., "smog").

Air quality varies as a direct function of the amount of pollutants emitted and their subsequent dispersion into the atmosphere. Air quality problems arise when the rate of pollutant emissions exceeds the rate of their dispersion. Reduced visibility, eye irritation and adverse health impacts upon those persons termed sensitive receptors are the most serious hazards of existing air quality conditions in the area.[25]

Primary criteria pollutants are emitted directly from a source (e.g., an automobile) into the atmosphere and include carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2) and particulates.[26] Reactive organic compounds (ROC) are also a primary pollutant, but are not a "criteria" pollutant (e.g., they are not subject to CAAQS or NAAQS criteria, discussed below). Secondary pollutants are created by atmospheric chemical and photochemical reactions. Secondary pollutants include oxidants, ozone (O_3) and sulfate particulates; these oxidants are commonly referred to as "smog".

25 Persons under five years of age, or older than 65, and persons with health problems are considered "sensitive" and consequently the listing of "sensitive receptors" includes hospitals, convalescent homes, school and retirement facilities.

26 Particulate matter is generally comprised of inert particles that become airborne, such as dust or ash. Particulate matter which is less than 10 microns in diameter is referred to as PM_{10}.

At the national level, the Federal Clean Air Act required the U.S. Environmental Protection Agency to establish national ambient air quality standards (NAAQS) for the protection of public health, and to regulate the emission of air-borne pollutants. In California, the task of air quality management and regulation has been legislatively granted to the State Air Resources Board (ARB), with subsidiary Air Pollution Control Districts (APCDs) at the County level. The ARB establishes California Ambient Air Quality Standards (CAAQS) and is responsible for regulation of mobile sources, while APCDs enforce and regulate stationary emission sources. The ARB has established 14 air basins in the State; Summerland is located within the South Coast area of the South Central Coast Air Basin, which is administered by the Santa Barbara County Air Pollution Control District (SBCAPCD).

In general, the existing air quality in Summerland could be characterized as fair to moderate (applicable air quality standards are exceeded on an infrequent basis, and only with respect to ozone and $PM_{10)}$; Summerland and other areas of Santa Barbara do exceed the ambient air quality standards for ozone and PM_{10} during several days each year. Consequently, the EPA and CARB have declared Santa Barbara County as a non-attainment area for ozone precursors (reactive hydrocarbons and oxides of nitrogen) and for PM_{10}. A system of monitoring stations has been established at various locations around Santa Barbara County which measure ambient air quality.

In Carpinteria, approximately 6 miles east of Summerland, there is a monitoring station which measures ozone and NO_2. Measurements taken at this station would be considered representative for Summerland air quality, but would not comprise a complete set of air quality data. A second station is located in Downtown Santa Barbara, near the intersection of State Street and Carrillo Street. The Santa Barbara station provides the most complete ambient air quality information for the region which includes Summerland. This station measures carbon monoxide, nitrogen dioxide, ozone, sulfur dioxide, sulfate, total hydrocarbons (THC), total suspended particulates (TSP) and PM_{10}.

The pollutant of primary concern in Summerland is ozone. Ozone is the end-product of chemical reactions involving nitrogen oxides and reactive hydrocarbons, and is not emitted directly. Because of this, ozone may be created from local emissions, or may be the product of emissions transported into the area from surrounding vicinities.

In 1989, the maximum concentration of ozone measured at the Santa Barbara station (1-hour averaging) was 0.22 parts per million (ppm), while in the same period the Carpinteria station measured a maximum concentration of 0.17 ppm; these measurements must be compared to a CAAQS of 0.09 ppm and a NAAQS of 0.12 ppm. Records from the Santa Barbara station

indicate that the CAAQS for ozone was exceeded on 4-6 days per year in 1986-89. Review of the Carpinteria station records indicate that the ozone CAAQS may have been violated on as many as 30 days in 1989. In recent years, except for episodes of elevated ozone concentrations and infrequent occasions of excessive suspended particulates concentrations, none of the pollutants monitored have exceeded either the State or Federal standards.[27]

The classification of an air basin, or portion of an air basin, as "non-attainment" triggers the requirement for the preparation of an Air Quality Attainment Plan (AQAP) by the governing APCD. The AQAP is intended to identify methods and programs for improving air quality to meet applicable standards, and is a valuable long-range planning tool for air quality management. In order for an AQAP to be successfully implemented, activities and developments within the air basin must be carried out in compliance with the tenets of the Plan. An AQAP has been adopted for the County of Santa Barbara.

2. Policies and Actions

Policy AQ-S-1: **The County shall impose appropriate restrictions and control measures upon construction activities associated with each future development project, in order to avoid significant deterioration of air quality.**

Action AQ-S-1.1: Future project construction in Summerland shall follow all requirements of the SBCAPCD, and shall institute Best Available Control Technology (BACT) where necessary to reduce emissions below APCD threshold levels.

Action AQ-S-1.2: The applicant shall minimize the generation of fugitive dust during construction activities by observing the following:

a. Reduce amount of disturbed area
b. Utilize water and/or dust palliatives
c. Re-vegetate/stabilize disturbed area as soon as possible.

Policy AQ-S-2: **The County shall, in its land use decisions, protect and enhance the air quality in Summerland consistent with CAAQS and NAAQS.**

Action AQ-S-2.1: The County shall require new employers with 25 or more employees to employ the same measures, participation levels and goals of the

[27] Santa Barbara County Air Pollution Control District. Air Quality Summaries for 1987, 1988, 1989.

Transportation Demand Management (TDM) Ordinance (#3922) which could include, but would not be limited to the following components:

a. Carpool and vanpool matching and promotion - assistance in matching up participants in carpools and vanpools, employer-based incentives, and other activities to encourage carpool and vanpool use;
b. Transit - financial incentives paid by employers to employees to encourage use of public transit (including free bus passes and other subsidies) and reduce the number of vehicle trips;
c. Bicycling - improvements to increase the use of bicycling as a mode of travel, including construction of bicycle storage facilities, education and promotion programs, and showers and lockers at the workplace;
d. Alternative work schedules - this program complements ridesharing; alternatives to the fixed 8-hour work day, 5-day work week have become increasingly popular and useful over the past ten years. Staggered work schedules (where a group may be assigned a different start and finish time than the common schedule), flexible work hours (where employees may choose their own schedule), and a compressed work week (where the normal number of hours is worked in less than five days) are the three general categories of alternate schedules; and
e. Telecommunications - in the form of teleconferencing and telecommuting can reduce work related travel. Teleconferencing includes the exchange of information by computer, telephone or video which reduces the need for transportation of people or material. Telecommuting involves working either full-time or part-time at home or at an alternative work center.

Action AQ-S-2.2: If deemed necessary and when funding is available, the County shall provide an air quality monitoring station in Summerland.

B. BIOLOGIC HABITATS

1. Existing Conditions and Issues

The Summerland Study Area is bounded by Toro Canyon Creek on the east and Picay Creek on the west. Both of these creeks support healthy riparian habitats. Within the Study Area are various biological communities such as woodlands (oak, eucalyptus, and cypress), riparian habitats, and coastal sage scrub communities. These habitats are indicated on Figure 13. Vegetation within the Community Plan area was first outlined from an aerial photograph (scale: 1 inch = 500 feet) and then transferred to a base map (scale 1 inch = 300 feet). Each polygon was then checked by ground inspection. During ground truthing (field examination), all degraded habitats, especially those adjacent to areas of high sensitivity and wildlife value, were noted. Summerland's biological resources are described below.

Natural Habitats

Oak Woodland

Coast Live Oak Woodland (*Quercus agrifolia*) occurs in three general locations within the Study Area: along the Ortega Hill Road extending from U.S. Highway 101 to Ortega Ridge Road; on the eastern portion of Greenwell Avenue, and in scattered locations within the drainages north of the abandoned section of Greenwell Avenue. The last two locations provide the most valuable resources because of their distance from dense residential development, as well as their proximity to wetland habitat.

Oak Woodlands provide valuable cover, forage and nesting areas for wildlife, and are therefore among California's richest wildlife communities. Thirty-five percent of California's land mammals utilize oaks sometime during their lives and 110 species of birds use oak habitats during the breeding season.

Riparian Woodlands

Greenwell Creek extends north from U.S. Highway 101 at Greenwell Avenue. The drainage splits into two main forks where Greenwell Avenue (the segment still in use) bends to the west. The southern fork follows the aforementioned road, while the northern drainage flanks the abandoned segment of Greenwell Avenue. With the exception of severe drought conditions, this water course has a perennial stream flow. Even in years of extreme drought, the creek remains dotted with small, shallow ponded areas that may support the sensitive California Red-legged

Frog (*Rana aurora draytonii*), Southwestern Pond Turtles (*Clemmys marmorata pallida*) and other amphibians. As little as six inches of muddy water in a very small area will provide enough moisture to sustain even a mature turtle throughout the summer (Hunt, 1990). **Willow Riparian Woodland** within this creek consists of Arroyo Willow (*Salix lasiolepis*) with a dense, tangled understory of: Sticky Baccharis (*Baccharis douglasii*); Western Goldenrod (*Solidago occidentalis*); Poison Oak (*Toxicodendron diversilobum*); and the introduced Bristly Ox Tongue (*Picris echiodes*). Clumps of Cattails (*Typha latifolia*) are present near the most continually ponded sites along the forks. Dense stands of Giant Reed (*Arundo dunax*), an invasive exotic, have established where the creek crosses Lillie Avenue.

Two smaller, drier and less diverse **Willow Riparian Woodlands** remain within the Study Area. One is apparently a third fork of the main creek, and follows along the eastern side of Asegra Drive, within the County of Santa Barbara road easement. The third woodland extends north of Evans Avenue.

A more open and structurally diverse riparian community than the Willow Woodland is present in the southeastern portion of the Study Area, along the mouth of Toro Canyon Creek off Padaro Lane. This **Willow/Sycamore Woodland** is dominated by Western Sycamore (*Platanus racemosa*), Arroyo Willow and Coast Live Oak. This habitat offers excellent perching and nesting sites for raptors.

Eucalyptus Woodlands

Four major **Eucalyptus Woodlands** remain within the Study Area: along Ortega Ridge Road near its intersection with Ortega Hill Road; just northwest of the intersection of Via Real and Padaro Lane; south of Highway 101, also along Padaro Lane; and a windrow flanking Lambert Road (growing in association with Coast Live Oak). Understory is virtually non-existent within this community due to the inhibitory effects of leachate common to the genus. Eucalyptus has been imported to Southern California from its native Australia. However, the woodlands do provide roosting and nesting sites for raptors, smaller bird species and small mammals, and function as important overwintering sites for monarch Butterflies.

Mixed Woodlands and Savannah

Although these habitats are more correctly defined as "landscapes" rather than wildlands, they none-the-less provide important forage and nesting sites for wildlife, as well as adding to community aesthetics. The **Mixed Woodland** located just east of Ortega Ridge Road is especially well developed, and contains an assemblage of tall eucalyptus, oak, cypress, pine and other exotic trees. The grounds surrounding the Jostens property, located south of Ortega Hill

Road, support a **Mixed Savannah** which contains a less mature association of non-native trees and Coast Live Oaks.

Coastal Sage Scrub

Remnant patches of a fairly depauperate **Coastal Sage Scrub** habitat are scattered throughout the undeveloped portions of the Study Area. This community is composed of shrubs and subshrubs from one to three meters in height. California Sagebrush (*Artemisia californica*), Coyote Bush (*Baccharis pilularis var. consanguinea*) and Sage (*Salvia spp.*) dominate.

A richer, denser and taller form of the Coastal Sage Scrub community occurs in the relatively remote area north of the abandoned portion of Greenwell Avenue and south of Hunt Drive. Lemonadeberry (*Rhus integrifolia*), a dark-green shrub with thick, leathery leaves, forms a continuous mat over a good portion of the area. This species is generally common on ocean-facing bluffs and inland where coastal microclimates are most influential. Laurel Sumac (*Rhus laurina*) is found occasionally on the steep and rocky slopes, along with the above-mentioned common Scrub species. Several Toyon (*Heteromeles arbutifolia*) were also noted, and copses of Coast Live Oak line the drainages. The Laurel Sumac, Toyon and Coast Live Oak are more commonly associated with chaparral communities, and their presence at this site suggests that the location represents a transition zone between the more coastal Scrub and the Chaparral. This latter community probably covered the slopes just above the Study Area, and was removed to accommodate agricultural and residential development. Because of the heterogeneity of a transitional zone and the variety of habitats present, this area is the most valuable remaining upland site within the Study Area.

Disturbed Scrub

Past disturbance to native communities is evident in a large portion of the "White Hole" site as well as along Greenwell Avenue. Weedy introduced species such as Sweet Fennel (*Foeniculum vulgare*) found in drier sites, and Castor Bean (*Ricinus communis*), growing in mesic to hydric locations, have invaded areas that have been disked or temporarily disturbed during the construction of trails, roads or homes unless active extermination efforts are pursued. These plants will persist, leaving no opportunity for natural re-establishment of the preceding native community.

Non-Native Grassland

A small area of **Non-Native Grassland** is located within the "White Hole" site. This community is dominated by annual European grasses (*Bromus sp., Avena sp.*).

Sensitive Plant Species

Three sensitive plant species have been identified within the Study Area: Plummer's Baccharis (*Baccharis plummerae*), Chaparral Mallow (*Malacothamnus fasciculatus var. nuttallii*) and White-Flowered Sticky Phacelia (*Phacelia viscida var. albiflora*). These species are presently neither listed, nor are they candidates for listing, with State or Federal species protection agencies[28]. The California Native Plant Society (CNPS) maintains its own categorization of rarity and endangerment, and includes Plummer's Baccharis within their List 4 species (a "watch" list). The Phacelia and the Chaparral Mallow are considered "Species of Local Concern" in the Santa Barbara community because they are endemic to the region (Santa Barbara Botanic Garden, 1988). No currently listed (or candidate) rare or endangered plant species have been found within the Study Area. Appendix D contains a listing of sensitive plants in the Community Plan area, and the locations of known populations are noted.

Environmentally Sensitive Habitats

Four habitats found within the Study Area have been designated Environmentally Sensitive Habitats (ESH) in the Santa Barbara Local Coastal Plan (County of Santa Barbara, 1982):

- Wetlands (streams)
- Butterfly Trees
- Oak Woodlands
- Coastal Sage Scrub.

The latter two habitat types, **Oak Woodlands** and **Coastal Sage Scrub**, have been described in detail above. The first two types are described in further detail below.

The most significant **wetlands** are located along Greenwell Avenue (including the fork just north of the abandoned portion of Greenwell) and at the mouth of Toro Canyon Creek. Other wetland habitats occur along Asegra Road and north of Evans Avenue. Planning and management approaches must provide for the long-range protection and restoration of "urbanized" wetlands. These areas have unique hazards and development pressures including high lot values, small parcel sizes, and severe water quality threats.

Three known, historic or suspected **butterfly roosts** are located within the Study Area: a narrow grove of eucalyptus along Lambert Road; a eucalyptus grove northwest of the intersection of Via Real and Padaro Lane; and a small grove of Cypress in the 300 block of Ortega Ridge Road (Calvert, 1990).

[28] The California Department of Fish and Game and the U.S. Fish and Wildlife Service.

The eucalyptus windrow along Lambert Road (known as the Fleischman's Estate) is a large historic site for monarch butterflies (*Danaus plexippus*). Use of the site has been substantially reduced after extensive tree removal between 1984 and 1985. However, monarchs are known to have used the windrow since the pruning, and may over-winter at the site in greater numbers when the windrow has regrown.

The second grove of eucalyptus, located north of Via Real at the intersection of Padaro Lane, is identified as a potential aggregation site in a monarch study prepared for the County of Santa Barbara (Calvert, 1990). This grove is close to both nectar (a lemon orchard) and Toro Canyon Creek. No butterflies were noted at the site during surveys conducted by Calvert (1990), as well as during a biological resource study of the "White Hole" property (Dames and Moore, 1989). However, aggregations containing more than 10,000 individuals were seen on several occasions in 1987 and 1988 (Gira, 1990). The grove may now be temporarily abandoned due to a thinning of the canopy in response to severe drought conditions and past tree trimming.

The third potential wintering site is a cluster of Cypress trees located in the 300 block of Ortega Ridge Road. Although no monarchs were seen during the 1990 Calvert survey, this grove was reported in an extensive state-wide monarch study (Sakai et al., 1989).

A final eucalyptus tree site with purported butterfly roosting potential is located at the western end of the storage shed near the trailer park. This site was not identified in the aforementioned study, but could support butterflies. The County DERC has recommended verification of butterfly use of the site in 1991, and an update of resource maps if appropriate.

2. Policies and Actions

The habitats which are discussed above are shown in Figure 22 (Biological Resources Map) and are essential to the continued existence of flora and fauna in the Summerland community. The purpose of the following policies and implementing strategies is to preserve and enhance the biological resources within the community.

Policy BIO-S-1: **Environmentally Sensitive Habitat areas within the Community Plan Study Area shall be protected, and where appropriate, enhanced.**

Action BIO-S-1.1: The County shall require appropriate protection measures (e.g. fencing) where necessary to protect sensitive biological resources during all construction.

Action BIO-S-1.2: All new development within 100' of an Environmentally Sensitive Habitat, including but not limited to, riparian, oak or willow woodlands, and

coastal sage scrub shall be required to provide for setbacks or undeveloped buffer zones (possibly through open space easements) from these habitats. Staff shall refer to the Summerland Biological Resources Map for information on the location of native habitats, as well as referring to other available data (i.e., other maps, studies or observations). Installation of landscaping with compatible native species may be required within the buffer zone to offset impacts to sensitive habitats from development and increased human activities onsite. If the project would result in potential disturbance to the habitat, a restoration plan shall be required. When restoration is not feasible onsite, offsite restoration may be considered.

Action BIO-S-1.3: Further development within the well-developed, transitional Coastal Sage Scrub/Chaparral habitat, south of Hunt Drive and north of the riparian corridor near the abandoned section of Greenwell Avenue, shall be designed to avoid fragmentation of the habitat area.

Action BIO-S-1.4: In rural areas, new development shall provide for "escape routes," for wildlife where appropriate and shall not interrupt major wildlife travel corridors within the Community Plan Study Area (typical wildlife corridors are provided by drainage courses and similar undeveloped natural areas).

Action BIO-S-1.5: In the event that activities determined to be zoning violations result in the degradation of native habitat, the applicant shall be required to prepare and implement a habitat restoration plan. Degraded or disturbed areas of an identified habitat outside of any formal landscaping plan shall be restored with appropriate native species to offset increased development and increased human and domestic animal presence.

Action BIO-S-1.6: Where sensitive or valuable biological resources occur within or bordering a project site, a County approved biologist or other experienced individual acceptable to the County may be required to monitor construction within/bordering the resource area as determined necessary by RMD.

Action BIO-S-1.7: As determined necessary by DER, prior to issuance of occupancy clearance a biologist shall provide written confirmation to RMD/DER stating that the applicant has complied with all construction-related biological resource mitigation measures.

Policy BIO-S-2: **Significant biological communities shall not be fragmented into small non-viable pocket areas by development.**

Policy BIO-S-3: **Monarch Butterfly roosting habitats shall be preserved and protected.**

Action BIO-S-3.1: Any construction, grading or development within 200 feet of known or historic butterfly roosts shall be prohibited between November 1 and April 1. This requirement may be modified/deleted on a case-by-case basis where either DER or additional information/study with the approval of DER concludes that one or more of these activities would not impact monarchs using the trees.

Action BIO-S-3.2: Prior to issuance of a CDP or LUP for development within 200' of known or historic butterfly roosts, RMD shall determine if the proposed project would have the potential to adversely impact monarch butterfly habitat. This shall be determined based on proximity to known, historic, or potential butterfly trees. The Summerland Biological Resources map shall be considered in determining proximity as well as other available information and maps. In the event the proposed project does have the potential to adversely impact monarch butterfly habitat, the applicant shall submit to DER a butterfly Roost Protection Plan. This plan shall be developed at the applicant's expense and shall be included on any grading designs. The plan shall include the following information and measures:

a. The mapped location of the windrow or cluster of trees where monarch butterflies are known, or have been known, to aggregate;
b. A minimum setback of 50 feet from either side of the roost shall be noted on the plan. Buffers surrounding potential roosts may be increased from this minimum, to be determined on a case by case basis. A temporary fence shall be installed at the outside of the buffer boundary. All ground disturbance and vegetation removal shall be avoided within this buffer region; and
c. Native vegetation shall be maintained around this buffer.

Action BIO-S-3.3: The County shall amend Article II zoning maps to designate the Monarch Butterfly Habitat area as shown in Figure 23 as "Environmentally Sensitive Habitat" (ESH). [accomplished with the adoption of the Plan]

Policy BIO-S-4: **Trimming or clearing of vegetation within 50' of the Monarch Butterfly Habitat located adjacent to Via Real and Lambert Road or along riparian habitats shall not occur without the review and the approval of the Resource Management Department.**

Action BIO-S-4.1: A trimming or clean-up plan shall be approved by the County Resource Management Department and shall include supervision by a qualified biologist.

Policy BIO-S-5: **The use of drought-tolerant and native landscaping shall be encouraged, especially in parks and designated open space.**

Action BIO-S-5.1: The use of drought tolerant and native vegetation shall be required in landscape planting designs in the Community Plan Study Area. Invasive species shall be prohibited in or near environmentally sensitive habitat areas. The California Native Plant Society publishes a list of invasive species which may be referred to. This would allow more flexibility in developed urban areas without adversely impacting native vegetation in rural areas.

Policy BIO-S-6: **To the maximum extent feasible, specimen trees shall be preserved and the planting of new trees shall be required. For the purposes of this policy, specimen trees are defined as those having unusual scenic or aesthetic quality, serving as known raptor nesting or key roosting sites, having important historical value, are unique due to species type or location or have been defined as a significant biological resource in a certified environmental document. Typically, non-native trees of less than 25 inches in diameter at breast height may not qualify as specimens.**

Action BIO-S-6.1: The County shall work with the community to develop a tree preservation ordinance which would include Summerland.

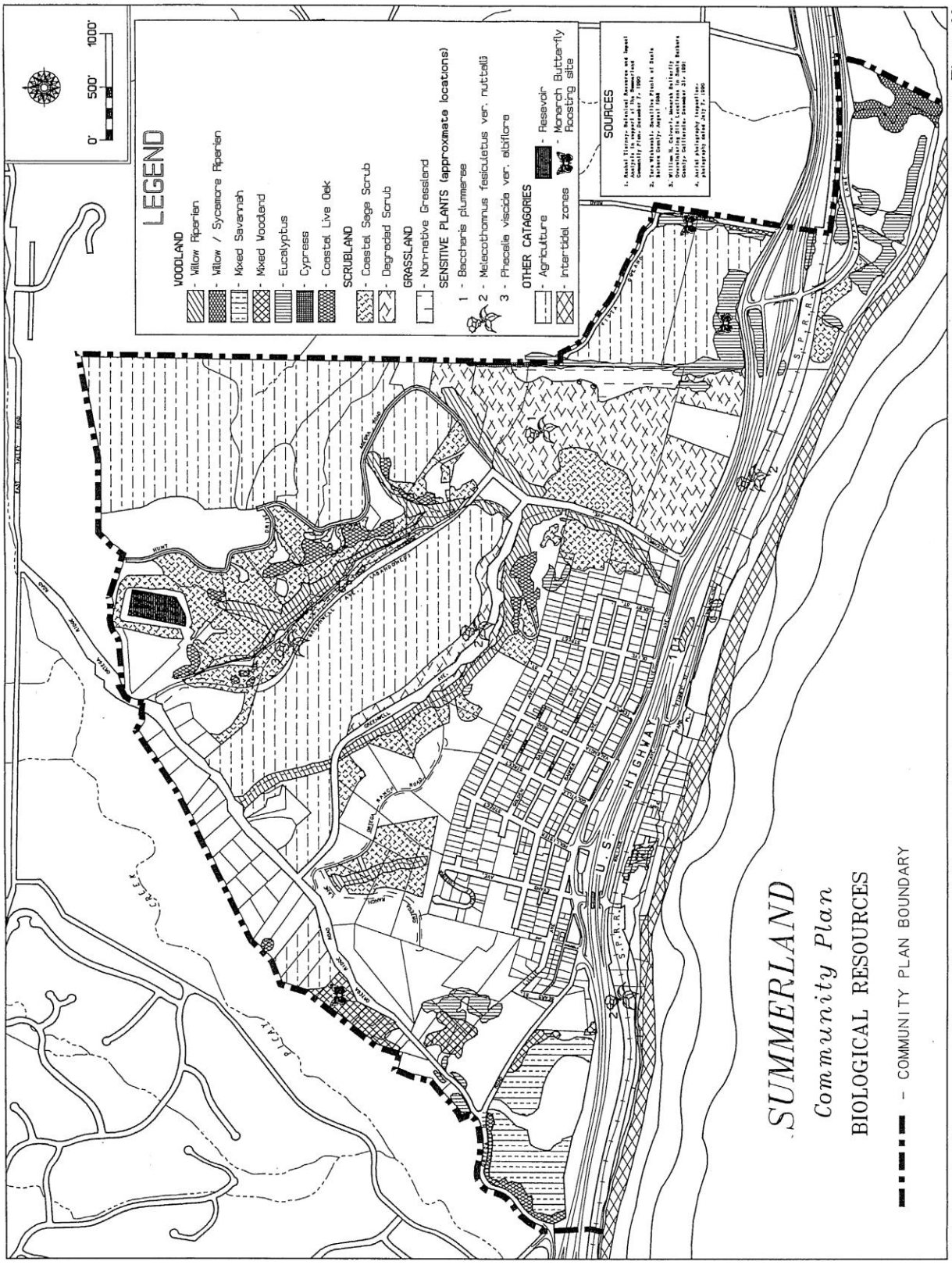


Figure 22

Figure 22: Biological Resources

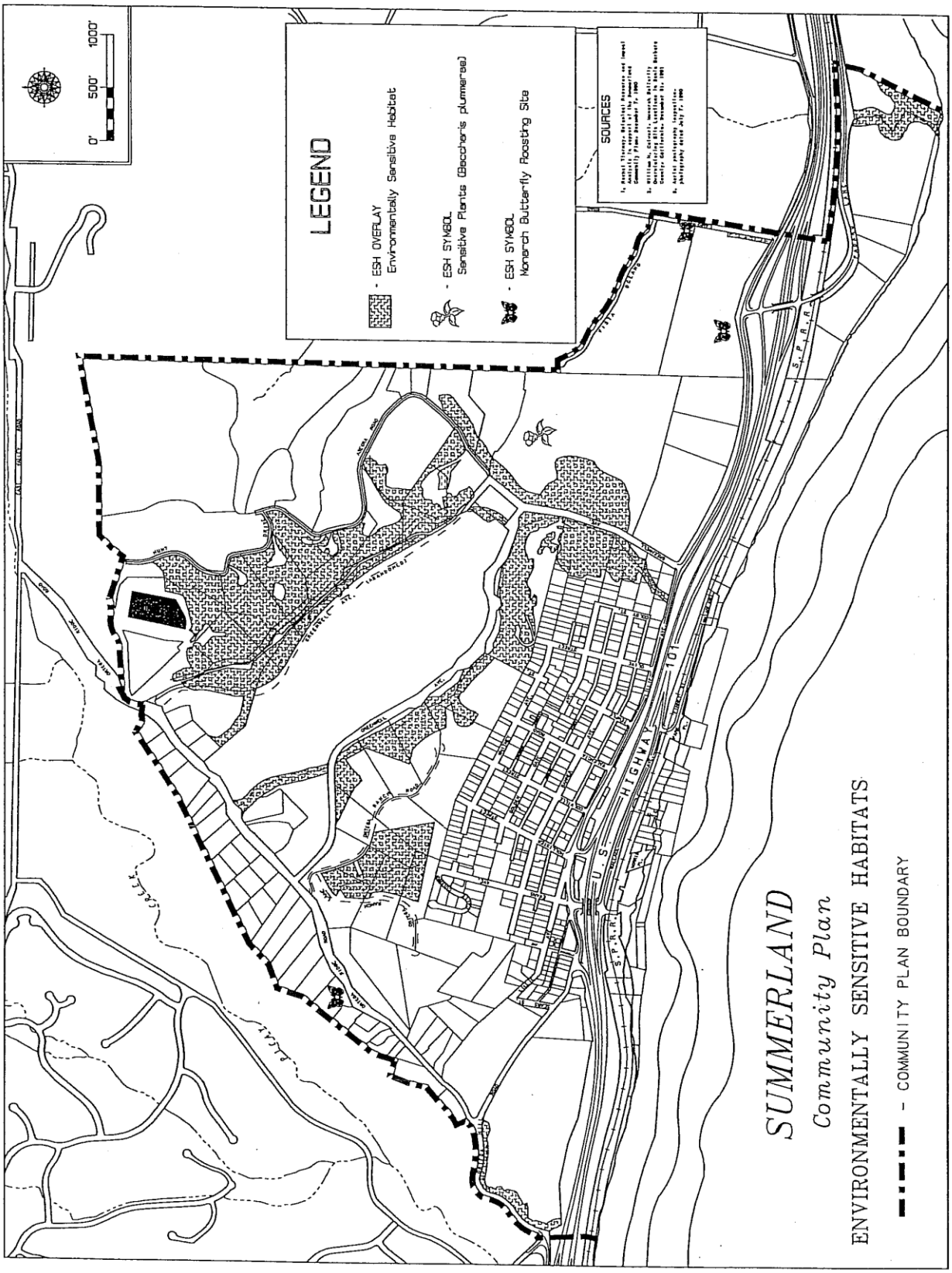


Figure 23

Figure 23: Environmentally Sensitive Habitat

Action BIO-S-6.2: When funding is available, the County shall develop a street tree planting program and a general landscaping program for the public right-of-way areas of Summerland. The following items shall be incorporated into the County's street tree planting and general landscaping program:

a. The Programs shall include the residential and commercial areas of Summerland;
b. Street tree designations shall be designed to enhance view corridors;
c. The use of native drought tolerant plants shall be incorporated into the Programs;
d. The Programs shall include the provisions for deep root, root guards to be installed with all new trees;
e. The Programs shall be reviewed and approved by the County Board of Architectural Review;
f. The Programs shall be implemented as funds become available; and
g. All new development shall be required to provide street trees pursuant to the adopted Street Tree Planting Program.

Action BIO-S-6.3: All existing native trees shall be preserved to the maximum extent feasible in new development. If preservation is not possible, a replacement planting program shall be required.

Action BIO-S-6.4: Tree protection plans shall be required for all new development where native and specimen trees may be impacted by new development.

Action BIO-S-6.5: Where trees may be impacted by new development, a Tree Protection Plan may be required where either the project site contains native or other biologically valuable trees (i.e., oaks, willows, sycamores, cottonwoods, cypress, eucalyptus) or where such trees on adjacent properties have driplines which reach onto the project site. The requirement for a Tree Protection Plan may be modified or deleted where it can be found that no trees (proposed to be retained) would be potentially damaged by the project activities. This decision shall be based on the location of trees and the project's potential to directly or indirectly damage trees through such activities as grading, brushing, construction, vehicle parking, supply/equipment storage, trenching or the proposed use of the property. The Tree Protection Plan shall be developed at the applicant's expense and should be prepared by a County approved arborist/biologist as determined to be necessary by the County. The plan must be approved by RMD prior to issuance of a Coastal Development Permit. The plan shall be included

on all grading and building plans. The County's standard Tree Protection Plan is included in the Standard Mitigation Measures/Standard Conditions Manual.

Action BIO-S-6.6: New development within the designated exclusion area of the former Morris Place right-of-way (i.e. the eucalyptus butterfly habitat east of Lookout Park) is prohibited, except for limited fuel modification for the protection of life and safety consistent with fire department requirements. Where such modification avoids adverse impacts to the monarch butterfly habitat. A proposed fuel modification plan shall be prepared and monitored by an independent monarch butterfly specialist approved by P&D staff, and if necessary a qualified arborist. The proposed fuel modification plan shall only be approved if the fuel modification plan concludes that the proposed fuel modification is limited to the minimum necessary to protect life and safety and that such development would not have an adverse impact to the butterfly habitat. All fuel modification shall take place when monarch butterflies are not present (outside the months of autumnal aggregation, October to March) (LCP Amendment STB-MAJ-1-03-B).

Policy BIO-S-7: **Riparian habitat areas shall be protected from all new development and degraded riparian habitats shall be restored where appropriate.**

Action BIO-S-7.1: Riparian protection measures shall be based on a project's proximity to riparian habitat and the project's potential to directly or indirectly damage riparian habitat through such activities as grading, brushing, construction, vehicle parking, supply/equipment storage, or the proposed use of the property. Damage could include, but is not limited to, vegetation removal/disturbance, erosion/sedimentation, trenching, and activities which hinder or prevent wildlife access and use of habitat. Prior to issuance of a Coastal Development Permit, the applicant shall include a note on the grading and building plans stating the following riparian habitat protection measures:

a. A setback as designated in Coastal Plan Policy 9-37 (generally 100' in rural areas, 50' in urban areas) from either side of top-of-bank of Greenwell Creek, precluding all ground disturbance and vegetation removal, shall be indicated on all grading plans; and
b. Prior to initiation of any grading or development activities associated with a Coastal Development Permit, a temporary protective fence shall

be installed along the outer buffer boundary at the applicant's expense. Storage of equipment, supplies, vehicles, or placement of fill or refuse, shall not be permitted within the fenced buffer region.

c. Measure b may be modified/deleted in the event that the County finds that this measure is not necessary to protect biological resources (i.e., due to topographical changes or other adequate barriers).

Action BIO-S-7.2: On-site restoration of any project-disturbed buffer or riparian vegetation within all portions of Greenwell and Toro Canyon Creek shall be mandatory. A riparian re-vegetation plan, approved by the County, shall be developed by a County approved biologist (or other experienced individual acceptable to the County) and implemented at the applicant's expense. The re-vegetation plan shall use native species that would normally occur at the site prior to disturbance. The plan shall contain planting methods and locations, site preparation, weed control, and monitoring criteria and schedules.

C. ELECTROMAGNETIC

1. Existing Conditions and Issues

There has recently been considerable media coverage and resultant public concern regarding potential health effects associated with exposure to electro-magnetic fields. Various studies, some new and some dating back many years, suggest a possible link between adverse impacts to human health and exposure to electric power lines and electrical appliances. Some of the media coverage has referred to research studies which report a possible increase in cancer, especially in childhood cancer, for people living or working near electric power lines.

Voltage (electric pressure) on any wire produces an electrical field around the wire. For example, when you plug an ordinary lamp into an electrical outlet, voltage enters the lamp cord and the cord emits an electrical field. When you switch the lamp on, current flows through the cord and this "movement" of electricity creates a magnetic field as well. There is no magnetic field around an appliance when it is turned off.[29]

There has been considerable disagreement over the conclusions of the numerous studies which have attempted to determine the human health effects from electro-magnetic fields. As more studies become available, public health and planning officials will need to determine what levels of electro-magnetic radiation are acceptable and how new development should be planned near existing power lines, power stations, and other development which may emit electro-magnetic fields. It should be noted however, that appliances found in typical single family homes also emit electro-magnetic fields (refrigerators, clocks, televisions, etc.).

Locally, a study was recently prepared by the Department of Health Services to research a possible link between a cluster of cancer cases in children in Montecito and exposure to potential electro-magnetic fields. The fields studied were from a sub-station located across the street from Montecito Union Elementary School and power lines near the school's kindergarten classrooms. Although this study did not confirm a link between the sub-station and power lines and the childhood cancers, other research has indicated a possible correlation between childhood cancers and long-term exposure to 2.5 milligauss or higher of magnetic fields. Others have placed the level of concern as low as 1.0 milligauss.[30]

[29] SCE, "What We Know and Don't Know About Electric and Magnetic Fields" handout

[30] Santa Barbara News Press Article, Melinda Burns, 3/21/91

D. FLOODING AND DRAINAGE

1. Existing Condition and Issues

Flood hazards are present in most communities with proximity to creeks and drainage courses, as well as the ocean and other surface water bodies. Major flooding can result in areas where high intensity rainfall produces heavy run-off in a short period of time. Narrow stream channels on steep hillsides and urbanized areas where extensive impervious surfaces have been created are especially prone to rapid run-off and potential flooding problems.

The Summerland Study Area is characterized by steep slopes which can produce a rapid runoff situation. This Area is divided into two separate drainages, each with different hazards and problems: 1) the rural drainage area and 2) the urban drainage area. The "rural" drainage area encompasses the northern portion of the Study Area and is characterized by moderately steep slopes with natural vegetation or agricultural uses such as orchards. This area is naturally drained by the creek that runs along Greenwell Avenue. This creek appears to be only a seasonal drainage, as it does not flow year-round. Toro Canyon Creek drains the easterly portion of the rural drainage area, however, the majority of this creek is outside the Study Area. The creek enters the Study Area only at its southernmost terminus, in the vicinity of Loon Point.

The FIRM (Flood Insurance Rate Map) encompassing the "rural" drainage area indicates that Toro Canyon Creek (adjacent to the eastern Study Area boundary) would produce a narrow band of flooding outside of the creek channel in a 100-year storm event. In addition, the Santa Barbara County Flood Control District (SBCFCD) map indicates that the unnamed creek in the rural drainage area which runs along Greenwell Avenue from an area roughly in the center of the study area southeast down to Lillie Avenue would produce a narrow 100-year flooding zone. Areas of potential flooding hazards are depicted on Figure 24 (Flooding and Beach Erosion). Flooding impacts associated with these two creeks could be avoided by locating any proposed development outside of the flood zones. However, for the purposes of a drainage discussion, it should be noted that the natural drainage system in the rural portion of the Community Plan area functions adequately under normal rainfall conditions.

The second drainage area in Summerland is the "urban" drainage area. This area encompasses the residentially and commercially developed portions of Summerland. Drainage within this urban area appears originally to have been provided by two steep natural coastal arroyos, which have been truncated by the U.S. Highway 101 and Southern Pacific Railroad facilities. Only limited storm drain facilities have been developed in Summerland; a storm drain runs along Evans Avenue and various cross streets have culverts which carry water under the roadway. This

system delivers water into the existing drainage network which outlets through culverts under Highway 101.

Due to the steep slopes, dense urban development, prevalence of impervious surfaces and a lack of drainage infrastructure, localized erosion, sedimentation and ponding have occurred within this urban area. In particular, ponding has occurred on Evans Avenue at the intersection with Lillie Avenue and higher up the hill at the intersection with Calle Colebra. Another area where ponding has occurred is to the east of Ortega Ridge Road and just north of Ortega Hill Road. The worst area of ponding occurs at Varley/Evans. Sediment basins have been established in these three areas to control erosion and flooding problems. The location of these sediment basins are indicated on Figure 24. In addition to the major ponding problems discussed above, there are continuing erosion, property damage, and nuisance problems throughout Summerland associated with elevated run-off volumes and poor drainage controls.

2. Policies and Actions

The steep slopes which are characteristic of Summerland as well as the development of structures and paved surfaces have created drainage problems throughout the community. The following policies and strategies provide for a comprehensive approach to the existing problems while establishing development standards to ensure proper drainage in new developments.

Policy FLD-S-1: **In order to minimize existing community-wide flooding and drainage problems, all new development shall provide adequate drainage.**

Action FLD-S-1.1: County Flood Control District shall prepare a Master Drainage Plan for Summerland to determine where additional drainage infrastructure is needed and to set priorities for improvement projects. This is a high priority and should be initiated within three years of adoption of the Community Plan. This Plan shall include methods for funding the improvements.

Action FLD-S-1.2: The County shall require all new development projects located in the Summerland area to contribute their fair share of the improvement costs as outlined in the Master Drainage Plan.

Action FLD-S-1.3: Site specific drainage systems shall be designed in concert with geotechnical requirements to avoid infiltration of surface water which would exacerbate geologic hazards; impervious surfaces should be utilized where necessary to control adverse geologic or drainage conditions, but

should be minimized to avoid the generation of substantial new run-off volumes.

Policy FLD-S-2: **All new development in the Special Problems Area shall be reviewed by the Special Problems Committee and prior to issuance of Building Permit; the Committee shall make a finding that the project will not contribute to existing drainage problems and is consistent with and implements the Master Drainage Plan.**

Action FLD-S-2.1: For any proposed new development where the building site would be subject to adverse drainage impacts from surrounding properties, or which would create offsite drainage impacts, an on-site drainage system shall be designed by a registered civil engineer and approved by the County Flood Control District to intercept drainage (e.g., perimeter troughs and/or drain inlets) and to safely deliver this run-off to the nearest public street.

Action FLD-S-2.2: For any proposed new development which would be constructed prior to the emplacement of Master Drainage Plan improvements to serve the project, the developer shall be responsible for constructing certain drainage system elements in order to control project run-off. The required improvements may include, but shall not be limited to, the following:

1) For developments draining to streets oriented east/west, curbs and gutters shall be provided on the subject street to convey water along the natural gradient to the closest north/south oriented street; and
2) For developments draining to streets oriented north/south, curbs and gutters shall be provided on the subject street to convey water along the natural gradient to the closest existing storm drain inlet.

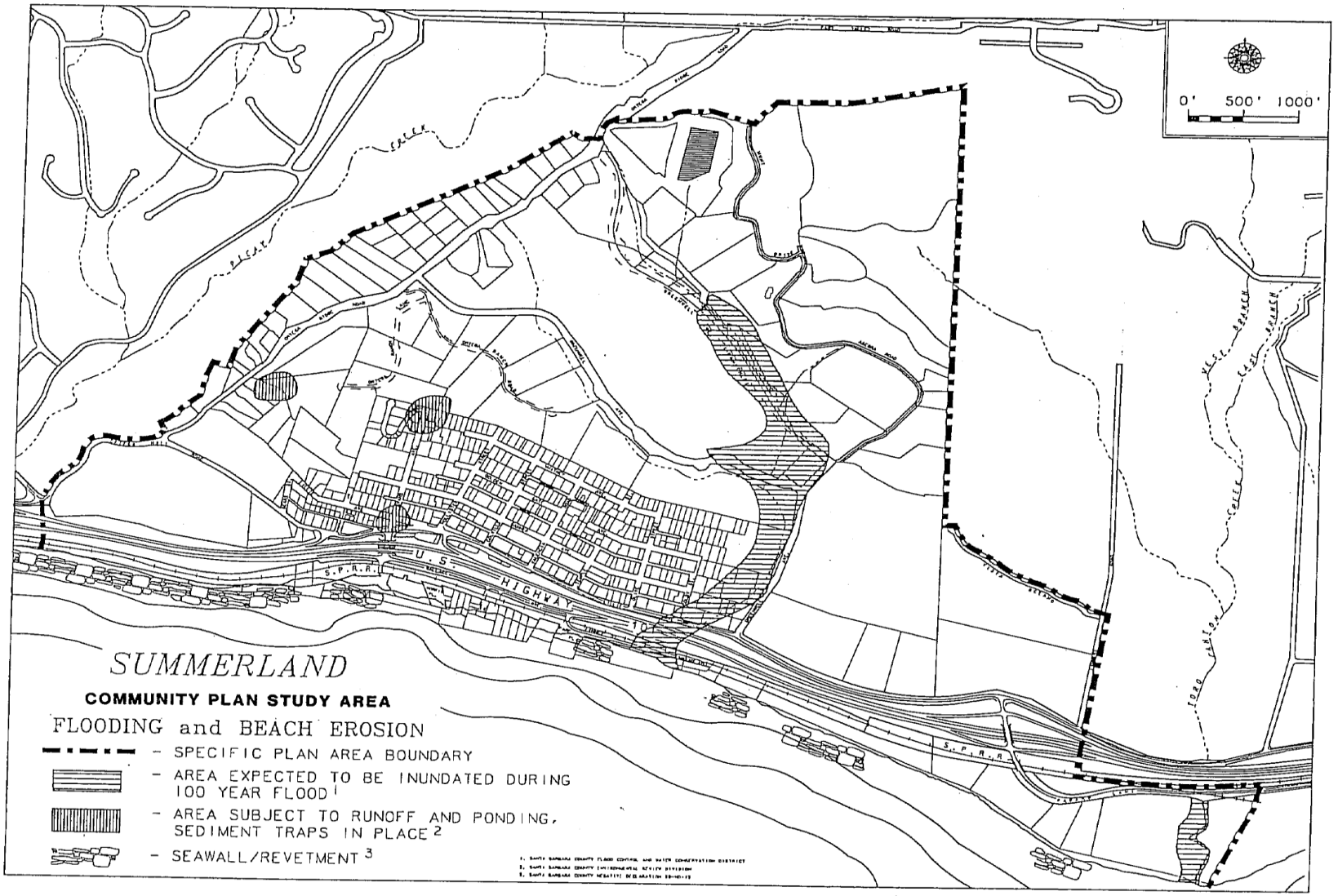
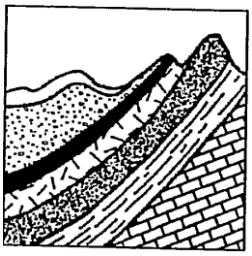


Figure 24: Flooding



E. GEOLOGY, TOPOGRAPHY, AND SOILS

1. Existing Conditions and Issues

A geohazards assessment was completed in December 1985, by Staal, Gardner and Dunne Incorporated, which evaluated surface soils and geologic conditions within the Summerland area. The purpose of the assessment was to assist the County of Santa Barbara Building and Safety Division in the initial geotechnical review of proposed developments within the Summerland area. Subsequently, the County designated Summerland as a "Special Problems Area" which requires the completion of additional County review for any proposed development sited in these areas. Figure 25 (Special Problems Area) illustrates the boundary of this Special Problems Area. Geologic structures and hazards within the Community Plan area are discussed below and are given a general graphic depiction in Figures 26, 27 and 28 (Geology, Geologic Problems I, and Geologic Problems II).

Stratigraphy and Structure

Summerland is located in the foothills of the Santa Ynez Mountains, near the western edge of the Transverse Ranges. The Rincon Formation which consists of silty claystone and clayey siltstone underlies the Summerland area. This formation exhibits gently rolling topography with many landslides and soil creep features. In the southern portions of the Community Plan area, the Rincon Formation is overlain by the Casitas Formation, Terrace Deposits, colluvium (e.g., materials eroded from immediately upland areas) and landslide debris.

The dominant structural feature in the area is the Summerland syncline (e.g., a u-shaped fold in the underlying bedrock) which trends down the ridgeline in the northern portion of the Community Plan area. The "North Summerland Fault" has been mapped trending parallel to the Summerland syncline, and located between Banner and Golden Gate Avenues. East of Greenwell Avenue this fault is located just north of Lillie Avenue, and transects portions of the "White Hole" Property. Other nearby structural features include the Summerland fault and the Loon Point anticline to the south of the area and the Mission Ridge, Montecito and Fernald Point faults to the north and west of the area. The reader is referred to Figure 26 for a geologic map of the area which displays these structures and formations.

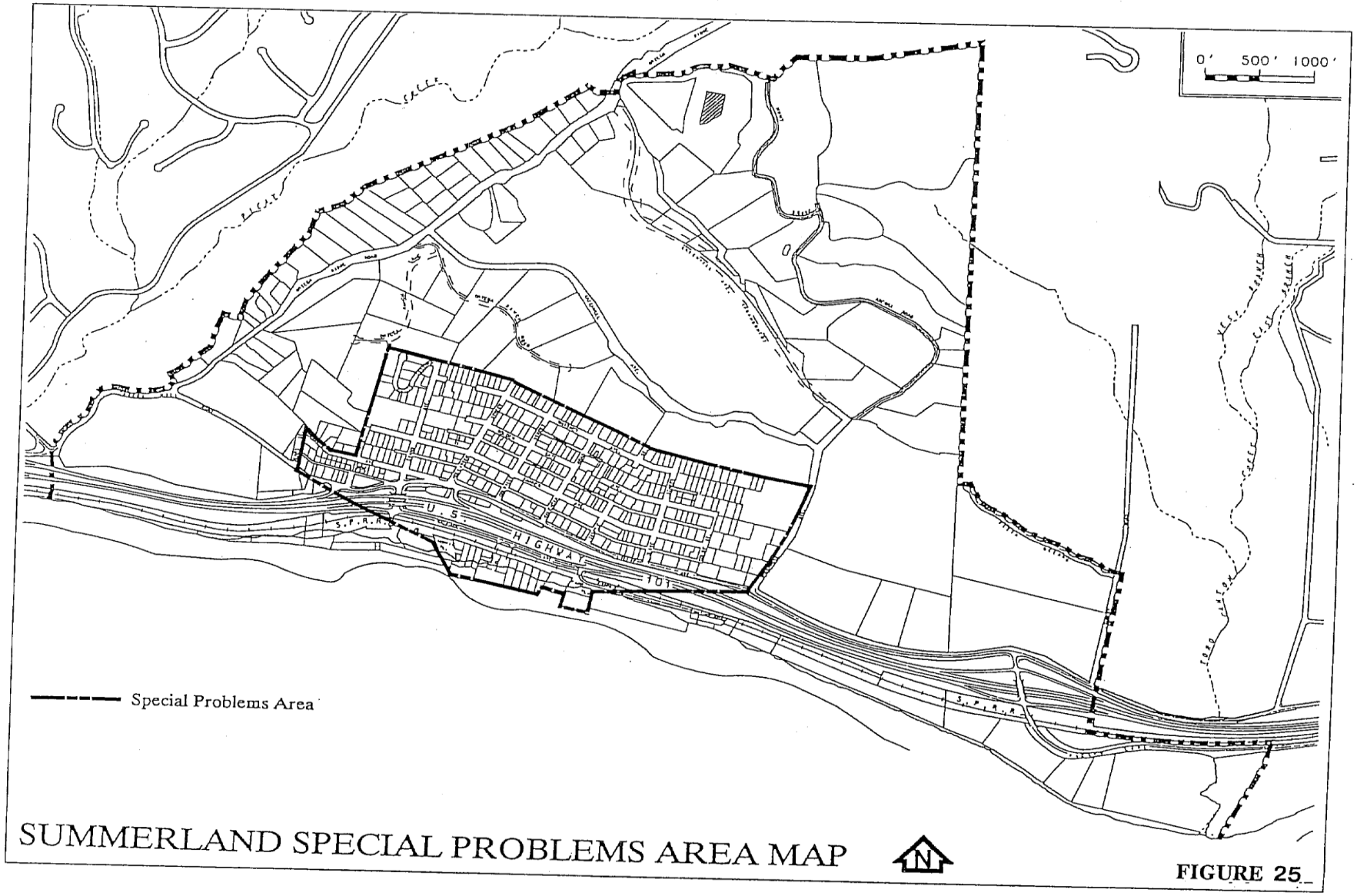
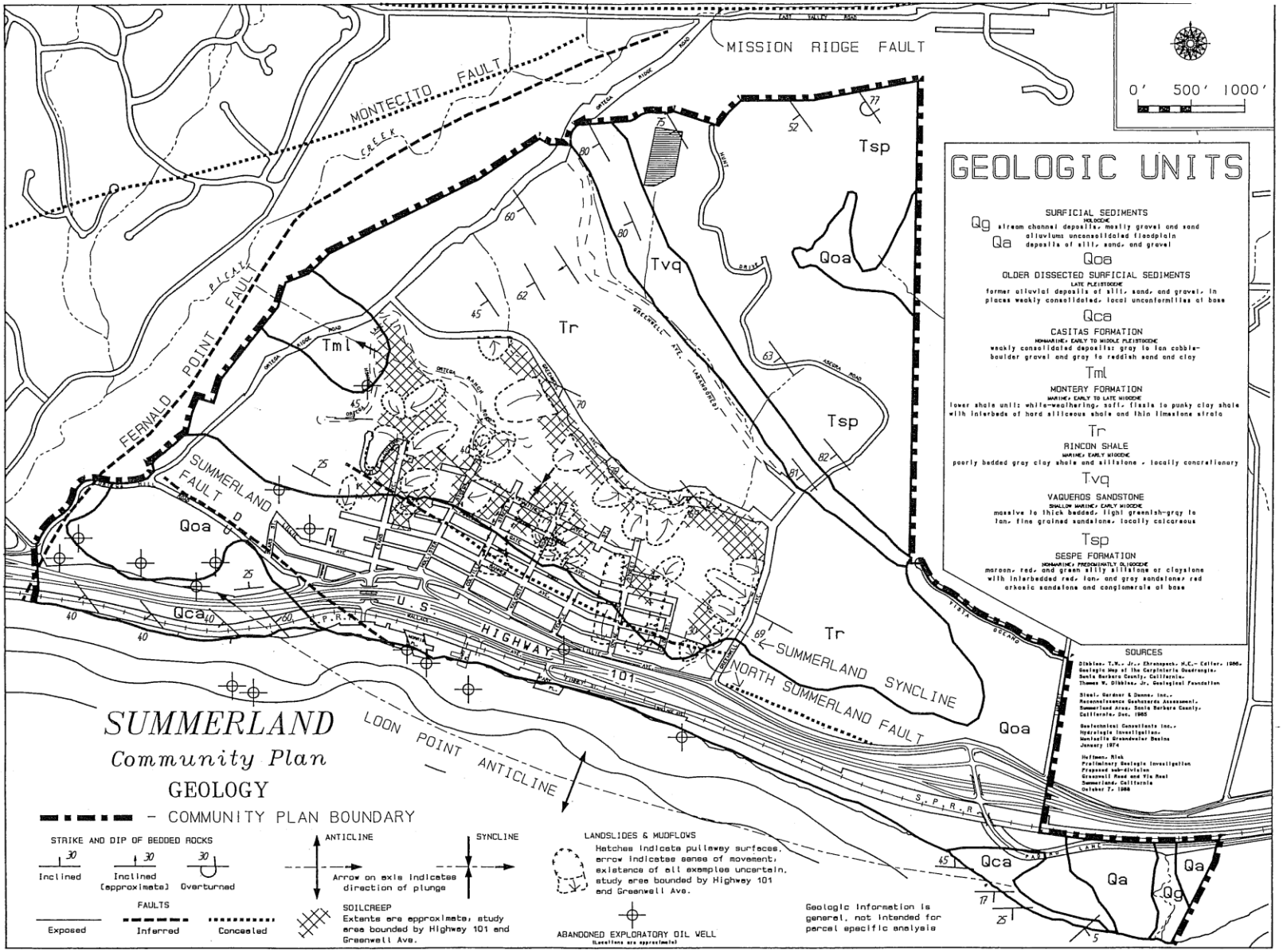


Figure 25: Special Problems



113 Figure 26

Figure 26: Geology

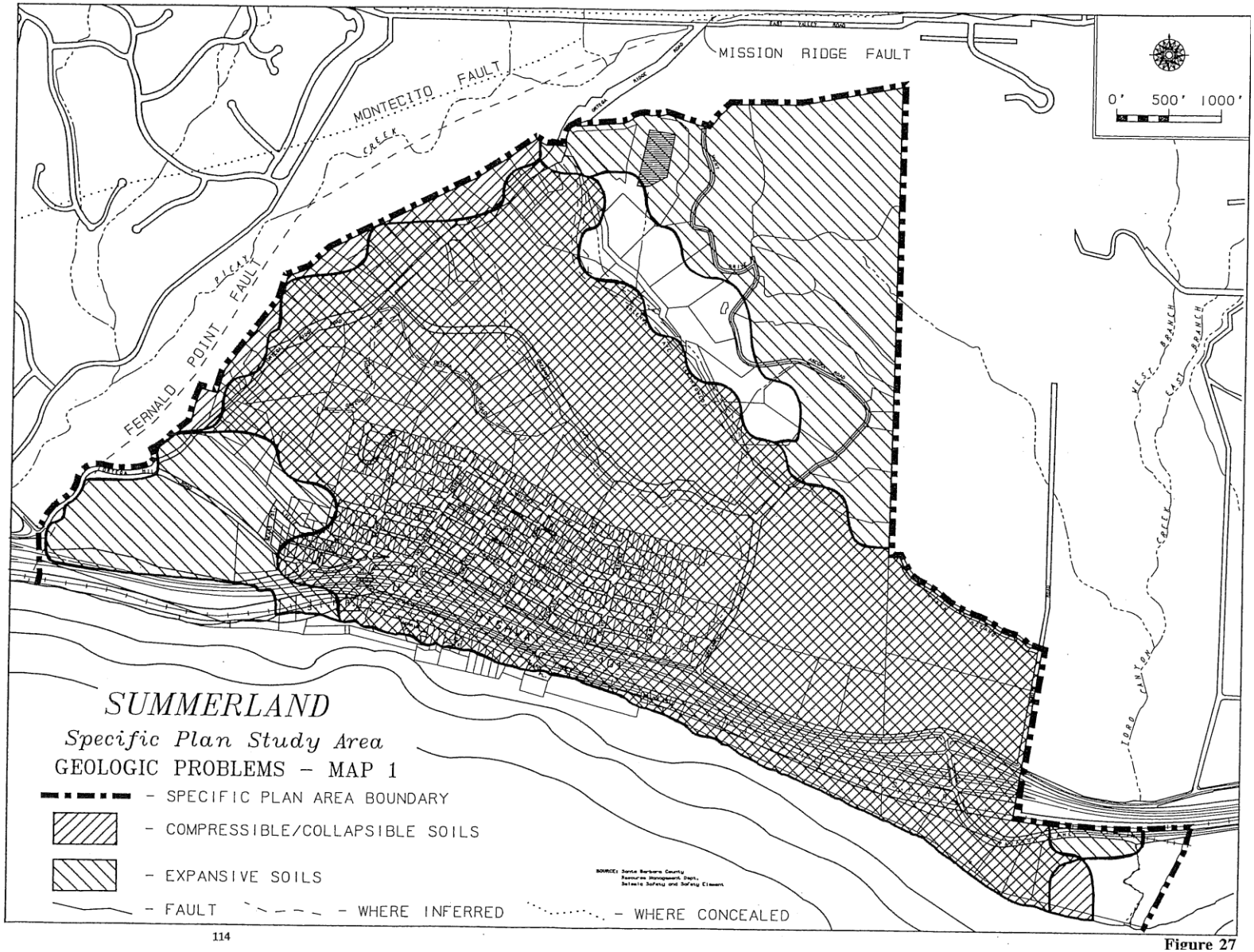


Figure 27: Geologic Problems I

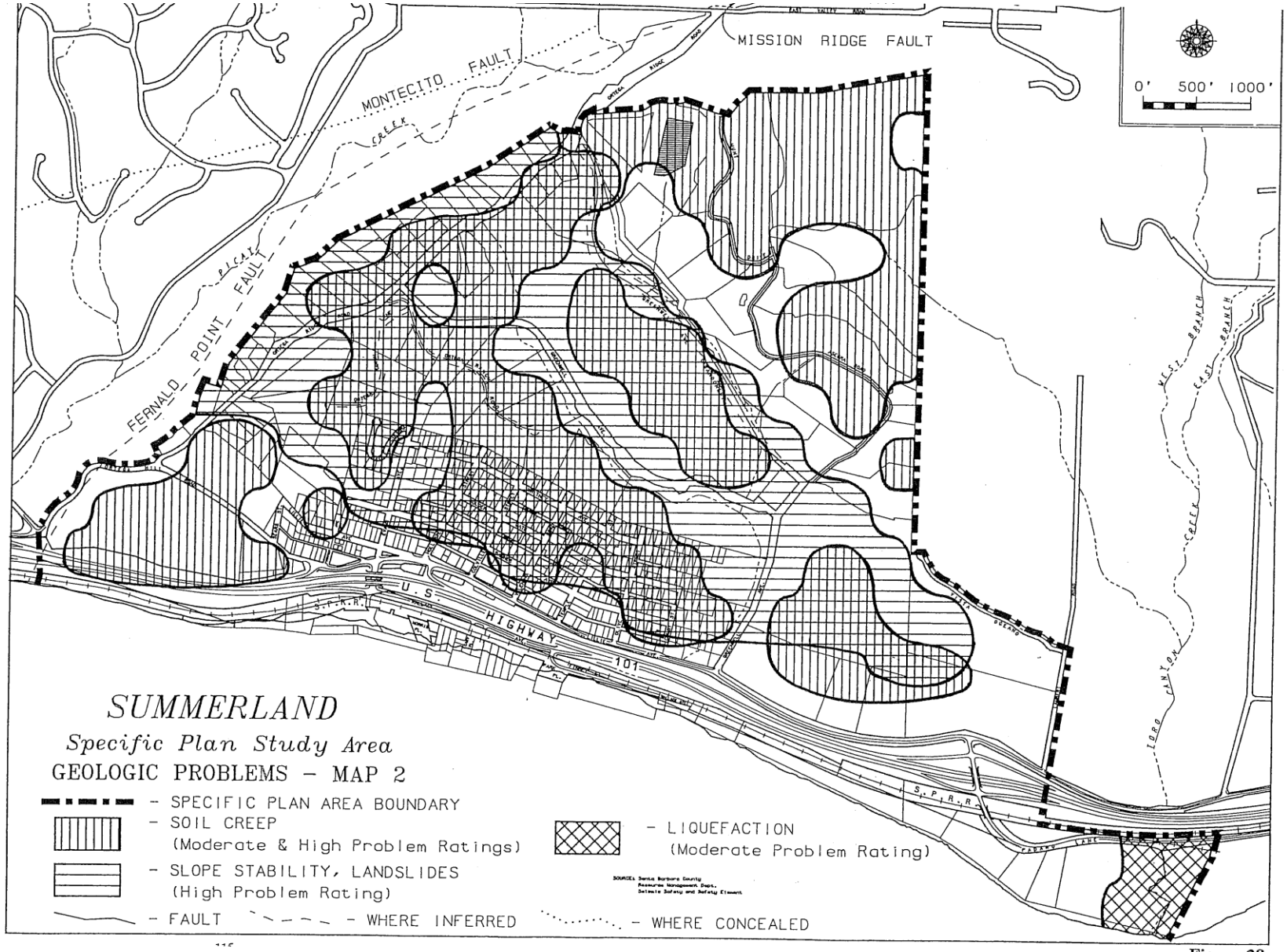


Figure 28: Geologic Problems II

Soil-related Hazards

There are three potential soil-related hazards present in the Community Plan area: 1) liquefaction, 2) expansive soils, and 3) compressible/collapsible soils. Liquefaction is the loss of shear strength in well-sorted, loose and saturated soils resulting from ground shaking during an earthquake. The seismic shock waves densify loose, saturated, granular soils causing rearrangement of the pore space between the sand grains. The resulting low shear strength and volume reduction can cause extreme settlements or even overturning of structures supported on such soils.

Expansive soils within the Community Plan area are present in areas underlain by the Rincon Formation. This fine-grained unit contains clay minerals that swell (expand) with increasing moisture content and shrink upon drying. Special foundation designs for new buildings are needed to address the hazard to structural stability posed by these swelling clays.

Compressible soils in the Community Plan area are comprised generally of alluvial or colluvial materials. These soils are fine-grained, poorly-cohesive soils of low strength, which consolidate and cause settlement when surcharged with structure loads, particularly when saturated. Settlement of soil under load occurs slowly and may continue, although at a diminishing rate, for a number of years. Collapsible soils are low density, fine-grained, dominantly granular soils, usually with minute pores and voids. When these soils become saturated with water, they undergo a rearrangement of grains, resulting in substantial and rapid settlement under relatively low loads. Therefore, such soils are sensitive to an increase in moisture content caused by an increase of surface water infiltration. Development on identified collapsible soils can increase the potential for extreme settlement and loss of slope stability.

Slope Stability

There are two potential slope stability related hazards present in the Study Area: 1) soil creep, and 2) landslides. Both of these hazards involve surface materials derived from the rincon formation.

Soil creep is the slow downslope movement of surface soils. It involves clayey soils and is due to the volume changes from cyclic wetting and drying. During periods of heavy and prolonged rains, the soils may become saturated and slump, creating a small shallow form of landslide involving only the upper few feet of superficial material.

Landslide potential can be identified, at least on a tentative basis, on steeper hillside slopes steeper than 20% (5:1). In a typical landslide failure, slope materials move down hill as a unit leaving behind an empty "pop-out" scar. The Rincon Formation, which occurs throughout the

Summerland area, is very unstable and is prone to landsliding. Due to its expansive nature, large cracks form in the overlying soil cover during the dry season. When it rains, water enters these cracks and penetrates down to the unweathered materials. When the shear strength of the clay is exceeded by the weight of the trapped water, a part of the surface soils may fail downslope. The stability of slopes in the Summerland area depends greatly on control of surface water to prevent erosion and saturation of weak clay soils. Additionally, septic systems can contribute water directly to sensitive subterranean zones (e.g., the interface between soil and unweathered bedrock materials) and greatly exacerbate the potential for slope failure. Historically, landslides and mud flows have occurred in various parts of the Community Plan area, and for this reason Summerland has been given a high to moderate rating for landslides. Figure 26 indicates areas within Summerland which show signs of active landsliding.

Seismic Hazards

Earthquake events involve two phenomena: ground rupture and ground shaking (or seismicity). Ground rupture is confined to the trace of the fault, and is a response to the differential movement of blocks of material on either side of the fault. North Summerland Fault is inferred to parallel the Summerland syncline within the southern portion of the Community Plan area. This fault is considered potentially active[31] and represents a risk of ground rupture. Ground shaking is not confined to the trace of a fault, but rather propagates into the surrounding areas during an earthquake, with the intensity diminishing as distance from the fault increases. The Summerland area is in a zone of "high seismicity" potential, created by the presence of regional and local faults in the area. In addition to the four faults depicted on Figure 26, there are nine significant, active faults[32] in the region. Pertinent information on these faults is illustrated in Table 4. Of the four faults depicted in Figure 26, the North Summerland, Mission Ridge and Fernald Point faults are considered to be potentially active. Impacts from seismic shaking within the Summerland Community Plan area, given the numerous faults in the area, are potentially significant.

Regarding ground shaking, the Uniform Building Code (UBC) includes four seismicity zones of increasing risk, based on peak ground acceleration. The expected maximum ground acceleration in each of these zones is as follows:

Zone I	Less than 20% of gravity
Zone II	20% to 50% of gravity
Zone III	50% to 70% of gravity
Zone IV	Greater than 70% of gravity

[31] Potentially active faults are those with demonstrable movement sometime within the last two million years, but not within the most recent 11,000 year period.

[32] Active faults are those with demonstrable movement within the most recent 11,000 year period.

The latest edition of the UBC indicates that all of Santa Barbara County is encompassed by Zone IV. Accordingly, the County of Santa Barbara requires that all structures be built to Zone IV standards of the UBC.

Table 9: Active Faults in the Region

Fault	Distance From Plan Area (Miles)	Maximum Credible Earthquake (Richter)	Maximum Probable Earthquake (Richter)
Arroyo Parida (Mission Ridge)	1	7	6
Santa Ynez	4	7.5	5.75
Mesa	5	6	4
Red Mountain	5	7.5	5.75
Oak Ridge	12	7.5	6.25
Big Pine	17	7.5	5.75
Los Alamos/Baseline	18	7	6
San Cayetano	25	7.5	6.25
Santa Cruz Island	30	7.5	5
San Andreas	36	8.5	8.25

Beach and Bluff Erosion

Because the Summerland community is situated along the coast, ocean processes are an important issue. The hazards associated with ocean processes are sea cliff retreat and tsunamis. Sea cliff retreat is caused by direct wave erosion, run-off over the upper edge and down the face of the cliff, or percolation of ground water through permeable zones emerging at the cliff face. It has been recorded that the average rate of retreat is six inches per year in the Summerland Area.[33] Tsunamis (sometimes referred to as a "tidal wave") are caused by submarine or near coast earthquakes. The Summerland community, because of its proximity to the ocean, is vulnerable to such an event. According to the Seismic Safety Element, risk from a tsunami to developments on or near the coast of Santa Barbara County undoubtedly exists, and must be considered in prudent planning. However, it should be noted that where steep bluffs, 15 feet or greater in height, are present the tsunami threat is not considered serious. Since the bluff height in the Summerland area exceeds 30 feet in height, tsunamis are not considered a threat.

The coastal bluff area in Summerland is faced with erosion problems from direct attack by storm waves upon unconsolidated fill materials. The erosion is part of a regional ocean/sand movement

[33] R.M. Norris, Sea Cliff Retreat Near Santa Barbara, California, UCSB, 1968.

process which can be affected by poorly-designed shore protection devices along Summerland beaches and coastline areas to the north. There are a number of shoreline protection devices that influence the littoral (e.g., along-shore) transport of sand in the Summerland area. Bluff-top erosion or "sea-cliff retreat" may pose a serious threat to existing and proposed developments, due to the potential for the undermining and loss of structures and site improvements placed adjacent to the sea-cliff.

Radon Gas Hazards

The Rincon formation is present throughout most of the Community Plan area. This formation typically is composed of marine claystone and siltstone. These rocks have a high uranium content which decays and releases radon, a radioactive gas.

Radon is recognized as a health hazard by the Environmental Protection Agency (EPA) and is known to cause lung cancer. Damage is actually caused by the energy released through the decay process of Radon to other byproducts. If inhaled, alpha particles released from Radon gas decay and may cause cellular genetic damage and trigger the onset of cancer. Radon gas seeps upward through rock and soil layers, eventually reaching the ground surface, or if present, a structure or building. The gas may seep from soil into buildings through cracks or other openings in floors or basements, potentially increasing in concentration once inside the building. The eventual concentration of the gas inside the building is largely dependent upon the air flow dynamics of the structure.[34] Radon is undetectable to human senses, including sight, smell, and taste.

The EPA has established an "action level"[35] for radon in indoor air of 4.0 picocuries/liter (pCi/L). A person who occupies a house that has levels of 4 Pci/L would have an increased lifetime risk of lung cancer estimated to be about 1 to 2 percent, based on a 70-year exposure and a 75% occupancy rate. Based on the limited data available about average radon levels in U.S. homes (about 1.5 pCi/L), and population risk assessment extrapolations from the incidence of lung cancer among miners exposed to elevated levels of Radon, the EPA has estimated that between 5,000 and 20,000 lung cancer deaths a year in the United States are due to Radon, making it the second leading cause of lung cancer (cigarette smoking is the first).

For indoor air Radon concentrations between 4 and 20 Pci/L, the EPA recommends that action be taken within a few years to reduce levels to 4 pCi/L or lower. For levels more than 20 Pci/L and up to 200 pCi/L, action should be taken within a few months to reduce concentrations as far below 20 Pci/L as possible. If the levels are more than 200 pCi/L, immediate action should be

[34] Environmental Protection Agency, Radon Reduction Techniques for Detached Houses, 1988.

[35] An “action level” is that concentration or limit, as defined by the EPA, above which action must be taken to provide a solution to the problem. Typically, once concentrations have exceeded the action level, the EPA requires actions to be taken to at least reduce the concentration below action levels.

taken to reduce the concentration as far as possible below 200 Pci/L. Existing Radon hazards in the Summerland area have been previously documented at levels as high as 51 pCi/L. Therefore, future exposure to Radon within the Community Plan area is of significant concern.

General Requirements

Structures built in areas with soil related hazards, such as the Summerland Community Plan Area, usually require special consideration in design (reinforcement), moisture control, and drainage to minimize effects. Structures can be supported by a large reinforced grid or may have foundations which more evenly distribute the load and have enough strength so that any settlement will be uniform. Each project would require its own site specific analysis to determine the extent of the hazards on the project site.

As stated in the County of Santa Barbara's Comprehensive Plan Seismic Safety and Safety Element, "depending on the exact nature of the problem, slope stability problems or landslides can often be corrected or stabilized by remedial grading involving such techniques as flattening existing slopes, construction compacted fill shear keys, buttresses or stability blankets, or removing the landslide mass entirely. However, a substantial amount of analysis and engineering design must be done in such cases. This, coupled with the cost of the remedial grading, can make safe development of an existing landslide or a potentially unstable hillside area a very expensive and potentially aesthetically damaging operation."

2. Policies and Actions

Summerland's location on a steep hillside and the number of buildings developed on these slopes creates concern regarding geologic and soils hazards. In addition, there is concern due to the proximity of development to faults. The following policies and strategies are designed to reduce hazards for new development within the community of Summerland through mitigating potential geologic and soils concerns.

Policy GEO-S-1: **Construction within fifty feet of Historically Active and Active Fault traces shall be avoided. The County shall require special engineering features to minimize potential structural damage from fault rupture for any structures which cannot avoid faults.**

Policy GEO-S-2: **Development restrictions shall be required to decrease the potential for soils or slope hazards.**

Action GEO-S-2.1: The County shall amend the zoning ordinance to require that permits for grading for individual building pads not be issued until the structure has received Final BAR approval.

Action GEO-S-2.2: The preparation of a geology/soils report shall be required for all new structures in the Community Plan area. The report shall be reviewed by the Special Problems Committee and the County Resource Management Department prior to the issuance of Building Permits.

Action GEO-S-2.3: Require a detailed drainage plan for all development to minimize landslide, soil creep and erosion hazards. This plan shall be reviewed and approved by the Resource Management Department and, if the site is within the Special Problems Area, by the Special Problems Committee prior to issuance of building permits.

Action GEO-S-2.4: All new development shall be required to test the proposed site for the presence of Radon gas, unless testing is deemed unnecessary by the County given previous tests undertaken on the same site or in the vicinity, and protective construction techniques shall be required if deemed necessary.

Action GEO-S-2.5: Landscape plans shall be required for all new development which proposes development on slopes greater than 20 percent to ensure re-vegetation of graded areas. All landscape plans shall be subject to review by the County BAR; landscape securities shall be required unless expressly waived by RMD.

Action GEO-S-2.6: Homes shall be designed and constructed in accordance with Environmental Protection Agency (EPA) guidelines for minimizing impacts associated with radon gas exposure. All building plans shall be reviewed and approved by RMD and Public Works prior to issuance of land use clearance for future structures.

Action GEO-S-2.7: For any proposed residential subdivisions, which require CC&Rs, in Summerland, these CC&Rs shall include a statement regarding the potential for exposure to radon hazards and shall note the requirement for construction of homes in accordance with EPA guidelines. These CC&Rs shall be reviewed and approved by DER prior to the recordation of the final map.

Action GEO-S-2.8: Prior to issuance of Coastal Development Permits, a determination shall be made regarding which, if any, of the following measures shall be incorporated into grading plans. This decision shall be based on the project's proximity and potential impact to sensitive habitats (i.e., riparian) and the presence of steep slopes, erosive soils, etc., on or adjacent to the project site. Consideration shall be given to all of the activities which would likely occur as part of the permit being considered, such as grading, brushing, construction, vehicle parking, supply/equipment storage and trenching:

a. Sedimentation, silt and grease traps shall be installed in paved areas to act as filters to minimize pollution reaching downstream habitats. These filters would address short-term construction and long-term operational impacts;
b. Temporary, low-cost erosion control, such as hay bales and debris fencing shall be installed within unpaved areas during the rainy season (typically from November to March) whenever the threat of erosion and sediment movement into drainages exists;
c. Graded slopes shall be temporarily seeded with non-invasive or naturalized annual grasses, if landscaping is delayed past the onset of the rainy season.

Policy GEO-S-3: **All new development on ocean bluff-top property shall be carefully designed to minimize erosion and sea cliff retreat and to avoid the need for shoreline protection devices in the future.**

Action GEO-S-3.1: The County shall require all development proposed to be located on ocean bluff top property to perform a site specific analysis, prior to project review and approval, by a registered or certified geologist to determine the extent of the hazards (including bluff retreat) on the project site. Recommendations indicated in the analysis required by RMD shall be implemented.

Action GEO-S-3.2: All new development proposed for the bluff-top shall minimize or avoid acceleration of seacliff retreat. Actions to minimize retreat shall include, but not be limited to, restricting septic tank use, minimizing irrigation, and utilizing culverts and drainage pipes to convey run-off.

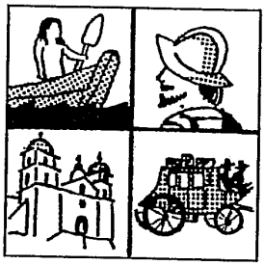
Action GEO-S-3.3: Where possible, all drainage from bluff-top parcels shall be conveyed to the nearest street. Where such drainage must be conveyed over the face of

the bluffs, such drainage lines shall be combined with those of neighboring parcels where possible, and sited and designed to minimize visual disruption of the bluff area.

Action GEO-S-3.4: As part of the Master Drainage Plan for the community, the Flood Control District shall address the drainage on the bluff-top area with the intent of conveying drainage away from bluff-top parcels to the nearest roadway.

Policy GEO-S-4: **Excessive grading for the sole purpose of creating or enhancing views shall not be permitted.**

Policy GEO-S-5: **The County shall pursue environmentally benign methods of maintaining the sand supply on Summerland beach.**



F. HISTORY AND ARCHAEOLOGY

1. Existing Conditions and Issues

Historical Resources

Spiritualist leader H. L. Williams established the town of Summerland in 1888 within the borders of land originally owned by Apolonio Zuniga, later known as the Ortega Ranch. He envisioned a Spiritualist community named "Summerland" on the site, so he surveyed and platted a 150-acre townsite in December, 1888. He may have taken the name from Spiritualist literature which identified "Summerland" as the home of departed spirits [Myrick, 1988: 71,103]. Williams laid out a grid of 43 blocks, each containing 64 lots measuring 25 by 60 feet and priced at $25 each. The lot size was intended to provide ample room to pitch a tent while attending spiritualist meetings, but some purchasers preferred to put down roots in the community and bought several lots for home site [Myrick, 1988: 71]. The Spiritualist community of Summerland was dedicated on May 12, 1889 [Myrick, 1988: 72].

Spiritualism was a mystic religion, whose adherents claimed to be able to communicate with the dead [News-Press, June 17, 1962]. Summerland Spiritualists held seances and gatherings in the Spiritualist temple and hosted regular camp meetings. Williams advertised the colony throughout the country, and the town drew hundreds of participants to camp meetings [Lambert, 1975: 31]. The pleasant seaside site was so attractive that Williams sold several hundred lots in the first month after the town plat was filed. By May of 1890, Williams reported that "36 houses including a new school building had been completed" [H.L. Williams to Galen Clark, letter May 14, 1890]. Summerland became home to so many believers in supernatural phenomena and mediums that locals referred to the community as "Spookville" [Myrick, 1988:75 and Lambert, 1975:31].

"Spookville" began to take on a new character in 1894 when resident Smith Cole struck oil while digging a well [Myrick, 1988:81]. Cole's discovery prompted an oil boom in Summerland. By 1899, some 22 companies operated over 300 oil wells in the area [U.S. geological Survey, 1909:17]. In 1896, the world's first offshore oil well was sunk from a Summerland pier and the shore soon became forested with wooden drilling derricks [Easton, 1972:89].

Frantic oil development radically changed the Spiritualist and quiet nature of the town. Discovery of natural gas deposits in 1890 created much excitement throughout the State but caused anxiety among Spiritualist residents. Williams, however, saw no apparent conflict between his intention for a Spiritualist colony and oil and gas exploration because in July, 1890 he leased oil, gas and mineral rights of the Ortega Rancho to a Santa Barbara syndicate [Myrick

1988:74]. His decision, which seems to have been prompted by persistent financial difficulties, altered the course of development. Wildcat drilling crews descended on Summerland and sank gas wells in the town's street, much to the dismay of townspeople [Myrick, 1988:77]. Many of the original Spiritualist settlers moved elsewhere, although camp meetings continued to be held in Summerland as late as 1913.

Oil production in Summerland peaked at the turn of the century but declined rapidly between 1899 and 1907. The heavy crude oil drawn from Summerland wells was ideal for refinement into petroleum distillates and asphalt roofing tar produced by the Seaside Oil Company's refinery in Summerland. By the 1930's, Summerland's oil fields were nearly depleted [Myrick, 1988:107].

Other commercial endeavors evolved in Summerland. Oyster beds were planted offshore early in the century, and during World War I the U. S. Government operated an experimental plant to extract potash, a chief ingredient in gunpowder, from kelp [News-Press April 27, 1975 and Myrick, 1988:101]. Construction of the coastal freeway through Summerland in 1951 destroyed much of the original townsite.

Although a complete systematic survey of historical structures in the Summerland community has not been done, a brief survey of nine structures was completed in 1989 by a University of California, Santa Barbara Public History Class. Numerous structures apparently exceed 50 years in age and are therefore considered important from a historical standpoint. No County Historical Landmarks are recorded in Summerland.

Archaeological Resources

The South Coast area, including the entire tri-counties area, is one of the richest and most valuable archaeological regions in California. Research indicates that Native American Indians have used this area for 7,000 to 9,000 years. Numerous significant archaeological sites have been discovered and surveyed in the Santa Barbara County area. Many resources have been recovered including remains of Native American Indian villages, temporary camps, fishing and hunting areas, and ceremonial sites in the Santa Barbara Channel and Coastal area.

Summerland and Carpinteria were densely populated by the historic Chumash population as these areas were particularly desirable due to the resources available (i.e., creeks, marshes, woodlands, and the ocean). These environments provided a variety of food sources for the early occupants. Sites have been primarily located along creek corridors, along the bluffs near the ocean, and on prominent ridgelines and knolls. Within the Summerland area, there are several known and recorded archaeological sites in a variety of environmental contexts from coastal bluffs to Santa Ynez foothill ridges. The resources found at these sites reflect a wide variety of activities including cemeteries, encampments and other activities. Shell midden, sandstone

artifacts, faunal remains, and human remains have been discovered within the recorded sites. (See Figure 29, Archaeological Map, to identify the location of recorded archaeological sites within the Summerland Community Plan Study Area).

Recorded archaeological sites must be highly considered in future planning efforts in the Summerland Area. Additionally, it is likely that there are many other sites within the Study Area which have yet to be discovered. The County currently has extensive archaeological guidelines to protect cultural resources. In areas where significant archaeological resources have been discovered, it is recommended that disturbance be avoided as much as possible and alternative locations be found for such activities. When it is not possible to avoid harmful activities on archaeological sites, specific mitigation measures should be implemented to reduce harm to important cultural resources. Professional archaeologist and Native American monitoring of excavation for earth disturbing activities is recommended within the boundaries of the prehistoric archaeological site. Sufficient time should be allowed for emergency salvage excavations and for more extensive archaeological surveys surrounding known archaeological sites. Additionally, archaeological sites should be properly fenced and buffered with sterile soil from approved construction activities. Barring avoidance of the known archaeological sites, any approved activity should incorporate the site as open space to be seeded with shallow-rooted vegetation, thereby protecting the cultural resources from extensive damage.

2. Policies and Actions

Policy HA-S-1: **Significant cultural, archaeological and historical resources in the Summerland area shall be protected and preserved.**

Action HA-S-1.1: Prior to issuance of a CDP or LUP, RMD shall determine whether the project site is located in either a known archaeological site or in an area with potential archaeological resources. This shall be determined by consulting the Summerland Archaeological Resources Map (Figure 29) as well as the DER staff archaeologist for any new archaeological survey results which would update Figure 29.

In the event that the site is located in an area which is likely to contain archaeological resources and there has not yet been a Phase I survey of the property, the applicant shall fund preparation of a Phase I survey to be prepared by an RMD-qualified archaeologist, unless this requirement is specifically waived by the RMD staff archaeologist (based upon his/her professional opinion that the Phase I is not needed to avoid archaeological resources). All recommendations of an archaeological report analysis including completion of additional archaeological analysis (Phase 2, Phase

3) and/or project redesign shall be implemented or incorporated into the proposed development prior to issuance of the CDP or LUP.

Action HA-S-1.2: Appropriate preservation and restoration/renovation measures shall be implemented to ensure that adverse impacts to significant historical resources are avoided except where they would preclude reasonable development on a parcel.

Action HA-S-1.3: All remodeling resulting in increased building size or demolition of designated Historic structures shall be reviewed by RMD for consistency with County Comprehensive Plan historic resource preservation policies.

Action HA-S-1.4: When funding is available, the County shall work with the Summerland Citizens Association and the County Landmarks Committee to develop and maintain a historic resource survey of the Summerland Planning area to provide the basis for future preservation efforts.

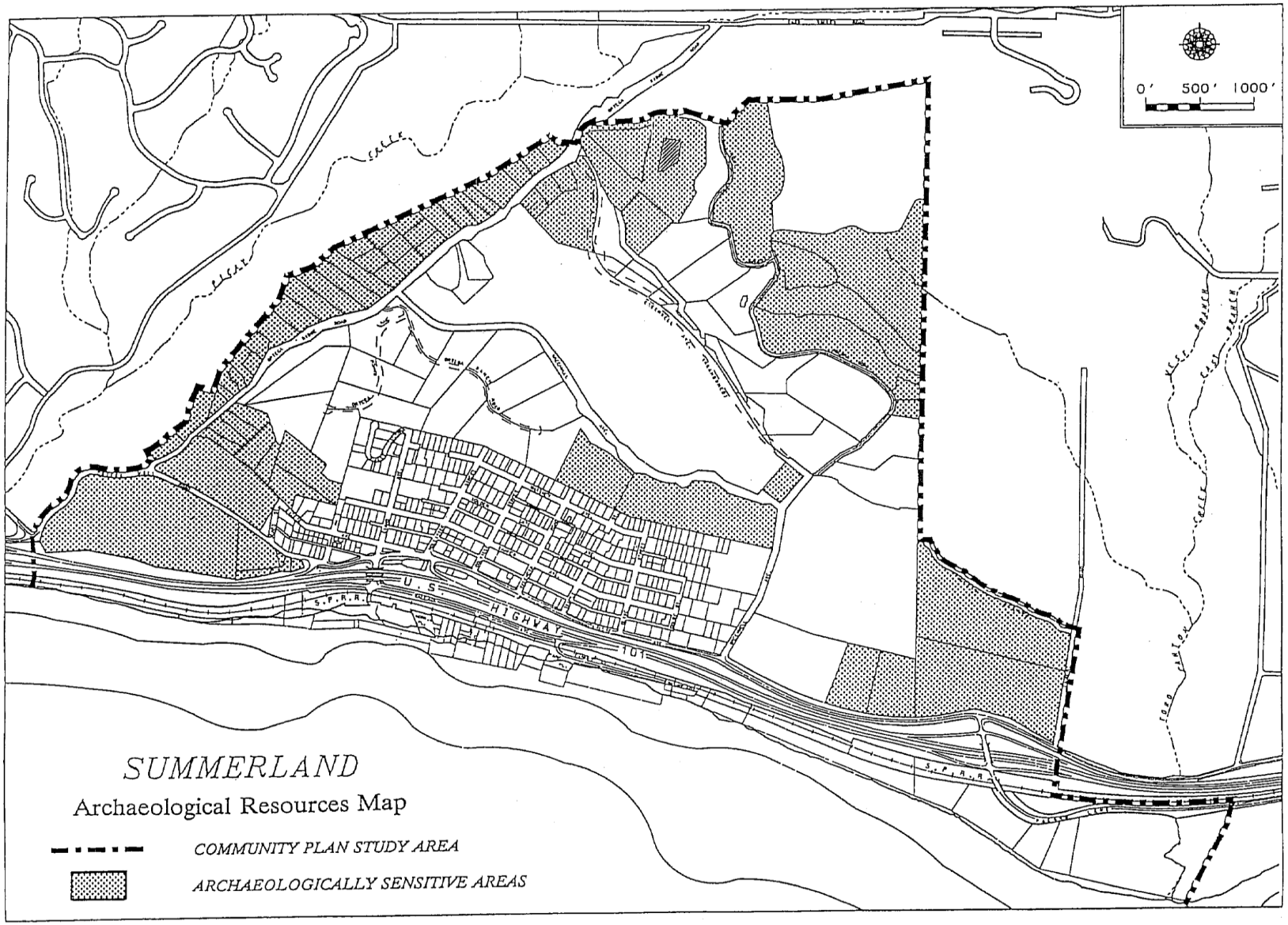


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Figure 29

Figure 29: Archaeological Resources

G. NOISE

1. Existing Conditions and Issues

Noise throughout the County of Santa Barbara is composed of many sources, the loudest of which are related to transportation. Road traffic, followed by rail and air traffic, are the most significant sources of noise. The high noise levels can affect human health and well being as well as creating a disturbance to sensitive biological habitats.[36] The State of California and the County of Santa Barbara have established criteria for noise exposure which require that interior noise levels within residential dwelling units fall below 45 dBA[37] and that exterior living areas (e.g., yards, balconies and patios) be located and/or designed in such a manner so as to keep noise exposure levels below 65 dBA. Therefore, proposed development within the above-referenced corridor would require an acoustical analysis and specific design features to minimize potentially significant noise impacts.

Ambient noise levels within the Summerland area are generated by vehicular traffic on U.S. Highway 101 and by the Southern Pacific Railroad. See Figure 30 for a map of Summerland's Noise Constraints. Ambient noise generated by these two sources form a "noise corridor" approximately one mile in width, running in an east/west direction along the southern most portion of the Summerland Area. The highest noise levels, 70 dBA or more, are found just north and south of the Freeway along Lillie Avenue and along areas south of the railroad. Noise levels decrease to between 65-69 dBA one or two blocks north of Lillie Avenue at Banner Avenue, and in the Summerland beach area. At Golden Gate Avenue, in residential Summerland north of the freeway, noise levels decrease to 60 dBA.

Noise hazards in Summerland can be addressed in two ways. Existing noise levels which reach the community can be reduced by creating noise walls or berms along major transportation routes. Secondly, new development should be located in areas which avoid placing noise sensitive uses (e.g., residential units, outdoor recreation, hotels, etc.) in close proximity to noise sources. If this is not possible, adequate insulation and special construction techniques should be incorporated into new projects.

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[36] Background noise levels generally are lower at night than during the day, but individual noise events are more intensive at night since they stand out against background noise more sharply than during the daytime. Noise is measured as the unit of sound decibel (dB) and expressed in noise contours as the day-night average level (L_{DN}) and as the Community Noise Equivalent Level (CNEL). Noise contours usually refer to a single noise source, although they sometimes combine multiple noise sources. CNEL and L_{DN} are noise indicators averaged over a 24-hour period that account for differences in intrusiveness between daytime and nighttime noises. In practice CNEL and L_{DN} are virtually identical and are used interchangeably.

[37] dBA stands for the unit of sound measure decibel in a weighted network. The A-weighted utilizes a filter to discriminate against low and very high frequencies in a manner similar to the human hearing mechanism at moderate levels.

2. Policies and Actions

Policy N-S-1: **Interior noise-sensitive uses (i.e., residential and lodging facilities, educational facilities, public meeting places and others specified in the Noise Element) shall be protected to minimize significant noise impacts.**

Action N-S-1.1: Development of noise sensitive uses should be designed to provide sufficient attenuation of ambient noise levels for indoor living areas and, where practical, for outdoor living areas. Review of new noise sensitive uses (as defined in the Noise Element of the Comprehensive Plan) should include the following considerations:

a. It is recommended that the CNEL values be established by on-site measurements for proposed noise sensitive developments between highway 101 and the east-west line defined by Golden Gate Avenue, as the actual CNEL value at a specific location depends on the exposure to the highway and railroad.
b. Residential use of the upper stories of structures along Lillie Avenue could be subject to high noise levels. An exterior to interior noise reduction of at least 35 dBA is required in such cases, although normal construction techniques and materials contribute only about a 20 dBA reduction. For this reason, a detailed evaluation of the overall acoustical insulation provided by the combination of the various building components (e.g., doors, windows, walls, roofs, etc.) would be necessary to establish the adequacy of the design to reduce noise levels.
c. The provision of outdoor living areas for the above residential areas may also be feasible. The proposed architectural design as well as the siting and orientation of the structure should minimize to the greatest extent possible impacts to outdoor living areas from ambient noise levels.

Action N-S-1.2: For discretionary projects meeting the definition of a noise sensitive land use as defined in the Noise Element of the Santa Barbara Comprehensive Plan (Page 58) and which:

- is located between U.S. Highway 101 on the south and the east-west line defined by Golden Gate Avenue to the north, or

- is located south of U.S Highway 101,

shall be subject to an acoustic evaluation. The evaluation should include a study of the ambient noise level, determination of the CNEL at the site and an analysis of the architectural design requirements to ensure compliance with the County of Santa Barbara Noise Threshold Criteria for indoor areas in the DER Thresholds Manual. Where feasible and desirable, design shall also consider noise levels for outdoor living areas. The evaluation should be prepared by a professionally registered engineer with a specialty in environmental acoustics.

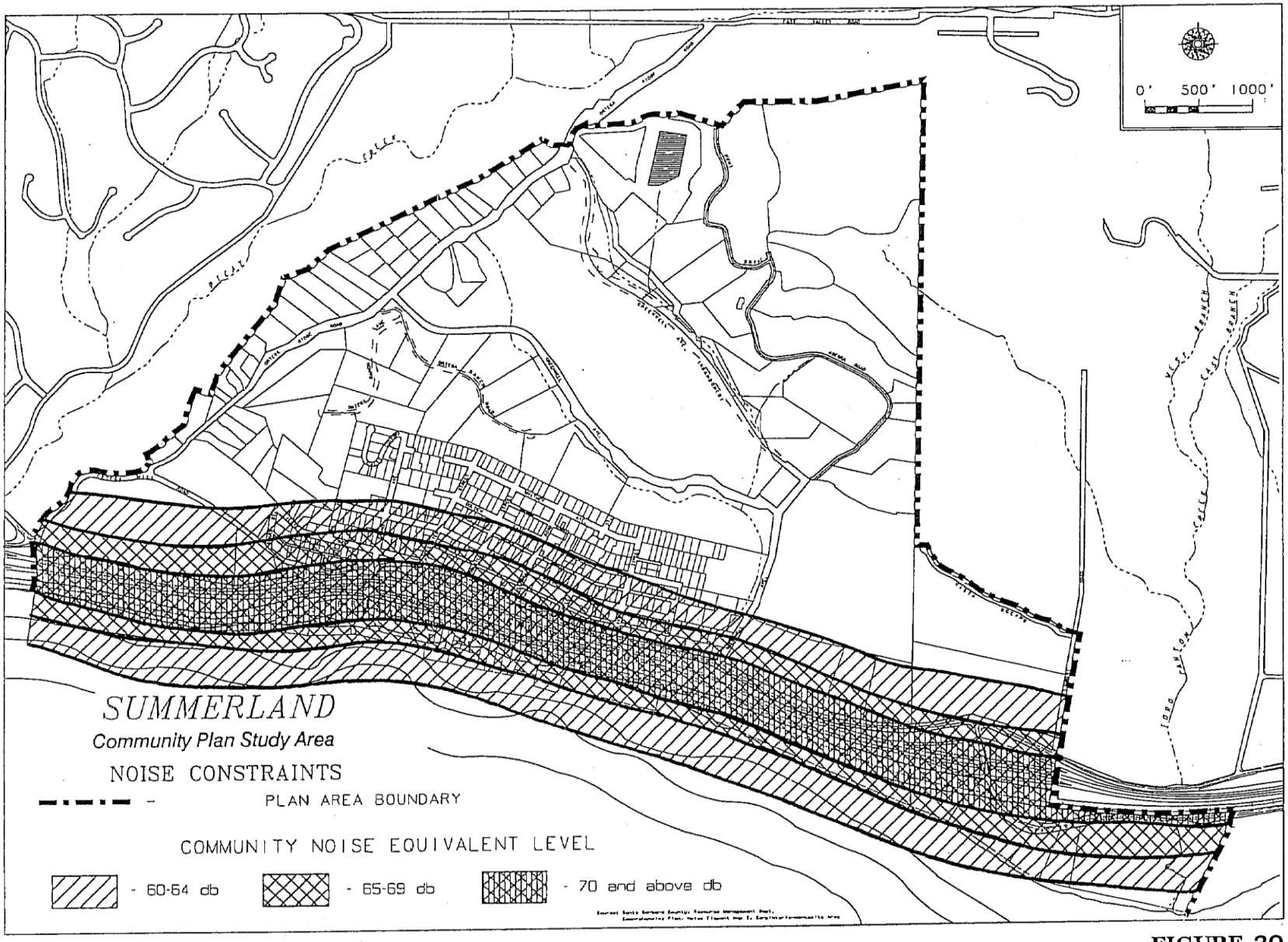

Figure 30: Noise

H. RISK OF UPSET/HAZARDOUS MATERIALS

1. Existing Conditions and Issues

Southern Pacific Railroad tracks bisect the Community Plan area, generally located adjacent to the south side of U.S. Highway 101. In the areas where Wallace Avenue parallels U.S. Highway 101, the tracks are adjacent to the south side of Wallace Avenue. The railroad tracks separate the beach recreation resources and coastal residences from other portions of the Community Plan area. In the eastern portion of the Community Plan area, as far west as the vicinity of Olive Street, there are two sets of tracks. The second set of tracks is used to "sideline" a train while another train passes in the opposite directions, to avoid collisions between opposing trains on the main tracks. The remainder of the track length in the Community Plan is comprised of a single set of tracks.

There are four at-grade rail crossings in the Community Plan area: one at Evans Avenue, two private crossings for access to residential developments located approximately 100 feet apart and 1,000 feet east of the Evans Avenue Crossing, and the fourth at Finney Street, adjacent to the Summerland Sanitary District Plant. Ten passenger trains pass this area daily, while four freight trains per day utilize this stretch of track. South Coast freight (i.e., freight originating within or destined to the South Coast area) is the only remaining freight traffic transported along this track. The concern which exists due to the presence of the Southern Pacific Railroad tracks within the Summerland Community Plan area is the potential for train derailment or release of hazardous materials (defined in more detail below), and additional development which could be located adjacent to the tracks.

A second source for potential "risk of upset" is a gas transmission main. The Southern California Gas Company has a sixteen (16) inch diameter high pressure gas distribution main which crosses the Summerland area, generally within the northern right-of-way for Lillie Avenue. The principal concern with respect to the presence of this gas line is the potential for improvements or development to conflict with the alignment of the pipeline, causing potential failure or rupture of pipeline.

Lastly, Jostens Inc. operates a ring manufacturing facility located in Summerland (Sub-area A). The facility uses and stores a variety of hazardous materials associated with the manufacturing process. These materials could be classed into two broad categories: 1) materials which are harmful to human health, and 2) materials which are flammable (it should be noted that several substances would fall into both categories). Some of the substances also have additional properties such as corrosivity or reactivity, but these properties are less important from a risk of upset standpoint. The facility also produces several hazardous wastes. A list of the most

important hazardous substances is on file at the County of Santa Barbara. The list includes an indication of classification and average quantity stored at the facility regarding hazardous substances.

Since the "risks of upset" discussed above involve hazardous materials, some additional discussion of hazardous materials is warranted. A hazardous material is any substance which possesses qualities or characteristics that could produce physical damage to the environment and/or cause deleterious effects upon human health. A material may be classified as hazardous if it has any of the following properties: flammable, combustible, explosive, corrosive, strongly oxidizing, strongly acidic or basic (extreme Ph value), toxic, radioactive, etc. Due to these qualities, hazardous materials require careful handling (i.e., use, storage, disposal, etc.) in order to avoid potential damage or injury.

Incidents of environmental contamination and human injury or death associated with hazardous materials have created a public awareness of the potential for adverse effects from careless handling or use of these substances. Consequently, a number of federal, state and local laws have been enacted to regulate the management of hazardous materials. Two pieces of legislation are of particular interest here: the Federal Resource Conservation and Recovery Act (RCRA), and the State Hazardous Materials Management Act (HMMA).

RCRA requires, among other things, that each facility which generates hazardous waste (a hazardous material with no useful purpose) must obtain a generator permit from the Environmental Protection Agency (EPA). All hazardous waste haulers must also be permitted, as well as every hazardous waste disposal facility. A manifest document for each waste product must be filled out and filed with the EPA before such waste leaves the generator site. In this manner, the EPA can "track" hazardous wastes from the generator site to ensure they are properly disposed of in a certified disposal facility.

HMMA requires that any business which handles hazardous materials greater than specified threshold quantities must prepare a "Business Plan". The Business Plan must include an inventory of hazardous materials stored on-site (above specified quantities), an emergency response plan, and an employee training program in the event of a release of hazardous materials. Such Plans must be prepared at the time when a new facility would begin operation, and are reviewed and recertified every two years or when ever conditions change at the facility. A Hazardous Materials Business Plan is on file with the County Environmental Health Division.

Additionally, there is one final "safety" issue in Summerland concerning the presence of abandoned oil wells. Within Summerland there are numerous wells of three types: oil, gas and dry test holes. The majority of abandoned wells are located south of the Southern Pacific Railroad, along the Summerland coastal bluff. However, there may be numerous well sites

located on lands within other areas of the Summerland community, as indicated by the Division of Oil and Gas.[26] These old wells are of great concern because of the potential for collapse or subsidence in the area, possible associated toxins or simply the danger of an open shaft. Additionally, old metal oil structures along the beach can be partially or totally submerged in the water, thus creating hazards to beach users.

Due to the potential for discovering unknown wells the State Division of Oil and Gas (DOG) requires a developer to first research the literature available regarding abandoned well locations. If the project site is potentially associated with any abandoned well sites, the project site would be surveyed for metal. If an abandoned well site is identified the DOG is available for consultation and assistance regarding the necessary procedures which must be completed prior to issuance of building permits. If it is determined that the abandoned well would be in close proximity to the on-site structures, the developer would be required to have the well re-abandoned. However, if the well is not located near any on-site structures and is easily accessed by the DOG in the case that the well starts to spout gas, the well would not need to be re-abandoned.[27]

2. Policies and Actions

The following policies and strategies are designed to decrease potential impacts associated with risk of upset and old oil wells and oil drilling structures, in order to protect private property owners and the public.

Policy RISK-S-1: **Safety measures shall be provided to minimize the potential for risk of upset and public safety impacts within the Summerland Community Plan area.**

Action RISK-S-1.1: An Emergency Response Plan shall be formulated by the County Office of Emergency Management which addresses evacuation of the beach residential area in the event of a train derailment or release of hazardous materials from a train car(s). [already accomplished]

Action RISK-S-1.2: The Fire Department shall obtain the name and phone number of a contact person for Southern Pacific Railroad so that in the event of an emergency, derailment, fire, etc., they would be able to obtain prompt information as to the contents of the rail cars. [already accomplished]

[26] Personal Communication, Steve Fields, Division of Oil and Gas, February 1989.
[27] County of Santa Barbara DER, Dave Doerner, personal communication, April 1989.

Policy HAZ-S-1: **If any abandoned oil wells are discovered, State Department of Conservation, Division of Oil and Gas abandonment removal procedures shall be followed.**

Action HAZ-S-1.1: All development proposals on property with known or suspected abandoned oil wells shall have an investigation conducted by a licensed contractor, including a field survey with a magnetometer, to locate if any abandoned oil wells are present on the subject property.

Action HAZ-S-1.2: The County shall work with the State Lands Commission Division of Oil and Gas in that agency's already committed efforts to remove old oil structures along Summerland beaches and the near-shore areas.

I. 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, and 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 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 Ocean View Park, which possess unique views of the coast, Lillie Avenue and the "Downtown" of Summerland, Jostens Hill (now the site of QAD), Asegra Road and surroundings, the eucalyptus groves at Padaro Lane, and the community of Summerland as it is viewed from U.S. Highway 101.

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

- The Big Yellow House
- Galen Clark Residence
- The Summerland Presbyterian Church

- The Omelette Parlor Building (now the Summerland Beach Cafe)
- The "Classic" Victorians

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 (BAR) 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 do 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. Also, the new development's larger scale blocks views from existing residences which were originally built to take advantage of the views. 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 1980s. 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 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:

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.

Policy VIS-S-6: **The Evans Avenue/Lillie Avenue/Ortega Hill Road underpass and intersection shall be enhanced to create an inviting, aesthetic entrance to the Summerland community and the beach area.**

Action VIS-S-6.1: The County, Caltrans and SCA shall work together to develop design criteria which should be used in the underpass plans.

Policy VIS-S-7: **In the rural areas all development shall be designed to minimize visual and aesthetic impacts.**

V. REFERENCES AND SOURCES

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