

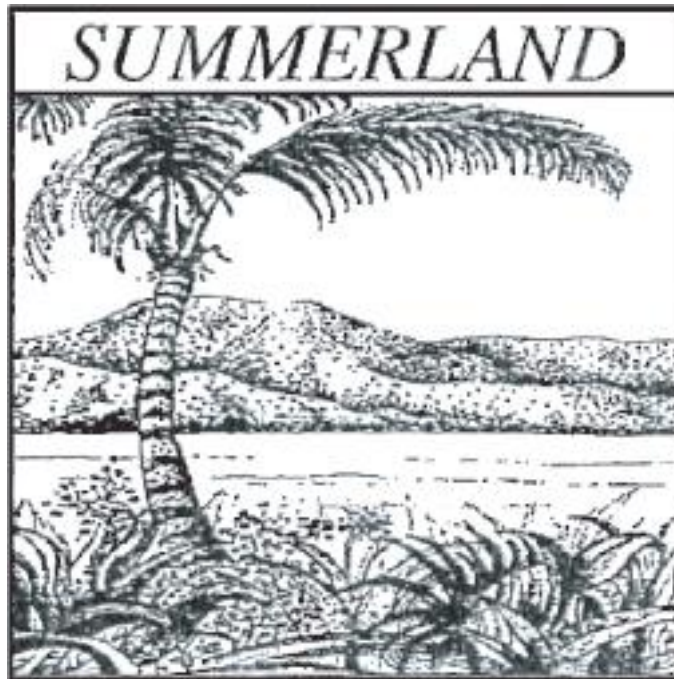
I. SUMMARY OF DOCUMENT REVISIONS SINCE 2010:

SUMMERLAND COMMUNITY PLAN

March 30, 2011

Subject	Revisions
New Policies, Development Standards, and Action Items	
Traffic Calming	Project Consistency Standards section revised to include an exemption for the installation traffic calming devices consistent with complete streets and multi-modal transportation. (Page 12)
Complete Streets	New complete streets policy. (Page 19)
Lillie Avenue Improvements	New action item to review, maintain, and identify future improvements to the Lillie Avenue Streetscape improvements. (Page 19)
Modified Policies, Action Items, and Development Standards	
Revisions to various Goals, Policies, and Action Statements	Goals restructured and refined. Aserga and Greenwell Centerline changed to broaden options. (Page 16) “Highway undergrounding” changed to “reunify community and reconnect Summerland”. (Page 18)
Right of Way (ROW) Abandonment	No abandonment of “Priority ROW’s” unless for public benefit. (Page 19)
ROW Encroachment	SBAR approval if tied to a development permit. (Page 20)
Roadway and intersections factors	Minor revisions
Intersection controls	Signalization standards.
Document Structure	
Document Reorganized	“Inner-Urban” terminology changed to “Urban grid”. Overnight parking, rural consideration, and ROW storage policies condensed.
Plans, Maps, and Diagrams (to be included in final plan)	Updating the Regional Area Map and Community Plan Map Boundary. New priority ROW Diagram. Updating the Roadway Traffic Volumes. Removal of aerial photos in Transportation, Circulation and Parking Chapter.

SUMMERLAND
COMMUNITY PLAN



Prepared for the
COUNTY OF SANTA BARBARA

SUMMERLAND
COMMUNITY PLAN

Prepared for the

COUNTY OF SANTA BARBARA

May 1992
Updated September 2011

1992 ACKNOWLEDGEMENTS

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SUMMERLAND COMMUNITY PLAN

I. INTRODUCTION

Board of Supervisors originally adopted the Summerland Community Plan on April 27, 1992 by Resolutions 92-238 and 92-239. In 2011 the Board of Supervisors approved updates to the Summerland Community Plan, including xx, xx, and xx.

A. *LEGAL AUTHORITY/INTENT AND PURPOSE*

What is a Community Plan?

Community Plans are prepared by communities, as per California State Law¹, 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 as well as the Local Coastal 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 this process, 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;

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

² Public Resources Code Section 21083.3.

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D. COMMUNITY PLAN PROCESS AND PUBLIC PARTICIPATION

The County of Santa Barbara initiated a General Plan Update for the Summerland community in the form of a Community Plan and Environmental Impact Report. This process was directed by the County Resource Management Department Staff and an Advisory Committee which was appointed by the County Board of Supervisors. The Committee was comprised of local citizens representing the Summerland Citizen's Association, local business people, property owners of the "White Hole" lands, representatives of Sanitary and Water Districts, the Fire Department, School District, Carpinteria Valley Association as well as "at large" members. The Advisory Committee's tasks included gathering public input and developing recommendations on policies, programs and land use.

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. Citizens of Summerland, and concerned South Coast residents, were given the opportunity to provide input throughout each of these five phases. A more complete description of the survey used to form the basis of the Plan is contained in the technical attachments to this Community Plan.

In 2007 the work program to update the Summerland Community Plan was approved by the Board of Supervisors and a new Summerland Planning Advisory Committee (SunPAC) was appointed to assist the Planning and Development Department staff with this effort. The ensuing revisions were adopted into the Plan in 2011.

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

Prior to adoption of the Community Plan, future development potential and growth in the Summerland area were dictated by the then-existing Coastal Land Use Plan Designations and Zone Districts. Adoption of the Community Plan superseded previous Land Use and Zoning designations for Summerland.

Table 1 provides a comparison of the existing development in Summerland prior to Community Plan adoption, additional development (e.g., buildout) allowed under the previous zoning, and additional development allowed under the Community Plan. Figure 3 (Prior Land Uses) provides an illustration of land uses existing in the study area at the time of plan adoption and Figure 4 (Prior Zoning Buildout Map) provides a graphic depiction of alterations to previous zoning districts in the Community Plan.

G. TRANSPORTATION, CIRCULATION AND PARKING

1. INTRODUCTION

a. 2011 Update

This chapter, originally adopted in 1992, was updated in 2011. The Summerland Planning Advisory Committee (SunPAC), as well as results of the 2008 community survey, defined local issues, needs, and objectives that provided the basis for this updated chapter. Transportation, Circulation, and Parking issues identified by the community are shown in Table 3.

Table 3: 2008 Community Survey

Topic	Issues	Needs	Objectives
<i>Circulation</i>	-Use of surface streets as an alternative to HWY 101 -Uncertain funding -Insufficient beach connectivity -Vehicle safety	-Retrofit for “complete” and “slow” streets -Beach connectivity	-A master plan for transportation -Reconnect the community -Maintain the semi-rural and the rural character -Aesthetically pleasing streets, safe ingress and egress
<i>Multi-modal Transportation</i>	-Pedestrian safety -Access to transit	-Walkability and pedestrian amenities -Improved alternative modes of transportation	-Maximize access to non-motorized vehicle facilities such as bikeways and pedestrian trails, and transit lines to and from the community -Improve pedestrian/bike friendliness and access -Improve access to the beach -Provision of bicycle parking
<i>Road Rights-of-Way (ROW)</i>	-Abandonment and encroachments -Enforcement in ROW	-Maintain community character and “funkiness”	-Standards and definitions for encroachments -High value landscaping -Alternate uses for public benefit
<i>Parking</i>	-Storage of large vehicles in the street -Parking enforcement -Lack of on-street parking	-Safe and adequate visitor and resident on-street parking	-Accessible business patron parking -Improved beach parking -Adequate parking for existing, new, or expanded development

b. Setting

1) Background

Summerland shares its series of broad knolls with congested US Highway 101 and the busy Union Pacific railroad. These major transportation corridors separate most of the community from the Pacific Ocean. Summerland’s circulation system includes two-lane roads, collectors, and local streets.

Summerland is largely dependent on the automobile for travel outside the planning area. Only one transit line serves this area. Many residents walk or bike for trips within the urban grid or to the shoreline. 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.

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The 1992 Summerland Community Plan established two sub-areas for the community: the Urban Area where land uses are primarily urban; and the Rural Area where land uses are rural or agricultural. Since 1992, residential, mixed use, and commercial development has taken place, particularly along Lillie Avenue. Newer and larger residential, mixed use, and commercial projects have replaced smaller, older buildings in the Urban Area while development in the Rural Area has consisted of mostly estate-size lot development and improvements to agricultural parcels. This chapter distinguishes the central part of the urban area as an “urban grid”.¹ The roadway usage and ambiance or character varies greatly between the rural and urban grid areas and each deserve separate attention.

2) 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 portion 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. Figure 16 includes a map which describes the Summerland roadways.

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. As a result, most urban grid residential streets have varying right-of-way dimensions, no curb and sidewalk improvements, abrupt dead ends, non-maintained sections, or extremely varied roadway conditions. For example, Varley Street is a narrow road with parking and storage in the Right of Way (ROW), and Wallace Avenue may succumb to bluff erosion in the near future.

Commercial streetscape improvements installed along Lillie Avenue beginning in 2007 include designated parking, crosswalks, bike lanes, sidewalks, plantings, and street lights. The improvements have significantly improved parking and safety along Ortega Hill Road and Lillie Avenue. These improvements enhance the urban public space of the community, exhibit the character of the commercial core, and create an aesthetically pleasing gateway to the community. The use of Lillie Avenue by Highway 101 commuters as a means of avoiding highway congestion has been reduced since the completion of the project.

3) Transit, Bicycle, and Pedestrian Access

Transit

Santa Barbara Metropolitan Transit District (MTD) bus route 20, the Santa Barbara to Carpinteria line, is the only fixed route line in Summerland. This route links Summerland with Santa Barbara, Montecito, and Carpinteria. This route stops every 30-60 minutes at Lillie and Evans Avenue. For many potential users, the bus transit system is not competitive with the automobile in terms of convenience and accessibility.

Ride sharing and carpool opportunities are provided by the Santa Barbara County Association of Governments (SBCAG) and they offer a variety of commuter services County-wide available through the Traffic Solutions Office. Traffic Solutions assists commuters with options other than

¹ The “urban grid” is coterminous with the Special Problems Area (see Figure 25).

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driving to work alone through marketing and public outreach, incentive programs. Although there is no formally designated park-and-ride facility, many local residents use the County parking lot on Padaro Lane near Loon Point for this purpose.

Bicycle and Pedestrian

The bicycle lanes along Ortega Hill (Class I), Lillie Avenue (Class II), and the Via Real corridor (Class III) connect Summerland with adjacent communities and bicycle networks. Additionally, recreational bicycling is popular in Summerland, including all levels of riders and settings along roadways and Class I bikeways. Pedestrian and bicycling use is difficult in the residential areas of the urban grid by the lack of sidewalks, insufficient space to share the roads with motorists, encroachments, and storage of vehicles in the road right-of-way. In addition, north-south streets (e.g., Valencia Street) are very steep, resulting in high downhill speed. Recently completed Class II bike paths along Lillie Avenue and the Class I Ortega Hill Bike path have greatly improved bicycle and pedestrian access to the Summerland commercial core and beaches.

4) Highway 101

U.S. Highway 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 operated Highway 101. The portion of the highway that bisects Summerland lies within the Coastal Zone and is subject to local permit review. Highway 101 includes two interchanges in the plan area (Padaro Lane and Evans Avenue), providing vehicular access into the community. The highway is typically congested in the portion that bisects the Summerland area, particularly during weekday and weekend peak periods. In 2006, an auxiliary lane was added between the Evans Avenue on-ramp in Summerland and the Sheffield Drive off-ramp in Montecito, allowing a longer merge distance for cars entering the highway.

5) Rail

The Union Pacific Railroad (UPRR) passes through the Summerland Planning Area along its southern edge parallel with US Highway 101. Public railroad passenger service (Amtrak) began in 1997. The possibility of new commuter rail service along the UPRR corridor between Santa Barbara and Ventura County has often been discussed by regional governmental organizations. The Los Angeles to San Diego (LOSSAN) North Strategic Plan includes proposed improvements for regional railway connectivity including expanding the existing siding² within the existing right-of-way at Ortega Hill in Summerland. The Summerland community is interested in the use of available railroad rights-of-way for bicycle, recreation, trail, beach parking, and other appropriate uses. Additionally, any future railroad repairs or reconstruction needs due to bluff erosion could have impacts on beach access and trail opportunities.

6) Beach Access

Connection of the community with the seashore was, and continues to be, physically interrupted by the construction and operation of US Highway 101 and the Union Pacific Railroad.

The County of Santa Barbara provides public parking and beach facilities at Lookout Park at the terminus of Evans Avenue at the west end of the plan area and at the Loon Point Parking Lot on Padaro Lane on the east end of Summerland approximately one mile from each other. These areas

² A siding is a short section of track adjacent to a main track, used for meeting or passing trains.

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provide parking and facilities for residents and tourists visiting Summerland Beach or Loon Point. Beach access in the central part of the community remains under-developed.

The beach access areas along Wallace Avenue and privately owned Finney Street incur problems with vehicle, bicycle, and pedestrian conflicts. Conflicts are due to undefined parking, narrow streets, and difficulty anticipating vehicular movements. These roads do not have curbs, gutters, or sidewalks. Due to the limited parking, beach-goers frequently park along the narrow residential streets, leaving few parking opportunities for residents. Pedestrians and bicyclists must compete with cars for the limited space available on the streets adjacent to the beach. Development of existing and proposed trails as shown in Figure 15 (Parks, Recreation and Trails Map) would increase pedestrian and bicycle connectivity and safety.

7) Road Rights of Way (ROW)

Encroachments

Road rights-of-way widths and surface conditions in Summerland are varied because of decades of fragmented development patterns. Some encroachments are beneficial improvements such as retaining walls that stabilize slopes and erosion protection structures. However, other ROW encroachments such as walls, landscaping, and parking are in the travelway. Many residents also use County ROWs for long-term storage of boats, RV's, trailers, non-functional vehicles, and other items, which create issues on residential streets. Conversely, certain encroachments include local artifacts that reflect the eclectic nature of the community.

Parking

The California Highway Patrol (CHP) has enforcement authority over traffic laws, including unsafe parking situations. Parking violations are remedied through the CHP. Additionally, Chapter 23 of the County Code restricts the amount of time a vehicle may park on a County ROW.

There are few on-street parking opportunities for residents. Areas of the ROWs in residential areas that were originally available for on street parking now often contain encroachments or other parking impediments. A parking demand study was conducted for the commercial area by the Public Works Department in 2008. This study analyzed both on- and off-street parking areas. The study concluded that parking in the commercial core is sufficient; however, the community remains concerned about employee parking and parking-intensive uses.

2. ROADWAY CLASSIFICATIONS, AND PROJECT CONSISTENCY STANDARDS

This section of the Community Plan includes the Circulation Element Map (Figure 16), Existing roadway and intersection volumes, roadway and intersection classifications, and project consistency standards.

a. Definitions

- 1) **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

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acceptable level of service for that roadway. The minimum acceptable level of service (LOS) for roadways in the Summerland Community Plan Area is Level of Service B. Exception to this Level of Service is Ortega Hill Rd. (east of the U.S.101 Evans on-ramp), which is designated to have an acceptable level of service (LOS) C.

- 2) **Estimated Future Level of Service:** For a given intersection, the projected level of service (LOS) is based on existing traffic levels combined with traffic estimated to be generated by approved or pending projects. The Estimated Future Level of Service must consider any funded or required improvements planned for, prior to project completion. This includes any mitigation from projects that have been approved by the Planning Commission or Board of Supervisors but have not yet been constructed.
- 3) **Estimated Future Volume:** For a given roadway segment, the most recent County-accepted projections based upon a count not more than two years old 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.
- 4) **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.
- 5) **Remaining Capacity:** For a given roadway, the difference between the Estimated Future Volume and Acceptable Capacity in ADTs.
- 6) **Level of Service:** Adequacy of intersection design and operation is a primary factor influencing roadway efficiency. It is described by level-of-service (LOS). LOS A represents the best traffic operation, while LOS F represents the worst. LOS B is considered the minimal level desired within Summerland throughout the Community Plan Area. The LOS categories described below in Table 4 list general conditions for each.

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

1) Secondary Roadways

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 (Table 5). The main designation is further subdivided into three

Summerland Community Plan

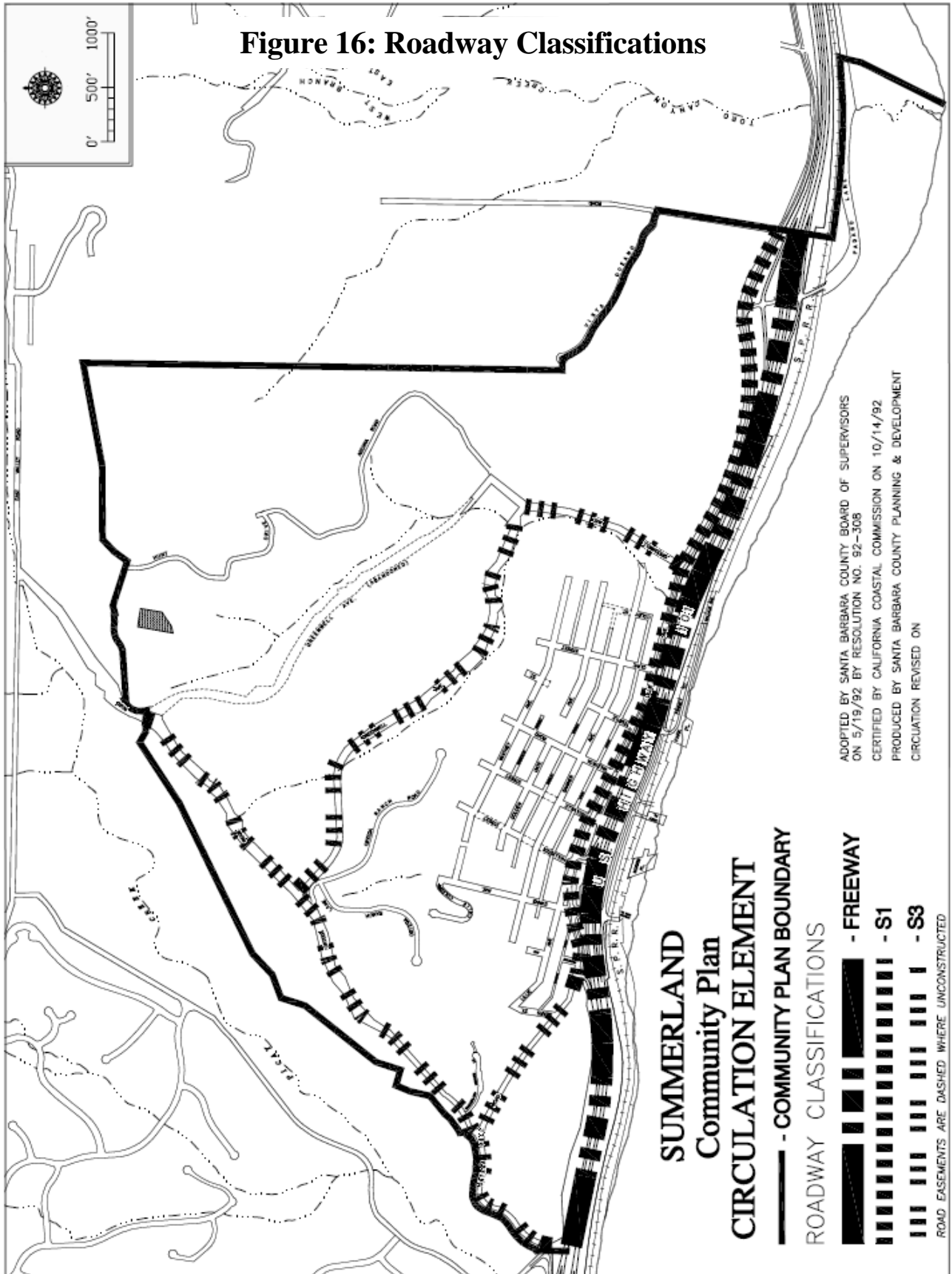
subclasses, dependent upon roadway size, function, and surrounding uses. The Summerland roadway classification system (Table 5) is composed of a select number of Secondary roadways.

Table 5: Secondary Roadway Classifications

Classification	Purpose and Design Factors	Design Capacity 2 Lane
Secondary 1	Roadways designed primarily to serve non-residential development and large lot residential development with well-spaced driveways. Roadways would be 2 lanes with infrequent driveways. Signals would generally occur at intersections with primary roads.	11,600
Secondary 2	Roadways designed to serve residential and non-residential land uses. Roadways would be 2 lanes with close to moderately spaced driveways.	9,100
Secondary 3	Roadways designed primarily to serve residential with small to medium lots. Roadways are 2 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 Rd. (east of U.S.101 on-ramp)	S-1	11,600	9,280 (LOS C)
Ortega Hill Rd. (west of U.S.101 on-ramp)	S-3	7,900	5,530
Ortega Ridge Rd	S-3	7,900	5,530
Greenwell Ave.	S-3	7,900	5,530



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2) Special Roadway Condition Factors

Special Roadway Condition Factors denote that special conditions generally exist on given that can be factors in the selection of the Acceptable Capacity. Special Roadway Condition Factors can be applied to classified and non-classified roadways within the area for purposes of assessing project constraints and potential impacts. Factors include:

- The **geometrics category** shall be applied to roadways based upon the presence of curves, slopes, narrow pavement, etc., which substantially limit sight distance, maneuverability, or emergency vehicle access.
- The **design category** shall be applied based on prevalence of driveways, intersections, or other access points which produce substantial turning movement conflicts, etc.
- The **special usage category** shall be applied to roadways which have substantial current or projected use by pedestrians, bicycles, equestrians, agricultural equipment, or other non-automobile uses.
- The **on-street parking category** shall be applied to roadways with a current or projected prevalence of on-street parking. Special Roadway Condition Factors shall be applied in the following manner:

Table 7: Special Roadway Condition Factors

No. of Applicable Factors on a Given Roadway	Acceptable Capacity (expressed as a percentage of Design Capacity)
0	70%
1	63%
2	56%
3	49%
4	43%

c. Current Summerland Roadway and Intersection Operational Status and Identified Safety Issues

The current volumes of streets in the plan area, measured in Average Daily Trips (ADTs), were determined from traffic counts taken in from 2007-2009. These volumes are depicted in Figure 17. With the exception of Highway 101, roadways in the study area are currently operating at volumes below their design and acceptable capacities.

Table 8: Existing Roadway Volumes

Roadway	Classification	Acceptable Capacity	Existing Volume	Existing LOS
Via Real	S-1	8,120	2,387-4922	LOS A
Lillie Ave	S-1	8,120	2,290-4,132	LOS A
Ortega Hill Rd. (east of U.S. 101 on-ramp)	S-1	9,280	4,132	LOS A
Ortega Hill Rd.(west of U.S.101 on-ramp)	S-3	5,530	4,027	LOS B
Ortega Ridge Rd.	S-3	5,530	1,567	LOS A
Greenwell Ave.	S-3	5,530	423	LOS A

Intersection operations in the plan area, measured in Level of Service (LOS) were also determined at major controlled intersections within the same time period.

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Table 9: Existing Intersection Level of Service (LOS)

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

Collected data indicate that all of the controlled intersections in the Study Area are currently operating at acceptable levels of service with little or no congestion during weekday P.M. peak hours.

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.

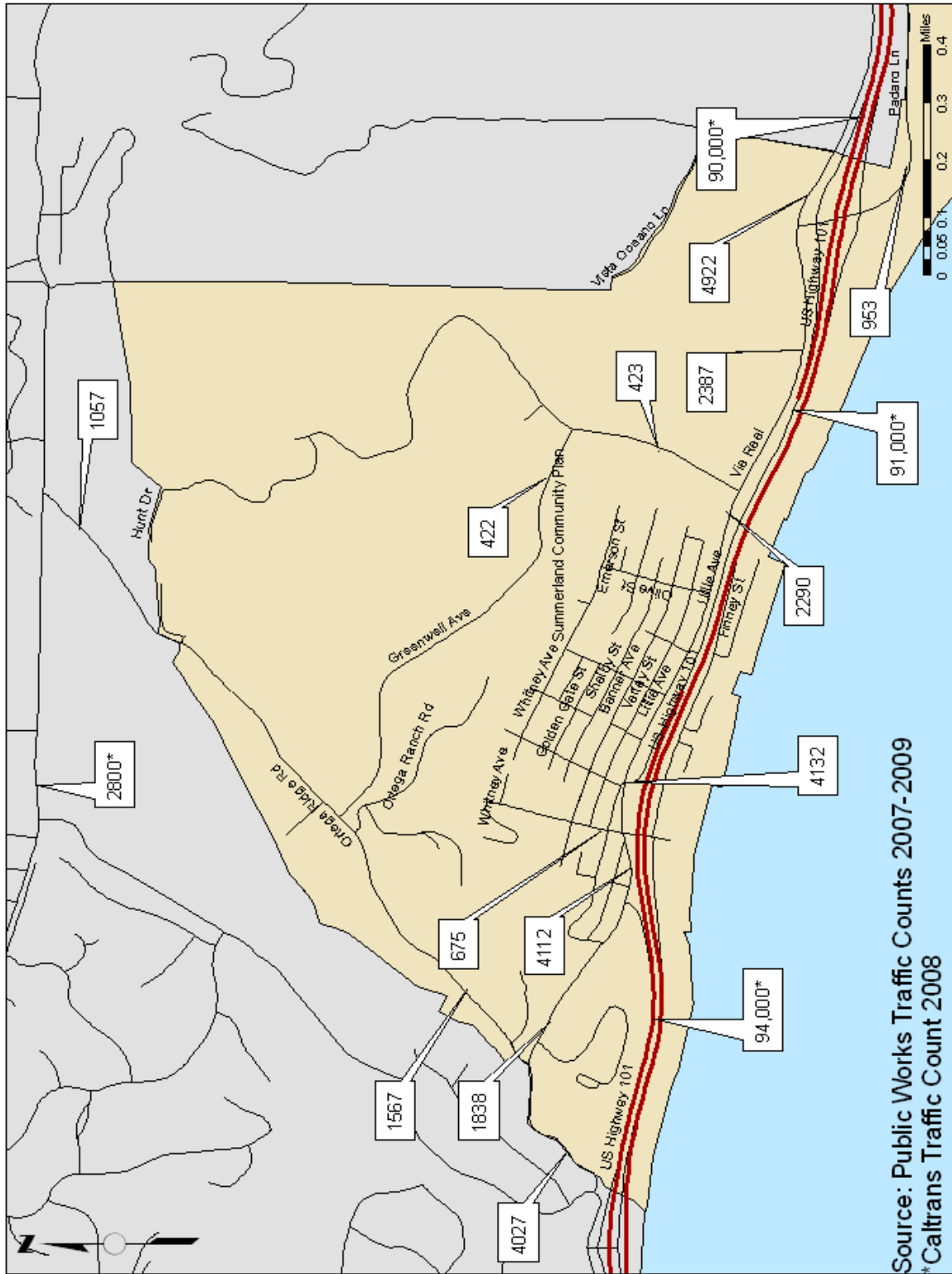
d. Standards for Determination of Project Consistency

This section defines intersection and roadway standards in terms of Level of Service; 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)

- a) For Secondary roadway segments where the Estimated Future Volume does not exceed the Acceptable Capacity, a project may be consistent with this section of the plan. However, county decision-makers may impose additional circulation improvements based upon project specific impacts and specific road segment characteristics.
- b) For Secondary roadway segments where the Estimated Future Volume exceeds the Acceptable Capacity, a project may be consistent with this section of the plan if: 1) the project generates 25 ADT or less, or 2) the project provides additional circulation improvements, 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 considered consistent with this section of this Element only if the number of ADTs contributed by the project to the roadway does not exceed 10 ADTs.

Figure 17: Roadway Traffic Volumes



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2) Unsignalized Intersection Consistency Standards

- a) Projects contributing peak hour trips to unsignalized intersections that operate better than or equal to Estimated Future Level of Service A shall be found consistent with this section of the plan unless the project results in a change in Volume to Capacity (V/C) ratio greater than 0.15. (Also see exception under 4., below)
- b) For intersections operating at a Estimated Future Level of Service that is less than or equal to LOS "B," project must meet the following criteria in order to be found consistent with this section of the Community Plan (except intersections along Ortega Hill Road west of Highway 101):
 - For intersections operating at an estimated future Level of Service B, no project must result in a change of V/C ratio greater than 0.15.
 - For intersections operating at an estimated future Level of Service C, no project shall contribute more than 15 Peak Hour Trips.
 - For intersections operating at an estimated future level of Service D, no project shall contribute more than 10 Peak Hour Trips.
 - For intersections operating at an estimated future Level of Service E or F, no project shall contribute more than 5 Peak Hour Trips.
- c) Projects contributing Peak Hour Trips to intersections along Ortega Hill Road west of Highway 101 that operate at a Estimated Future Level of Service A or B shall be found consistent with this section of the Community Plan unless the project results in a change in V/C ratio greater than 0.15.
- d) For intersections along Ortega Hill Road west of Highway 101 that are operating at a Estimated Future Level of Service that is less than or equal to LOS "C", projects must meet the following criteria in order to be found consistent with this section of the Community Plan:
 - For intersections operating at an estimated future Level of Service C, no project must result in a change of V/C ratio greater than 0.10.
 - For intersections operating at an estimated future Level of Service D, no project shall contribute more than 15 Peak Hour Trips.
 - For intersections operating at an estimated future level of Service E, no project shall contribute more than 10 Peak Hour Trips.
 - For intersections operating at an estimated future Level of Service F, no project shall contribute more than 5 Peak Hour Trips.

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

- a) The increase is not large enough to cause the affected roadways and/or intersections to exceed their designated acceptable capacity levels at build-out of the plan; or
- b) Improvements included as part of the project description are consistent with the plan and are adequate to fully offset the identified potential increase in traffic, and

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- c) The public benefits of the project outweigh any potential significant and unavoidable impact related to the increase in traffic.

4) Exemptions

Roadway and Intersection standards stated above shall not apply to:

- a) Beneficial projects as defined in the County's Circulation Element special need facilities as defined in the Housing Element.
- b) Installation of approved traffic calming devices, complete streets, and multi-modal transportation improvements, consistent with the Comprehensive Plan, and other applicable federal, state, and local regulations.

3. TRANSPORTATION, CIRCULATION, AND PARKING GOALS, POLICIES, DEVELOPMENT STANDARDS, AND ACTIONS

Vision Statement: Past development patterns, and in large part the bifurcation of the community by U.S. Highway 101 and railroad, underscore the importance of a transportation, circulation and parking plan focusing on complete streets, beneficial use of public spaces, as well as, multimodal connections within the community, from the community to the ocean, and between adjacent communities to the east and west of Summerland. Lillie Avenue streetscape and the Ortega Hill bike path improvements operational since 2007 have begun to improve multimodal transportation safety and to provide opportunities that unify the community. This chapter builds upon these efforts and frames the direction of future improvements for the Summerland Community.

Footnote legend: E= existing N=New MI= Staff Modification (and explanation) M2=SunPAC modified

GOAL CIRC-S-1: A functional circulation system that observes the character and aesthetic qualities of the rural area and eclectic street character of the urban grid for all types of users. *(N: all goals are modified by staff)*

Policy CIRC-S-1: The County shall strive to 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 safe roadway and intersections that operate at acceptable levels. *(E)*

Policy CIRC-S-2: The minimally acceptable Level of Service (LOS) on roadway segments and intersections in the Summerland Planning Area is "B." However, due to existing traffic volumes and the impracticality of widening Ortega Hill Road west of the US 101 onramp, that section of Ortega Hill Road may operate at LOS "C". *(E)*

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

- redesignating roadways and/or intersections to a different classification,
- reconsidering proposed land uses to alter traffic generation rates circulation patterns, etc.,
- changes to the County's Capital Improvement Program, and
- evaluation of multi-modal options. *(EMI:Action item not policy)*

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Policy CIRC-S-3: **Preserve the rural character outside the urban grid. The rural character of roads shall be maintained. Evaluation of noise, light, design, and volume for the urban grid and for the Rural Area needs to be appropriate for each distinct area. The County shall balance the need for new road improvements with protection of the area's character. All development shall be designed to respect the area's environment and minimize disruption of it's character. (NMI: merged from three different polices /goals)**

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- 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 is essential. (NM1)**
- Policy CIRC-S-4:** **Provide a circulation system with adequate access for emergency vehicles and emergency egress for residents and visitors. (N)**
- Action CIRC S-4.1: To facilitate emergency vehicle ingress/egress, the County shall study the feasibility of “fog lines” or other similar means to delineate travel lanes in the urban grid. Travel lanes shall only be delineated if suitable traffic calming measures are implemented to ensure that vehicular speed does not increase and if loss of on-street parking spaces is minimized. *(NM1: Varley policies separated)*
- Action CIRC-S-4.2: The County shall prioritize and seek funds for paving, striping, and repair of potholes. *(EM1: Measure D reference deleted)*
- Action CIRC-S-4.3: The County shall prepare a master circulation plan for the community incorporating the physical ROW directives of this plan. *(NM1: Staff insert)*
- Action CIRC-S-4.4: The County shall study the feasibility of changing east-west streets to one-way streets, and if appropriate and funding is available, implement this change. *(EM2: reworded)*
- Action CIRC-S-4.5: The County shall seek funding and implementation programs for additional street lighting at appropriate locations within the urban grid. Lighting shall be aesthetically designed, pedestrian-scaled, and shielded to prevent glare to residents and sensitive uses, and to protect the night sky from excessive and unnecessary light. *(EM1M2: ped scale and night sky protections added)*
- Action CIRC-S-4.6: The County shall consider amending the County Code to include and clarify provisions for the visible portion of a front yard setback that regulate and prohibit the long-term or permanent storage of:
- operable or abandoned vehicles, trailers, or parts thereof,
 - appliances, junk, including but not limited to garbage, rubbish, recycling materials, or compost piles,
 - tents, automobile canopies, or storage containers; and or other similar items.
- Exceptions for the prohibitions above should include:
- folk art,
 - on-site construction staging. *(N)*
- Policy CIRC-S-5:** **Any required improvements to the circulation network shall develop in a manner that fosters calm automobile travel speeds for compatibility with bicyclists and pedestrians. (N)**

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- Policy CIRC-S-6:** **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.** *(NMI: slight wording changes, should changed to shall)*
- Action CIRC-S-6.1: The County shall investigate and implement solutions (e.g., painted center lines) to increase safety for motorists, bicyclists and pedestrians at the intersection of Greenwell Avenue and Aserga Road. (EM2)
- Action CIRC-S-6.2: The County Public Works Department shall review and, where feasible, implement traffic calming devices and techniques in support of community policy objectives, such as slow streets, multi-modal access, and maximum retention of on-street parking. *(NM: minor changes)*
- Action CIRC-S-6.3: The County shall conduct a study that identifies opportunities and appropriate locations for traffic calming measures. *(N)*
- DevStd CIRC-S-6.4: Wide streets encourage higher automobile speeds and are not compatible with the vision of the community. Vehicle traffic lanes should not be wider than the minimum necessary to support Summerland’s low traffic volumes small-scale grid circulation pattern, and minimum Fire Department widths. *(NMI: expanded to tie in with goals)*
- Policy CIRC-S-7:** **Consider one-way streets in limited circumstances as a priority over widening, where narrow rights of way and travel lanes cannot meet the emergency access, multi-modal, parking and other policy objectives of this plan.** *(EMIM2: Varley policies separated)*
- Policy CIRC-S-8:** **Any improvements or alterations to Varley Street shall enhance the residential character of the street and shall not foster an alley-like appearance.** *(N)*
- Action CIRC-S-8.1: The County shall pursue improvements to Varley Street that facilitate vehicle passage, reduce vehicle clutter, and preserve the “slow street” character of Summerland’s urban grid. *(N)*
- Action CIRC-S-8.2: The County shall consider restricting on-street parking to one side of the paved and maintained rights-of-way and shall install signage in restricted areas. *(NM: reworded)*

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- GOAL CIRC-S-3:** **Promote alternative modes of transportation and maximize access to non-motor vehicle facilities via transit lines, bikeways and pedestrian trails. (NMI)**
- Policy CIRC-S-9:** **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, an updated bicycle plan, park and ride facilities and transportation demand management ordinances. (E)**
- DevStd CIRC S-9.1: Wherever possible, streets shall safely accommodate pedestrian and bicycle traffic. (N)
- Action CIRC S-9.2: The County should create and construct pedestrian and bicycle routes to connect established trails and coastal routes along the perimeter of and through Summerland. (N)
- Policy CIRC-S-10:** **Development shall be sited and designed to provide maximum feasible access to non-motor vehicle forms of transportation. (EMI: new deleted as the first word)**
- DevStd CIRC S-10.1: Development shall include appropriately-scaled pedestrian and bicycle access to the site and to adjacent walkways and paths. (EMI: site design deleted, replaces with development)
- Action CIRC-S-10.2: Higher intensity residential and commercial development should be located in close proximity to transit lines, bike paths and pedestrian trails. (E)
- Action CIRC-S-10.3: Public stairs on Colville Street between Shelby and Varley streets should be developed for pedestrian connectivity in the public road right of way. (NMI: split from urban trail system policy)

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- GOAL CIRC-S-4:** **Reconnect the community with the ocean and facilitate pedestrian and multi-modal connections from the urban grid to the beach. Provide adequate and safe beach access and parking. (NMI)**
- Policy CIRC S-11:** **Encourage increased walking and bicycling for access, recreation, and other purposes by developing an interconnected, safe, convenient, and visually attractive pedestrian and bicycle circulation system. (NMI: staff insert)**
- Action CIRC-S-11.1: The County shall study and implement, if feasible, a Class I off road bicycle path on Wallace Avenue adjacent to the Southern Pacific Railroad which ties into Padaro Lane and the City of Carpinteria planned bicycle route to the south, as depicted in Figure 15 (PRT) and Figure 21 (Bikeways). (E)
- Policy CIRC-S-12:** **The County shall work with Caltrans to consider Highway 101 improvements that reunify the community and reconnect Summerland to the ocean. (NMI: “shall underground highway” removed)**
- Policy CIRC-S-13:** **Adequate public parking for recreational and beach use shall be provided along shoreline areas. Improve beach parking and access in under-served locations, such as on the eastern side of the community. (EM1)**
- Action CIRC-S-13.1: The County shall identify the need, seek funding for and provide additional public beach use parking south of Highway 101, east of Lookout Park. (EM1)
- Action CIRC-S-13.2: The County shall provide parking on Wallace Avenue, subject to available funding. The County shall plan for adaptation related to potential future erosion by investigate on-street parking on both the north and south sides of Wallace Avenue along with other appropriate options, such as relocating the sidewalk on the south side of Wallace Avenue.. (EM1M2)

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GOAL CIRC-S-5: Provide public road right of way opportunities for enhancing public spaces and providing community benefits such as pedestrian circulation, as shown by the support the vitality of Summerland Avenue streetscape improvements. *(NMI)*

Policy CIRC-S-14: Complete streets are more livable and welcoming to residents and visitors. Lillie Avenue shall support the vitality of the Summerland Community Plan Area by incorporating and maintaining a strong well designed, complete street approach that balances multimodal needs, including:

- urban design that is predominantly human, rather than automobile, scale,
- bicycle lanes and bicycle parking,
- vehicle lanes less than 12 ft across,
- traffic calming measures,
- street trees to create shade, visual resources, and passive traffic calming effects,
- dividers that are landscaped, provide mid-crossing refuge for pedestrians, and can be paired with flood control projects to act as bioswales or low impact water retention,
- wide sidewalks accommodating groups of pedestrians and business patrons,
- safe and convenient pedestrian crosswalks,
- public seating and sheltered bus stops,
- human scale public art,
- night sky appropriate street lighting, and
- human scaled linkages and signage for business patrons.

(N: staff insertion)

Action CIRC-S.14.1 The County shall periodically review, maintain, and indentify future improvements to the Lillie Avenue streetscape plan, consistent with the complete streets policy. *(N: staff Insertion)*

Policy CIRC-S-15: Priority public rights-of-way (ROW) as shown in Figure 18, shall not be abandoned unless for the purpose of public education, public recreation, public trails, or public safety. Abandonment of any portion of a public right-of way may occur only if such abandonment does not adversely affect area circulation, access, recreation, or parking and unless it conforms to the provisions of this community plan.. *(NMI, Priority ROW)*

Policy CIRC-S-16: Landscape and hardscape within and adjacent to the road rights-of-way (ROW) are functionally and aesthetically valuable to the community and shall be protected and maintained for public use. Encroachments shall not compromise public safety; block views;

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impede existing or planned pathways, trails, and bikeways; or obstruct designated parking areas or travel lanes. (EMIM2)

DevStd CIRC-S-16.1: Provide and encourage pathways within the County rights of way for pedestrian and other non-motorized transportation safety. Priority shall be given to providing and protecting pathways, trails, and bikeways when the County grants encroachment permits. (N)

DevStd CIRC-S-16.2: On all public roads, road right of way improvements consistent with the community plan and current standards shall be required to the maximum extent feasible. (N)

Action CIRC-S-16.3: The County shall consider amendments to the County Code, including the zoning ordinances, that: 1) Required encroachments of structures, fences, walls, landscaping, etc., into existing road rights-of-way (ROW) that are associated with a zoning permit, be subject to Board of Architectural Review and approval. 2) Allows approval only if (a) the encroachment preserves a minimum distance of seven feet from edge of pavement in urban areas and 10 feet or greater in rural areas and (b) either improves the right-of-way area for public parking, bicycle, or pedestrian benefit (e.g., pedestrian and bicycle passage) or adds public parking spaces, or found necessary for access into a 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. (NMI: *public benefit defined, wording truncated*)

Policy CIRC-S-17: The County shall develop a pedestrian trail system, including but not limited to stairs, pocket parks, vista points, and access corridors utilizing existing and future easements and public rights of way. The pedestrian system shall be mapped and incorporated into the Community Plan. (NMI)

Action CIRC-S-17.1: All existing and proposed Summerland trails shall be incorporated into the County's Parks, Recreation and Trails map and into applicable County trails programs. (N)

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Insert Figure 18, Priority ROW

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

Policy CIRC-S-18: The County shall not grant a modification or variance that will reduce the number of required off-street parking spaces, unless accompanied by a study and the finding that on-site parking would not substantially affected the on-street parking available and the project incorporates non-motorized improvements. *(NMI: encroachment permit reference removed and non-motorized improvements added. Finding changed to include “substantially”)*

Action CIRC-S-18.1: The County shall consider amendments the zoning ordinances to require all new single family home developments on lots of 7,500 net square feet and greater and to provide one off-street guest parking space in addition to the currently required parking. Requirements for two guest parking spaces shall also be considered on lots of 10,000 square feet and greater. Relief from these additional standards shall be provided if the guest parking requirement cannot be met. *(EMI: physical relief deleted since it sounds like a variance)*

Policy CIRC-S-19: On-street parking of recreational vehicles, boats, and other oversize vehicles shall be regulated and the overnight parking of such vehicles will be prohibited. *(EMIM2)*

Action CIRC-S-19.1: The County shall review and if feasible consider amendments to the County Code that prohibit overnight parking of: 1) commercial, RV, and trailer vehicles, as well as, detached equipment (e.g., boats, trailers) and non-functional vehicles in the Summerland area, and 2) overnight parking of all vehicles in all areas outside of the urban grid. *(NMI)*

Policy CIRC-S-20: Provide adequate short-term customer parking, including bicycles, in front of businesses. *(NMI: “county to provide” and ROW deleted)*

Policy CIRC-S-21: Parking needs in the business area should be monitored and where appropriate alleviated. *(NMI)*

DevStd CIRC-S-21.1: Commercial development shall include adequate bicycle racks and storage to accommodate both employees and customers. Community parks should also provide sufficient bicycle racks to accommodate park users. *(N)*

DevStd CIRC-S-21.2: In residential areas, encourage driveway lengths of at least 18 feet from property line to garage or parking areas to accommodate temporary guest parking. *(N)*

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- DevStd CIRC-S-21.3: 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. *(N)*
- DevStd CIRC-S-21.4: Incorporate pervious surfaces into the design of parking and driveway surfaces to allow increased water infiltration, while considering Geological constraints. *(NMI: Geo added)*
- Action CIRC-S-21.5: The County shall explore commercial overflow parking opportunities, such as valet parking plans using under-utilized parking areas, removal of Lookout Park gates during evening hours, and other innovative parking solutions consistent with the character of Summerland. *(N)*
- Action CIRC-S-21.6: The County shall consider amendments to the County Code, including the zoning ordinances, to allow valet service involving the public road rights-of-way, and private parcels subject to a Minor Conditional Use Permit. *(N)*
- Action CIRC-S-21.7: The County shall examine additional methods and consider ordinance amendments that enhance use of parking management tools such as shared parking or conjunctive use credits. *(N)*
- Action CIRC-S-21.8: The County shall develop bicycle parking standards for commercial areas and uses and aesthetically pleasing and functional bicycle parking design guidelines for integration into the Commercial Design Guidelines. *(N)*

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

Action VIS-S-3.2: The County shall amend the zoning ordinance to include height limitations ~~which must be adhered to for all development in Summerland.~~

Action VIS-S-3.3: SCA shall work with the County to develop an ordinance that addresses the height of fences and hedges with consideration of minimizing view blockage. 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.**

Action VIS-S-4.2: "Acceptable" and "encouraged" architectural styles and materials for commercial and residential areas of Summerland shall be specified in the Guidelines. Conditionally acceptable and unacceptable styles and materials for the entirety of Summerland shall be specified with "exemptions with findings" to be included in the Guidelines. [accomplished with the adoption of the Plan]

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.**

Action VIS-S-5.1: The County shall amend the zoning ordinance to include Floor ~~to~~ Area Ratio (FAR) requirements ~~which must be adhered to for all development in Summerland.~~

Action VIS-S-5.2: Establish clear and objective standards of review for both the applicant and the ~~Board~~ County by developing a Floor Area Ratio (F:A-R-) in the Summerland BAR Guidelines. Limits on the maximum size of a structure allowed for residential and commercial lots shall be specified in the Floor Area Ratios section. The Floor Area Ratios shall be based on an assessment of existing structures in Summerland found to be compatible and consistent with the goals set forth in Objective LU-S. Based on the lot size range, include residential and commercial Floor Area Ratios with the minimum and maximum square footage allowed ~~in the Summerland BAR Guidelines.~~ In addition,