



# PLANNING & DEVELOPMENT DEPARTMENT

## OFFICE OF LONG RANGE PLANNING

### TRANSMITTAL MEMO

**DATE:** July 30, 2009

**TO:** SunPAC Members

**FROM:** Derek Johnson, Director  
Peter Imhof, Supervising Planner  
Holly Bradbury, Associate Planner

**SUBJECT:** SunPAC Meeting #24- August 5, 2009

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The items noted below have been included or referenced in preparation for the August 5, 2009 meeting.

1. **Meeting Agenda.** The agenda for the August 5, 2009 meeting has been provided for your review. For further explanation, please see discussion below. (Attachment 1)
2. **Meeting Minutes.** Action Minutes from the July 1, 2009 meeting are included for your review and approval. (Attachment 2)
3. **1992 PRT Map Summerland.** Map that shows BOS-approved non-motorized trails, recreation, and parks. (Attachment 3)
4. **1992 Circulation and Roadway Classification Map.** From BOS-approved County-wide map. (Attachment 4)
5. **Summerland Community Plan: Traffic, Circulation, and Parking.** Circulation component of the 1992 Summerland Community Plan. (Attachment 5)
6. **Lille Avenue Circulation and Parking Improvements Update.** Status on Lille Avenue Improvements from the Public Works Department. (Attachment 6)
7. **Lillie Avenue Phase 2B Streetscape Improvement Plan.** (Attachment 7)
8. **LUDC and County Code Parking Excerpts.** (Attachment 8)
9. **Greenwell Retaining Wall Layout.** (Attachment 9)
10. **County Encroachment Policy.** (Attachment 10)
11. **FAR Worksheet.** (Attachment 11)
12. **New Basement Graphics and Text.** (Attachment 12)

#### MEETING GOALS:

- Develop an understanding of the relationship of the Traffic, Circulation and Parking Chapter of the Summerland Community Plan and its influence on development in Summerland.

- Develop an understanding of issues and concerns with current goals and policies in the chapter.

Please refer to Transmittal materials provided to you for recent meetings. You may also download the materials at the following webpage:

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

## MEETING AGENDA FOR AUGUST 5, 2009

### Agenda Item 1

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Pledge of Allegiance and Roll Call.

### Agenda Item 2

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Public Comment period – This time is set aside to allow public testimony on items not on today’s agenda. The time allocated to each speaker will be set at the discretion of the Chair.

### Agenda Item 3

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Administrative Items-

- Meeting Minutes: Review and approval of the July 1, 2009 draft meeting minutes.
- SBAR Review of Residential Design Guidelines: The SBAR review of the Guidelines was continued pending complete integration of the SunPAC revisions. Review is scheduled for the afternoon of August 28.

### Agenda Item 4

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Traffic, Circulation, and Parking Background Information-

*1. Terminology:*

**Levels of Service (LOS):** Operating conditions are described by level-of-service (LOS), which is derived by comparing traffic volumes with roadway capacity. LOS A represents the best traffic operation, while LOS F represents the worst.

#### 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 traffic delays, significant signal time deficiencies experienced for short durations during peak traffic period
E	Unstable flow, significant delays, signal phase timing is generally insufficient, extended congestion.
F	Forced flow, low travel speeds, and volumes well above capacity.

The acceptable LOS for roadways in the Summerland Planning Area is LOS B. An exception is Ortega Hill west of Highway 101 where LOS C is acceptable.

**Roadway Classification:** Roadway classification in the Summerland Community Plan is divided into two main designations: Primary and Secondary roadways. Each of these main designations is further subdivided into three subclasses, dependent upon roadway size, function, and surrounding uses. Primary roadways serve mainly as principal access routes to major shopping areas, employment and community centers, etc., and often carry a large percentage of through traffic. The 1992 Plan does not designate any roadways within the community as primaries. 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 roadway may be fronted by a mixture of uses and generally carry a lower percentage of through traffic than primaries. Two types of secondary roads exist in the Summerland Community Plan area as indentified in the 1992 plan:

Secondary 1 (S-1): Moderate to high non-residential use with moderate number of driveways or large residential lots with large setbacks and well-spaced driveways. Roadways are two lanes with infrequent curb cuts and signalized intersections with primary roadways.

Secondary 3 (S-3): Roadways designed to primarily serve residential with small to medium lots. Roadways are two lanes with more frequent driveways.

As defined by this Community Plan, the Acceptable Capacity for a given roadway is based upon its roadway classification, the acceptable level of service for that roadway, and the number of Special Roadway Condition Factors that have been applied. Please the Attachment 5, Circulation Map, for details on roadway classification in the Summerland Plan Area.

**Average Daily Trip (ADT):** The unit measuring vehicular movement through which acceptable roadway capacity, roadway classification, and estimated future volume are measured in Summerland. Acceptable Capacity is defined as the maximum ADT's that are acceptable for the normal operations of a given roadway, based on roadway classification and acceptable LOS. The ADT is measured through a traffic count or may be estimated using SANDAG's *Traffic Generation Guide*.

**Peak Hour Trip: (PHT):** The unit measuring vehicular movement through which impacts to estimated future LOS are measured. Impacts are often calculated based on if additional PHT created would significantly affect the V/C (volume/capacity) ratio. The PHT is measured through a traffic count or may be estimated using SANDAG's *Traffic Generation Guide*.

## 2. Status of Lillie Avenue Streetscape Plan:

- Phase 1 and 2A complete, see Attachment 6.

- Phase 2B: American Recovery and Reinvestment Act (ARRA) funding secured for Area 1 improvements, see Attachment 7 for more details.

### *3. Summaries of Recent Public Works Studies:*

- **Parking Study, June 14 and 17, 2008:** The survey was completed during the Lillie Avenue and Ortega Hill Road parking improvements in response to community concerns about construction affecting parking. The study found that existing parking exceeds the current demand and no impact was observed on Varley Street and the residential roads north of Varley Street. The restaurants, Summerland Beach Café, Tinker's Burgers, Stacky's Seaside and the Nugget, created the highest demand for parking. The highest demand on both weekday and weekend peaked around 1 pm. If future demand does change and exceeds capacity, there are options that can be explored to meet the demand and prevent an impact to the residential streets to the north.
- **Non-Maintained Roadway Review of Summerland, March 2007:** Public Works completed an analysis of what improvements would be necessary to bring County owned, non-maintained streets into the County's Maintained Road System. The improvements would generally consist of widening, drainage upgrades, and pavement restoration. The total cost of the improvements would be approximately \$2,687,827 and does not including geotechnical reports and engineering to address roadway stability issues.

### *Focus Questions:*

- How does the Traffic, Circulation and Parking Chapter influence development?
- What are important traffic, circulation, and parking issues in Summerland?
- How does the current streetscape improve Summerland?
- What other improvements would further improve Summerland circulation?

## **Agenda Item 5**

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Public Works Transportation Division Guest Presentation- Dace Morgan, Deputy Director and Gary Smart, Traffic Operations Supervisor.

Public Works staff will be giving a presentation with a focus on the following Summerland Community Plan polices:

**Policy CIRC-S-17:** New encroachment of structures, fences, walls, landscaping, etc. into existing road rights-of-way shall not be permitted.

**Policy CIRC-S-18:** Existing public rights-of-way shall not be abandoned.

## **Agenda Item 6**

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A few remaining items pertaining to the Summerland Residential Design Guidelines need to be resolved. The remaining items include:

1. Basement definition and graphics.
2. FAR worksheet.

Please see Attachment 11 and 12 for revised graphics and language.

## **Adjourn**

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### **Next meeting: SunPAC Community Plan Update Meeting #25**

Topic: Phase III, Traffic, Circulation, and Parking Update  
Development

Wednesday, September 2, 2009, 5:00 PM

Board of Supervisors Hearing Room, 4th Floor

**CC:** Jeremy Tittle, Executive Assistant, 1<sup>st</sup> District Office  
Dace Morgan, Deputy Director - Public Works Transportation Division  
Gary Smart, Traffic Operations Supervisor- Public Works Transportation Division