



Site Design (Table 2) Fact Sheet & Focus Questions:

BACKGROUND

WHAT IS SITE DESIGN?

Site design refers to the arrangement of buildings and open spaces on adjacent sites to maximize the shared benefits of sunlight, circulation, pedestrian access, and views.

WHY IS SITE DESIGN IMPORTANT?

Proper site design can enhance the pedestrian realm and further establish the identity of a neighborhood or area through sensitive placement of a structure and required facilities such as setbacks, parking, trash enclosures, and landscaping. All these elements play an important role in drawing a pedestrian further down the block and their experience of the neighborhood.

WHAT ELEMENTS AND REQUIREMENTS ARE IMPORTANT TO SITE DESIGN?

The following list of items plays an important role in the location of a building on a site:

- Setbacks
- Topography
- Grading
- Parking
- Landscaping
- Trash and service
- ADA access
- Views
- Building placement

RELATIONSHIP TO EXISTING GUIDELINES AND THE LAND USE DEVELOPMENT CODE

The existing Board of Architectural Review (BAR) Guidelines for Summerland contains elements (i.e. Scale and Orientation and Views and Privacy) that influence Site Design. In addition, the Land Use Development Code (LUDC) contains several sections that further dictate building location and required facilities (i.e. setbacks, parking and landscaping). The topics following this discussion will reference the appropriate BAR Guidelines and/or LUDC requirements that influence that topic.

SETBACKS

Setbacks are regulated by the LUDC (§35.24.040¹) and they determine where a building and required facilities may be located. The Lillie Avenue commercial area of Summerland is designated a “C-1” (Limited Commercial) zone. All structures must conform to the following setback requirements described in LUDC Section 35.24.040:

Setback Table (LUDC §35.24.040)	
Development Feature	Requirement by Zone C-1 and C-1 (CZ) Limited Commercial
Minimum Lot Size	None expect 5,000 sq ft in Summerland and 7,000 sq ft elsewhere for a lot with only a residential use
Residential Density (Max)	1 unit (single family dwelling) per existing lot where no commercial uses are present ² and minimum lot size is 5,000 sq. ft ³ ; Where commercial uses are present, a limited number of bedrooms are allowed if secondary to primary commercial use ⁴ (secondary shall mean two residential bedrooms per 1,000 square feet of total gross floor area of commercial or industrial development. However, in no event shall the total gross floor area of the residential development exceed the total gross floor area of the commercial or industrial use ⁵).
Setbacks – Front Primary	30 ft from road centerline; 15 ft from right-of-way; An open canopy, porch, or similar structure may extend to within 5 ft of the right-of-way
Setbacks – Front Secondary	Lot less than 100 ft wide - 20% of lot width, 10 ft min. Lot 100 ft or more wide - Same as primary front setback
Setbacks – Side	10% of lot width, with 5 ft minimum required, 10 ft maximum required
Setbacks - Rear	10% of lot depth, with 10 ft maximum required; 25 ft where rear lot line abuts a residential zone
Building Separation	Buildings containing dwellings shall be located a minimum of 5 feet from any other detached building on the same building site

The Summerland Community Plan established twelve (12) goals that were to be incorporated into the BAR Guidelines for Summerland. The fourth (4th) goal of the BAR Guidelines states the following:

“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.”

This goal is important and relative to commercial design in that it reinforces the importance of site design and variety in Summerland. Setbacks can provide variety and interest for pedestrians and the block character. Additional considerations for the

¹ Santa Barbara County Land Use Development Code, Section 35.24.040 - Commercial Zones Development Standards, Table 2.17

² Santa Barbara County Land Use Development Code, Article II, Section 35-77A.3.8

³ Santa Barbara County Land Use Development Code, Article II, Section 35-77A.6

⁴ Santa Barbara County Land Use Development Code, Article II, Section 35-77A.3.9

⁵ Santa Barbara County Land Use Development Code, Article II, Section 35-58, Definitions, “Secondary Use”

extent of setbacks will be addressed in the Commercial Design Guidelines through input at this public workshop and from SunPAC members.

ISSUES TO CONSIDER

- Repetition of existing setbacks
- Varied setbacks
- Pedestrian enhancements such as patios and courtyards
- Setbacks for secondary streets (perpendicular to Lillie Avenue)
- Side and rear setbacks

TOPOGRAPHY

Topography is a term used to refer to the slope or relief of a site. Generally, slope is measured rise over run, or the elevation for point A and point B divided by the linear distance between the two points. The LUDC (§ 35.62, Ridgeline and Hillside Development Guidelines) encourages architectural design and landscaping that conforms to the natural topography. Guidelines apply to structures where a 16 foot drop in elevation occurs within 100 feet in any direction from the proposed building footprint.

Generally, the commercial zoned properties in Summerland are located in the level part of the community. There are a few parcels that have a significant slope and been not been fully developed. In these cases, the use of minimal grading may result in a structure that does not relate to the commercial area.

ISSUES TO CONSIDER

- Should commercial development be located at the same level of the sidewalk?
- Should specific criteria be established for steeply sloped properties along Lillie Avenue?

GRADING

Grading has both technical and aesthetic aspects. While some grading is often necessary to prepare sites and ensure proper drainage, a proposed development should strive to preserve and enhance the natural environment and any existing aesthetic qualities of the site. Since geological considerations may be crucial to your project, careful review of the site's geology is mandatory.

ISSUES TO CONSIDER

- Establishment of criteria for grading
- On-site management of runoff

PARKING

The location of required parking can enhance or detract from the pedestrian experience and over appearance of the block face. Parking design and location is regulated by various sections in the LUDC (§35.36). The following components influence parking design and location:

- **Number of Spaces** – This is regulated by LUDC (§35.36.060), which establishes a quantity of parking space based on the type of use proposed. The following table illustrates the difference in parking requirements based on proposed use.

Use	Parking Spaces Requires	Building Square Footage	Total Parking Spaces Required
Retail Business	1 per 500 square feet	1,000 square feet	2
Restaurant (4 Employees)	1 per 300 square feet (public area) 1 per 2 employees	1,000 square feet	6

- **Standards for All Zones and Uses** – The LUDC (§35.36.080) establishes numerous requirements that pertain to all zones and uses. The following requirements can influence site design:
 - Bicycle parking: quantity determined by the Planning Commission.
 - Construction and Design: establishes; drainage, pavement thickness, adequate lighting and maneuvering space.
 - Driveways: width, number and location determined by Public Works Standards and rear or side driveway access to required parking (minimum 10 feet).
 - Fractional Space: round up in the case of fractional numbers.
 - Handicapped Parking: number of spaces determined by State law.
 - Location: parking shall not be located within the front or side setback unless specifically allowed by applicable regulations.
 - Size: establishes minimum sizes for various parking spaces based on the associated use.
- **Standards for Nonresidential Zones and Uses** – The section of the LUDC (§35.36.110) pertains to commercial development (nonresidential). The following requirements can also influence site design:
 - Compact spaces: thirty percent (30%) of the required parking for nonresidential uses may be provided as compact car spaces.
 - Off-street loading facilities: commercial uses over 3,000 gross square feet are required to provide a 10 foot wide by 30 foot deep loading area.
 - Location: nonresidential structures or uses, the required parking spaces shall be provided within 500 feet of the main structure, or site if there is no main structure, as measured along streets not alleys, except as provided in Subsection D. [Limited Commercial (C-1) zone] and Subsection E. [Retail Commercial (C-2) zone, Coastal Zone] below.
 - Limited Commercial (C-1) zone: required parking spaces may be provided in publicly owned parking lots of legally constituted Parking Districts as long as the spaces provided are within a distance of no greater than 500 feet as measured along streets, not alleys, from the property line, subject to approval of the availability of the parking spaces by the Parking District Governing Board and the Director.

ISSUES TO CONSIDER

- Guidelines for parking lot or space location – i.e. front / rear of building
- Guidelines for the treatment of parking areas adjacent to public streets
- Spacing between parking lot driveways to minimize loss of on-street parking
- Encouraging shared parking areas
- Employee parking
- The uses of underground parking

LANDSCAPING

Landscaping is generally accommodated with the required setback areas. It can enhance the character of a building or screen facilities that may be less desirable (i.e. parking and trash enclosures). Landscaping in combination with setbacks can play an important role in the pedestrian experience by adding texture, color and smell.

A "landscape plan" is required for all development within the C-1 commercial zone pursuant to LUDC (§35.34.070). The landscape plan must meet the minimum requirements outlined in the LUDC, which includes the following:

1. A landscape area with a minimum width of five feet shall be provided adjacent to any lot line that abuts a residential zone.
2. A landscape area with a minimum width of 15 feet shall be provided adjacent to any street right-of-way line.
3. Parking areas shall be landscaped in compliance with Section 35.34.100 (Landscaping Requirements for Parking Areas) below.

Note: The minimum dimensions required above, are directly related to the required setbacks for the C-1 zone.

In addition to the LUDC requirements, a landscape plan should enhance the pedestrian experience and screen less desirable materials. Landscaping should compliment and add to good architecture not hide poor architecture.

ISSUES TO CONSIDER

- Role of landscape and design
- How landscape provides interest
- Landscape types to encourage (i.e. texture, color, smell)
- Tree plantings in setback areas adjacent to public right of way
- Landscape enhancements such as planters and pots
- Drought-resistant varieties (consider time to grow, and appropriateness of trees once they reach mature size)

TRASH & OTHER REQUIRED FACILITIES

Various Departments and agencies (i.e. County Fire & Health Departments) have regulations that require additional equipment or facilitates that can be unsightly if not properly planned for in the early stages of project design. For example, a backflow preventers, used to protect water supplies from contamination or fire suppression equipment, can be easily overlooked in the early design phase of a project. This can result in unsightly equipment in the front setback or highly visible areas on the structure. It is important to design accommodation for these important items in the early stages of a project design.

ADA ACCESSIBILITY

It is important that all commercial buildings provide safe and adequate means of access. In many cases providing ADA (wheelchair) access to a site is secondary and can result in expansive concrete ramp, which eliminates landscaping. If structures are constructed at the same or near the same level as the sidewalk, the need for these ramps is eliminated.

ISSUES TO CONSIDER

- Are there other required facilities or equipment that should be considered?

VIEWS & PRIVACY

Views are an important aspect of the character of Summerland. Although views are not protected, they should be taken into consideration in the design. The Summerland Community Plan contains the following policy:

Policy VIS-S-3: Public views from Summerland to the ocean and from the Highway to the foothills shall be protected and enhanced. Where practical, private views shall also be protected (page 139).

The BAR Guidelines also contains the following requirements for review when the County BAR finds that a project has the potential to create significant view or privacy impacts, the Board and applicant should consider the following as possible mitigation for view and privacy protection:

- a. Reduction of building height.
- b. Excavation of building into site.
- c. Hip roofs / direction of roof pitch / break up roof mass.
- d. Siting of new structure.
- e. Footprint of new structure.
- f. Reducing the mass of the second story and adding to the first story.
- g. Control of window, deck or balcony placement.
- h. View blockage of only "secondary" views (i.e. Bedroom instead of living room).

In addition, the Board shall make all of the following findings prior to approving a project that may impact adjacent views or privacy:

- a. The applicant has designed a project which limits impacts on his/her neighbor's views.
- b. There are no feasible means to further mitigate the project's obstruction of views and privacy without reducing overall square footage.
- c. The project is consistent with the adopted FAR's and Design Standards.

There are policies and findings weaved through various documents that regulate development in the commercial corridor in Summerland. Based on this, structures should to the extent feasible, allow for view corridors between buildings and through the use of appropriate roof slopes. This can help emphasize human scale and points of reference.

ISSUES TO CONSIDER

- Do these existing policies and findings appear to be sufficient?
- Will placing them in one document assist in design development?
- What about roof top equipment?
- Other considerations?

BUILDING PLACEMENT AND ORIENTATION

The various topics noted above play an important role in the siting of a structure and its required facilities such as parking, fire suppression and access. One final aspect is building placement and orientation. This is important aspect in providing a point of reference for pedestrians and also at important intersections and gateways into the community. At these important points, properly design structures can frame an area by providing architectural elements that are in scale with the area. An example would be

the intersection of Evans and Lillie, where there are three prominent corners that act as a hub for pedestrians, bicyclists and automobiles. Building with larger architectural elements that are orientated in a manner that provides an anchor or frames the intersection can give it a human scale, define the pedestrian area and slow traffic. The following graphic illustrates this point.

ISSUES TO CONSIDER

- Key intersections or hubs in Summerland
- Entry points into Summerland
- Emphasis of building entrances
- Importance of windows and their relationship to the pedestrian
- Connection with the sidewalk and adjacent street
- Site orientation and the use of underground parking
- Architectural anchoring



FOCUS QUESTIONS

1. *Do the existing setback regulations for commercial corridor in Summerland need to be revised, and if so, how?*
2. *Is current landscaping along Lillie Avenue appropriate? What types of landscaping does the community wish to recommend? What elements are important?*
3. *What are the parking problems or concerns in Summerland? How do you think they should be addressed beyond the current streetscape improvements being conducted by County Public Works?*
4. *Are existing requirements for the consideration of public views sufficient?*
5. *What other issues related to site design should be addressed? Why?*
6. *What intersections are important in Summerland?*
7. *What are the important aspects of Site Design in relation to Summerland?*