





PLANNING & DEVELOPMENT DEPARTMENT

OFFICE OF LONG RANGE PLANNING

TRANSMITTAL MEMO

DATE: October 1, 2009

TO: SunPAC Members

FROM: Peter Imhof, Supervising Planner 
Holly Bradbury, Associate Planner 

cc: Jeremy Tittle, Executive Assistant, 1st District Office
Derek Johnson, Director of Long Range Planning
Vicki Parker, Deputy Director

SUBJECT: SunPAC Meeting # 26- October 7, 2009

The Attachments noted below have been included or referenced in preparation for the October 7, 2009 meeting.

1. **Meeting Agenda.** The agenda for the October 7, 2009 meeting has been provided for your review. For further explanation, please see discussion below.
2. **Meeting Minutes.** Action Minutes from the SUNPAC September 2, 2009 and Joint SunPAC/SCA September 9, 2009 meetings are included for your review and approval.
3. **Revised Schedule.**
4. **Approved July 24 and August 28, 2009 SBAR Minutes.**
5. **County Encroachment Permit Policy.** Please review this document in preparation for our discussion of ROW encroachment policy in Summerland.
6. **Encroachment Policies and Procedures from City of Santa Barbara, Cal Trans, and County.** Provided for reference.
7. **ROW Map of Summerland.** Provided by Public Works.
8. **Policy Matrix.** Policies and Actions from the 1992 SCP which are still applicable exist in the left column. The right column contains policy suggestions. This document will be posted on the web in Microsoft Word version if you would like to alter it or email suggestions to us prior to the meeting.
9. **Existing Parking Regulations Fact Sheet.**
10. **Enforcement Fact Sheet.**
11. **Funding Fact Sheet.**
12. **Neighborhood Traffic Management Policy.** Please review in preparation for our discussion of traffic management policy in Summerland.
13. **Draft Goals Worksheet.** Goals were developed at last meeting and may be added either here or in Attachment 8.

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 OCTOBER 7, 2009

Agenda Item 1

Pledge of Allegiance and Roll Call.

Agenda Item 2

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

Administrative Items-

- **Meeting Minutes:** The September 2, 2009 and September 9, 2009 SunPAC meeting meetings are included for your review and approval.
- **Tentative Long Term Schedule:** Attachment #3 to this memorandum is an updated meeting schedule and overall timeline. We anticipate bringing the final Phase III Draft to the SunPAC at the January 6, 2010 meeting.
- **SCA/SunPAC Meeting Follow-up.**
- **Binder tabs for Phase III.** Additional binder tabs will be available at the meeting.
- **CHP Enforcement.** P&D staff met with Lt. Greenfield and Public Information Officer Richards from the California Highway Patrol regarding existing parking enforcement. Summary of discussion and facts are included in Attachment 10, Enforcement Fact Sheet.

Agenda Item 4

Phase III-ROW: We will be using the interactive Policy Matrix (Attachment 8) at the meeting to further develop goals, polices, development standards, and action items relevant to ROW, parking, and circulation/trial issues. The options presented in this memo are only suggestions; please alter as necessary. The SunPAC may incorporate policies or suggest planning tools not included in the memo.

Issue Summary

There are dozens of illegal encroachments into the County-owned ROW in Summerland. They range from hazardous, such as vegetation blocking the line of sight, to those thought necessary and beneficial by the property owner; e.g., retaining walls that stabilize slopes and prevent erosion.

Current Summerland Community Plan policy prohibits the issuance of encroachment permits and prohibits the County from abandoning ROW (Circ. S-17 and Circ. S-18). The Public Works Department presentation on August 5, 2009 highlighted issues associated with encroachment and abandonment prohibition, such as the Summerland School request to use or take over an adjacent portion of unused ROW.

Options

Treatment and Classification of ROW: In Summerland, County-owned ROW is categorized three ways: maintained, un-maintained and developed for access, and

undeveloped and un-maintained. The pink areas of Attachment 7 cover all County ROW. The SunPAC may consider different treatment for type each and compatible uses, such as pocket parks for undeveloped, un-maintained ROW or requiring consistency with encroachment standards for un-maintained ROW used for access.

ROW Type	Encroachment Options	Abandonment Options
Maintained	Limited circumstances with specific criteria - and definitions of desirable vs. unwanted. Develop Standards for integration into County Code/LUDC. LUP/ZCI: ROW legal findings with new standards or as permitted	None Only for public benefit with specific criteria.
Developed, non-maintained	Limited circumstances with specific criteria. Allow for encroachment and repair consistent with new standards.	None Only for public benefit with specific criteria. Only to an HOA for maintenance and private access.
Undeveloped, non-maintained	Only for park, community, or pedestrian amenities (i.e., community gardens, trails, or beach parking). Private or public access with a CUP where design would benefit of the community.	None Only for public benefit with specific criteria.

Prescriptive rights and adverse possession do not apply to public agency ROW, so there is no possibility of a private landowner taking public ROW because of their long term use. The undeveloped ROW near the beach, at the end of north/south streets along Whitney, and undeveloped sections of Hollister may be suited to providing community amenities. A funding mechanism should be explored for any action items. Depending on interest by the SunPAC, staff can present options at the November SunPAC Meeting #27. The Non-Maintained Roadway Review provided at SunPAC Meeting #24 contains additional information on some un-maintained, developed roadways and un-maintained, undeveloped ROW.

Findings for Encroachment: The County-owned ROW is depicted in Attachment 5. The SunPAC has expressed prior interest in allowing flexibility in ROW encroachments as a mechanism for solving engineering issues associated with development and slopes, and to provide feasible standards for landscaping and aesthetically desirable features. Any findings would reside in the LUDC, Section 35.28.210.F- Summerland Community Plan Overlay and in Chapter 23 of the County Code pertaining to encroachment permits. The SunPAC should consider further defining desirable and undesirable encroachments as expressed at meeting #25. Examples are included in Attachment 13, Findings.

Please carefully review Attachment 5, County Encroachment Permit Policy, and provide feedback on its appropriateness to Summerland. The policy provides for a 7-foot setback from pavement edge for encroachments where the speed limit is 25 mph or under, and 10 feet for areas where the posted speed limit is over 25 mph. Under the LUDC Section 35.30.150.E, projection of permitted structures into the ROW is limited to 8 feet away from pedestrian areas and 14 feet from areas used for vehicular traffic.

ROW Storage: The City of Santa Barbara contains the following language in its zoning ordinance with regard storage of boats or other items in the front yard setback:

28.87.190 Storage.

A. No portion of any front yard or any required interior setback, open yard, private outdoor living space or front porch shall be used for the permanent storage of motor vehicles, trailers, airplanes, boats, parts of any of the foregoing, appliances, loose rubbish or garbage, junk, tents, garbage or rubbish receptacles, building materials, compost pile, or any similar item, except as hereinafter provided. Permanent storage, as used in this section, shall mean storage for a period of forty-eight (48) or more consecutive hours.

B. No portion of any vacant or undeveloped lot in a residential zone where no main building exists shall be used for permanent storage.

C. Building materials for use on the same premises may be stored thereon during the time that a valid permit is in effect for construction on the premises.

The language would need to be amended to specify ROW if a similar provision is desired in Summerland. This ordinance forbids long term (over 48 hours) parking in the front yard setback. The R-1/E-1 Zone District the front yard setback is 50 ft. from road centerline and 20 ft. from ROW. Off-street parking spaces are not allowed in the side or front yard the setback without a modification¹ per LUDC Section 35.36.080.H.

Enforcement

Public Works does not have the resources to actively abate every violation in Summerland and can only provide active enforcement where health and safety are jeopardized. Standards for ROW permitting would allow Public Works flexibility to ameliorate existing violations without forcing wholesale removal all ROW encroachments. By incorporation of a finding into the LUDC for any zoning permit that the ROW must be legalized to adopted standards, zoning permits would be conditioned such that ROW violations would be abated at the appropriate step in the process.

Agenda Item 5

Phase III-Parking:

Issue Summary

The long-term storage of boats, RV's, trailers, and non-functional vehicles creates blight and safety issues on residential streets. Existing regulations limit vehicle parking in Summerland to 120 hours² and detached equipment to 24 hours³. All parking laws are enforced by the CHP. A parking study was completed in 2008 along Lillie Avenue and

¹ unless otherwise allowed in the applicable zone regulation.

² County Code Section 23-13.1, See Attachment 8 from Meeting #24 memo

³ County Code Section 23-13-10, See Attachment 8 from Meeting #24 memo

concluded that parking in the commercial core is sufficient. However, the community remains concerned about employee parking and parking-intensive uses. Under Section 35.36.050 of the LUDC, two spaces per dwelling unit are required in the R-1/E-1 Zone District, with additional spaces required for a guesthouse or residential second unit.

Options

Options Summary		
Oversize/Recreational vehicle	Employee/high density	ROW Parking
Define	1992 plan has a TDM program action item	Permit program
Overnight prohibition	Increased parking requirements	Marked Parking/Fog Lines
Prohibition of front yard and/or ROW storage (see Agenda item #5)	Creation of additional parking along beach roads in undeveloped ROW	Limit parking hours, i.e., 90 minute parking, no overnight parking

Definitions: On order to restrict large vehicle parking, the SunPAC must define recreational, non-functional, or oversize vehicles to be included restrictions.

Overnight Prohibition: At meeting #24, Public Works covered options for overnight RV prohibition similar to the City of Santa Barbara. Unlike the City, the oversize vehicles in the Summerland ROW belong mostly to residents.

Transportation Demand Management (TDM): Action CIRC-S-14.2 from the original SCP contains provisions for carpool and vanpool consistent with TDM Program as outlined County Code Section 23A-1. Most businesses in Summerland are smaller retail establishments that have few employees. Public Works has received no recent applications or requests for the program in Summerland. A Summerland TDM program action item may not be effective or would need to be customized to include incentives appealing to Summerland business owners.

Additional Parking Space Requirements: The Mission Canyon Plan is proposing to require an additional parking space, so three parking spaces would be required for a single-family dwelling. A similar policy in Summerland would perpetuate differences from the rest of the County and make the processing of development applications more complex. Additional parking requirements may result in additional site preparation/grading, and increase paved areas over to support additional required parking spaces.

The Santa Barbara Air Pollution Control District (APCD) Land Use Strategies⁴ recommends setting maximum parking requirements. Setting maximum amount of parking, rather than minimum, is a transit-supportive approach to parking management, but may not work for Summerland because of a lack of public transit infrastructure. MTD does not have plans to expand service beyond existing to Summerland.

⁴ <http://www.sbcapcd.org/cap/09%20Land%20Use%20Strategies.pdf>

Parking Permits and Limiting Hours: The existing County Code regulating parking (Sec. 23-11) allows for time limits, no parking zones, overnight parking prohibition (1 A.M to 6 A.M), and the white line designation of parking spaces. A resolution by the Board of Supervisors is required for any prohibition or program. White line designation (also known as "fog lines") would remove many on-street parking spaces as it would require all areas inside the white lines to be obstruction-free.

Enforcement

The California Highway Patrol has jurisdiction over parking violations in the incorporated areas of the County. The CHP requires resolution for all complaints. Immediate health and safety violations are addressed as soon as possible. Longer-term parking issues are remedied through the VIPER program, which includes contacting the registered owner directly, making the owner aware of his or her violation, and providing a timeframe for resolution. The CHP would continue to implement any parking restrictions or programs created by the SunPAC and approved by Public Works.

Agenda Item 6

Phase III-Circulation and Trails:

Issue Summary,

Prior to the streetscape improvements, Lillie Avenue was used by freeway commuters as shortcut around Highway 101 during heavy traffic and rush hour. The Lillie Avenue streetscape improvements have curtailed the use of Lillie as a "101 third lane," however surface streets continue to supplement the freeway during heavy traffic.

Varley Street is narrow and traffic is functionally limited to one car passage due narrow width, parking, and storage in ROW. A petition is required to create a one-way street, and a similar provision was included in the original SCP that specified east/west streets in general. At Meeting #24, Public Works provided a possible east/west one-way street plan. However, as many streets are not continuous, navigation would be confusing.

Pedestrian and bicycle safety is compromised in the urban area by the absence of sidewalks, illegal encroachments, and storage of vehicles in the ROW. Class II Bike paths associated with the Lillie Road improvements and the recently opened Class I Ortega Hill Bike path have greatly improved bicycle and pedestrian access to the Summerland commercial core. Beach access in the eastern part of the community remains under-developed.

Santa Barbara Metropolitan Transit District (MTD) provides the general public with fixed route service. Route 20, the Santa Barbara to Carpinteria line, serves as the only fixed route transit line in Summerland. The route links Summerland with Santa Barbara, Montecito, and Carpinteria, and stops every 30-60 minutes at Lillie and Evans Avenue.

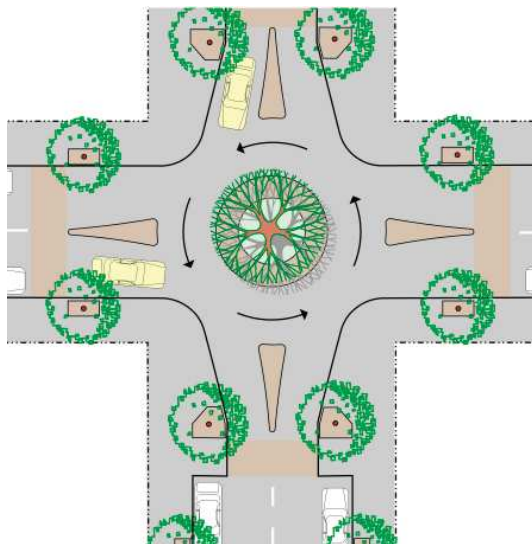
The rural streets of Summerland have a distinct feel and survey results demonstrate that the majority of residents want to preserve the existing ambiance. Staff recommendation is to add policies preserving the rural nature of the streets while allowing for on-road trails and stripped bike paths.

Options

Circulation Options		
Traffic Circulation	Bicycle Circulation	Pedestrian
Traffic circle, Mini Roundabout, or other traffic calming features	Increased signage and pavement marking (urban and rural)	Finding for all projects that favor pedestrian safety for any ROW alterations
One-way traffic on Varley	Continue to promote bike parking along commercial core, encourage well designed, artistic bike racks	Action items exploring the creation and funding for sidewalks (urban) or on-road trails (rural and urban)
Prohibit ROW parking if street is too narrow	Explore locations and funding for additional bike lanes	Creating of footpaths in undeveloped ROW
Funding sources or implementation programs need to be considered for all action items		

The above options mostly apply to urban area as preserving the existing state of the roads is a priority in the rural areas. Sample goals are included in the attached Draft Plan and Policy Matrix which and are separated by rural and urban areas.

Traffic Calming: Please see the attached Neighborhood Traffic Management Policy for an explanation of the process and methods for traffic calming. Mini roundabouts are ideal for streets with less than 2,000 ADT and can be landscaped with drought tolerant plants that do not affect sight lines,⁵ making them ideal for urban Summerland residential intersections. The graphic below is representative of a mini-roundabout.



⁵ www.labikeplan.org Section 5.57

Bicycle Circulations: Bicycle paths are classified in three ways as follows:



The original SCP contained an action item calling for a Class I path along the beach adjacent to the railroad ROW. Please provide feedback on additional areas for bike paths and appropriate types.

Narrow Streets and ROW Parking: At meeting #25, the SunPAC voiced support to maintaining a certain width of road and parking, and if this could not be met, limiting parking or conversion to one-way streets. The APCD Land Use Strategy Document recommends one twelve-foot travel lane and two seven-foot parking lanes in low to medium density neighborhoods. Generally, Public Works requires a road width of 11 or 12 feet; if parking is allowed on both sides of the street, it must be 32 feet curb to curb. Additional planning resources and ideas can be found at:

<http://www.cnu.org/>
<http://www.sbcapcd.org/cap/09%20Land%20Use%20Strategies.pdf>
<http://la.streetsblog.org/2009/09/19/weekend-update-the-parking-day-ride/>
http://www.labikeplan.org/files/draftplan/chapters/Draft_LABP_Ch5_Technical_Design_Handbook.pdf
<http://www.santabarbaracarfree.org/>
<http://arieff.blogs.nytimes.com/2009/09/22/pavement-to-parks/>
http://www.ruraltransportation.org/pages/page.asp?page_id=61530

Each SunPAC member is encouraged to review this draft information and contact staff individually should any questions, suggestions, or other comments arise. Staffs contact details:

- Vicki Parker, 568.2057
- Peter Imhof, 568.3543
- Holly Bradbury, 568.3577

Adjourn

Next meeting: SunPAC Community Plan Update Meeting #26

Topic: Phase III, Traffic, Circulation, and Parking Update
 Development: Review Draft
 Wednesday, November 4, 2009, 5:00 PM
 Board of Supervisors Hearing Room, 4th Floor