

CALIFORNIA COASTAL COMMISSION

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April 19, 1996

TO: Commissioners and Interested Parties

FROM: Steven F. Scholl, District Director
Gary Timm, Assistant District Director
Melanie Hale, Coastal Program Analyst *MHA***Th12a**

SUBJECT: CITY of CARPINTERIA, LOCAL COASTAL PROGRAM
MAJOR AMENDMENT NO. 1-95, to incorporate into the certified LCP the
Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program,
a component of the LCP Implementation Plan. The Master Program will replace
those portions of the City's certified Coastal Recreation and Access
Implementation Plan applicable to the Carpinteria Bluffs only.

STAFF RECOMMENDATION: Certification if Modified as Suggested

SUMMARY

The Coastal Commission approved Major LCP Amendment No. 1-94 with suggested modifications on October 13, 1994; the modifications were subsequently accepted by the City of Carpinteria. The amendment replaced those portions of the City's Land Use Plan previously applicable to the 157-acre site known as the Carpinteria Bluffs. A key modification required the City to prepare and submit a Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program for Commission approval. The Master Program is the subject of the present Implementation Plan amendment considered in this report.

The Master Program implements the LUP policies guiding the provision and protection of designated open space and environmentally sensitive habitat areas, public parks, bikeways and trails, beach access, railroad crossings, view corridors, vista points, public parking, and access for physically challenged coastal visitors, on the Carpinteria Bluffs. The Master Program replaces the applicable portions of the City's certified Coastal Recreation and Access Implementation Program for planning purposes on the Carpinteria Bluffs only.

ADDITIONAL INFORMATION: Contact Melanie Hale at the Coastal Commission's San Francisco headquarters, 45 Fremont Street, San Francisco, CA 94105-2219, (415) 904-5273 or Gary Timm at the Coastal Commission's South Central Coast district office, 89 South California Street, Second Floor, Ventura, CA 93001, (805) 641-0142.

SUMMARY OF RECOMMENDED MODIFICATIONS:

Staff recommends that the Commission certify the proposed Implementation Plan amendment with suggested modifications. The modifications generally refine and clarify the City's proposed Master Program and provide suggestions for the following:

- Revision of the Master Program map,
- Measures to secure at least one railroad crossing,
- Chevron trailway construction by mid-1999,
- Clear provisions for the improvement of designated coastal parks and vistas,
- Adequate signage for coastal access amenities,
- Provision of access for physically-challenged coastal visitors,
- Adequate buffers for open space and environmentally sensitive habitat areas,
- Additional measures to protect the harbor seal haul-out areas,
- Clear prohibitions against landscaping with invasive, non-native plant species,
- Environmentally sensitive habitat restoration

BACKGROUND

At the request of City of Carpinteria staff, the Commission postponed this matter from the March 13, 1996 agenda to allow the City Council time to publicly consider the recommendations of Commission staff. In the interim, the City identified the concerns discussed below. Commission and City staff have cooperatively developed solutions to the fullest extent possible. The Carpinteria City Council met on April 8 to evaluate the resultant recommendations. With the exception of two minor changes, the City Council concurred with City staff and has therefore supported the proposed modifications to LCP Amendment 1-95. Commission staff believes, therefore, that all concerns raised by the City that may be appropriately addressed within the context of the present amendment have been resolved and that the City now concurs fully with all recommended modifications set forth in the following sections. A brief review of the City's concerns and citations of the relevant suggested modification follows:

1. Though the City strongly prefers an at grade railroad crossing in Bluffs Area I (and such a preference was already included by Commission staff in the previously recommended Modification 2), the City requested that the Master Program nevertheless include provisions for

installation of an above grade railroad crossing if construction of a below grade crossing proves infeasible. (The Master Program already contains provisions for a below grade crossing.) In addition, the City requested a clarification that the cost of providing a railroad crossing would not be the sole responsibility of the City. Commission staff believes it is inappropriate to determine, within the scope of the Master Program, what proportion of the cost of construction should be allocated to the developers of adjacent properties, and the City has agreed that the necessary determination would be made by the City during development review. (Modification 2)

2. The term "native landscape specialist" is now included as an acceptable substitute for a "qualified botanist" for monitoring revegetated areas. (Modification 17)

3. Provisions for coastal sage scrub buffers now include the clarification that where buffers are reduced to the minimum of 20 feet, instead of the 25 feet ordinarily required, the resultant 5-foot buffer remainder could be mitigated by replanting coastal sage scrub vegetation within the balance of the designated buffer area. An additional provision allows incorporation of public trails and bikeways within designated buffer areas but requires mitigation if existing vegetation is removed to site such corridors. (Modification 19)

4. Access for physically-challenged coastal visitors between the Bluffs III upper tier coastal access parking area and the upper vista point amenities will be accomplished by an interconnecting corridor designed to Americans With Disability Act standards. This change clarifies that an additional trail up to the second Bluffs III vista point is not required by the Commission's suggested modification. (Modifications 12 and 15)

5. The proposed modifications to the Carpinteria Bluffs Land Use and Trails Map require preparation of a supplemental map, to be called the Carpinteria Bluffs Biological Resource Map. This map shall be prepared at a scale of one (1) inch to twenty (20) feet, shall precisely map the boundaries of Environmentally Sensitive Habitat Areas (ESHAs), and shall identify the acreage of coastal sage scrub proposed in the Master Program (page 7) for permanent open space and habitat preservation. This change would render the former proposed modification requiring revision of the Land Use and Trails Map to a 1:20 scale unnecessary (the City objected to the cost of this requirement). The proposed modification would retain the requirement that public open spaces be clearly labeled as such on the Land Use Map and that previously required changes to the view corridors be included in the map corrections. (Modification 1)

The City staff suggested other changes to the Master Program, such as a mitigation transfer program that would consider offsite habitat restoration (such as at Tarpits Park) in lieu of onsite restoration within the Bluffs planning areas, a density credit transfer program, deletion of one view corridor, and a requirement that developers prepare project models as part of the development review process. Commission staff advised the City staff that the present Local Coastal Program amendment, as Implementation Plan measure only, has a somewhat narrowly defined focus, and that the relevant standard of review (cited below) precludes the incorporation of these proposals into the present amendment. Staff has, therefore, recommended that the City

consider further development of these concepts for possible inclusion in future Land Use Plan amendment proposals.

STANDARD OF REVIEW

The standard of review for the proposed Implementation Plan amendment, pursuant to Sections 30513 and 30514 of the Coastal Act, shall be conformance with and adequacy to carry out the provisions of the Land Use Plan portion of the certified City of Carpinteria Local Coastal Program.

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SECTION I. MOTIONS AND RESOLUTIONS

Staff recommends that the Commission adopt the following resolutions, accompanied by the requisite motions:

A. DENIAL OF THE IMPLEMENTATION PLAN AMENDMENT AS SUBMITTED.

MOTION 1

“I move that the Commission reject the Implementation Plan amendment 1-95 of the City of Carpinteria.”

Staff recommends a YES vote on Motion 1 which would result in the adoption of the following resolution and related findings. An affirmative vote of the majority of the appointed Commissioners present is needed to pass the motion.

RESOLUTION TO REJECT THE IMPLEMENTATION PLAN

The Commission hereby rejects the Implementation Plan Amendment 1-95 on the grounds that the Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program is inadequate to carry out the provisions of the Land Use Plan as certified. There are feasible alternatives available which would substantially lessen any significant adverse impact which the approval of this implementation amendment will have on the environment.

B. CERTIFICATION OF THE IMPLEMENTATION PLAN AMENDMENT IF MODIFIED.

MOTION 2

“I move that the Commission certify the Implementation Plan Amendment 1-95 of the City of Carpinteria if it is modified in conformity with the suggested modifications set forth in this staff report.”

Staff recommends a YES vote on Motion 2, which would result in the adoption of the following resolutions of certification and related findings. An affirmative vote of a majority of the Commissioners present is needed to pass the motion.

RESOLUTION TO CERTIFY THE IMPLEMENTATION PLAN IF MODIFIED

The Commission hereby certifies the Implementation Plan Amendment 1-95 on the grounds that the Implementation Plan, as modified, conforms to and is adequate to carry out the provisions of the Land Use Plan as certified. There are no feasible alternatives available which would substantially lessen any significant adverse impact which the approval of this implementation amendment will have on the environment.

II. SUGGESTED MODIFICATIONS

The Commission suggests to the City of Carpinteria the following modifications to the LCP amendment request. The suggested modifications are necessary to make the amended Implementation Plan conform to and be adequate to carry out the provisions of the certified LUP.

If the City Council of Carpinteria adopts and transmits its revisions to the LCP amendment by formal resolution in conformity with the suggested modifications within six months of this Commission action, then the Executive Director shall so notify the Commission along with a finding that the City Council's resolution conforms with the Commission's suggested modifications. If the Commission concurs with the Executive Director's conclusion, the LCP amendment will become effective.

In the following suggested modifications, the Commission's suggested additions are indicated by underscoring, and suggested deletions by ~~strikeouts~~. General suggested modifications are simply described. Certification of the Implementation Plan is subject to the following modifications:

MODIFICATION No. 1:

The Carpinteria Bluffs Land Use and Trails Map shall be revised to incorporate a new delineation of the open space boundaries on Bluffs III, provided no net loss of the open space presently designated for Bluffs III shall result. Further, the map shall be revised to ensure that all open spaces intended for public access are labeled "public open space," and to provide for the refinement of designated view corridors as required by previous Modification 14 to the City's Carpinteria Bluffs Land Use Plan amendment certified by the Commission in 1994. In addition, the City shall prepare a supplemental Carpinteria Bluffs Biological Resource Map at a scale of one (1) inch to twenty (20) feet. The supplemental map shall identify the boundaries of Environmentally Sensitive Habitats on the Bluffs I, II, and III planning areas. The supplemental map shall also identify the total acreage of coastal sage scrub set aside for permanent open space and habitat preservation (Master Program, Page 7). The supplemental map shall be incorporated into the Master Program as Figure 10. The revised Carpinteria Bluffs Land Use Map and Trails Map, and the supplemental Carpinteria Bluffs Biological Resource Map shall be submitted to the Executive Director of the Coastal Commission within 90 days of Commission approval. The revised maps shall be subject to the review and approval of the Executive Director and shall be revised by the City to conform with any corrections required by the Executive Director within 120 days of Commission approval of LCP Amendment 1-95.

MODIFICATION NO. 2:

Bluffs I Implementation Measure 2:

A blufftop trail and vertical access to Carpinteria with a minimum width of 20 feet shall be developed along the alignment illustrated in Figure 5.

- Prior to issuance of occupancy certificates for the adjacent resort development, the City shall provide for and install a designated railroad crossing. The extent of the responsibility of developers to pay for the installation of the railroad crossing shall be determined by the City at the time of development review. Only one crossing of the rail line need be provided. The preferred option shall be an at grade crossing. To obtain this crossing, the City shall seek the necessary approvals from Subject to approval of the California Public Utilities Commission, in cooperation with Southern Pacific Railroad for a ,the crossing may be at grade. Such a crossing would include an barricade arm and audible alarms that would operate to block the crossing when trains approach without interfering with train passage. The crossing would also include, if feasible, improvements to allow access by wheelchairs. If approval for an at grade crossing is not secured from the California Public Utilities Commission, in cooperation with Southern Pacific Railroad, then the City shall seek necessary permit approvals to construct an underground crossing, or, if topographic conditions allow, an above grade crossing at an alternative location on Bluffs I.

- Prior to commencement of construction on Bluffs Area I, a four foot high, open-type fence (such as a split rail fence) shall be constructed as part of any adjacent development projects within each respective area between the railroad right-of-way and the bluff top trail (running in an east-west direction along the entire length of the site). This will physically separate visitors to the site from the railroad, unless topographic conditions are sufficient to ensure such separation without the installation of such fencing. The type of fencing and crossing design shall be approved by the City of Carpinteria as part of the coastal development permit approval, and all fencing so approved shall be of similar design and character to minimize visual impacts. To the extent feasible, designated railroad crossings shall be designed to accommodate physically-challenged coastal visitors.

- Concurrent with the construction of the blufftop trail, plantings of locally native, bluff scrub vegetation along the bluff edge shall occur. In addition, removal of the patch of sweet fennel and replanting with coastal sage scrub habitat within APN 1-170-10 as mitigation for the loss of that vegetative community shall occur concurrent with the construction of the trail through that parcel.

- Adequate and visually attractive beach, trail, and recreation access signing shall be provided.

- To the extent feasible, the The trail and the access to ocean viewpoints required in Measures 6 and 7, below, and to the extent feasible, and the rail crossing, as well as access to ocean viewpoints required in measures 6 and 7, below, shall be constructed so as to be accessible for the physically handicapped.

Responsibility: Construction of the trail through the existing Chevron property, including construction of vertical access to Carpinteria Avenue will be constructed by Chevron as mitigation for past construction of a pipeline through the area. Construction of this portion of the bikeway and trail shall be completed by July 1, 1999. Within six months of the completion

of construction of the Chevron portion of the railway, the City shall pursue funding to acquire and construct an easement for the 750-foot gap in the trail if provisions for such construction have not resulted from adjacent development approvals. Adjacent development proposals shall be conditioned by the City to require dedication of access easements and completion of railway construction within six months of project approval. If the City funds the construction of the 750-foot portion of the railway, the City shall recover the costs of so doing from the adjacent resort and/or residential development projects as an eventual condition of development plan approval.

As mitigation for the loss of coastal access which might result in the absence of this implementation measure, and as a benefit to users of the adjacent visitor resort, trail improvements, with the exception of that portion which Chevron is obligated to construct, shall be made by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the trail shall be through the City's existing Landscape and Lighting District.

Milestone: Improvement of the Chevron mitigation portion of the trail shall be completed by July 1, 1999. Improvement of the remainder of the trail shall be completed at the earliest feasible opportunity, in accordance with the City's ability to fund the acquisition and construction of that portion of the railway. In no case shall occupancy permits be issued for development on adjacent lands until the required easement for public railway access has as been offered, accepted, and recorded, and the entire Bluffs I portion of the railway constructed and opened for public use. ~~prior to the issuance of occupancy permits on adjacent lands.~~

MODIFICATION No. 3:

Bluffs I Implementation Measure 3:

3. Provisions for public parking for shoreline users shall be made within the existing Bailard Avenue right-of-way. In addition, provisions for parking for shoreline users shall be made within the visitor resort. A minimum of 15 parking spaces shall be provided within the resort parking area nearest to the public park and vista railway, and these spaces shall be posted with signage clearly reserving such spaces for non-resort coastal access visitors and shall be posted with signage indicating directions to the public park and vista railway. Coastal access parking within the resort shall include at least two handicapped parking spaces adjacent to the ADA - designed railway required under Implementation Measure 6. There shall be no charge for public coastal access parking within the resort development. Further, construction of coastal access parking spaces shall be in addition to such parking spaces as may otherwise be required of the resort development. Coastal access parking spaces within the resort development shall be posted with signs clearly reserving the spaces for public coastal access parking only and prohibiting use by resort patrons.

Responsibility: As mitigation for the loss of coastal access which might occur in the absence of this implementation measure, in exchange for abandonment of the existing Bailard Avenue right-of-way south of Carpinteria Avenue, and as a benefit to users of the adjacent visitor resort, parking areas shall be provided and improved by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the parking area within the existing Bailard

Avenue right-of-way shall be through the City's existing Landscape and Lighting District. Maintenance of the public access parking area within the resort shall be the responsibility of the resort.

Milestone: Parking improvements to the shoreline park and public access parking improvements and signage within the adjacent resort shall be completed and opened for public use prior to the issuance of occupancy permits on adjacent lands.

MODIFICATION NO. 4:

Bluffs I Implementation Measure 4:

4. Due to the sensitivity of the seal haul-out area and the overlook, a screen of vegetation shall be planted at the view point. This screen should be allowed to grow to a height of no greater than four feet and be pruned to increase density to create visually a 100 percent opacity. This screen ~~should~~ shall include be planted exclusively of locally native, stiff spined shrubs such as the lemonadeberry (*Rhus integrifolia*), bush sunflower (*Encelia californica*), coastal sagebrush, and California buckwheat.

Responsibility: As mitigation for increasing the number of people in proximity to the seal haul-out area, and as a benefit to users of the adjacent visitor resort, plantings at the seal haul-out view point shall be made by the developer of the adjacent visitor resort as a condition of approval. The resort developer shall be responsible for maintaining the plantings until the four-foot height and 100 percent opacity standard is reached. Re-planting as necessary to achieve this standard shall be the responsibility of the developer. An interpretive monument shall be installed at the view point by the developer of the adjacent visitor resort as a condition of approval and shall be placed on site prior to occupancy of the resort. The purpose of the interpretive display shall be to educate visitors about the seal population and to warn visitors of seal sensitivity to disturbance. Maintenance of the view point, with the exception of the initial shrub planting and growth requirements, shall be through the City's existing Landscape and Lighting District.

Milestone: Improvements to the seal haul-out view point shall be completed prior to the issuance of occupancy permits on adjacent lands.

MODIFICATION NO. 5:

Bluffs I Implementation Measure 6:

6. An ocean vista point and park area shall be provided south of the existing right-of-way of Bailard Avenue and shall be connected to the closest public access parking and main horizontal bluff top trailway by a vertical public access trail designed to the standards of the Americans With Disabilities Act (ADA). The design and scale of park amenities shall not intrude into the public view corridor south of Bailard Avenue. Signage clearly indicating the availability of public coastal access amenities and parking, as well as handicapped access, shall be included in

the main signage identifying the adjacent visitor resort and shall also be posted, with directions to the vista point and access trail prior to occupancy of the visitor resort.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, and as a benefit to users of the adjacent visitor resort, vista point improvements, including vertical trailways, shall be made by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the vista point shall be through the City's existing Landscape and Lighting District.

Milestone: Improvement of the vista point, park, vertical railway, and coastal access parking shall occur concurrently with trail construction, and shall be completed and opened for public use prior to the issuance of occupancy permits on adjacent lands.

The Carpinteria Bluffs Land Use and Trails Map shall be amended accordingly.

MODIFICATION NO. 6:

Bluffs I Implementation Measure 7:

7. An ocean vista point and connections from the main blufftop trail shall be provided at the east end of Bluffs Area I, adjacent to the railroad line. Connections between the vista point and the main blufftop trail and with the vertical accessway to Carpinteria Avenue shall be designed to accommodate handicapped coastal visitors. Benches shall be provided at this vista point.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, and as a benefit to users of the adjacent visitor resort, vista point improvements and the requisite railway connections shall be made by the developer of the adjacent visitor resort as a condition of approval.

Milestone: Improvement of the vista point and railway connections shall occur concurrently with trail construction, and shall be completed prior to the issuance of occupancy permits on adjacent lands.

MODIFICATION NO. 7:

Bluffs II Implementation Measure 8:

8. A blufftop trail shall be developed along the preferred alignment illustrated in Figure 6. The horizontal portion of the alternative alignment shown on Figure 6, along Carpinteria Avenue, shall be constructed only if the City of Carpinteria fails to obtain the necessary easements to construct the preferred alignment. Dedication of easements to construct the alternative alignment shall be required of all development proposals through which the alternative alignment passes until or unless the preferred railway has been constructed and opened for public use.

- The trail shall have a minimum width of 20 feet except for the alternative alignment along the east edge of the riparian corridor, where the trail shall have a minimum width of 12 feet (Figure 7). ~~The trail adjacent to the riparian corridor would function as a vertical access if the bluff top trail is constructed concurrent with construction of Line K.~~ The trail adjacent to the riparian corridor shall be deleted from the Master Program if the preferred route is constructed, and the twenty-foot setback buffer from the riparian vegetation driplines shall be restored with suitable, locally-native riparian and coastal sage scrub species.
- Concurrent with the construction of the blufftop trail, plantings of bluff scrub vegetation along the bluff edge shall occur. In addition, removal of ice plant and other invasive species shall occur concurrent with the construction of the trail through individual parcels.
- Adequate and visually attractive beach, trail, and recreation area access signing shall be provided, including at the northernmost takeoff points from vertical accessways, should any be constructed in this planning area, to make the railway and coastal access amenities readily identifiable to coastal visitors.
- At the same time that access easements are obtained across previously developed properties, any barriers that prohibit access, such as the fencing and parking in the southwesterly corner of Area II, shall be permanently removed.
- In exchange for maintenance by the citywide maintenance district, and as mitigation for impacts that may be created by potential expansion of the existing use, the City shall acquire access and public use of the existing private park area in the eastern portion of Bluffs Area II.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, and as a benefit to employees within adjacent business park uses, dedication of trail easements and construction of the trail shall be the responsibility of adjacent development. Maintenance of the trail shall be through the City's existing Landscape and Lighting District.

Milestone: Dedication of the trail easements shall be made a condition of new or expanded development of individual properties within Bluffs Area II. Construction of the trail across individual properties shall be completed, and the trail opened to the public, prior to the issuance of occupancy permits for the adjacent new or expanded development on a parcel by parcel basis.

If within seven years of the adoption of this implementation plan, dedication and improvement of the entire trail through Bluffs Area II is not completed, the City shall acquire trail easements and improve the trail through the area, subject to reimbursement should new or expanded development occur subsequent to the acquisition and improvement. Acquisition of these easements shall be through the City general fund or a citywide assessment district set up for this purpose.

MODIFICATION NO. 8:

Bluffs II Implementation Measure 9:

9. A trail vista point shall be provided in the southwestern corner of the "RAG. Harris" property, adjacent to the bluff edge. The vista point shall have an off-trail turnaround area and connection to the main trail designed to Americans With Disability Act (ADA) standards. Benches shall be provided at this vista point.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, as mitigation for loss of coastal sage scrub, and as a benefit to employees of the adjacent business park use, vista point improvements shall be made by the developer of the adjacent business park use as a condition of approval. Maintenance of the vista point shall be through the City's existing Landscape and Lighting District.

Milestone: Improvement of the vista point shall occur concurrently with trail construction, and shall be completed and opened to the public prior to the issuance of occupancy permits on adjacent lands.

MODIFICATION NO. 9:

Bluffs II Implementation Measure 10:

Invasive weedy species occurring in dense stands shall be removed, including ice plant (*Carpobrotus edulis*, *C. aequilaterus* and other species), pampas grass (*Cortaderia atacamensis*), ivy (*Hedera helix*), and others that readily escape and invade native habitats, especially riparian areas. Where weedy species are removed, the site is to be replanted with the same native scrub species found in the surrounding areas. If removal of weeds occurs in coastal sage scrub habitat, then the former weedy area will be replanted with coastal sage scrub species.

Responsibility: As mitigation for loss of vegetative habitats, invasive weedy species occurring in dense stands shall be removed, and new plantings shall be made by the developer concurrent with site development and trail construction.

Milestone: Removal of invasive species and installation of new plantings shall be completed prior to the issuance of occupancy permits on adjacent lands.

MODIFICATION NO. 10:

Bluffs II Implementation Measure 11:

11. In exchange for maintenance by the citywide maintenance district, and as mitigation for impacts that may be created by potential expansion of the existing use, the City shall acquire access and public use of the existing private park area in the eastern portion of Bluffs Area II. The park shall either be accessible to the public via the preferred trail alignment or shall be

connected to the main trailway by a spur trail designed to accommodate physically-challenged coastal visitors.

Responsibility: As mitigation for potentially increasing impacts on coastal access, and as a benefit to the increased number of employees within the adjacent business park use on the "Infrared" parcel, dedication of trail and recreational easements and construction of the trail shall be the responsibility of adjacent expanded development. Maintenance of the trail and vista point facilities shall be through the City's existing Landscape and Lighting District. If, within seven years of the adoption of this implementation plan, dedication of easements over the existing private park are not obtained, the City shall acquire such easements, subject to reimbursement should expanded development occur subsequent to the acquisition. Acquisition of this easement shall preferably be in exchange for maintenance of the park area through the citywide maintenance district; however, if such an arrangement cannot be achieved, acquisition shall be through the City general fund or a citywide assessment district set up for this purpose.

Milestone: Dedication of easements for the trail and use of the existing private park shall be made a condition of new or expanded development within the "Infrared" parcel. As noted above, if acquisition of easements cannot be achieved as the result of conditions of approval on expanded development, acquisition of the easement will be accomplished within seven years following adoption of this implementation plan.

MODIFICATION NO. 11:

Bluffs Area III Implementation Measure 12:

12. A blufftop trail with a minimum width of 20 feet shall be developed along the alignment illustrated in Figure 6.

- Due to the steepness of the descent from the middle to the lower tier and to mitigate erosion hazards, stairs or other suitable paving/covering shall be provided along with the descent. Because of the steepness of the slope, the width of the descent shall be limited to the current clearance between vegetation. The stairway design and construction shall incorporate all feasible means of slope stabilization and erosion control. It is recognized that, in order to avoid significant impacts to adjacent coastal bluff scrub vegetation, and in order to avoid creating bluff erosion hazards, the descent may be as narrow as approximately three feet in some areas. As a result, appropriate wider "turnout" areas shall be provided along the descent where they can be provided without creating significant erosion or biological resource impacts.
- The applicant(s) for development shall negotiate with Southern Pacific Railroad, or its successor in interest, with the assistance of the City and County, to provide a safe, at-grade crossing for the trail. The City shall make application to the California Public Utilities Commission for the necessary approvals to construct such a crossing, which would consist primarily of an audible alarm and moving guard arm to block pedestrian traffic when trains approach.

- If approval for an at-grade crossing is not secured from the Southern Pacific Railroad, or its successor in interest, the City shall seek the necessary approvals for a grade separated crossing from the California Public Utilities Commission, and shall be constructed such a crossing if such approvals are obtained.
- Concurrent with the construction of the blufftop trail, removal of non-native plant species and replanting s of locally-native bluff scrub vegetation along the bluff edge shall occur as mitigation for the loss of that vegetative community and concurrent with the construction of the trail through Bluffs Area III.
- Adequate and visually attractive beach, trail, and recreation area access signing shall be provided, including at the northernmost takeoff points from vertical accessways, to ensure that the trailway and other coastal access amenities are readily identifiable to coastal visitors.

Responsibility: As mitigation for the loss of coastal access and coastal bluff scrub vegetation which would result in the absence of this mitigation measure, and as a benefit to users of the adjacent visitor resort, trail improvements and bluff scrub revegetation shall be made by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the trail shall be through the City's existing Landscape and Lighting District.

Milestone: Improvement of the trail and associated removal of non-native vegetation and replanting with locally-native coastal bluff scrub species shall be completed prior to the issuance of occupancy permits on adjacent lands.

MODIFICATION NO. 12:

Bluffs Area III Implementation Measure 13:

13. Provisions for public parking for shoreline users shall be made within the southerly extension of the alignment of State Route 150 as illustrated in Figure 6. In addition, provisions for parking for shoreline users shall be made within the visitor resort. A minimum of fifteen (15) parking spaces shall be provided adjacent to the designated view-oriented park, including a minimum of two (2) handicapped access parking spaces. No fees shall be charged for the public use of these parking spaces. A minimum of ten (10) public access parking spaces shall be provided at no charge within the upper tier resort parking area adjacent to the easternmost designated view point in Bluffs Area III. At least one of these shall be designated for handicapped access parking. Coastal Access parking spaces shall be provided in addition to such other requirements for the provision of parking that may be imposed upon the development. The upper tier public vista point shall be accessible from the upper tier coastal access parking area within the resort. The corridor between the upper tier coastal access parking area and the upper tier vista point shall be designed to Americans With Disability Act standards. Public access parking within the resort parking area shall be clearly posted with signs reserving these spaces for coastal access parking only and prohibiting the use of these spaces by resort patrons. The main signage of the resort hotel shall include clearly visible notice of the availability of public

coastal access parking and all public access parking areas shall be signed to indicate directions to public parks, the main trailway, and coastal view points.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, in exchange for abandonment of the section of Carpinteria Avenue east of the extension of State Route 150, and as a benefit to users of the adjacent visitor resort, parking areas shall be provided and improved by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the parking area within the right-of-way of the extension of State Route 150 south of U.S. 101 shall be through the City's existing Landscape and Lighting District.

Milestone: Parking improvements to the shoreline park shall be completed prior to the issuance of occupancy permits on adjacent land.

MODIFICATION NO. 13:

Bluffs Area III Implementation Measure 14:

14. An open space access corridor connecting Carpinteria Avenue with the bluffs trail and park shall be provided in conjunction with trail development along the southerly extension of the State Route 150 interchange with U.S. 101 as illustrated in Figure 6. The access corridor shall contain a connector trail to the main blufftop trailway, park and vista point and shall be constructed to Americans With Disability Act standards. The open space access corridor shall be landscaped exclusively with locally-native, coastal bluff scrub species. Lighting in the access corridor shall be restricted to the connector trail, shall be shielded from nearby sensitive habitat areas, shall be directed downward, and shall be minimized to be less than 0.01 foot-candles at a distance of five feet from the trail; otherwise, lighting shall not be permitted in the access corridor. Non-pedestrian use of the open space access corridor shall be strictly limited to the connector trail and warning signage shall be posted.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, and as a benefit to users of the adjacent visitor resort, open space access corridor and vista point improvements, including installation of the connector trail and native plant materials, and trail lighting (if any), shall be made by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the vista point shall be through the City's existing Landscape and Lighting District.

Milestone: Improvement of the access corridor and vista point shall occur concurrently with trail construction, and shall be completed prior to the issuance of occupancy permits on adjacent lands.

MODIFICATION NO. 14:

Bluffs Area III Implementation Measure 15:

15. A trail rest stop and blufftop passive recreation-oriented park and vista point, including bike racks, benches, trash receptacle, picnic tables, limited barbecue facilities, restroom facilities, and a drinking fountain, shall be provided on the blufftop at the point that the trail descends to the lower tier. The size of the park and vista point will be approximately 2.3 acres. Park and vista point landscaping shall consist of locally-occurring native plant materials.

Responsibility: As mitigation for the loss of coastal access and for the loss of environmentally sensitive habitat which would result in the absence of this implementation measure, and as a benefit to users of the adjacent visitor resort, park and vista point improvements shall be made by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the vista point and park shall be through the City's existing Landscape and Lighting District.

MODIFICATION NO. 15:

Bluffs Area III Implementation Measure 16:

16. A second vista point, including benches, trash receptacles, and bicycle racks, shall be provided in the upper portion of Area III along the bluff edge overlooking the ocean. Although illustrated in Figure 6, the specific location of this vista point will be determined during the site plan review process for Area III. The final selection of a vista point shall be determined on the basis of providing optimal public access to the expansive coastal vistas available at this location. Benches and other amenities at the upper tier vista point shall be accessible from the upper tier coastal access parking area within the resort. The corridor between the upper tier parking area and the upper tier vista point shall be designed to Americans With Disability Act standards. It is intended that this easterly vista point be privately developed and maintained as part of the adjacent visitor-serving resort, but that it remain accessible to the public.

Responsibility: As mitigation for the loss of coastal access and public coastal views which would result in the absence of this implementation measure, and as a benefit to users of the adjacent visitor resort, vista point improvements, including the connector railway to upper tier public access parking, shall be made by the developer of the adjacent visitor resort as a condition of approval. Prior to issuance of occupancy permits, the developer of the resort shall record a public access deed restriction assuring permanent public access through the private resort property to the designated upper tier vista point. Responsibility for the maintenance of the vista point, including permanent provision of benches and bicycle racks, shall be private.

Milestone: Improvement of the vista point shall occur concurrently with trail construction, and shall be completed and opened to the public prior to the issuance of occupancy permits on adjacent lands.

MODIFICATION NO. 16:

Bluffs III Implementation Measure 17:

17. In designated open space areas, view corridors, parks, and railway corridors, invasive weedy species occurring in dense stands shall be removed, including ice plant (*Carpobrotus edulis*, *C. aequilaterus*, and other species), pampas grass (*Cortaderia atacamensis*), ivy (*Hedera helix*), and others that readily escape and invade native habitats, especially riparian areas. Where weedy species are removed, the site is to be replanted with the same native scrub species found in the surrounding areas. If removal of weeds occurs in coastal sage scrub habitat, then the former weedy area will be replanted with coastal sage scrub species. Access to Bluffs Area III designated open spaces shall be restricted to on-trail pedestrian or wheelchair use only; and motorized and non-motorized vehicles shall be strictly prohibited. Fencing and signage necessary to restrict such access shall be installed by the resort developer as a condition of approval, and shall be designed to blend with the natural setting to the extent feasible, by use of materials such as wooden split-rails.

Responsibility: As mitigation for loss of vegetative habitats, invasive weedy species occurring in dense stands shall be removed, and new plantings shall be made by the developer concurrent with site development and trail construction.

Milestone: Removal of invasive species and new plantings shall be completed prior to the issuance of occupancy permits on adjacent lands.

MODIFICATION NO. 17:

Bluffs III Implementation Measure 18:

18. Trash and garbage shall be removed from open space areas. The removal of this material from designated open space areas is to be non-intrusive, preferably through clean up by hand. Trash and garbage removal shall be done concurrently with the removal of invasive weedy species pursuant to Implementation Measure 17 and replanting of locally-native coastal sage scrub species shall be required. Any damage done by clean up and/or removal of trash should be monitored and allowed to revegetate naturally. New plantings shall be monitored by a qualified botanist or native landscape specialist and shall be re-planted as necessary to establish continuous habitat cover over a period of not less than five years from the initial plantings. Invasive weedy species shall be removed annually, prior to seed set, for a minimum of five years.

Responsibility: As mitigation for loss of vegetative habitats, trash and garbage shall be removed from open space areas by the developer concurrent with site development and trail construction.

Milestone: Removal of trash and garbage, as well as restoration of open space areas, ~~if needed~~, shall be completed prior to the issuance of occupancy permits on adjacent lands.

MODIFICATION NO. 18:

Master Program, Page 12, "Buffer Zones":

The minimum distance required for each buffer zone for each habitat specified in the Local Coastal Plan/General Plan Amendment was reviewed by a qualified biologist, and has been determined to be appropriate. In the riparian area, a setback from the dripline ~~is~~ may be more appropriate than from the top of the bank, since the trees in some sections have branched out well beyond the definable top of the banks. The buffer setback, consistent with LUP Policy E.3.2, shall consist of 20 feet from the outer edge of the drip line of riparian vegetation or 50 feet from top of bank, whichever is greater.

MODIFICATION NO. 19:

Master Program, Pages 6 and 7, "Biological Resource Conclusions," in pertinent part:

~~There will be a 25 foot buffer designated around open space areas containing existing coastal sage scrub habitat with the exception of the area of coastal sage scrub adjacent to the riparian habitat in Area II. A minimum 12 foot buffer is to be maintained in this area, however the buffer may be reduced to 20 feet for the area of coastal sage scrub adjacent to the riparian habitat in Area II, provided the equivalent square footage of habitat to equal a 25 foot buffer is compensated for through in-kind restoration of coastal sage scrub within the Carpinteria Bluffs. Such restoration may be within designated buffers, or elsewhere within the Carpinteria Bluffs, but shall be in addition to habitat restoration or other forms of mitigation otherwise required of other development. Public bikeways or trails may be incorporated into the buffer area without requiring the provision of additional total buffer area provided that the removal of existing vegetation is not required. Where vegetation removal is required, equivalent additional habitat shall be replanted within the Carpinteria Bluffs but such replanting shall not count toward other mitigation requirements of the triggering development or toward such mitigation as may be required of other development. Buffer areas that are revegetated with coastal sage scrub species will not be subject to requirements for the provision of additional buffer areas.~~

~~A 20 foot buffer from the east side of the dripline of riparian vegetation in area II is to be maintained, or a 50 foot buffer from top of bank, whichever distance is greater. No encroachment of development to the west side of the riparian corridor is to be permitted beyond that which existed on the date of adoption of the open space master program. Future development of the west side of the riparian habitat is to be held to the same buffer requirements as applicable to the east side of the riparian habitat.~~

MODIFICATION 20:

Master Program, Page 11, (Biological Resources Conclusions):

~~Shoreline structures will be sited or routed to avoid significant rocky points and intertidal areas. No construction of buildings will occur south of the railway right-of-way. Development may occur south of the railway right-of-way provided such development conforms with the requirements set forth on Page 28 of this Master Program and provided that dedication of a~~

public access easement to the harbor seal haul-out viewing area is required as a condition of project approval.

MODIFICATION 21:

Master Program, Page 16 (Off-site Habitat Management):

Non-native, invasive plant species that shall not be used in landscape plan areas ~~unless controlled (i.e., strictly maintained)~~ include the following: (list not repeated here)

~~The following highly invasive species shall not be used in any landscape plan areas due to their ability to readily spread via airborne seeds, rather than vegetatively.~~ (list not repeated here - will be combined with above list to describe explicitly prohibited species)

MODIFICATION 22:

Master Program, Page 27 (Open Space Configuration)

... The bluff edge open space within Bluffs Area I has been aligned with the windrow. As required by the Carpinteria Local Coastal Plan, a minimum of 200 feet from the northerly limit of the railroad right-of-way ~~center of the railroad tracks~~ has been retained in open space for development of a bluff edge park.

Master Program, Page 29

... the coastal plan stipulates that lands shall be reserved for the shoreline park and trail. The shoreline park shall be a minimum of 200 feet in width as measured from the northerly limit of the railroad right-of-way ~~center of the railroad tracks~~.

Master Program, Page 30

... Shoreline park with a minimum width of 200 feet as measured from the northerly limit of the railroad right-of-way ~~center of the railroad tracks~~.

SECTION IV. FINDINGS AND DECLARATIONS

A. Background.

1. Environmental Setting.

The Carpinteria Bluffs, located in southern Santa Barbara County near the Ventura County border, envelop some 157 acres of blufftop open space (with the exception of existing commercial buildings in the central portion). The bluffs consist of ruderal grasslands, coastal sage and bluff scrub habitat, a riparian corridor and scenic windrows of mature eucalyptus and tamarisk trees. The modest topographic relief and exceptional coastal vistas make the Bluffs a

popular destination for coastal visitors who walk, jog and bike along an historic trailway traversing the high bluffs adjacent to the Pacific Ocean, roughly parallel to the Southern Pacific railroad tracks. The Carpinteria Bluffs are also a popular location for photography and landscape painting.

Bounded by Carpinteria Avenue and U.S. 101 on the north, Chevron's oil and gas processing plant and Carpinteria City Hall on the east, and the Pacific Ocean on the south, the Carpinteria Bluffs offer some of the most spectacular public vistas on the County's south coast. Bluffs Area I overlooks an established harbor seal haul-out and rookery and contains the most passable vertical accessway to the sandy beach below the bluffs. An estimated 12,000 tourists, including busloads of schoolchildren, visited Bluffs Area I to view the harbor seal rookery last year. Bluffs Area II, which contains some existing commercial development, also contains a well-established riparian corridor bounded by remnant stands of coastal sage scrub. Bluffs Area III attracts significant unauthorized off-road vehicle use, which has resulted in substantial degradation of the site's coastal sage scrub habitat. Significant elevation gains at the southern end of Bluffs III provide particularly expansive views of the coastline and blufftop terraces.

2. Previous Coastal Commission Action.

The Commission certified an amendment to the Land Use Plan policies affecting development on the Carpinteria Bluffs on November 16, 1994 (LCP amendment 1-94, Carpinteria Bluffs), after suggested modifications required at the time of Commission approval were accepted by the City of Carpinteria. Prior to the Commission's certification of the 1994 LUP amendment, the City's Local Coastal Program required the approval of specific plans on Bluffs I or III before development proposals could be considered. The former specific plan requirement encompassed comprehensive planning requirements for various coastal amenities on the Carpinteria Bluffs. Because the City proposed the elimination of the specific plans, and because the new policies proposed by the City did not substitute adequate identification of the kinds and locations of some land uses (coastal access and recreation, open space and environmentally sensitive habitat protection) that would have been addressed through the specific plans, the Commission certified the LUP amendment only upon the condition that the City prepare for Commission approval a Master Program to address coastal access, recreation, and open space for the entire Carpinteria Bluffs planning area. That document, the Carpinteria Bluffs Coastal Access, Recreation and Open Space Master Program, has now been submitted by the City and is the subject of the Commission's present consideration.

The Commission required the Master Program to include a map delineating coastal amenities and open space areas with sufficient detail to replace the former specific plan requirements and to guide the review of future development proposals for Bluffs I, II and III. The map, if certified as part of the Implementation Plan, would have the same force and effect as a zoning district map for purposes of development review. In addition, the Master Program replaces those portions of the City's certified 1981 Coastal Recreation and Access Implementation Plan applicable only to the Carpinteria Bluffs.

3. Approved Land Uses on the Carpinteria Bluffs

The kinds and intensities of development provided for in the amended LUP (1995) represented a downshift from the provisions of the previously certified LUP. The amended LUP presently allows on Bluffs I a "destination resort" hotel of up to 100 rooms (approximately 200,375 sq. ft.) and up to 60 residential units. Hotel rooms may be increased incrementally up to total of 220 rooms with a corresponding reduction of one residential unit for each two additional hotel rooms. (The LUP previously provided for up to 314 residential units and a 150-room hotel.) Commercial/light industrial business park infill development of up to approximately 311,000 sq. ft. of total development (153,488 sq. ft. of commercial development presently exists on Bluffs II), is provided for on Bluffs II. This represents a reduction of approximately 165,000 sq. ft. from the previously certified LUP as it applied to Bluffs II. Finally, the amended LUP provides for a resort hotel of up to 225 rooms and ancillary uses totaling approximately 260,000 sq. ft. (a reduction of approximately 150,000 sq. ft. from the previous LUP) and up to ten employee residential units as part of the hotel complex on Bluffs Area III.

B. Master Program Requirements: Coastal Issues.

The Commission directed that the Master Program contain, at minimum (LUP Policy D.1.7), the following:

A map identifying the locations and boundaries of open space, park and recreation areas, one vertical beach access, public services and improvements, trails, designated railroad crossings, future area for the potential landward relocation of the railroad tracks, coastal access parking, access to adjacent coastal resources, and facilities or improved areas accessible to physically-challenged visitors.

A plan setting forth specific milestones and funding mechanisms to ensure implementation of the Master Program prior to, or concurrently with, the development of Bluffs Areas I, II, and/or III.

Specific goals, implementation milestones, and funding mechanisms for management of open space areas reserved for habitat conservation. This component of the Master Program is required to incorporate the results and recommendations of a separate habitat study of the Carpinteria Bluffs. All potential uses of open space areas are to be subordinate to the protection, restoration, enhancement, and management of sensitive habitat areas identified by this study. This study is intended to:

Determine the biological sensitivity of the Carpinteria Bluffs and beach, the extent of significant habitat areas, including the habitat of marine mammals, and the interrelationships of habitats located in Bluffs I, II, and III. The study is to make recommendations as necessary to protect significant habitat areas from adverse impacts of potential development, and make recommendations, based on field surveys where applicable, to prioritize, protect, enhance, and manage identified habitat areas within the context of the Coastal Access, Recreation, and Open Space Master Program for the Carpinteria Bluffs. Such recommendations are to include the following:

- i) Identification of all sensitive habitat areas that are not to be disturbed.*
- ii) Identification of allowable uses in the habitat areas identified in Chapter III of the Carpinteria Bluffs Local Coastal Plan Amendment in a manner consistent with Policy D.3.2 of the Local Coastal Plan Amendment (LCPA).*
- iii) Identification of buffer zones necessary to protect habitat areas from uses adjacent to the site.*
- iv) Identification of mitigation measures necessary to restore, enhance, and manage habitat areas to compensate for the loss of habitat due to development.*
- v) Determination of appropriate times of year for construction activities to minimize disturbances to habitats and/or sensitive species.*

1. Purpose of the Master Program.

The proposed Master Program amends the Implementation Plan component of the City's certified Local Coastal Program. As stated previously, the standard of review the Commission must apply to an Implementation Plan amendment is whether the amendment (the Master Program) conforms with, and is adequate to carry out, the provisions of the Land Use Plan portion of the LCP.

As the Master Program's full title suggests, (Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program), and as the City's LUP Policy D.1.7 states, the primary purpose of the document is to ensure that coastal trailways, parks, public views and environmentally sensitive open spaces are adequately provided for in concert with the future development of the Carpinteria Bluffs. Therefore, the issues addressed by the Master Program are coastal access and recreation, environmentally sensitive habitat protection, and the protection of public coastal views. In addition, many of the Commission's suggested modifications incorporate the requirement that parking, recreational facilities, and bikeways and trails on the bluffs be designed to Americans With Disability Act standards.

The Master Program, as an Implementation Plan component, must be sufficient to carry out the more general LUP policies applicable to the Bluffs. Therefore, a high degree of specificity is required of the document. The Commission finds that while the City has addressed the relevant coastal issues comprehensively, a number of modifications are necessary to fine-tune the Master Program and to ensure that it can be readily implemented. The Commission finds that the Master Program, if modified according to the Commission's following suggestions, would achieve the clarity and specificity required to successfully implement the certified Carpinteria Bluffs Land Use Plan policies.

2. Carpinteria Bluffs Land Use and Trails Map.

LUP Policy D.1.7. required the City to incorporate within the Master Program, a map containing the following:

A map identifying the locations and boundaries of open space, park and recreation areas, one vertical beach access, public services and improvements, trails, designated railroad crossings, future area for the potential landward relocation of the railroad tracks, coastal access parking, access to adjacent coastal resources, and facilities or improved areas accessible to physically-challenged visitors.

The Master Program submitted by the City contains a map, identified as Figure 9, entitled "the Carpinteria Bluffs Land Use and Trails Map." The scale of the map (one map inch equals two hundred feet) is adequate for general planning purposes but does not provide the level of detail necessary to accurately identify environmentally sensitive habitat boundaries. The Commission finds that the scale of the map may result in future disputes about habitat boundaries and the buffers that must be provided for ESHAs. In addition, since the Commission's March, 1996 meeting, the City has determined that as mapped, one approximately 4-acre parcel on Bluffs III would be entirely located within designated open space. The City has proposed (as Modification 2 reflects) that the open space boundaries for Bluffs III be redefined, provided that no net loss of coastal sage scrub habitat or other designated open space areas on Bluffs III would result. The City has asked the Commission to incorporate into Modification 2 a requirement that a supplemental map be prepared specifically to identify environmentally sensitive habitat areas at a one map inch equals twenty feet scale. Such a map, to be entitled the Carpinteria Bluffs Biological Resources Map, would be a certified component of the Master Program and would be used during development review to determine requisite buffer setbacks from ESHAs, for example.

Suggested Modification 1 also incorporates the need to modify the mapped view corridors. This requirement was imposed by the Commission previously (Modification 14, LCP amendment 11-94, Carpinteria Bluffs) and accepted by the City of Carpinteria. The City was required to expand the designated view corridors (particularly the vistas available from the end of Bailard Avenue and from Highway 150) to more adequately acknowledge and protect significant public coastal vistas. The Commission's certification required the City to incorporate these changes in the forthcoming Master Program map (incorporated as Figure 9 in the City's Master Program). Therefore, the Commission has included in suggested Modification No. 1 the requirement that the City comply with the previous requirement and revise the Land Use Map accordingly. The Commission finds that accurate delineation of the view corridors is necessary to ensure that development limitations and setbacks, such as those contained in LUP Policy B.1.1, are properly applied to future development proposals, and states in pertinent part:

Development on the Bluffs shall not obstruct existing view corridors of the ocean and bluff top edge. In addition, views of the ocean and mountains for users of coastal trail(s), bluffs area property owners and visitors, and passing motorists shall be maintained. Permitted development in view corridors shall be limited to landscaping, roads, underground utilities, parking lots,

walkways, bikeways, public restrooms, bike racks, benches, picnic tables, and small interpretive signs. Where view corridors correspond to open space areas, the development set forth above shall be set back as required by the ... Master Program.

The City, in adopting the Commission's suggested modifications to the Carpinteria Bluffs LUP amendment, also agreed that the Master Program would clearly designate open space and open space buffer areas. Policy D.3.7, in pertinent part states:

... Open space areas intended to maintain coastal access for the public (bluff top and other trails, bluff top view parks) shall be protected for use by the public. Determination of open space designations necessary to provide adequate public access, including historic public open space, shall be made at the time of the preparation of the ... Master Program. Other open space areas may remain in private ownership and be used for the benefit of users and residents of adjacent developed areas.

Policy D.3.7 clearly requires the Master Program to distinguish between public open space that is to be accessible to the public into perpetuity, and areas sometimes referred to as "common" or private open spaces accessible only to private property owners or hotel patrons. The Master Program map as submitted makes no such distinction. If all open space so labeled on the map is intended to be public, the map must be revised to simply to add "public" to the areas designated as open space. Thus, the Commission finds that the Master Program map must clearly depict public open space areas pursuant to Modification No. 1.

For all of the reasons set forth above, the Commission finds that the Master Program Land Use and Trails Map, if revised according to Modification 1 and supplemented with the Biological Resources Map required in Modification 1, will conform with and be adequate to carry out the relevant policies of the City's certified Land Use Plan.

3. COASTAL ACCESS AND RECREATION.

3.1 Access for physically-challenged coastal visitors:

The City's certified LUP contains a number of policies that require the provision of facilities and trails designed for access by physically-challenged coastal visitors:

LUP Policy B.2.3 states in pertinent part that:

... Signage shall include adequate identification of public coastal access parking, trails, and/or bikeways, and coastal recreation areas, and shall indicate the availability of facilities for physically-challenged visitors.

LUP Policy D.1.3 states in pertinent part that:

... To the extent feasible, designated railroad crossings shall be designed to accommodate physically-challenged coastal visitors.

LUP Policy D.1.4 states in pertinent part that:

In addition to standard parking and other improvements, each park shall include at least two adjacent parking spaces and vertical access links to bluff top viewing areas and trails for use by physically-challenged visitors.

The modest topographic relief of the Carpinteria Bluffs makes feasible the provision of coastal access and recreational amenities for physically-challenged coastal visitors. As the Commission staff report for the 1994 Carpinteria Bluffs LUP amendment underscored, Coastal Act Section 30210 provides that maximum coastal access and recreational opportunities shall be provided for all the people. A significant population of California's potential coastal visitors have some form of temporary or permanent physical disability which could preclude their enjoyment of coastal trails, parks, and scenic vistas unless access to these amenities is designed to accommodate their needs. The Master Program implements coastal access and recreation in all three bluffs planning areas; therefore, the Commission finds a number of modifications necessary to ensure that universal access opportunities are provided. Only if the Carpinteria Bluffs coastal parks, trailways, scenic vistas and parking areas are specifically designed to accommodate disabled coastal visitors, and signage posted to indicate the availability of these amenities, would the Master Program be adequate to carry out the policies of the LUP. For these reasons, the Commission finds that if modified as suggested by Modifications 2, 3, 5, 6, 8, and 10--13, the proposed Master Program would adequately implement the applicable LUP policies that require access and recreational amenities for physically-challenged coastal visitors.

3.2 Coastal Access and Recreation

Applicable Certified Land Use Plan policies the Master Program must adequately implement include:

LUP Policy D.1.3:

Prior to commencement of construction on Bluffs Area I, II, or III, a four foot high, open-type fence (such as a split rail fence) shall be constructed as part of any adjacent development projects within each respective Area between the railroad right-of-way and the bluff top trail (running in an east-west direction along the entire length of the site) to physically separate visitors to the site from the railroad, unless topographic conditions are sufficient to ensure such separation without the installation of such fencing. In addition, one or more designated and signed pedestrian crossings of the railroad right-of-way shall be required to be constructed by project applicant(s) within Areas I and III. The location and configuration of the required railroad crossings shall be determined by the coordinated efforts of the City of Carpinteria, Southern Pacific Railroad, and public utilities. The type of fencing and crossing design shall be approved by the City of Carpinteria as part of the coastal development permit approval, and all fencing so approved shall be of similar design and character to minimize visual impacts. To the extent feasible, designated railroad crossings shall be designed to accommodate physically-challenged coastal visitors.

LUP Policy D.1.4:

Open space areas at the southerly terminus of Bailard Avenue in Bluffs Area I (approximately 5.0 acres), and west of the Visitor Resort designation at the high point of Bluffs Area III (approximately 5.0 acres) shall be provided and maintained as passive public parks. Appropriate facilities for these parks are defined in the Carpinteria Coastal Recreation and Access Implementation Program. In addition to standard parking and other improvements, each park shall include at least two adjacent parking spaces and vertical access links to bluff top viewing areas and trails for use by physically-challenged visitors. Coastal access signage to these parks shall be provided along U.S. Highway 101 and Carpinteria Avenue.

LUP Policy D.1.5:

Within Bluffs Area II, adequate right-of-way or easements for connecting the bluff top trail shall be dedicated or acquired to ensure that trails on Bluffs areas I and III are linked together in a continuous trail system across the entire blufftop. The blufftop trail for each Bluff Area shall be dedicated or acquired, constructed, and opened for public use within each respective Bluff Area, in accordance with the Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Plan as set forth in policy D.1.7

LUP Policy D.1.6:

A bluff top hiking/biking trail corridor at least 20 feet in width, or wider if necessary to accommodate separated bikeway and pedestrian lanes or to accommodate constraints (such as existing vegetation, uneven terrain or ESHA buffers) shall be located so as to ensure that continuous trail access can be maintained over a period of time equivalent to the design life of proposed adjacent development (100 years). The necessary width of the corridor shall be based on the rate of bluff retreat determined on a site-specific basis, pursuant to Policy A.1.1.

LUP Policy D.1.7 (cited previously);

LUP Policy I.1.1, in pertinent part states:

(4) The City shall also evaluate existing coastal access parking and identify additional parking needs for coastal access necessary to ensure continued access to the Carpinteria Bluffs trails, beach and recreational areas;

(5) The City shall incorporate as conditions of development plan approval any traffic or parking improvements deemed necessary as a result of the analysis required under (3) and (4) above and the results of such analysis shall be incorporated into the Circulation Plans required under (a) above.

LUP Policy I.1.9:

As a condition of development approval of Bluffs Area I, II, or III, any measures necessary to mitigate adverse traffic impacts or to provide adequate parking pursuant to Policy I.1.1 above shall be required to be constructed prior to issuance of certificates of occupancy for such development.

City of Carpinteria Coastal Recreation and Access Implementation Program (September 1981):

... The Coastal Plan stipulates that at least 40 percent of the gross area shall be retained in public and common open space consisting of a minimum 20-foot hiking/biking trail corridor, a public recreational facility and a shoreline park. On the Chevron property, the park shall be located north of the Southern Pacific Railroad and running an average of 200 feet in width and a minimum of 150 feet in width in an east/west direction for the length of the property.

3.3 Horizontal Trailway, Chevron Mitigation, Bluffs I

The Master Program provides for the acquisition, construction and dedication of a horizontal blufftop trailway connecting Bluffs I, II, and III. The trailway would generally be constructed in segments as adjacent development occurs. In some cases the Master Program relies on the acquisition of easements where development presently exists (Bluffs II). On Bluffs I, however, Chevron has long been obligated to construct most of the proposed trailway as required mitigation for past pipeline construction project impacts. As submitted by the City, the Master Program would rely on future adjacent development to construct this portion of the trailway on Bluffs Area I, rather than on Chevron. This was likely an oversight as the Chevron mitigation requirement has been "dormant" for approximately ten years. In consultation with the City's public works and community development directors, staff has determined that Modification 2, which would require Chevron to fulfill this obligation by July 1, 1999, would be acceptable. A 750-foot gap in the trail would remain, however, and construction of this portion of the bikeway would be accomplished either as a condition of adjacent development or through acquisition by the City.

3.4 Railroad crossing

Modification 2 also clarifies the means by which the City may effectively obtain the necessary approvals to construct an at-grade crossing of the Southern Pacific railroad tracks in the Bluffs I area. A crossing is needed because the City has imposed the requirement that development of adjacent lands must include the construction of a fence to separate coastal visitors from the railroad tracks. The blufftop trailway would thus be separated by a barrier enhancing the already chilling effect the railroad tracks have on coastal access. Because the tracks must be crossed to reach the harbor seal viewing area and the vertical accessway to the beach below the bluffs in Bluffs I, a crossing is essential to mitigate adverse impacts on coastal access and recreation. In 1995 alone, an estimated 12,000 tourists, including busloads of schoolchildren, crossed the railroad tracks on Bluffs I to view the seal rookery below. Staff consultations with California Public Utilities Commission staff have determined that a designated, at grade crossing could be

permitted by the CPUC if no interference with train operations would result and if the crossing would reduce existing risks to public safety. The type of crossing proposed is simply an alarming arm that lowers to warn of an approaching train and to block pedestrian crossings until the train has passed. As frequent, informal pedestrian crossings of the tracks in the Bluffs I area have long occurred, and because the topography makes an at grade crossing the most efficient solution, the designated crossing would clearly improve public safety. Therefore, it seems that CPUC approval of such a crossing could be granted. However, if all efforts to obtain an at-grade crossing fail, Modification 2 provides for the construction of a below grade crossing, and finally, for an above grade crossing at an alternative location on Bluffs I if topographic conditions allow (the least preferred option).

The City of Carpinteria requested that Modification 2 include language clarifying that the cost of constructing the railroad crossing is not intended to be the sole responsibility of the City. The Commission's modifications only require that the City act as the lead in obtaining CPUC approval for, and implementing construction of, the crossing. It is not the intent of the Commission to specify that the City bear the sole financial responsibility for such an undertaking, which would clearly be precipitated, at least in part, by future development in the Bluffs I area. Therefore, the Commission has clarified in Modification 2 that such determination is a matter for the City of Carpinteria to decide, and that the City will do so at the time of development review.

3.5 Coastal Access Parking

LUP Policy D.1.7 requires the City to identify adequate coastal access parking, as does LUP Policy I.1.1. In addition, the City's certified Coastal Recreation and Access Implementation Plan, which will be replaced as it pertains to the Carpinteria Bluffs by the new Master Program, also requires the provision of adequate coastal access parking within the resort hotel developments and at public parks within the Carpinteria Bluffs. Modifications 1, 3, and 12 set forth the specific coastal access parking requirements necessary to ensure that the substitution of the Master Program for the Access Implementation Plan will adequately implement the policies of the certified LUP. The Commission finds that if modified as suggested, the Master Program will adequately implement the applicable policies of the certified Land Use Plan.

3.6 Shoreline Park

The City's certified Coastal Recreation and Access Implementation Program, a component of the City's Local Coastal Program, will be replaced by the Master Program where applicable to the Carpinteria Bluffs. The document sets forth the requirement that the shoreline park be situated north of the railroad corridor. Therefore, to ensure that the Master Program incorporates this provision of the Coastal Recreation and Access Implementation Program it will supersede, the Commission finds Modification 22 necessary. Modification 22 clarifies that the park is to be measured from the northerly limit of the railroad corridor, and not from the centerline of the tracks. Commission staff has confirmed with City staff that the northerly limit reference is the correct one and that the City supports this correction.

4. COASTAL VIEWS

The City's certified Land Use Plan states that:

LUP Policy B.1.1:

Development on the Bluffs shall not obstruct existing view corridors of the ocean and bluff top edge (see Figure III-B-1, Long-Range View Corridors). In addition, views of the ocean and mountains for users of coastal trail(s), bluffs area property owners and visitors, and passing motorists shall be maintained. Permitted development in view corridors shall be limited to landscaping, roads, underground utilities, parking lots (where specifically required by other provisions of the Carpinteria Local Coastal Program or Carpinteria Bluffs Local Coastal Program), walkways, bikeways, public restrooms (where specifically required by other provisions of the Carpinteria Local Coastal Program or Carpinteria Bluffs Local Coastal Program Amendment), bike racks, benches, picnic tables, and small interpretive signs. Where view corridors correspond to open space areas, the development set forth above shall be set back as required by the Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program pursuant to Policy D.1.7.

Modification 15 requires the developer of the resort planned for Bluffs III to record a public access deed restriction to ensure permanent public access to the vista point identified in Bluffs Area III Implementation Measure 16 of the Master Program. The Commission finds that without this assurance of permanent access, opportunities to enjoy the spectacular coastal views available from the upper Bluffs III area could be restricted in the future. This measure would protect access to the only Master Program vista point that would not be connected to the public bike/trailway designed to traverse the remainder of the Carpinteria Bluffs. Because coastal visitors must have the right of ingress and egress through the private resort entrance to reach the vista, and because this portion of the site will remain in private ownership, the Commission finds it necessary to require Modification 15 to ensure that public coastal views will not be adversely affected by the proposed development of Bluffs III. Therefore, the Commission finds that only if modified as suggested would the Master Program be adequate to implement LUP Policy B.1.1.

5. ENVIRONMENTALLY SENSITIVE HABITAT AREAS

Applicable certified Land Use Plan policies the Master Program must adequately implement include:

LUP Policy D.1.7 (cited previously)

LUP Policy E.1.2 (Coastal Sage Scrub and Coastal Bluff Scrub):

A buffer zone of 25 feet, or as determined to be adequate according to the study performed pursuant to Policy D.1.7 shall be designated around all preserved coastal sage scrub and coastal bluff scrub areas, and a method to preserve these buffer zones from any grading or

construction-related activities, or from other activities which may adversely affect or degrade preserved habitats shall be demonstrated. If determined to be necessary to mitigate environmental or safety impacts, the 25 foot buffer shall be expanded as necessary to provide adequate habitat protection. The only allowable activities in either habitat are scientific studies or very light recreation (such as walking, photography, and observation). Permitted land modification and land uses are to be limited to those that are consistent with preservation of coastal sage scrub or coastal bluff scrub within those areas designated as open space intended for preservation of the coastal sage scrub or coastal bluff scrub communities, consistent with the criteria identified in Chapter II, Open Space Policy D.3.2. Activities and land uses occurring adjacent to the coastal sage scrub or coastal bluff scrub vegetative communities and within the designated buffer areas shall not be permitted to disturb natural drainage patterns to the point that the coastal sage scrub or coastal bluff scrub community receives either too much or too little water for the ongoing health of the vegetative community.

LUP Policy E.3.1 (Riparian Habitat):

The entire contiguous riparian habitat (as identified in Section IV-C of the Carpinteria Bluffs Local Coastal Plan/General Plan Amendment EIR) in Bluffs Area II shall be preserved as open space that connects windrows, coastal scrub, and annual grasses.

LUP Policy E.3.2 (Riparian Habitat):

A buffer zone shall be established adjacent to the riparian corridors. This buffer shall consist of 20 feet from the outer edge of the drip line of riparian vegetation or 50 feet from top of bank, whichever is greater. Notwithstanding the above, this buffer shall be extended as recommended by the Coastal Access, Recreation, and Open Space Master Program prepared pursuant to Policy D.1.7 to provide an adequate buffer area from the upland limits of a wetland, whether or not such habitat is located within the bounds of an area otherwise described as a riparian corridor (for example, the vernal pools of Bluffs Area II). No grading or construction-related activities, or other activities that may adversely affect or degrade the wetland or riparian habitats will be permitted in the buffer zone. Developments shall demonstrate a method to preserve the established buffer zone and protect it from any grading or construction-related activities. Permitted land modification and land uses are to be limited to those that are consistent with preservation of riparian vegetation in place and maintenance of the reproductive capacity of biotic resources within the riparian corridor, as well as consistent with the criteria presented in Chapter II, Open Space Policy D.3.1. All modifications, including the proposed bluff top trail connection, shall also be subject to any applicable wetlands permitting authority of the State of California and Army Corps of Engineers. Activities and land uses occurring adjacent to riparian and/or wetland vegetation and within the designated buffer area shall not be permitted to disturb natural drainage patterns.

LUP Policy J.1.2 (Landscaping):

... Use of drought tolerant, primarily locally-occurring, native species shall be used for landscaping, and efficient irrigation systems shall be required of all landscaping plans.

The Carpinteria Bluffs provide one of the four well established harbor seal rookeries and haul-out areas along the mainland of the southern coast of California. The seals are not tolerant of human activity on the blufftops, particularly when this activity is sudden or noisy. The Master Program, as submitted, contains measures to provide a landscape screen on the blufftop edge to mitigate adverse effects of human presence on the seal population. Modification 4 clarifies that the plant materials used for the screen shall consist exclusively of locally-occurring, native shrub species and provides for maintenance and replanting of the screen as necessary to achieve the necessary barrier opacity. Modification 4 also requires the installation of an interpretive display to educate visitors about the seal's sensitivity to disturbance.

Modification 7 contains provisions to ensure that if the alternative bike/trail route is not constructed, the setbacks from designated habitat would be restored with locally-native riparian and coastal sage scrub species.

Modification 9 clarifies that in addition to the removal of non-native exotic species on Bluffs Area II, new plantings with native coastal sage scrub species shall also occur prior to issuance of occupancy permits on adjacent lands. This modification is necessary to ensure habitat recovery and to prevent re-colonization by non-native species.

Modification 14 clarifies that the Bluffs III park is to be oriented toward passive recreational use and revegetated with locally-native plant species. This modification is necessary to provide mitigation for the extensive damage that has already been sustained by the Bluffs III coastal sage scrub and to further mitigate the inevitable loss of habitat that will occur as the result of the future resort development.

Modification 17 requires replanting of degraded Bluffs III habitat with locally-native coastal sage scrub upon the removal of trash and invasive, non-native plants. This modification is necessary to ensure restoration of the substantially degraded coastal sage scrub on site. As submitted, the Master Program calls for the site to recover naturally. As is generally known, however, previously disturbed areas are highly susceptible to re-colonization by invasive weeds which retard the establishment of slower growing native shrub species.

Modification 18 clarifies that the riparian buffer, consistent with LUP Policy E.3.2., shall consist of 20 feet from the outer edge of the dripline of riparian vegetation or 50 feet from top of bank, whichever is the greater distance.

Several LUP policies cited above address the provision of buffers for open space areas designated for environmentally sensitive habitat protection. The Implementation Plan, as submitted, contained reductions in the prescribed buffer zones without adequate justification pursuant to the requirements of LUP Policy D.1.7. City staff have explained that buffer zones for the coastal sage scrub habitat adjacent to the riparian corridor on Bluffs Area II were reduced because the scrub habitat itself is considered a buffer. This view is not consistent with the requirements of LUP Policy E.1.2, however. The proximity of the coastal sage scrub to the riparian corridor adds to, rather than diminishes, the value of the contiguous habitat. The water

resources and habitat cover of a riparian corridor, particularly in the relatively dry south coast Mediterranean climate, attract wildlife. By extension, the additional cover of the adjacent coastal sage scrub provides habitat richness beyond a simple buffer function for the riparian corridor. The Commission finds therefore that provision of adequate buffers for the sage scrub is necessary. The Commission also recognizes that in some cases planning constraints may warrant some flexibility and finds that minor reductions in the 25-foot buffer may be acceptable if the equivalent lost buffer area is mitigated by providing coastal sage scrub restoration elsewhere on the Carpinteria Bluffs, or within the buffer area itself, if appropriate. The Commission has, therefore, pursuant to Modification 19 provided for a reduction of the buffer area to 20 feet, with the requirement that coastal sage scrub habitat be restored within the Carpinteria Bluffs to compensate on a 1:1 ratio for the reduced coastal sage scrub buffer area. The Commission also finds that public bike and trailless may be sited within a designated buffer area without triggering the need to extend the buffer further, provided that existing habitat is not disturbed by such placement. If vegetation is disturbed, the Commission finds mitigation in accordance with the requirements of Modification 19 necessary to achieve consistency with the requirements of LUP Policy D.1.7..

Modification 19 also provides that either a 20-foot buffer from the east side of the dripline of riparian vegetation be maintained, or a 50-foot buffer from the top of the creekbank, whichever distance is greater. This modification is necessary to ensure consistency with LUP Policy E.3.2. The Commission concurs with the City's request that Modification 19 include the clarification that the requisite riparian buffers are applicable to habitat on both the eastern and western sides of the riparian corridor in Bluffs II, as Modification 19 reflects.

Suggested Modification 20 clarifies, in accordance with the suggestions of City staff, that development may occur south of the railroad tracks on Area I if special conditions set forth on page 28 of the Master Program - primarily for protection of environmentally sensitive harbor seal haul-out area - can be met. This clarification is necessary to ensure that the Master Program conforms with LUP Policy D.1.7, which required the City to prepare a Transfer of Development Rights Program if that parcel was designated exclusively as open space by the Master Program. The City has not prepared a formal TDC program because development of the 4+-acre parcel (APN 1-170-10) south of the railroad tracks has not been precluded by the Master Program. The Master Program does state, however, that in the event that the parcel is eventually preserved as open space, its proportion of the entire development potential of Bluffs Area I will be transferred to the parcel to the north (APN 1-170-13), which is currently under the same ownership.

Suggested Modification 21 is necessary to ensure that unsuitable, potentially invasive exotic vegetation is not used anywhere on Carpinteria Bluffs Areas I, II or III, regardless of well-meaning attempts to contain such plantings. Invasive species are a common threat to restoration efforts in natural open spaces as they readily displace native plants and create chronic maintenance problems in these areas. LUP Policy J.1.2 specifically requires the use of primarily locally-occurring native vegetation in all landscape plans on the Bluffs, therefore the Commission finds that suggested Modification 21 is necessary to ensure consistency with, and adequacy to implement, the City's certified LUP.

6. CONCLUSION

In conclusion, the Commission finds that the Implementation Plan, if modified as suggested, will be consistent with and adequate to carry out the coastal access, recreation, and open space preservation policies of the certified Land Use Plan.

C. CALIFORNIA ENVIRONMENTAL QUALITY ACT

The Coastal Commission is the lead agency for purposes of meeting California Environmental Quality Act (CEQA) requirements for Local Coastal Programs. In addition to making a finding that the LCP amendment is in full compliance with CEQA, the Commission must make a finding that the least environmentally damaging feasible alternative has been chosen. Section 21080.5(d)(2)(i) of the Public Resources Code requires that the Commission not approve or adopt an LCP:

... if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment.

The certified LUP provides for the preparation of a Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program. If modified as suggested, the Master Program would provide for coastal access trailways, parks, vista points, coastal access parking, and the protection and preservation of open space and environmentally sensitive habitat areas and species.

For reasons discussed in this report, the proposed Implementation Plan amendment, as modified by the Commission herein, is the least environmentally damaging feasible alternative and there are no feasible mitigation measures available that could further substantially reduce the adverse environmental impacts. The Commission further finds, therefore, that the proposed Implementation Plan, as modified, is consistent with Section 21080.5(d)(2)(i) of the Public Resources Code.



**CARPINTERIA BLUFFS COASTAL ACCESS, RECREATION,
AND OPEN SPACE MASTER PROGRAM**

*As Approved by the City Council
October 9, 1995*

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EXHIBIT NO. 1
APPLICATION NO. <i>City of Carpinteria</i>
<i>LCPA 1-95</i>
<i>54 pages</i>
 California Coastal Commission



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INTRODUCTION

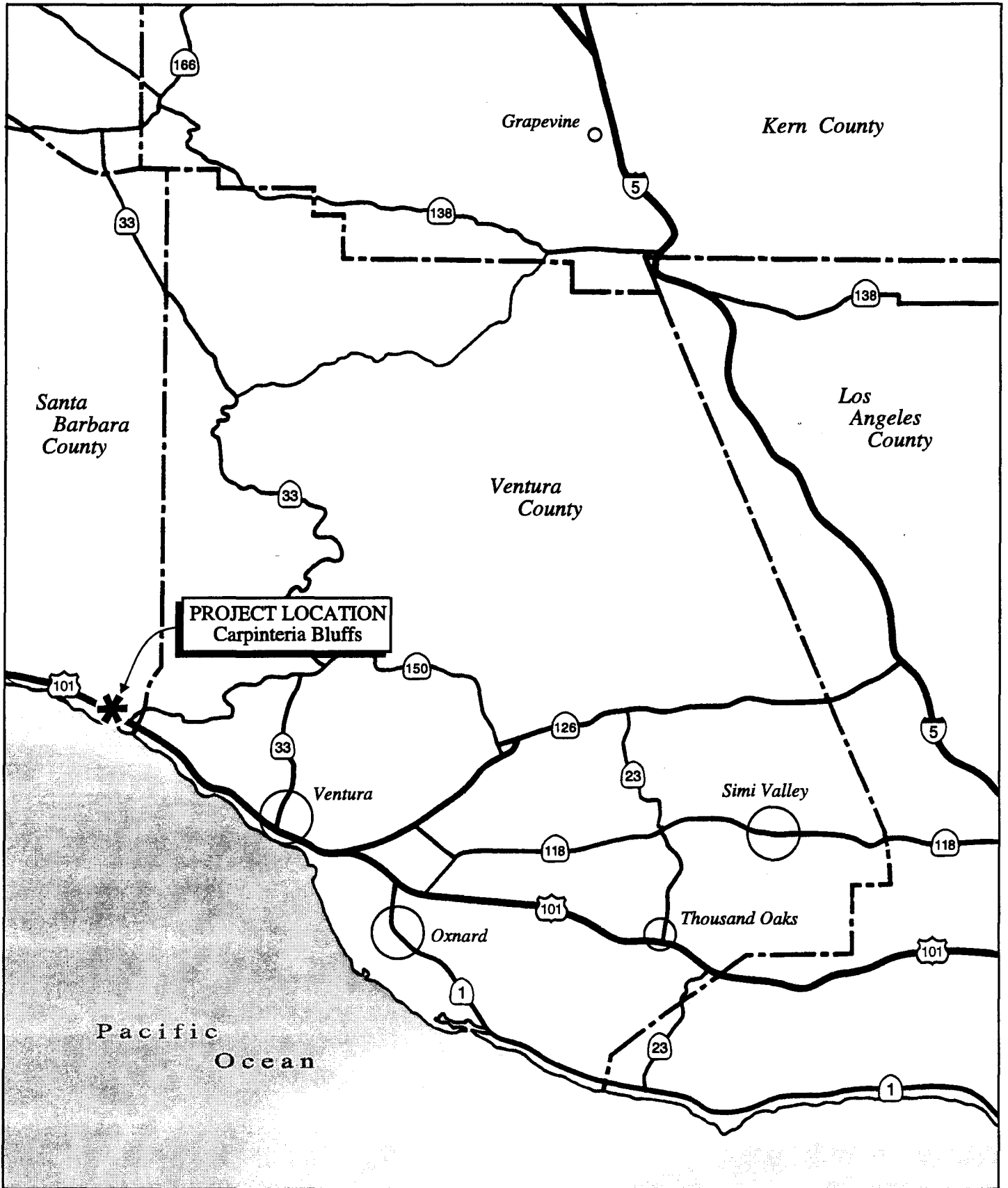
Policy D.1.7 of the recently approved Local Coastal Plan/General Plan Amendment for the Carpinteria Bluffs requires the City of Carpinteria to prepare and submit to the California Coastal Commission for review and approval, a Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program. The Master Program is intended to replace those portions of the existing 1981 Coastal Recreation and Access Implementation Program which pertain to the Carpinteria Bluffs. Policy D.1.7 requires that the Master Program be incorporated into the certified Implementation Plan and, at a minimum, contain the following:

- A map identifying the locations and boundaries of open space, park and recreation areas, one vertical beach access, public services and improvements, trails, designated railroad crossings, future area for the potential landward relocation of the railroad tracks, coastal access parking, access to adjacent coastal resources, and facilities or improved areas accessible to physically-challenged visitors.
- A plan setting forth specific milestones and funding mechanisms to ensure implementation of the Master Program prior to, or concurrently with, the development of Bluffs Areas I, II, and/or III.
- Specific goals, implementation milestones, and funding mechanisms for management of open space areas reserved for habitat conservation. This component of the Master Program is required to incorporate the results and recommendations of a separate habitat study of the Carpinteria Bluffs. All potential uses of open space areas are to be subordinate to the protection, restoration, enhancement, and management of sensitive habitat areas identified by this study. This study is intended to:
 - Determine the biological sensitivity of the Carpinteria Bluffs and beach, the extent of significant habitat areas, including the habitat of marine mammals, and the interrelationships of habitats located in Bluffs I, II, and III. The study is to make recommendations as necessary to protect significant habitat areas from adverse impacts of potential development, and make recommendations, based on field surveys where applicable, to prioritize, protect, enhance, and manage identified habitat areas within the context of the Coastal Access, Recreation, and Open Space Master Program for the Carpinteria Bluffs. Such recommendations are to include the following:
 - i) Identification of all sensitive habitat areas that are not to be disturbed
 - ii) Identification of allowable uses in the habitat areas identified in Chapter III of the Carpinteria Bluffs Local

Coastal Plan Amendment in a manner consistent with Policy D.3.2 of the Local Coastal Plan Amendment (LCPA)

- iii) **Identification of buffer zones necessary to protect habitat areas from uses adjacent to the site**
- iv) **Identification of mitigation measures necessary to restore, enhance, and manage habitat areas to compensate for the loss of habitat due to development**
- v) **Determination of appropriate times of year for construction activities to minimize disturbances to habitats and/or sensitive species.**

The Carpinteria Bluffs are located in the eastern section of the City of Carpinteria between Interstate 101 and the coastal strand (Figure 1). It includes the top of the bluffs and bluff face, extending down to the coastal strand area.



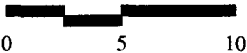
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Figure 1



LSA

Scale in Miles



Regional Location

BIOLOGICAL RESOURCES SETTING

The biological resources of the Carpinteria Bluffs area have been evaluated as part of a number of previous studies, including the Dames and Moore study for the Ocean Bluffs Specific Plan area in 1974; site survey studies in 1981 and 1982 and a field reconnaissance study in February 1988; studies of the seal population and haul out area, including Seagers in 1986, R.J. Schmitt and Associates, Inc. in 1992 and the Marine Mammal Consulting Group in 1995; studies of the Ocean Bluffs Specific Plan area by Impact Sciences Inc. in February 1989; and a site constraints analysis by ESA in 1992. All of these studies have addressed at least portions of the Carpinteria Bluffs; some have addressed the entire Bluffs area. As part of the open space master program, all of these documents, as well as the mitigation measures for the Bluffs area contained in the LCPA and accompanying EIR were reviewed, along with the Local Coastal Plan requirements.

In addition to a review of existing documentation, the LSA biologist conducted reconnaissance walkover surveys of the Bluffs area, noting the existing informal trails that have been created by hikers and their relationship to adjacent properties and scenic views. The biologist also noted the locations of special biological resources of the site, including the seal haulout areas and sunning rocks in Bluffs Area I, tree windrows (also in Bluffs Area I), riparian habitat in Bluffs Area II, and the seal and the coastal sage scrub habitat mainly in Bluffs Area III. The minimum requirements (setback distances, permitted activities) outlined in the Final EIR for the Local Coastal Plan/General Plan Amendment were also reviewed and considered in the route layout and open space configuration contained herein. Finally, LSA and City staff walked potential trail routes and reviewed potential open space configurations in the field with property owners of Bluffs Areas II and III.

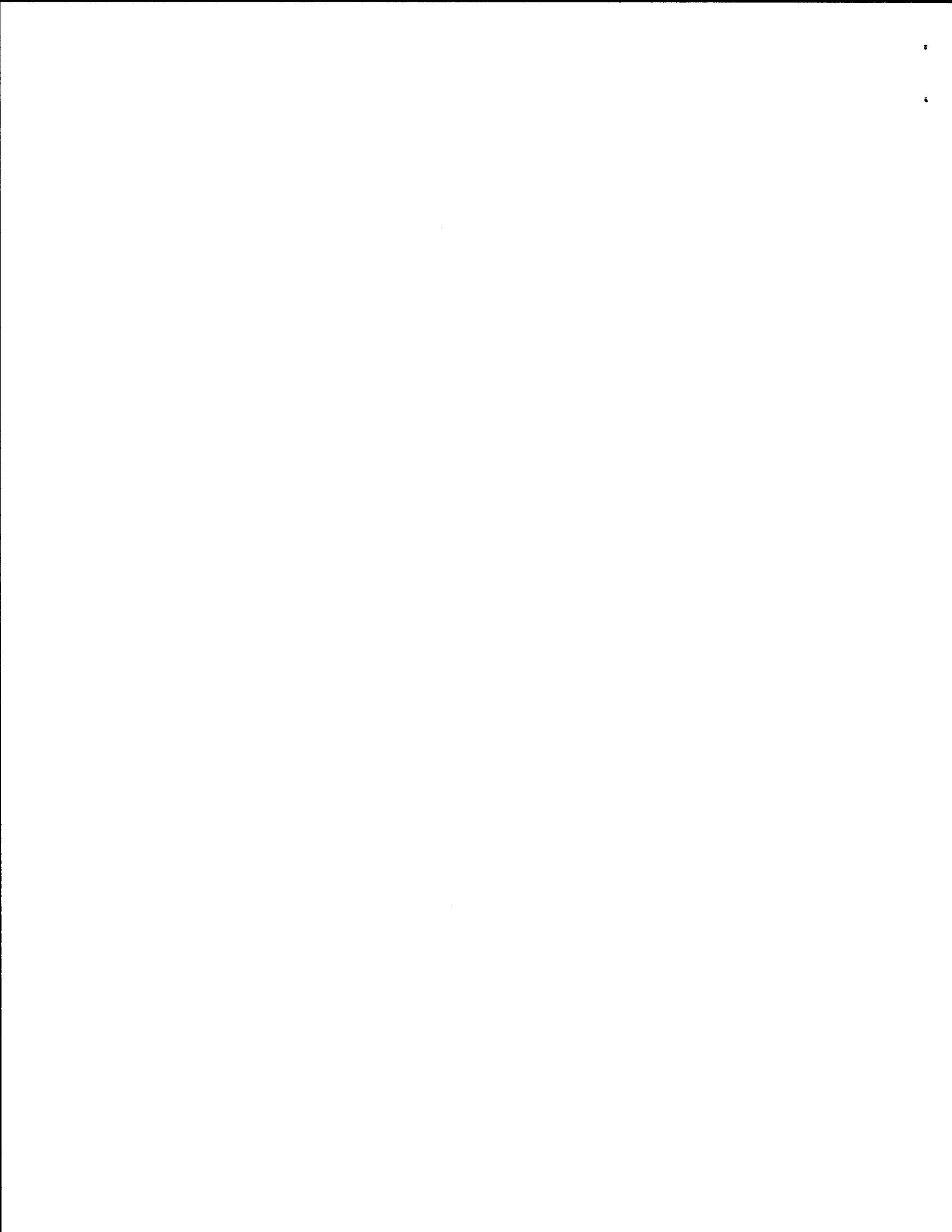
Detailed results of these work efforts, including a description of the Carpinteria Bluffs' biological resources setting is contained in Appendix A.

As discussed in Appendix A, The Carpinteria Bluffs area contains five types of habitats comprised of plant communities and one non-vegetated habitat type (Figure 2). These habitat types include:

- Ruderal and Annual Grasslands
- Venturan Coastal Sage Scrub
- Southern Coastal Bluff Scrub
- Central Coastal Riparian Scrub
- Non-native Plant Communities.

SENSITIVE BIOLOGICAL RESOURCES

There are a number of sensitive species cited as potentially present on site, although only two have been recorded as actually present. The harbor seal is a fully protected species under the Marine Mammal Protection Act, while the



white-tailed kite (formerly referred to as the black-shouldered kite) has been recorded foraging over the bluffs.

The Carpinteria Bluffs provide one of four well established harbor seal rookeries and haul out areas along the mainland southern coast of California (Marine Mammal Consulting Group, 1995). There are other areas along the coast and on the islands where small numbers of harbor seals haul out and occasionally pup, but none that are well established (Marine Mammal Consulting Group, 1995).

At present, seals in the Carpinteria rookery have apparently grown accustomed to the normal level of activity occurring on the Chevron Oil Refinery site, and even to a certain extent are tolerant of other daily activity, such as train movement, along this section of the coast. However, the seals are not tolerant of human activity in the water, along the beach area or on the bluff tops, particularly when this activity is sudden or noisy. There is a definite response to the seasonal closure of the beach. During the period of closure, haul out activity and the number of seals on the beach throughout the day is much higher than when the beach is open. During the open season, seal activity is confined to the early part of the day just at daybreak, before people appear on the beach.

The white-tailed kite forages over the open areas of the site, including the annual grasslands. They may also roost in the windrow trees and could potentially nest on site. Since previous studies of the Bluffs were conducted, the number of raptor species considered to be sensitive has grown considerably, along with some smaller passerine species, reptiles and small mammal species. However, most of these species occur in or forage in habitats that will be protected on site.

The Central Coast riparian scrub and the coastal sage scrub and coastal bluff scrub are the only sensitive habitats that occur on site. These communities were acknowledged as sensitive and mitigation measures in previous documents were designed to minimize impacts to them.

BIOLOGICAL RESOURCES CONCLUSIONS

The Local Coastal Plan Amendment for the Carpinteria Bluffs contained implementation requirements for the protection of the sensitive or special biological resources which were to be reviewed as part of the open space master program. In addition, based on field review by a qualified biologist, the open space master program has determined how each of the LCPA measures should be applied in the development of the Carpinteria Bluffs. Biological resources conclusions based on review of previous documentation and field review is presented below.

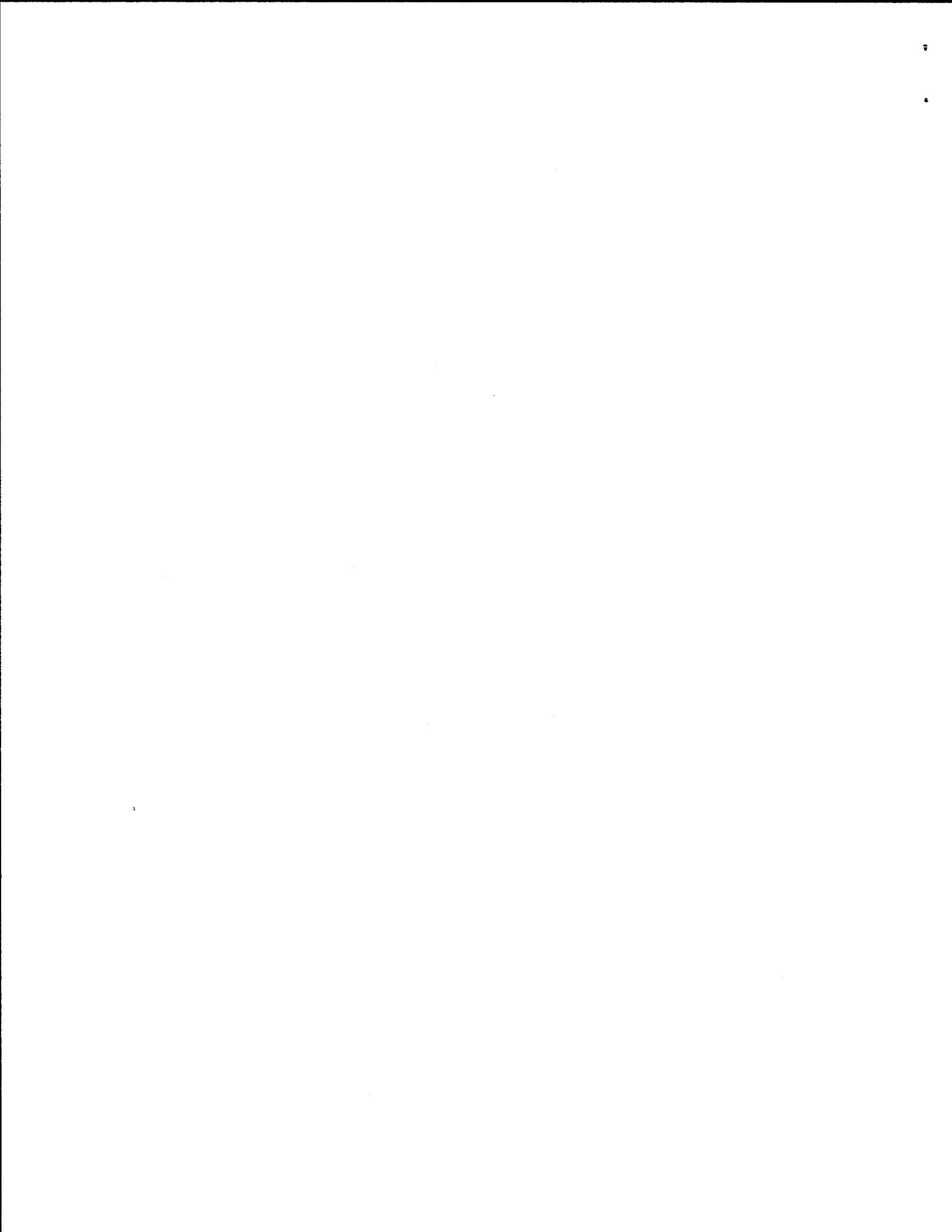
- All coastal bluff scrub habitat are designated open space, and are to be preserved.

- All significant areas of coastal sage scrub habitat are designated open space; exceptions include two small patches of scrub on Bluffs Areas I and II, and a portion of the coastal scrub habitat on Bluffs Area III.

The areas of coastal sage scrub that will be removed were identified in the Carpinteria Bluffs LCPA EIR as having little value to wildlife. The first two patches on Bluffs Areas I and II were identified as too small to support a significant wildlife population. The coastal sage scrub habitat on Bluffs Area III is mostly degraded due to intense recreational use of the site. The Local Coastal Plan for the Bluffs calls for the protection of 17.6 acres of coastal sage scrub located north of the railroad tracks and adjacent to the bluff edge. This section is the least degraded part of the stand, and will be set aside in the designated open space area. The remaining sections of the stand are highly degraded and preservation was not recommended.

- There will be a 25 foot buffer designated around open space areas containing existing coastal sage scrub habitat with the exception of the area of coastal sage scrub adjacent to the riparian habitat in Area II. A minimum 12 foot buffer is to be maintained in this area. Buffer areas that are revegetated with coastal sage scrub species will not be subject to requirements for the provision of buffer areas.
- Eucalyptus and tamarisk windrows are designated as open space. Thinning, pruning, and removal of trees will be limited to what is necessary to maintain the trees in a healthful condition, and to avoid potentially hazardous conditions. In addition, trees that are removed will be replaced with native trees under the conditions specified in Policy E.2.1 of the LCPA and in this master program.
- There will be a 10 foot buffer, measured from the dripline, around the open space areas containing tamarisk and eucalyptus windrows.
- The riparian habitat area is designated as open space.
- A 20 foot buffer from the east side of the dripline of riparian vegetation in Area II is to be maintained. No encroachment of development to the west side of the riparian corridor is to be permitted beyond that which existed on the date of adoption of the open space master program.
- All modifications to the riparian area are subject to any applicable wetland permitting authority of the State of California and the U.S. Army Corps of Engineers.

- The harbor seal haulout area will be protected by implementation of the following measures (Figures 3 and 4):
 - Maintaining a 35 foot minimum buffer area on the beach around the haulout area year round
 - Extending the beach buffer to 750 feet on either side of the haulout area during pupping season (December 1 through May 31)
 - Maintaining a minimum 30 foot setback from the edge of the bluff to reduce the visibility of humans and human movement along the bluff edge
 - Planting natural vegetation along the bluff edge to form a screen or blind, further minimizing the visibility of human movement.
- For all the sensitive habitats located in open space areas intended for preservation of vegetative habitats, including coastal bluff scrub, coastal sage scrub, riparian, and grasslands:
 - All proposed adjacent development will demonstrate methods to preserve these habitats in their natural state.
 - Permitted activities in either habitat are scientific studies or very light recreation (such as walking, photography, and observation).
 - Permitted land modifications and land uses will be limited to those consistent with the preservation of these habitats in designated open space areas.
 - No grading or construction activities other than specifically permitted trail development will take place in the buffer zones. As shown in Figure 8, a retaining wall will be constructed adjacent to the trail/buffer area. Incidental encroachment into the buffer area as needed for wall construction will be permitted, provided that any damage resulting from such encroachment on the multi-use trail or revegetation of coastal sage scrub within the buffer area be completely repaired.
 - Activities and land uses in adjacent areas will not be permitted to disturb natural drainage patterns to the point where those habitats receive too much or too little water for sustained health of the community.



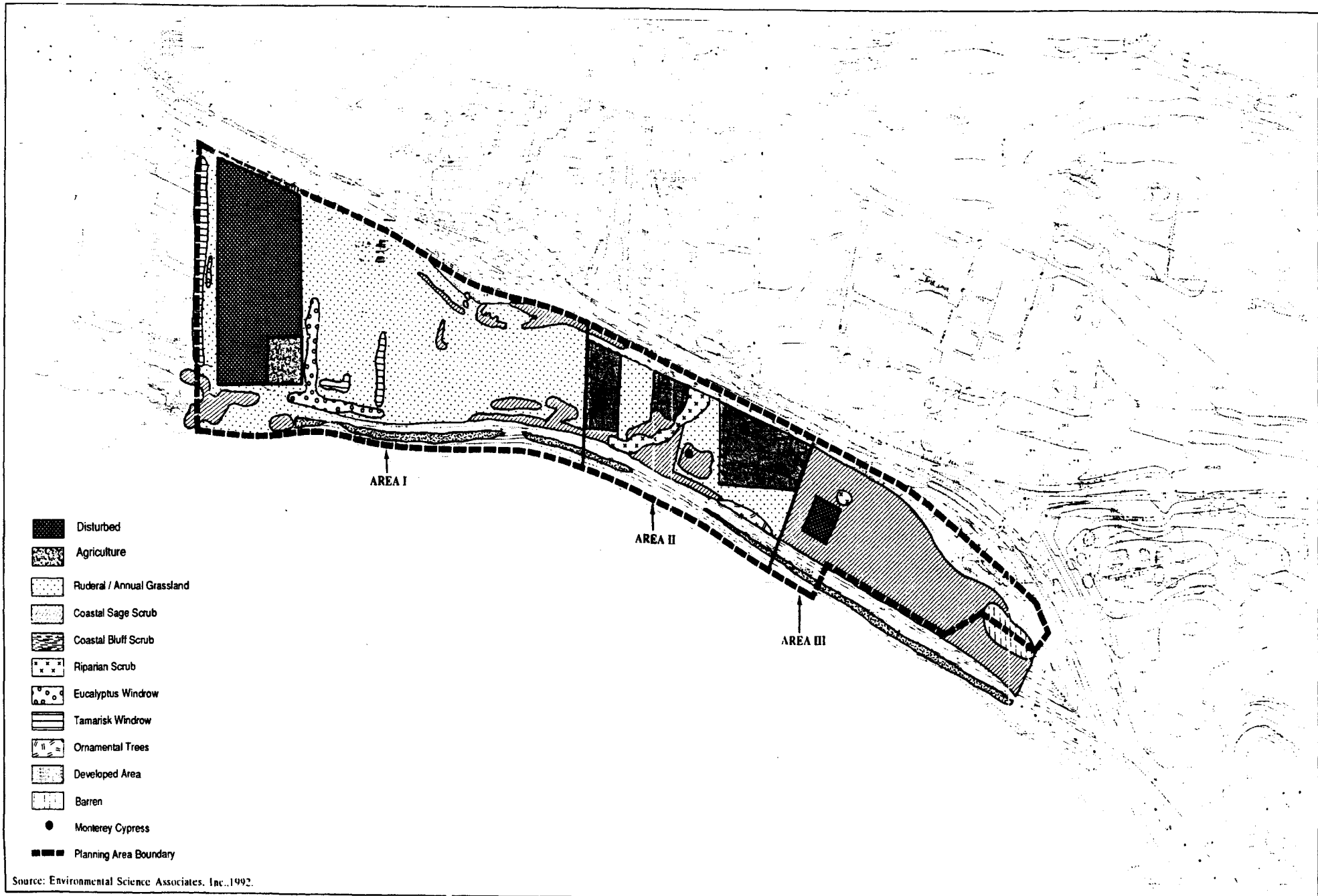
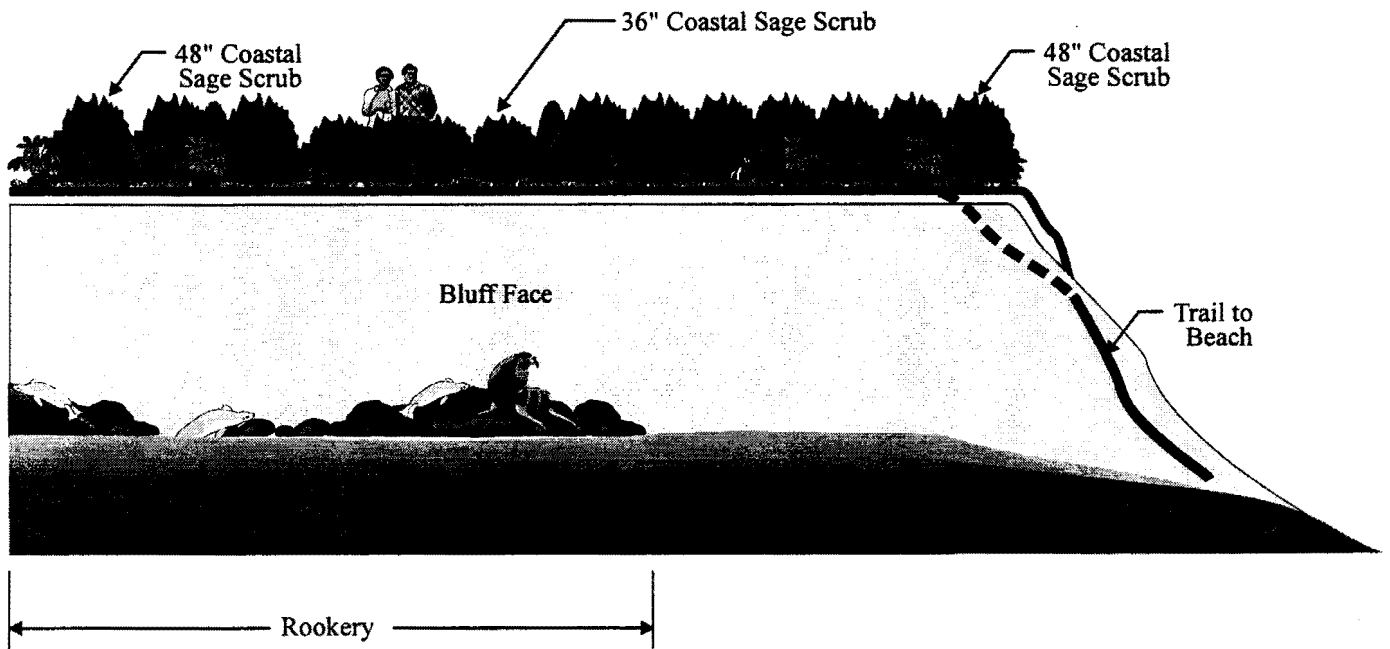
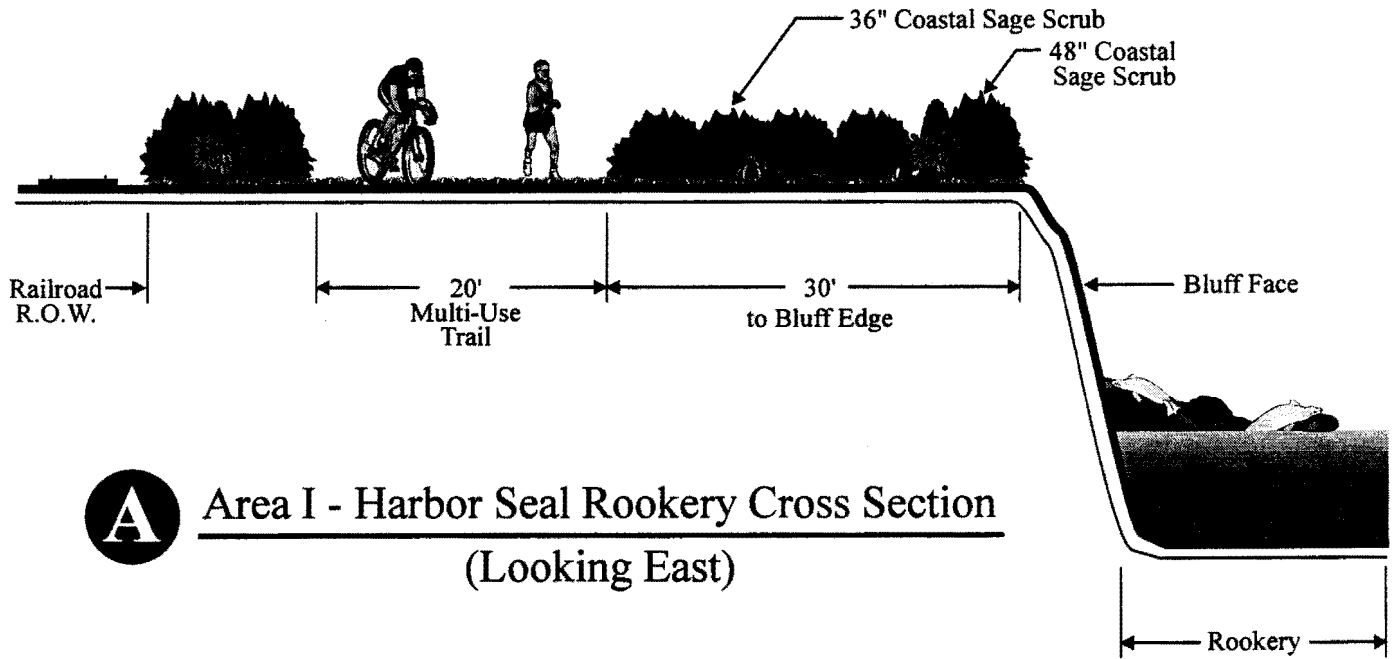


Figure 2

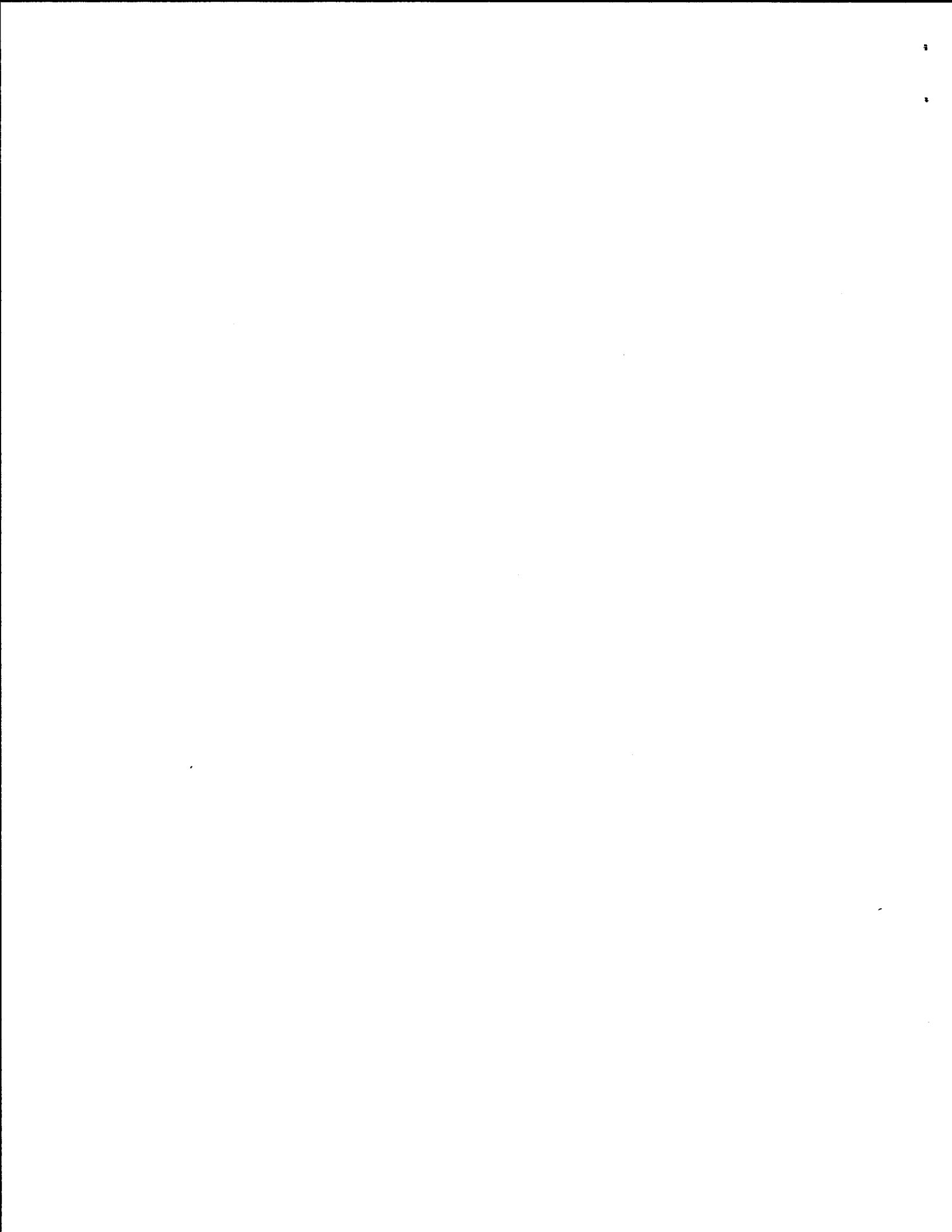


Note: **A** refers to the general location of the above details on Figure 9 - Proposed Land Use and Trails Map.

Source: LSA Associates, 1995.

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Figure 3



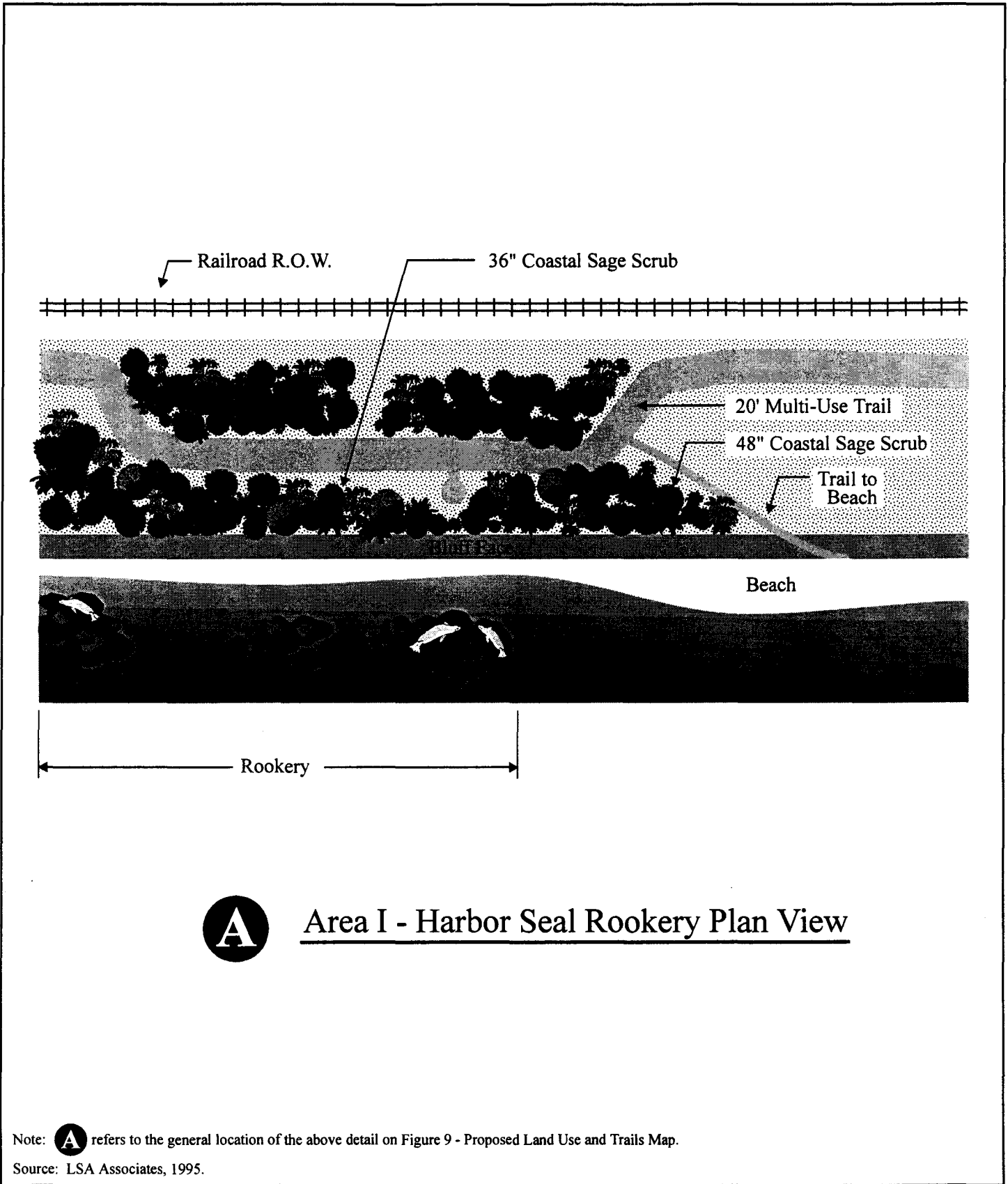
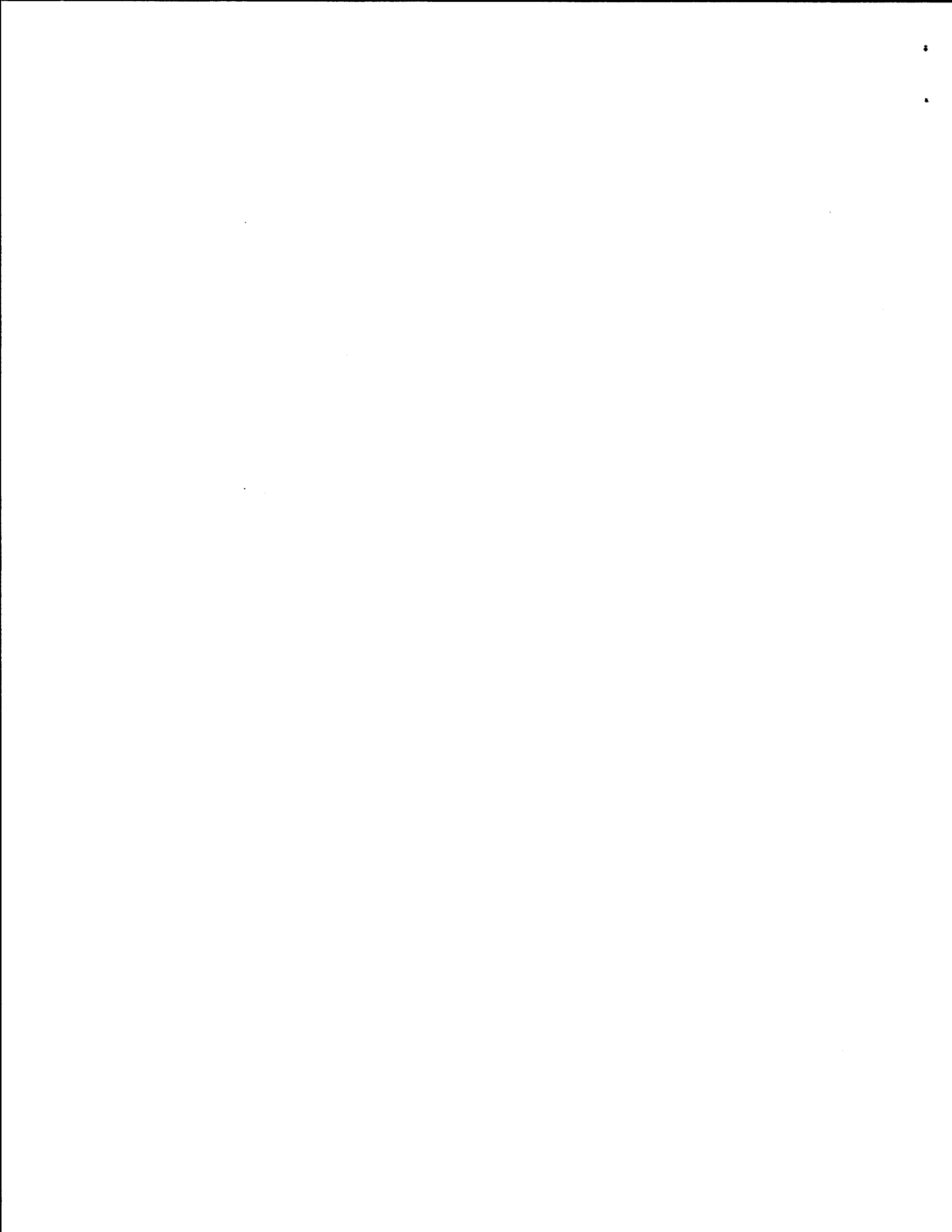


Figure 4



- Dogs will not be permitted within the bluff top and beach buffer zones within the vicinity of the harbor seal rookery. Municipal leash laws will be enforced elsewhere in the Carpinteria Bluffs area.
- Activities on public beaches that include or are adjacent to rocky points and intertidal areas will be limited to light recreational use (e.g., hiking, biking, and jogging).
- Shoreline structures will be sited or routed to avoid significant rocky points and intertidal areas. No construction of buildings will occur south of the railway right-of-way.

Sensitive Habitat Areas

The biological resources field survey conducted by LSA reviewed the open space boundaries identified in the previous documents. For most of the open space areas, the boundaries are appropriate and sufficient to protect the sensitive resources that were identified.

One change is recommended for Bluffs Area II. There is an open space area in the center of Bluffs Area II that includes the riparian habitat and adjacent coastal scrub. At the southeastern end of this open space area is a stand of coastal sage scrub habitat extending well away from the riparian habitat area. This segment of coastal sage scrub is separated from the scrub adjacent to the riparian habitat by a strip of disced ground. The disced strip continues all the way around the coastal sage scrub stand to the east, separating this stand from the coastal bluff scrub along the bluff edge. Due to its small size and the separation caused by the disced strip, the open space area boundary was revised to exclude this stand.

Similar consideration was given to the location of the trail within the coastal bluff scrub habitat along the bluff edge. Safety considerations and habitat preservation requirements resulted in the trail route being removed away from the bluff edge and associated habitat. View points were selected to minimize encroachment into the habitat where possible. There are sufficient areas where habitat has been removed as the result of informal use of the site to allow for the ultimate placement of view points in sites that require little or no habitat removal.

The recommendations regarding replacement of eucalyptus and tamarisk trees contained in the LCPA are appropriate. As is generally known, these trees are not native to the coastal areas of California. Replacement of these trees with native, locally occurring species is the preferred mitigation. Replacement trees could include coast live oak (*Quercus agrifolia*) and Monterey pine. Other natives include species found in the local surrounding hills.

Allowable Uses in the Habitat Areas

The recommendation to limit uses to scientific studies and very light recreation such as hiking, photography, or jogging is appropriate. It is recommended that no new trails be developed within the habitats in protected open space areas. Old trails other than those specifically proposed in this program are to be abandoned and allowed to recover. One acceptable method is to plant shrub species, such as coastal sagebrush, coyote brush, coastal goldenbush, or quailbrush in areas where abandoned trails connect with permitted trails, blocking access onto the old trails. Other methods include use of fencing or wooden barriers along with signage indicating that the area is being protected to allow recovery of the natural vegetation.

A more aggressive approach is to rip up the surfaces of the old trails down to three to four feet, and then plant these areas with an appropriate seed mix of wildflowers and shrub species native to the bluffs, supplemented by container plantings of shrub species. Trails that are replanted should be fenced off and appropriate signage will be provided to discourage use of these areas.

The requirement that only leashed animals be allowed in the Bluffs area is appropriate, and will be enforced for all areas of the project.

Areas of riparian habitat or drainage will be preserved in place, and will be protected from human activity. Because of their sensitive and fragile nature, there are no proposed activities within the riparian habitat or drainage.

Buffer Zones

The minimum distance required for each buffer zone for each habitat specified in the Local Coastal Plan/General Plan Amendment was reviewed by a qualified biologist, and has been determined to be appropriate. In the riparian area, a setback from the dripline is more appropriate than from the top of the bank, since the trees in some sections have branched out well beyond the definable top of the banks.

The buffer zones are intended to prohibit construction and other activity related to construction and use of the site. The buffer zones will also serve to minimize human intrusion into sensitive habitats. It is recommended that the riparian buffer zone in Area II be used for revegetation of coastal sage scrub. This revegetated buffer zone would provide additional habitat for wildlife use. Because this habitat area would already provide a buffer, no additional buffer area adjacent to the revegetated coastal sage scrub will be required for revegetated habitats.

Because of the expected low intensity of use, it was deemed to be appropriate to place the proposed trail within the various buffer zones where the trail and the zones were aligned. One example is an alternative trail alignment in Area II which avoids crossing the drainage by routing the trail up to

Carpinteria Avenue and back along the other side of the drainage. The trail would be placed so that the outer boundary of the trail forms the outer edge of the buffer zones. Thus, the placement of the trail would provide a natural dividing point between development and the protected open space area, and would minimize effects of encroachment (runoff, weedy intrusion, etc.) from adjacent development.

Mitigation Measures Necessary to Restore, Enhance, and Manage Habitat Areas

For most of the habitat areas, the appropriate management policy is to minimize activity within the open space areas, with the following exceptions:

- The replacement of the eucalyptus and tamarisk windrows with native trees as may be permitted by Policy E.2.1 of the Carpinteria Bluffs Local Coastal Plan Amendment.
- Development of a blind on within Bluffs Area I overlooking the seal rookery using native coastal bluff shrubs.
- Enhancement and protection of bluff habitat against encroachment through the planting of native coastal bluff shrubs. Replanting will include those areas where bluff habitat has been destroyed or removed by human use. The replanting will discourage human use of the bluff edge except at selected viewing points. With the exception of the harbor seal viewing point, the view points will not be heavily vegetated to permit clear views of the beach and ocean.
- Removal of invasive weedy species occurring in dense stands. One such stand is a large patch of sweet fennel (*Foeniculum vulgare*) at the western end of the project area within the 4.13 acre parcel located south of the railroad right-of-way (APN 1-170-10) in Bluffs Area I. Other invasive weeds include ice plant (*Caprobrotus edulis*, *C. aequilaterus* and other species) and pampas grass (*Cortaderia atacamensis*). The list of weedy plants includes landscaped species such as ivy (*Hedera helix*) that readily escape and invade native habitats, especially riparian areas.

Where weedy species are removed, the site is to be replanted with the same native scrub species found in the surrounding areas. If removal of weeds occurs in coastal sage scrub habitat, then the former weedy area will be replanted with coastal sage scrub species.

- Removal of trash and garbage from open space areas. This problem is particularly acute in Bluffs Area III, where small dump sites have accumulated as a result of a variety of trash and garbage items being deposited on site. The removal of this material from designated open space areas is to be non-intrusive, preferably through clean up by

hand. Any damage done by clean up and/or removal of trash should be monitored and allowed to revegetate naturally. If revegetation does not occur naturally, then a revegetation program shall be implemented.

On-Site Habitat Management

Natural habitat areas are dynamic systems and undergo a variety of changes through time. These changes should be recognized as part of the natural cycle for these habitats. However, if changes occur that are the result of human activity, or are otherwise not a part of the natural system, restoration and/or enhancement may be appropriate.

Part of the difficulty in maintaining the integrity of the open space areas and plant communities is in controlling the use of these areas by trail users and others. This is particularly true for the plant communities along the bluff edge, which, because of its dramatic drop off, provides spectacular views of the beach and ocean. In addition, access to the lower bluff area occupied by the railroad tracks by trail users has been achieved in the past at the expense of denudation and erosion of the bluff face. The LSA biologist was able to follow an existing informal trail through the riparian vegetation and down a steep drop onto the lower bluff. The development of this informal trail had required the destruction of individual plants and loss of ground cover.

The establishment of formal view points will help to reduce some of this illicit intrusion by providing sufficient opportunities for viewing. The development of a formal, approved trail will also help to contain uses by establishing acceptable routes of travel.

An additional method to minimize encroachment into protected areas would be the vegetation and/or revegetation of areas that at present contain little vegetation or plant communities that have been degraded through human use. The revegetation would include the bluff edges and certain areas between the trail and the bluff edge. Revegetation should emphasize coastal sage scrub and coastal bluff scrub species, especially shrubs that could provide an effective barrier against encroachment.

In the vicinity of the riparian area in Bluffs Area II, revegetation could increase the width of the transitional habitat from the riparian zone into coastal sage scrub up to the alternative trail route. In addition to reducing access, the increased scrub would provide additional shrub cover for wildlife using the riparian habitat resources. The revegetated area will act as the buffer zones for the adjacent riparian vegetation, and an additional buffer beyond the coastal sage scrub habitat will be not required. This is because the primary purpose of the revegetated area is to protect the riparian corridor, and not to add coastal sage scrub habitat.

There are a number of plant species that would be useful as barriers and for revegetation efforts that occur on or within the vicinity of the project. A complete checklist would be derived from a variety of sources, including the original biological technical report prepared by Impact Sciences for the Carpinteria Bluffs Site Constraints Study and individuals knowledgeable regarding the species and plant communities on site. A complete checklist of trees, shrubs, herbaceous plants, and wildflowers for each habitat type will be developed as part of the detailed revegetation plan. In addition, the revegetation plan will provide details on locations of areas selected for revegetation. The following areas will undergo revegetation:

- All bluff edge areas that have experienced degradation (i.e., destroyed or damaged plants, soil compaction, and erosion) from human intrusion (except designated view points)
- Areas requiring extensive weed and trash removal (especially in Bluffs Area III)
- The buffer zone between the riparian area and the alternative trail alignment in Bluffs Area II
- The buffer zone between the coastal bluff scrub and the proposed trail alignment in Bluffs Area II
- Any other areas showing obvious removal of native habitat (such as areas with damaged or destroyed shrubs in coastal sage scrub and coastal bluff scrub habitats).

At a minimum, the following species are to be considered for inclusion as part of revegetation plan and placement of vegetative barriers:

- *Coastal bluff and barrier areas:*
 - lemonade bush (*Rhus integrifolia*)
 - bush sunflower (*Encelia californica*)
 - coastal sagebrush (*Artemisia californica*)
 - California buckwheat (*Eriogonum fasciculatum*)
- *Venturan coastal sage scrub*
 - lemonade bush
 - bush sunflower
 - coastal sagebrush
 - California buckwheat
 - bluffs buckwheat (*Eriogonum cinereum*)
 - dunes buckwheat (*Eriogonum parvifolium*)
 - coyote brush (*Baccharis pilularis* ssp. *consanguinea*)
 - coast goldenbush (*Isocoma venetus* ssp. *vernonioides*)

- ***Riparian***

arroyo willow (*Salix lasiolepis*)
 mulefat (*Baccharis glutinosa*)
 coyote brush

These lists include scrub species for each habitat type. Additional native species including annuals, herbs, and wildflowers may also be considered.

A native plant landscape specialist shall be consulted prior to preparation of grading plans to determine which species will be planted in each location based on their suitability for the intended purpose. In particular, plants shall be selected based on the plant community that surrounds the area being revegetated. Landscape plans shall include, at a minimum, specifications on species, location, and maintenance and monitoring of plantings used as barriers and for revegetation purposes.

The use of dense and stiff branched shrub species such as lemonadeberry and some species of California lilac (*Ceanothus* spp.) as barrier species both at the seal haulout area and elsewhere along the bluffs will be pursued. Species that are appropriate to the bluffs area and that would survive with minimum maintenance should also be provided. Along the bluff overlooking the seal haulout area, surviving species of lemonadeberry and California lilac plantings can be found.

Off-Site Habitat Management

Temporary management of adjacent habitats outside the open space areas includes the enforcement of provisions regarding construction in these areas. Any inadvertent loss of habitat due to construction in open space areas and buffer zones shall be mitigated through revegetation.

Permanent off-site management includes provisions to minimize weedy intrusion into open space areas. The following measures are required:

- In order to minimize the possibility of invasion of native plant communities by non-native invasive plant species, no such plant species shall be used in landscape plans, fuel modification zones, or buffer zones that interface with the open space habitats or buffer areas. Any CC&Rs will provide that disposal of cuttings of these or any other ornamental plants in preserved natural open space areas is strictly prohibited.
- Non-native, invasive plant species that shall not be used in landscape plan areas unless controlled (i.e., strictly maintained) include the following:

- Non-native Acacias (*Acacia* spp.)
 - Tree of Heaven (*Ailanthus altissima*)
 - Hottentot-fig (*Carpobrotus edulis*)
 - French broom (*Cytisus monspessulans*)
 - Scotch broom (*Cytisus scoparius*)
 - Crystal ice plant (*Mesembryanthemum crystallinum*)
 - Small-flowered ice plant (*Mesembryanthemum nodiflorum*)
 - Gorse (*Ulex europaeus*)
 - German ivy (*Senecio mikanoides*)
 - Pink periwinkle (*Vinca major*).
- The following highly invasive species shall not be used in any landscape plan areas due to their ability to readily spread via airborne seeds, rather than vegetatively:
 - Giant reed (*Arundo donax*)
 - Pampas grass (*Cortaderia atacamensis*)
 - Bermuda buttercup (*Oxalis pes-caprae*)
 - Tamarisk (*Tamarix* spp.)¹
 - Garland chrysanthemum (*Chrysanthemum coronarium*).

These lists are partial and should be checked with regulations and qualified individuals (such as the Exotic Weeds Committee of the California Native Plant Society) to identify additional species suitable for inclusion.

Similar control measures shall be implemented for any proposed landscaping or other use that would require the application of pesticides, fertilizers or similar chemical enhancements. To the extent possible, use of pesticides, fertilizers, or other chemical enhancements is to be kept to the absolute minimum required or allowed by regulation. Runoff from areas where these activities are occurring is to be strictly controlled so that it does not encroach into the riparian area or other drainage routes. "Drift" of chemical enhancements due to wind or other means of transport is also to be strictly controlled to avoid impacting sensitive habitats in open space areas.

The requirements contained in the Carpinteria Bluffs Local Coastal Plan/General Plan Amendment for off-site development that minimize changes in drainage patterns is appropriate, and will be enforced throughout the Bluffs area.

The requirements contained in the Carpinteria Bluffs Local Coastal Plan/General Plan Amendment for use and construction at rocky points and in intertidal areas is appropriate, and will be enforced.

¹ Existing tamarisk trees within Bluffs Area I may remain subject to applicable policies of the Carpinteria Bluffs Local Coastal Plan/General Plan Amendment.

Appropriate Times of Year for Construction Activities to Minimize Disturbances to Habitats and/or Sensitive Species

All requirements contained in the Carpinteria Bluffs Local Coastal Plan/General Plan Amendment with regard to the harbor seal rookery are appropriate, and will be enforced.

To the extent possible, construction activity should not occur in the property adjacent to the eucalyptus and tamarisk windrows open space areas during the breeding season of the white shouldered kite (previously called black-tailed kite) or other sensitive raptors, in the event these trees are used as nesting sites. Breeding season extends from February to June.

The most recent study on harbor seals discusses the current level of protection to the harbor seal haul out area. Under federal law, individual animals are protected from take under the Marine Mammal Protection Act. Take is defined as ranging from deliberate killing of animals to disturbances that cause them to change behaviors. This protection is year round.

Under the Local Coastal Plan for Santa Barbara County, the harbor seal haulout area is defined as environmentally sensitive habitat. This is in conformance with the California Coastal Act regulations regarding Environmental Sensitive Habitat Areas (ESHAs). In addition, the City of Carpinteria closes the beach for 750 feet to either side of the seal rookery from December 1 through May 31 of each year. No human activity other than normal activity associated with the Chevron Oil Refinery is allowed in the restricted zone during this time.

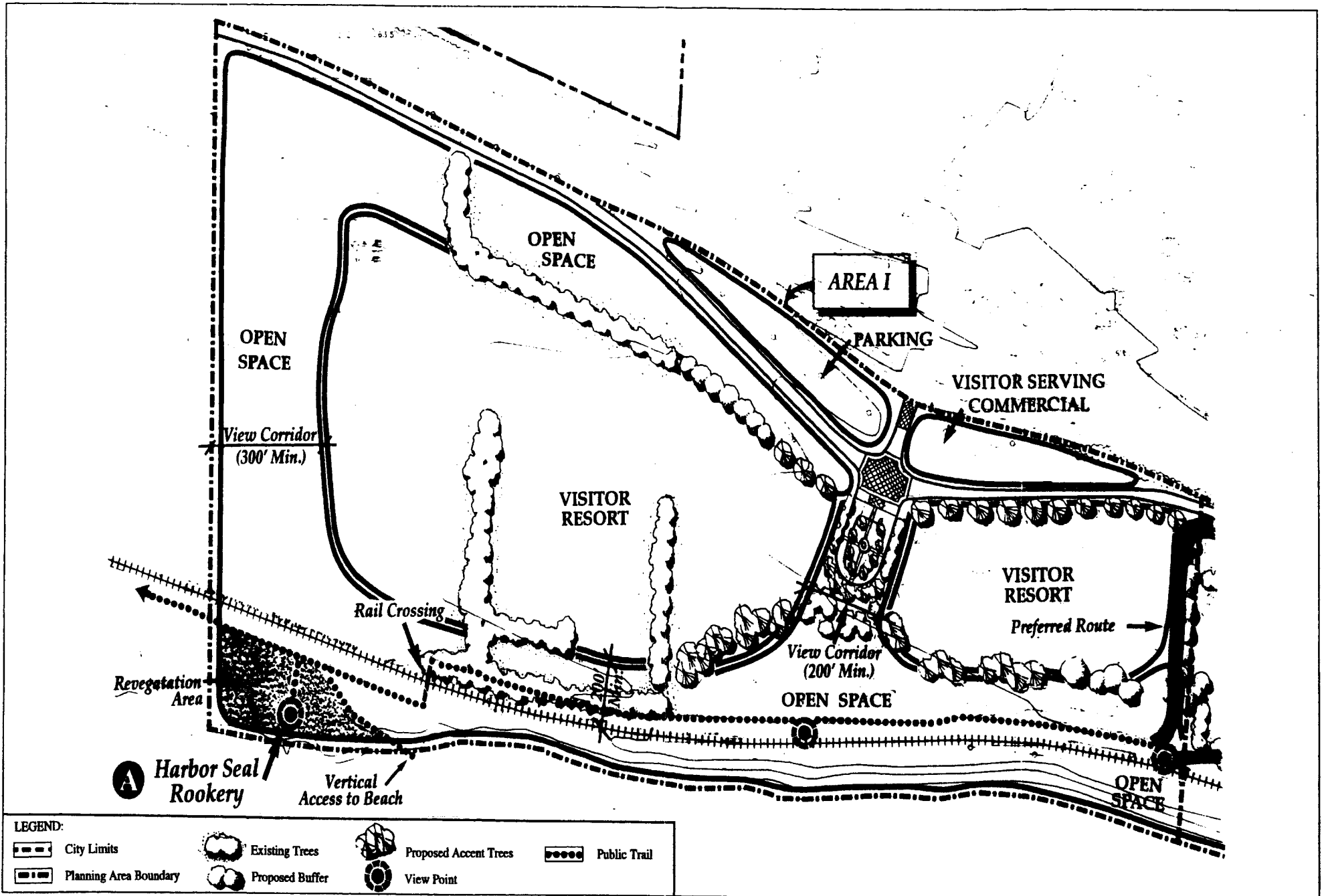
BLUFFTOP TRAIL

TRAIL ROUTE

A trail route was selected based on the requirements outlined in the Carpinteria Bluffs EIR, LCPA, and field observations and reconnaissance (see oversized figure at end of document). Starting at the western end, the proposed route will connect with the trail easement across the Chevron Oil site. From there, the trail extends east across the small drainage that divides the Chevron Oil site from the Bluffs area.

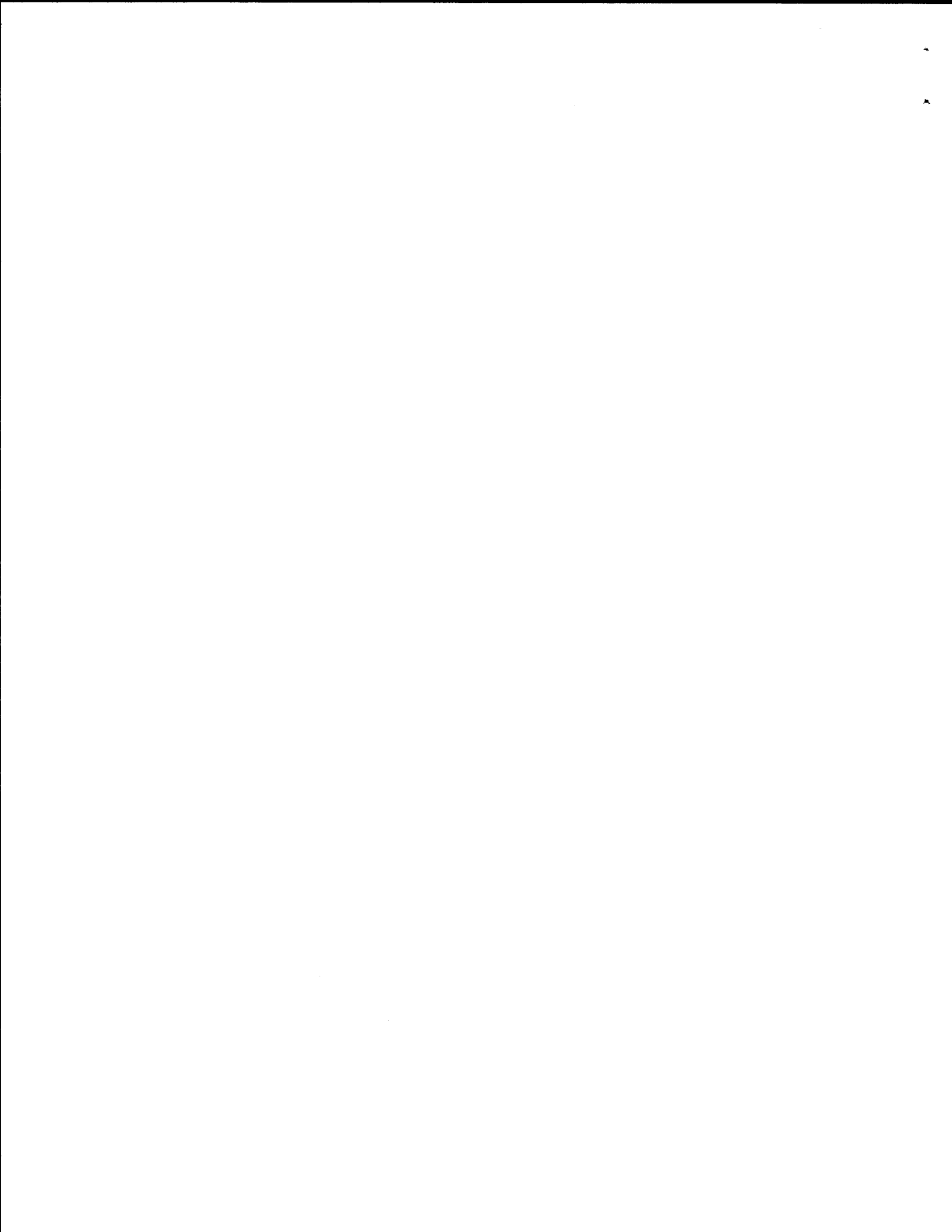
Area I

After entering the Bluffs area from the west, the trail will cross through a large patch of sweet fennel, and continue east parallel to the railroad tracks until the point where the bluffs curve north and narrows along the tracks (Figure 5). The large sweet fennel patch is to be replanted with coastal sage scrub species such as coastal sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), bluffs buckwheat (*Eriogonum cinere-*



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Figure 5



um, dunes buckwheat (*Eriogonum parvifolium*), and coyote brush (*Baccharis pilularis* ssp. *consanguinea*). Similar plantings will be made along the length of the bluff where natural vegetation does not preclude the presence of people at the bluff edge. In this way, coastal bluff scrub habitat will be replaced, thereby mitigating the loss of natural vegetation within developed areas. In addition, this scheme will clearly define observation points, and will mitigate potential impacts on the coastal bluff scrub habitat.

Within Bluffs Area I, a connection will be made from the trail to the existing overlook of the seal haulout area. The main trail will be set back a minimum 30 feet from the bluff edge to minimize exposure of humans and human activity to the seals. There will be one observation point leading from the trail and overlooking the haulout area. This observation area will be screened by native shrubs so as to further minimize visible activity along the bluff edge.

There will also be a spur from the trail to the old road leading down to the beach. This spur will provide vertical access to and from the beach without requiring travel through the seal haulout area.

From the seal haulout overlook area, the trail crosses the railroad tracks north at the point where existing trail users commonly cross the rail line at grade. Past discussions of the rail crossing in Area I have considered construction of a grade separated crossing. Unless fencing is constructed or vegetation is planted along the tracks to prevent trail users from crossing at locations other than the grade separation, the tendency of users will be to use the grade separation to avoid climbing up and down the banks. In addition, because of the need to provide adequate clearance for trains, an above grade crossing was determined to be undesirable due to its aesthetic/viewshed impacts. An underground crossing would be highly costly, and it would be difficult to get trail users, who are accustomed to crossing the rail line at grade, to use a grade separated, underground crossing when they can physically cross at grade. It is, therefore, proposed that the crossing of the rail line be at grade.

From the crossing, the proposed route extends due east under the eucalyptus windrow. The proposed route places the trail along the open space boundary on the ocean side of the windrow, thereby providing a logical division line between the windrow open space area and the proposed visitor resort. By demarcating this division, the trail will help to minimize activity within the windrow open space area.

The proposed route continues east along the landward side of the railroad tracks. At the point where the tracks drop below the bluff edge, the trail continues along the bluff edge. The proposed route will be along the existing oil pipeline easement adjacent to the rail line. A vertical access trail connection to Carpinteria Avenue will be constructed along the east side of Area I.



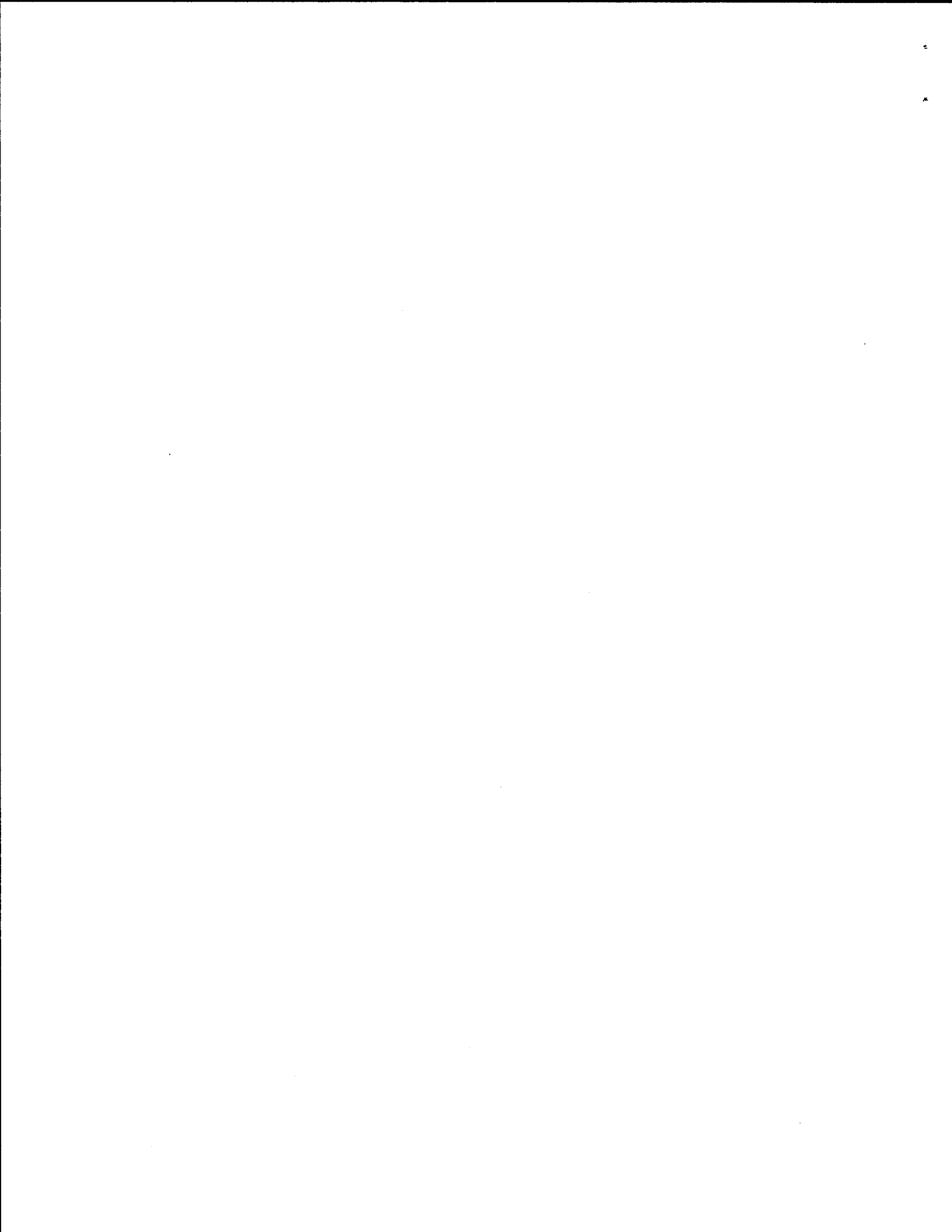
Area II

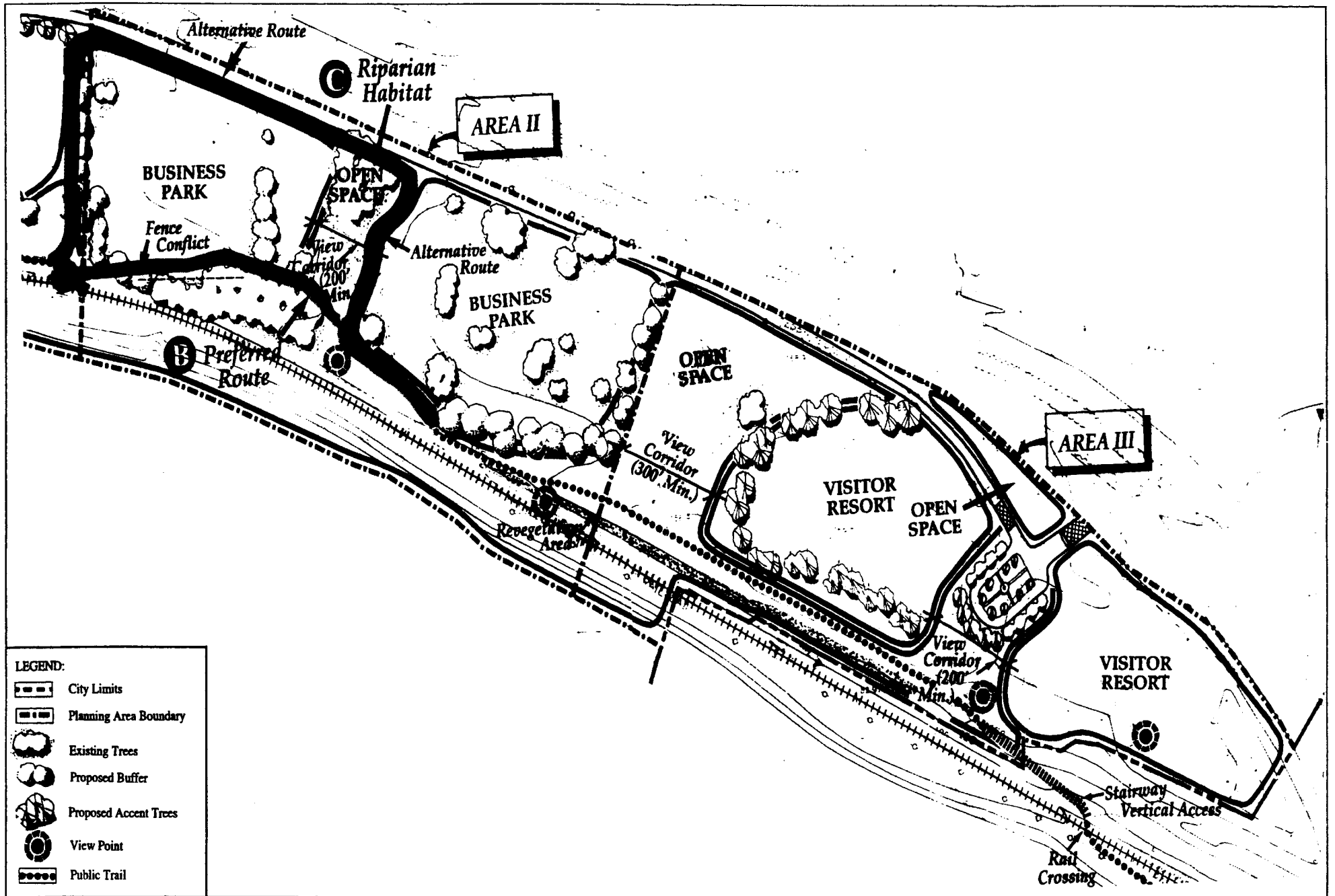
Continuing east past the visitor resort area, the proposed route approaches the existing business park and riparian open space area in Bluffs Area II (Figures 6 and 7). The business park boundary is fenced and abuts against dense coastal sage scrub and the riparian area. As a result, passage along the seaward side of the fence is difficult because of the dense vegetation. In addition, the crossing through the riparian habitat is nearly impassable because the creek channel is steep sided and deep. In any event, a direct east-west route would require crossing through the riparian plant community, resulting in disturbance to this habitat.

Because the trail is intended to provide views of the ocean, the preferred route for the trail through Area II is along the bluff edge. This would require acquisition of easements or rights-of-way through areas developed for business park purposes in the western portion of Area II. It is recognized that the City's Master Drainage Plan proposes that Line K be constructed in the southern portion of Area II, paralleling the bluff edge. Depending upon the ultimate design of Line K, it may be possible to construct the 20 foot wide multi-use trail along the bluff edge concurrent with construction of the drainage facility, if trail construction can be accomplished without impacting the riparian corridor beyond that which might occur as the result of Line K construction.

If it is not possible to construct the full width of the trail along the bluff edge, the proposed trail route would be split into two distinct trails through the western portion of Area II. A bicycle trail would run north along the boundary between the visitor resort in Area I and the business park in Area II up to Carpinteria Road. The route would follow along Carpinteria Road east past the current vacant lot (part of the proposed business park) and existing commercial building to immediately east of the riparian open space area. A narrow (four to six feet) pedestrian footpath would be cut along the bluff edge, and a pedestrian bridge will be constructed over the creek. In order to negotiate the footpath route easterly from Area I, access rights through the parking area at the southwesterly corner of Area II would need to be secured.

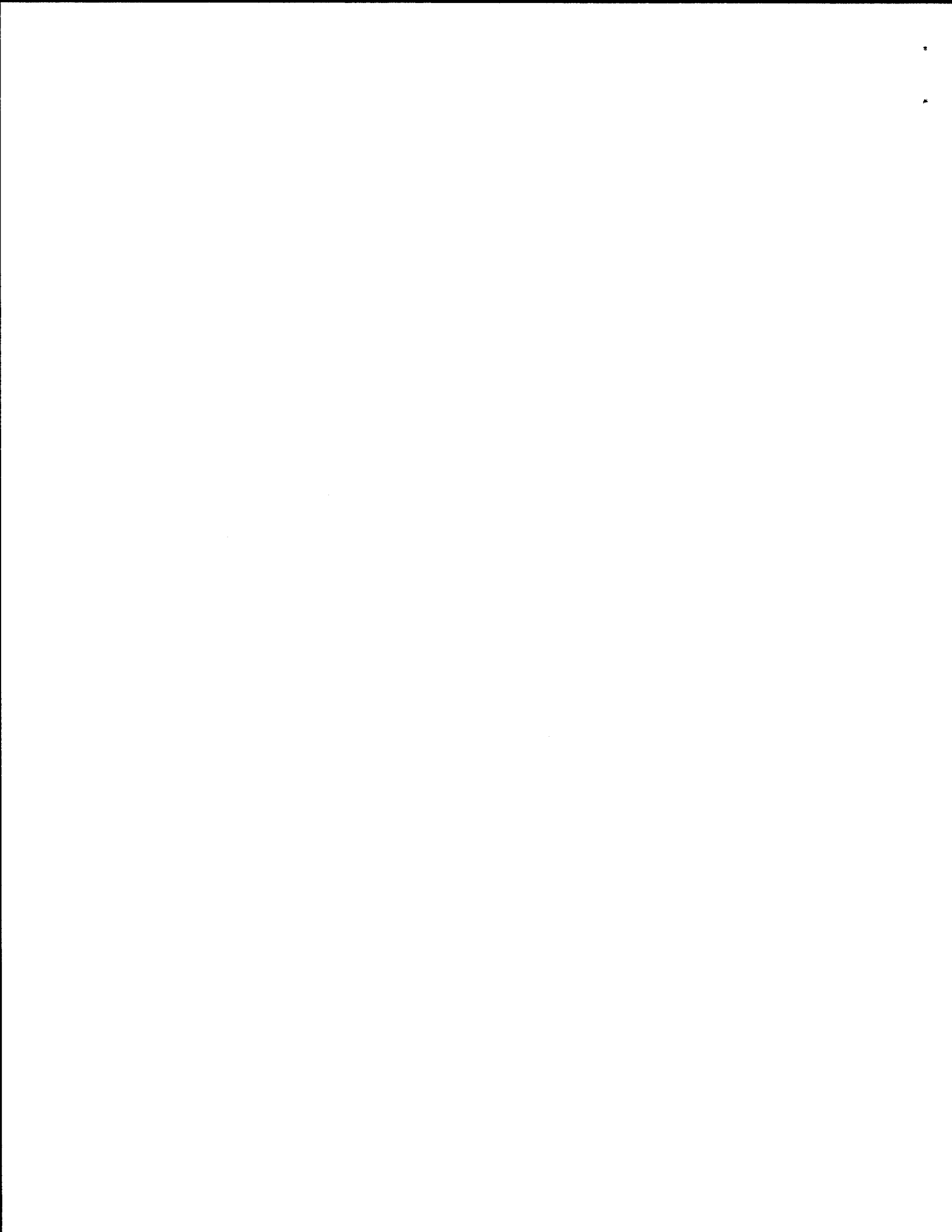
Setbacks for the riparian area include a buffer adjacent to the dripline of the trees. The biologist's review of the riparian corridor indicates that a 12 foot buffer adjacent to the dripline and adjacent coastal sage scrub will be sufficient to protect the natural vegetation, and that the trail can be located and developed within that buffer area (Figure 8). Thus, the proposed bicycle trail route south from Carpinteria Road extends south along the eastern boundary of the riparian area. The proposed route will be set immediately adjacent to the drip line, with the trail forming the boundary between the proposed business park and the riparian open space buffer. At present, there is a disced strip between the riparian habitat and the adjacent vacant lot. As the trail moves south, it will follow on the eastern edge of this strip, adjacent to the coastal sage scrub habitat.

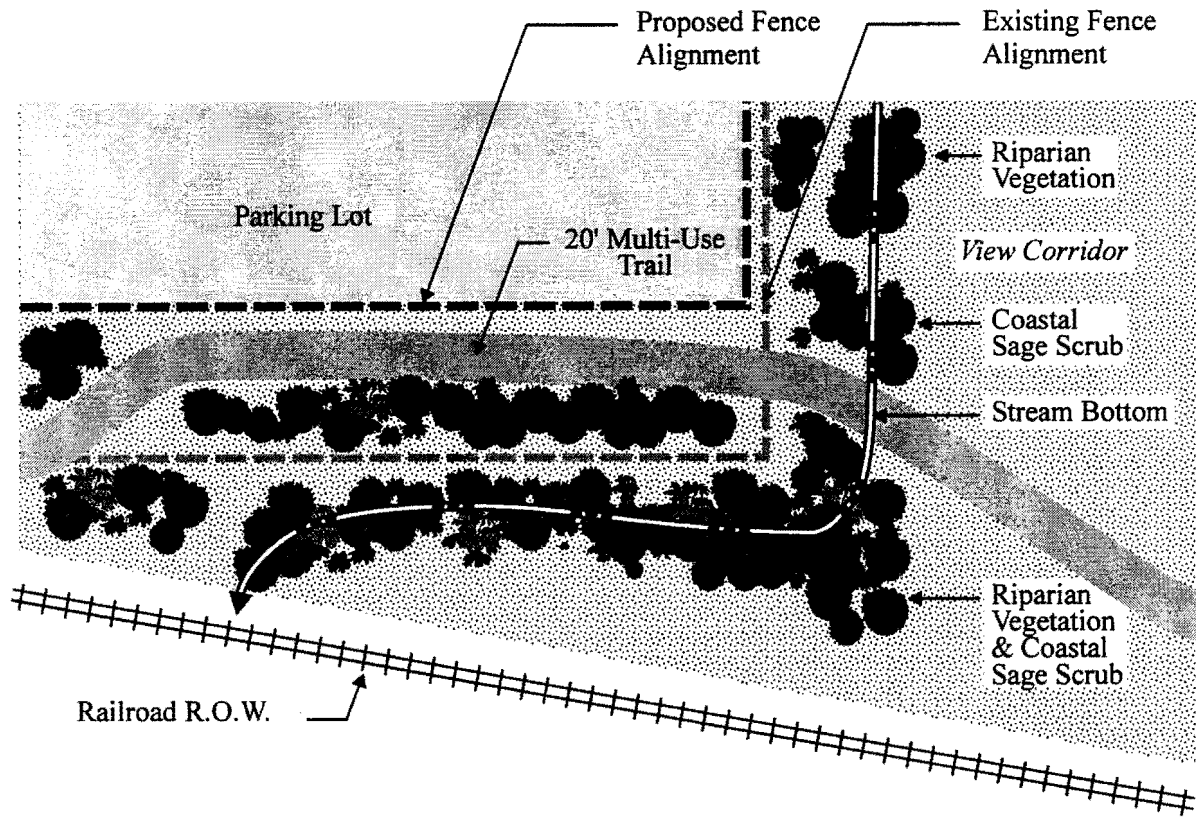




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Figure 6





B Area II - Preferred Route Plan View

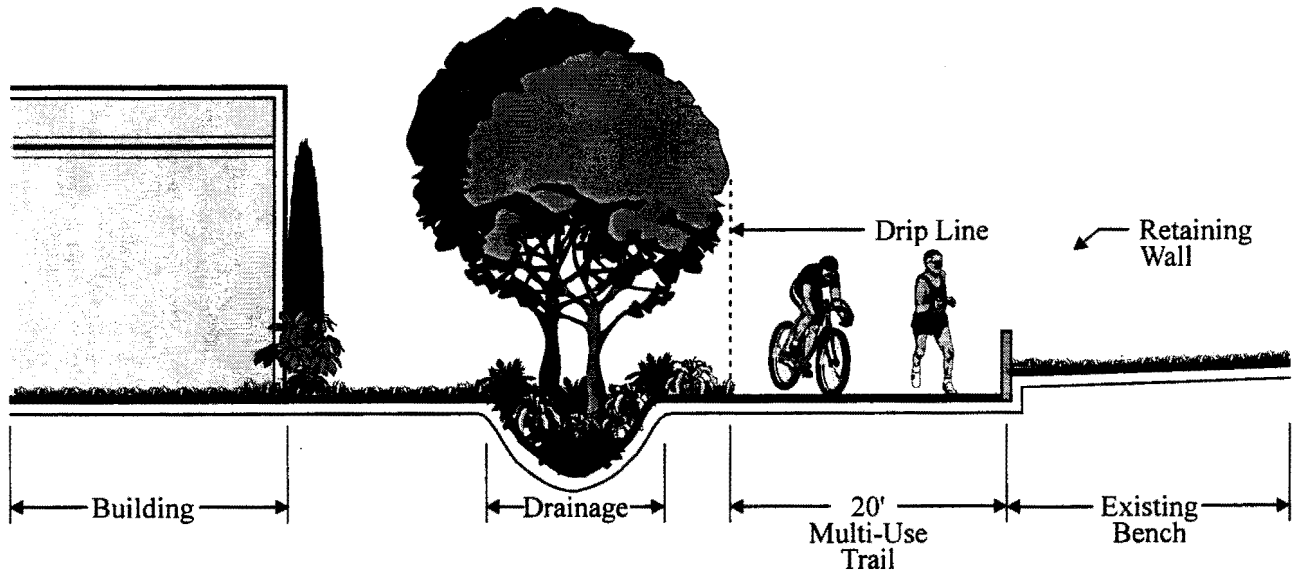
Note: **B** refers to the general location of the above detail on Figure 9 - Proposed Land Use and Trails Map.

Source: LSA Associates, 1995.

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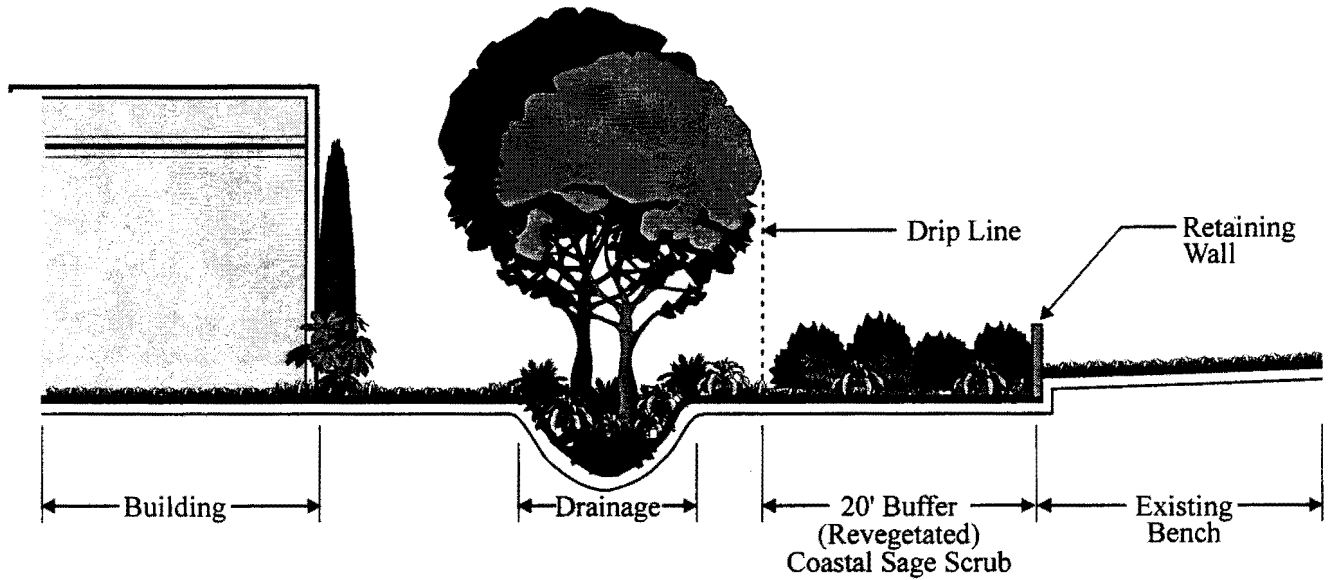
Figure 7





Area II - Alternate Route Riparian Trail
Cross Section

OR



Area II - Alternate Route Riparian Buffer
Cross Section

Note: **C** refers to the general location of the above details on Figure 9 - Proposed Land Use and Trails Map.

Source: LSA Associates, 1995.

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Figure 8



Near the bluff edge, the disced strip turns east and cuts between two stands of coastal sage scrub. The trail will be located along the northern boundary of the disced strip to the east, provided the trail route is the minimum distance required to provide for bluff retreat consistent with Policy A.1.1 of the LCPA. The trail will, therefore, function as the boundary between the area required for bluff retreat and the adjacent open space and development areas.

From the point where the trail turns east along the disced strip, it continues east, forming the setback boundary to the next developed area. At the eastern end of Bluffs Area II, a small recreation area has been constructed between a business parking area and the bluff edge. This area consists of picnic tables, a volleyball court, horseshoe pits, and open grassy areas. The trail will pass through the recreational area, then continue along the landward side of the bluff retreat setback boundary to the end of the Bluffs development area.

Area III

Within Bluffs Area III, the trail route will be along the second bluff tier. At this point, the trail must connect to the Rincon Point coastal access area (Figure 6). There are three routes that have traditionally been taken to connect to the State beach and the trail from the bench to the ocean beach, all of which require crossing over the railroad tracks. The first route is via a direct route down the southeast face of the bluffs in Bluffs Area III. There are two points, both off site, at which the crossing can occur. The first crossing would be a direct line from the bluff top southeast down across the track. The second crossing would be to continue the trail due east along the landward side of the track, over to the I-101 overpass. The trail would then pass over the tracks to the southeast near the overpass.

The second route would go northeast along the view corridor designated for Bluffs Area III. This trail would pass through the visitor resort area, connecting with the present terminus of Carpinteria Road. This route would then follow the natural topographic curve of the bluffs to the southeast, dropping down to one of the two railroad crossings mentioned above.

The third route would extend along the bluff top, following the natural curve to the southeast and then back north to the present terminus of Carpinteria Road. This route would then follow the natural topographic curve of the bluffs to the southeast, down to one of the two aforementioned railroad crossings.

After crossing the railroad track, the trail would extend southeast to connect with Rincon Point coastal access area.

The first trail alignment described above is proposed. This alignment is the one most commonly used by existing trail users, and will provide the best separation between the trail and development areas, while providing easy access from U.S. 101 and Carpinteria Avenue to the trail. Also, this alignment provides the best opportunities for creating a staging area.

TRAIL VIEW POINTS

Seven view points will be established along the trail route. Starting at the western end, the first view point would be located in the best site for viewing the seal haulout area and associated seal activity. Due to the sensitivity of the haulout area and the overlook, a screen of vegetation will be planted at the view point. This screen should be allowed to grow to a height of no greater than four feet and be pruned to increase density to create visually a 100 percent opacity. Thus, the screen will permit observation of the seal area while reducing impacts of human observation on the seals. This screen should include such stiff spined shrubs as the lemonadeberry (*Rhus integrifolia*) bush sunflower (*Encelia californica*), coastal sagebrush, and California buckwheat.

The second view point would be located at the end of the view corridor aligned with Bailard Avenue. This view point could be placed at a number of convenient locations along the bluff. The best location would be at the end of the park area to be developed at the southern end of Bailard Avenue. Bailard Avenue itself will be used as a parking and staging area. Creating a view point at the end of the scenic view corridor along Bailard Avenue extends the scenic viewing opportunities, and is a natural point of attraction for people using the park.

The third view point would be located near the bend where the trail turns and heads north to Carpinteria Road. This location would give the trail user heading east a last view before turning inland. Conversely, trail users heading west would instinctively look for the ocean as they approach the bluff from the north.

The fourth view point would be located on the east side of the riparian corridor within Bluffs Area II, where the trail, heading south from Carpinteria Road, turns east to follow the bluffs. Just as for the third view point, trail users heading west would have a last view before turning inland, and trail users heading east would look for a view of the ocean as they come down from the north.

The fifth view point would be located within the current private development area east of the riparian open space area. At present, there exists at least three points where the coastal scrub has been breached by constant use, any one of which would serve as a view point. One such opening contains a picnic table whose supports have been cemented in right at the very top of the bluff edge. It is intended that use of this area be acquired from the

present owner, while permitting its continued use by employees during weekdays.

The sixth view point would be located at the end of the view corridor within Bluffs Area III. From the end of the road aligned with the State Route 150 interchange with U. S. 101, an open space view corridor will extend to the bluff edge. Currently, this area consists of a low corridor between two benches within Bluffs Area III. Where this low area reached the bluff edge, a bluff top park will be constructed. The placement of the view point at the end of the scenic corridor and the bluff top park would extend the scenic view and would be located at a natural point that people would be attracted to. In addition, this would provide a last view of the ocean from the top of the bluffs for trail users heading east, since this is the point at which the trail would descend down to the railroad bench. Conversely, trail users heading west would have their first and highest overview of the ocean from above the level of the beach or the railroad tracks.

The seventh view point would be located on the top of the eastern bench within Area III. This view point, which would be constructed as part of the adjacent visitor-serving resort, would be privately owned and maintained as part of the resort, and would be open to the public. The location for this view point shown in Figure 6 is conceptual, and would be fixed as part of the site plan review of proposed development within Area III.

OPEN SPACE CONFIGURATION

The proposed configuration of open space within the Carpinteria Bluffs is illustrated in the oversized graphic in the back of this plan, and in Figures 5 and 6, and includes the following modifications of the open space areas illustrated in the Carpinteria Bluffs Local Coastal Plan/General Plan Amendment:

- The bluff edge open space within Bluffs Area I has been aligned with the windrow. As required by the Carpinteria Local Coastal Plan, a minimum of 200 feet from the center of the railroad tracks has been retained in open space for development of a bluff edge park.
- The open space along the riparian corridor was reconfigured to more closely follow the extent of riparian vegetation, including a band of coastal sage scrub and the bluff top trail as buffers for the riparian corridor.
- The northerly boundary of open space within Bluffs Area III was also reconfigured to run along the trail alignment west of the extension of the State Route 150 interchange. This will provide a clear boundary between development and open space areas. To the east of the extension of the State Route 150 interchange, a bluff edge setback of 50 feet has been maintained.

The preferred land use for the 4.13 acre parcel located south of the railroad right-of-way (APN 1-170-10) within Bluffs Area I is open space because development of visitor-serving or residential uses on this parcel could significantly impact the harbor seal haulout. However, visitor-serving or residential uses may be permitted on this parcel pursuant to the provisions of [REDACTED] of the Carpinteria Bluffs Local Coastal Plan Amendment which permits reconfiguration of open space, provided that the identified purposes of designated open space areas can be satisfied within reconfigured boundaries. In the case of the 4.13 acre parcel south of the rail line, these impacts include: open space purposes include mitigation for potential biotic resource impacts (seal haulout and rookery), visual impacts (preservation of ocean views), and potential loss of coastal recreation and access (mitigation provided through trail and view point construction). Thus, the open space configuration contained in Figure 5 may be further reconfigured pursuant to the provisions of Local Coastal Plan Amendment Policy D.1.3 if the following standards area met:

- Placement of visitor-serving and/or residential uses on the 4.13 acre parcel south of the rail line will not result in any greater impacts to biotic resource impacts (seal haulout and rookery), view corridors and aesthetics, and potential loss of coastal recreation and access than that which would occur without development of visitor-serving and/or residential uses.²
- Permitted maximum development intensity of Area I is not exceeded.
- Safe and adequate vehicular and pedestrian access to the parcel is provided as part of its development.

In exchange for preserving the 4.13 acre parcel south of the rail line in open space, pursuant to Policy D.1.7 of the Carpinteria Bluffs Local Coastal Plan/General Plan Amendment, its proportion of the entire development potential of Bluffs Area I will be transferred to the parcel to the north, which is currently under the same ownership (APN 1-170-13).

Existing fennel vegetation is to be removed from the 4.13 acre parcel south of the rail line, as it has a negative impact on natural vegetative habitats within the bluffs. Replanting of this fennel vegetation with coastal sage scrub habitat will mitigate the loss of coastal sage scrub resulting from development elsewhere within Bluffs Area I.

² In determining whether a proposed development meets this standard, the net effect of proposed mitigation measures is to be considered.

IMPLEMENTATION

BLUFFS AREA I

Bluffs Area I extends from the eastern boundary of the Chevron oil processing facility to the western boundary of the "Seven-Up" building. Resources within the area include intertidal and subtidal reefs, harbor seal rookery and haulout area, coastal sage scrub and bluff scrub habitats, and windrows. The area is planned for a destination resort in the Local Coastal Plan with the potential for development of residential dwelling units as part of the resort.

Because the area now provides valuable open space and views to the bluff edge and ocean, and because development of Bluffs Area I could impact existing coastal access and recreation as well as existing views for surrounding residential neighborhoods and for travellers on Carpinteria Avenue and U.S. 101, provision of open space for the public in the form of a hiking/riding trail on the shoreline park for low intensity recreation at identified view corridors is essential to any development of the area.

The Coastal Plan stipulates that lands shall be reserved for the shoreline park and trail. The shoreline park shall be a minimum of 200 feet in width as measured from the center of the railroad tracks, and shall run the length of Bluffs Area I. In addition, the 4.13 acre parcel south of the railroad right-of-way (APN 1-170-10) shall be retained in open space, unless the following standards are met:

- Placement of visitor-serving and/or residential uses on the 4.13 acre parcel south of the rail line will not result in any greater impacts to biotic resource impacts (seal haulout and rookery), view corridors and aesthetics, and potential loss of coastal recreation and access than that which would occur without development of visitor-serving and/or residential uses.³
- Development of this parcel may not cause the permitted maximum development intensity of Area I to be exceeded.
- Safe and adequate vehicular and pedestrian access to the parcel is provided as part of its development for visitor-serving and/or residential uses.

As shown in Figure 5, a public access corridor is to be provided within Bluffs Area I, including vertical access to the beach along the existing dirt road on APN 1-170-10. A trail with a minimum width of 20 feet is to be constructed within the shoreline park along the alignment indicated in Figure 5.

³ Ibid.

Bluffs Area I Implementation Measures

1. A shoreline park with a minimum width of 200 feet as measured from **THE CENTER OF THE RAILROAD TRACKS** or bluff edge, whichever is farther north, shall be developed for light intensity, day use. No camp-fire facilities shall be provided; however, picnic tables and limited barbecue facilities shall be included at the vista point near the extension of Bailard Avenue. Vertical access from Carpinteria Avenue to the bluffs trail shall be provided within the existing Bailard Avenue right-of-way and adjacent setback area.

Responsibility: As mitigation for the loss of coastal access which might occur in the absence of this implementation measure, and as a benefit to users of the adjacent visitor resort, the shoreline park shall be dedicated and improved by the applicant of adjacent development as a condition of approval. Maintenance of the shoreline park shall be through the City's existing Landscape and Lighting District.

Milestone: Dedication of an open space easement shall occur prior to issuance of building permits on adjacent land. Improvements to the shoreline park shall be completed prior to the issuance of occupancy permits on adjacent lands.

2. A blufftop trail and vertical access to Carpinteria Avenue with a minimum width of 20 feet shall be developed along the alignment illustrated in Figure 5.
 - Only one crossing of the rail line need be provided. Subject to approval of the Southern Pacific Railroad, the crossing may be at grade.
 - If approval for an at grade crossing is not secured from the Southern Pacific Railroad, an underground crossing shall be constructed.
 - Prior to commencement of construction on Bluffs Area I, a four foot high, open-type fence (such as a split rail fence) shall be constructed as part of any adjacent development projects within each respective area between the railroad right-of-way and the bluff top trail (running in an east-west direction along the entire length of the site). This will physically separate visitors to the site from the railroad, unless topographic conditions are sufficient to ensure such separation without the installation of such fencing. The type of fencing and crossing design shall be approved by the City of Carpinteria as part of

the coastal development permit approval, and all fencing so approved shall be of similar design and character to minimize visual impacts. To the extent feasible, designated railroad crossings shall be designed to accommodate physically-challenged coastal visitors.

- Concurrent with the construction of the blufftop trail, plantings of bluff scrub vegetation along the bluff edge shall occur. In addition, removal of the patch of sweet fennel and replanting with coastal sage scrub habitat within APN 1-170-10 as mitigation for the loss of that vegetative community shall occur concurrent with the construction of the trail through that parcel.
- Adequate and visually attractive beach, trail, and recreation area access signing shall be provided.
- To the extent feasible, the trail and the rail crossing, as well as access to ocean viewpoints required in measures 6 and 7, below, shall be constructed so as to be accessible for the physically handicapped.

Responsibility: Construction of the trail through the existing Chevron property, including construction of vertical access to Carpinteria Avenue will be constructed by Chevron as mitigation for past construction of a pipeline through the area.

As mitigation for the loss of coastal access which might result in the absence of this implementation measure, and as a benefit to users of the adjacent visitor resort, trail improvements shall be made by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the trail shall be through the City's existing Landscape and Lighting District.

Milestone: Improvement of the trail shall be completed prior to the issuance of occupancy permits on adjacent lands.

3. Provisions for public parking for shoreline users shall be made within the existing Bailard Avenue right-of-way. In addition, provisions for parking for shoreline users shall be made within the visitor resort. A minimum of 15 parking spaces shall be provided.

Responsibility: As mitigation for the loss of coastal access which might occur in the absence of this implementation measure, in exchange for abandon-

ment of the existing Bailard Avenue right-of-way south of Carpinteria Avenue, and as a benefit to users of the adjacent visitor resort, parking areas shall be provided and improved by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the parking area within the existing Bailard Avenue right-of-way shall be through the City's existing Landscape and Lighting District.

Milestone: Parking improvements to the shoreline park shall be completed prior to the issuance of occupancy permits on adjacent lands.

4. Due to the sensitivity of the seal haulout area and the overlook, a screen of vegetation shall be planted at the view point. This screen should be allowed to grow to a height of no greater than four feet and be pruned to increase density to create visually a 100 percent opacity. This screen should include such stiff spined shrubs as the lemonadeberry (*Rhus integrifolia*), bush sunflower (*Encelia californica*), coastal sagebrush, and California buckwheat.

Responsibility: As mitigation for increasing the number of people in proximity to the seal haulout area, and as a benefit to users of the adjacent visitor resort, plantings at the seal haulout view point shall be made by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the view point shall be through the City's existing Landscape and Lighting District.

Milestone: Improvements to the seal haulout view point shall be completed prior to the issuance of occupancy permits on adjacent lands.

5. Vertical access to the beach shall be maintained on the existing dirt road, as indicated in Figure 5.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, and as a benefit to users of the adjacent visitor resort, dedication of an easement along the vertical beach access, as well as trail improvements shall be made by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the trail shall be through the City's existing Landscape and Lighting District.

Milestone: Dedication shall occur prior to issuance of building permits on adjacent land. Improvements to the shoreline park shall be completed prior to the issuance of occupancy permits on adjacent lands.

6. An ocean vista point and park area shall be provided south of the existing right-of-way of Bailard Avenue. The vista point and park area will be approximately 4.1 acres in size. Benches, trash receptacles, bike racks, drinking fountain, and public restrooms shall be provided at this location.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, and as a benefit to users of the adjacent visitor resort, vista point improvements shall made by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the vista point shall be through the City's existing Landscape and Lighting District.

Milestone: Improvement of the vista point shall occur concurrently with trail construction, and shall be completed prior to the issuance of occupancy permits on adjacent lands.

7. An ocean vista point and connections from the main blufftop trail shall be provided at the east end of Bluffs Area I, adjacent to the railroad line. Benches shall be provided at this vista point.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, and as a benefit to users of the adjacent visitor resort, vista point improvements shall made by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the vista point shall be through the City's existing Landscape and Lighting District.

Milestone: Improvement of the vista point shall occur concurrently with trail construction, and shall be completed prior to the issuance of occupancy permits on adjacent lands.

BLUFFS AREA II

Bluffs Area II encompasses the currently developed business park area within the Carpinteria Bluffs, and includes two vacant parcels situated between developed properties. This area is planned for Business Park uses in the Local Coastal Plan. Throughout much of this area, the bluff edge is densely vegetated with chaparral, which thins to the east. An existing footpath spans Bluffs Area II north of the railroad line. Currently, development on the "Seven-Up" parcel at the western end of Area II extends nearly up to the bluff edge. Only a very narrow (less than four feet) passage exists between that site's fencing and the bluff edge for a trail. Thus, if the trail is to be extended along the bluff edge through Area II, it will need to run through existing developed areas.

It is recognized that the City's Master Drainage Plan proposes that Line K be constructed in the southern portion of Area II, paralleling the bluff edge. Depending upon the ultimate design of Line K, it may be possible to construct the full 20 foot width of a multi-use trail along the bluff edge concurrent with construction of the drainage facility. This would be the preferable route for the bluff top trail. If it is not possible to construct the trail concurrent with construction of Line K, or if Line K is ultimately not constructed along the bluff edge, an alternative alignment for the trail will be used as illustrated in Figure 6. This alternative alignment connects to the vertical access provided at the eastern edge of Area I at Carpinteria Avenue, and runs along Carpinteria Avenue to the east side of the riparian corridor, and then south along the edge of the riparian corridor, connecting to the bluff edge trail.

Bluffs Area II Implementation Measures

8. A blufftop trail shall be developed along the alignment illustrated in Figure 6.
 - The trail shall have a minimum width of 20 feet except for the alternative alignment along the east edge of the riparian corridor, where the trail shall have a minimum width of 12 feet (Figure 7). The trail adjacent to the riparian corridor would function as a vertical access if the bluff top trail is constructed concurrent with construction of Line K.
 - Concurrent with the construction of the blufftop trail, plantings of bluff scrub vegetation along the bluff edge shall occur. In addition, removal of ice plant and other invasive species shall occur concurrent with the construction of the trail through individual parcels.
 - Adequate and visually attractive beach, trail, and recreation area access signing shall be provided.

- At the same time that access easements are obtained across previously developed properties, any barriers that prohibit access, such as the fencing and parking in the southwesterly corner of Area II, shall be permanently removed.
- In exchange for maintenance by the citywide maintenance district, and as mitigation for impacts that may be created by potential expansion of the existing use, the City shall acquire access and public use of the existing private park area in the eastern portion of Bluffs Area II.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, and as a benefit to employees within adjacent business park uses, dedication of trail easements and construction of the trail shall be the responsibility of adjacent development. Maintenance of the trail shall be through the City's existing Landscape and Lighting District.

Milestone: Dedication of trail easements shall be made a condition of new or expanded development of individual properties within Bluffs Area II. Construction of the trail across individual properties shall be completed prior to the issuance of occupancy permits for the adjacent new or expanded development on a parcel by parcel basis.

If within seven years of the adoption of this implementation plan, dedication and improvement of the entire trail through Bluffs Area II is not completed, the City shall acquire trail easements and improve the trail through the area, subject to reimbursement should new or expanded development occur subsequent to the acquisition and improvement. Acquisition of these easements shall be through the City general fund or a citywide assessment district set up for this purpose.

9. A trail vista point shall be provided in the southwestern corner of the "R. G. Harris" property, adjacent to the bluff edge. Benches shall be provided at this vista point.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, as mitigation for the

loss of coastal sage scrub, and as a benefit to employees of the adjacent business park use, vista point improvements shall be made by the developer of the adjacent business park use as a condition of approval. Maintenance of the vista point shall be through the City's existing Landscape and Lighting District.

Milestone: Improvement of the vista point shall occur concurrently with trail construction, and shall be completed prior to the issuance of occupancy permits on adjacent lands.

10. Invasive weedy species occurring in dense stands shall be removed, including ice plant (*Caprobrotus edulis*, *C. aequilaterus* and other species), pampas grass (*Cortaderia atacamensis*), ivy (*Hedera helix*), and others that readily escape and invade native habitats, especially riparian areas. Where weedy species are removed, the site is to be replanted with the same native scrub species found in the surrounding areas. If removal of weeds occurs in coastal sage scrub habitat, then the former weedy area will be replanted with coastal sage scrub species.

Responsibility: As mitigation for loss of vegetative habitats, invasive weedy species occurring in dense stands shall be removed, and new plantings shall be made by the developer concurrent with site development and trail construction.

Milestone: Removal of invasive species and new plantings shall be completed prior to the issuance of occupancy permits on adjacent lands.

11. In exchange for maintenance by the citywide maintenance district, and as mitigation for impacts that may be created by potential expansion of the existing use, the City shall acquire access and public use of the existing private park area in the eastern portion of Bluffs Area II.

Responsibility: As mitigation for potentially increasing impacts on coastal access, and as a benefit to the increased number of employees within the adjacent business park use on the "Infrared" parcel, dedication of trail and recreational easements and construction of the trail shall be the responsibility of adjacent expanded development. Maintenance of the trail and vista point facilities shall be through the City's existing Landscape and Lighting District. If, within seven years of

the adoption of this implementation plan, dedication of easements over the existing private park are not obtained, the City shall acquire such easements, subject to reimbursement should expanded development occur subsequent to the acquisition. Acquisition of this easement shall preferably be in exchange for maintenance of the park area through the city-wide maintenance district; however, if such an arrangement cannot be achieved, acquisition shall be through the City general fund or a citywide assessment district set up for this purpose.

Milestone:

Dedication of easements for the trail and use of the existing private park shall be made a condition of new or expanded development within the "Infrared" parcel. As noted above, if acquisition of easements cannot be achieved as the result of conditions of approval on expanded development, acquisition of the easement will be accomplished within seven years following adoption of this implementation plan.

BLUFFS AREA III

Bluffs Area III is the easternmost portion of the Bluffs, and extends from the eastern boundary of the "Infrared" property to the City's eastern boundary. The Local Coastal Plan categorized this undeveloped area as a visitor resort because of its access to Highway 101, ocean views, and proximity to Rincon Beach Park. The bluffs in Bluffs Area III are three-tiered, with the railroad traversing the lower tier, the median tier encompassing the bulk of the area, and the third tier "crowning" the eastern portion of the area. The tiered topography has made Bluffs Area III a popular location for use of off-road vehicles which has caused scarring and accelerated erosion of hillsides and often created a public nuisance in the form of increased noise and dust levels. Currently, it is a popular area for observing the ocean.

Continuous lateral access will be maintained throughout this portion of the bluffs via the blufftop trail which will traverse the middle tier in the western half of the area. The Local Coastal Plan calls for the trail descending to the lower tier via an existing path in the eastern portion of the area, crossing the railroad tracks and continuing on to Rincon Beach County Park. This is the only improved vertical beach access planned for the area.

Because of its tiered topography and lack of tall vegetation to obstruct views, adequate provision of public vista points and ocean corridors, especially from the highest tier, will be essential to any development of Bluffs Area III.

Bluffs Area III Implementation Measures

12. A blufftop trail with a minimum width of 20 feet shall be developed along the alignment illustrated in Figure 6.
- Due to the steepness of the descent from the middle to the lower tier and to mitigate erosion hazards, stairs or other suitable paving/covering shall be provided along the descent. Because of the steepness of the slope, the width of the descent shall be limited to the current clearance between vegetation. It is recognized that, in order to avoid significant impacts to adjacent coastal bluff scrub vegetation, and in order to avoid creating bluff erosion hazards, the descent may be as narrow as approximately three feet in some areas. As a result, appropriate wider "turnout" areas shall be provided along the descent where they can be provided without creating significant erosion or biological resource impacts.
 - The applicant(s) for development shall negotiate with Southern Pacific Railroad, with the assistance of the City and County, to provide a safe at-grade railroad crossing for the trail.
 - If approval for an at-grade crossing is not secured from the Southern Pacific Railroad, a grade separated crossing shall be constructed.
 - Concurrent with the construction of the blufftop trail, plantings of bluff scrub vegetation along the bluff edge shall occur as mitigation for the loss of that vegetative community and concurrent with the construction of the trail through Bluffs Area III.
 - Adequate and visually attractive beach, trail, and recreation area access signing shall be provided.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, and as a benefit to users of the adjacent visitor resort, trail improvements shall be made by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the trail shall be through the City's existing Landscape and Lighting District.

Milestone: Improvement of the trail shall be completed prior to the issuance of occupancy permits on adjacent lands.

13. Provisions for public parking for shoreline users shall be made within the southerly extension of the alignment of State Route 150 as illustrated in Figure 6. In addition, provisions for parking for shoreline users shall be made within the visitor resort. A minimum of 15 parking spaces shall be provided.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, in exchange for abandonment of the section of Carpinteria Avenue east of the extension of State Route 150, and as a benefit to users of the adjacent visitor resort, parking areas shall be provided and improved by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the parking area within the right-of-way of the extension of State Route 150 south of U.S. 101 shall be through the City's existing Landscape and Lighting District.

Milestone: Parking improvements to the shoreline park shall be completed prior to the issuance of occupancy permits on adjacent lands.

14. An open space access corridor connecting Carpinteria Avenue with the bluffs trail shall be provided in conjunction with trail development along the southerly extension of the State Route 150 interchange with U. S. 101 as illustrated in Figure 6.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, and as a benefit to users of the adjacent visitor resort, open space access corridor and vista point improvements shall be made by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the vista point shall be through the City's existing Landscape and Lighting District.

Milestone: Improvement of the access vista point shall occur concurrently with trail construction, and shall be completed prior to the issuance of occupancy permits on adjacent lands.

15. A trail rest stop and blufftop park and vista point, including bike racks, benches, trash receptacle, picnic tables, limited barbecue facilities, restroom facilities, and a drinking fountain, shall be provided on the blufftop at the point that the trail descends to the lower tier. The size of the park and vista point will be approximately 2.3 acres.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, and as a benefit to users of the adjacent visitor resort, park and vista point improvements shall be made by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the vista point shall be through the City's existing Landscape and Lighting District.

Milestone: Improvement of the vista point shall occur concurrently with trail construction, and shall be completed prior to the issuance of occupancy permits on adjacent lands.

16. A second vista point, including benches, shall be provided in the upper portion of Area III along the bluff edge overlooking the ocean. Although illustrated in Figure 6, the specific location of this vista point will be determined during the site plan review process for Area III. It is intended that this easterly vista point be privately developed and maintained as part of the adjacent visitor-serving resort, but that it remain accessible to the public.

Responsibility: As mitigation for the loss of coastal access which would result in the absence of this implementation measure, and as a benefit to users of the adjacent visitor resort, vista point improvements shall be made by the developer of the adjacent visitor resort as a condition of approval. Maintenance of the vista point shall be private.

Milestone: Improvement of the vista point shall occur concurrently with trail construction, and shall be completed prior to the issuance of occupancy permits on adjacent lands.

17. Invasive weedy species occurring in dense stands shall be removed, including ice plant (*Caprobrotus edulis*, *C. aequilaterus* and other species), pampas grass (*Cortaderia atacamensis*), ivy (*Hedera helix*), and others that readily escape and invade native habitats, especially riparian areas. Where weedy species are removed, the site is to be replanted with the same native scrub species found in the surrounding areas. If removal of weeds occurs in coastal sage scrub habitat, then the former weedy area will be replanted with coastal sage scrub species.

Responsibility: As mitigation for loss of vegetative habitats, invasive weedy species occurring in dense

stands shall be removed, and new plantings shall be made by the developer concurrent with site development and trail construction.

Milestone: Removal of invasive species and new plantings shall be completed prior to the issuance of occupancy permits on adjacent lands.

18. Trash and garbage shall be removed from open space areas. The removal of this material from designated open space areas is to be non-intrusive, preferably through clean up by hand. Any damage done by clean up and/or removal of trash should be monitored and allowed to revegetate naturally. If revegetation does not occur naturally, then a revegetation program shall be implemented.

Responsibility: As mitigation for loss of vegetative habitats, trash and garbage shall be removed from open space areas by the developer concurrent with site development and trail construction.

Milestone: Removal of trash and garbage, as well as restoration of open space areas, if needed, shall be completed prior to the issuance of occupancy permits on adjacent lands.

REFERENCES

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- Howorth, Peter C., 1995. *Final Report, Marine Mammal Mitigation, Remedial Gas Pipeline Support Installation at Carpinteria, California*.
- Environmental Science Associates, Inc., 1992. *Carpinteria Bluffs Site Constraints Study*. Prepared for the City of Carpinteria, California.
- Interface Planning and Counseling Corporation, 1990. *Certified Final Environmental Impact Report on the Ocean Bluffs Specific Plan for Carpinteria Bluffs Area I*. Prepared for the City of Carpinteria, California.
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APPENDIX A

BIOLOGICAL RESOURCES ASSESSMENT

METHODS

Literature Review

Available information on the Carpinteria Bluffs area was reviewed, concentrating on the environmental resources mitigation measures. Documents that were reviewed included the following:

- Carpinteria Local Coastal Program Major Amendment, No. 1-94
- Carpinteria Coastal Recreation and Access Implementation Program
- Santa Barbara County Comprehensive Plan, Open Space Element
- Santa Barbara County Comprehensive Plan, Conservation Element
- Carpinteria Bluffs Site Constraints Study
- Final Environmental Impact Report (EIR) on the Ocean Bluffs Specific Plan for Carpinteria Bluffs Area I
- Carpinteria Local Coastal Plan/General Plan Amendment, Final Program Environmental Impact Report 93-700 and appendices
- Harbor Seal Enhancement Plan
- Final Report, Marine Mammal Mitigation, Remedial Gas Pipeline Support Installation at Carpinteria, California.

Previous Biological Assessments and Analyses

The biological resources of the Carpinteria Bluffs area have been evaluated as part of a number of previous studies, including the Dames and Moore study for the Ocean Bluffs Specific Plan area in 1974; site survey studies in 1981 and 1982 and a field reconnaissance study in February 1988; studies of the seal population and haul out area, including Seagers in 1986; studies of the Ocean Bluffs Specific Plan area by Impact Sciences Inc. in February 1989; and a site constraints analysis by ESA in 1992. All of these studies have addressed at least portions of the Carpinteria Bluffs; some have addressed the entire Bluffs area.

Current Studies

The current work was intended to fulfill the requirements of Policy D.1.7 of the Carpinteria Bluffs LCPA. As part of the master program, the mitigation

measures for the Bluffs area contained in the LCPA and accompanying EIR were reviewed, along with the Local Coastal Plan requirements and the recommendations contained in Carpinteria Bluffs environmental documents. Also reviewed were the Carpinteria Bluffs Site Constraints Study (ESA 1992), the Final Environmental Impact Report on the Ocean Bluffs Specific Plan (Interface Planning and Counseling Corporation, 1990), the City of Carpinteria Local Coastal Plan/General Plan Amendment, Final Program Environmental Impact Report 93-700 (Planning Network, 1994), and two harbor seal studies (R.J. Schmitt and Associates, Inc., 1992 and Marine Mammal Consulting Group, 1995).

In addition to review of existing documentation, the LSA biologist conducted a reconnaissance walkover survey of the Bluffs area, noting the existing informal trails that have been created by hikers and their relationship to adjacent properties and scenic views. The biologist also noted the locations of special biological resources of the site, including the seal haulout areas and sunning rocks in Bluffs Area I, tree windrows (also in Bluffs Area I), riparian habitat in Bluffs Area II, and the seal and the coastal sage scrub habitat mainly in Bluffs Area III.

LSA conducted additional reconnaissance walkover surveys, focusing on the site's existing informal trails, as well as the trail proposals of the 1981 Coastal Recreation and Access Implementation Program, and the trails and open space provisions of the Carpinteria Bluffs Local Coastal Plan/General Plan Amendment. The minimum requirements (setback distances, permitted activities) outlined in the Final EIR for the Local Coastal Plan/General Plan Amendment were also reviewed and considered in the route layout and open space configuration contained herein. Finally, LSA and City staff walked potential trail routes and reviewed potential open space configurations in the field with property owners of Bluffs Areas II and III.

EXISTING BIOLOGICAL RESOURCES SETTING

The Carpinteria Bluffs area contains five types of habitats comprised of plant communities and one non-vegetated habitat type.

Ruderal or Annual Grasslands

The dominant plant community on site is the ruderal or annual grasslands. This plant community occurs on approximately half of the project site, mostly in Areas I and II. This plant community has been annually disced for fire control, and is comprised of a mix of broad-leaved herbaceous weeds and annual grasses. Dominant herbaceous weeds include short-podded mustard (*Hirschfeldia incana*), ice plant (*Carbobrotus edulis*), bindweed (*Convolvulus arvensis*), sweet fennel (*Foeniculum vulgare*), western ragweed (*Ambrosia psilostachya*), and heliotrope (*Heliotropium curassavicum*).

Annual grasses in this plant community include wild oats (*Avena fatua*), rigput grass (*Bromus diandrus*), soft chess (*Bromus mollis*), red brome (*Bromus madritensis* ssp. *bromus*), veldt grass (*Ehrbarta calycina*) and foxtail (*Hordeum murinum* ssp. *leporinum*). ESA reports that some native grasses have been found in the undisturbed perimeter of the grasslands, including California brome (*Bromus carinatus*), meadow barley (*Hordeum californicum*), and purple needlegrass (*Nasella pulchra*) (Ferren, pers. comm. in ESA, 1992).

Scattered shrubs in this plant community include coyote brush (*Baccharis pilularis* ssp. *consanguinea*), coastal sagebrush (*Artemisia californica*), and coast goldenbush (*Isocoma venetus* ssp. *vernonioides*).

Venturan Coastal Sage Scrub

This plant community occurs in relatively undisturbed small stands in Areas I and II, and in larger, more degraded stands in Area III. The dominant species in the stands in Areas I and II include coastal sagebrush and coyote brush. Other shrub species present include quailbrush (*Atriplex lentiformis* ssp. *breweri*), coastal goldenbush, and bush sunflower (*Encelia californica*). Other species found here include morning glory (*Calystegia macrostegia* ssp. *cyclostegia*) and poison oak (*Toxicodendron diversilobum*).

In Area III, the coastal sage scrub is the dominant plant community. It is highly degraded as a result of human use, being crisscrossed by numerous trails and tracks, with a number of garbage and trash heaps scattered along the coastal edge. This area is also crisscrossed by a number of apparently artificial drainages or depressions.

The plant community in this area contains a number of non-native weed species, including black mustard (*Brassica nigra*), Russian thistle (*Salsola iberica*), sweet fennel (*Foeniculum vulgare*), iceplant, and Australian saltbush (*Atriplex semibaccata*).

Southern Coastal Bluff Scrub

ESA describes this plant community as an "association of plants reminiscent of a more traditional coast bluff scrub." This community is confined primarily to the ocean facing bluffs of the planning area, particularly along the bluff south of the rail route. Most of the species that compose this plant community are found in the coastal sage scrub. However, the presence of dense stands of lemonadeberry (*Rhus integrifolia*) and the spatial distribution of other shrubs defines this plant community as coastal bluff scrub.

Central Coastal Riparian Scrub

According to ESA, the riparian scrub habitat found on Area II was created as the result of an artificial water flow. Regardless of its origins, this plant community is well established, dominated by arroyo willow (*Salix lasiolepis*) and mulefat (*Baccharis salsginosus*). Coyote brush, poison hemlock (*Conium maculatum*), and California blackberry (*Rubus ursinus*) form understory components of this plant community.

The drainages in Area III are dominated by upland, rather than wetland, plant species. There are isolated individuals and small clumps of mulefat scattered along these drainages, as well as a small clump of arroyo willow at the junction of two drainages. These small stands do not necessarily constitute a wetland habitat, since other parameters, including hydric soils and hydrological indicators, must be present in order to identify wetland. According to ESA, classification of these areas as jurisdictional wetlands require a wetland determination.

Non-Native Plant Communities

In addition to the natural plant communities, there are a number of windrows of eucalyptus (*Eucalyptus globulus*) and tamarisk (*Tamarisk ramosissima*) that have been planted in Area I.

Other cultivated trees have been planted elsewhere on the Carpinteria Bluffs site, including areas adjacent to existing structures in Areas I and II. The dominant landscape species used includes myoporum (*Myoporum laetum*) and an unidentified acacia (*Acacia* sp.).

There are several Monterey cypress (*Cupressus macrocarpa*) established in Area II. This species can establish spontaneously along ocean bluffs in this region near landscaped plantings (Smith 1976 in ESA 1992).

Wildlife

The most common group of species recorded on this site were birds, followed by mammals, reptiles, and amphibians. Common birds seen included house finch, Brewer's blackbird, western meadowlark, mourning dove, yellow-rumped warbler, and Anna's hummingbird (ESA 1992). Mammal species trapped or otherwise identified include harbor seals, coyote, deer mice, California vole, California ground squirrel, and Botta's pocket gopher. Few reptiles were seen, probably due to the relatively cool temperatures and lack of water resources on site. The western fence lizard and side-blotched lizard, two very common species were observed, along with gopher snake. The only amphibian species observed was the Pacific treefrog recorded within the central coast riparian habitat in Area II.

Sensitive Biological Resources

There are a number of sensitive species cited as potentially present on site, although only two have been recorded as actually present. The harbor seal is a fully protected species under the Marine Mammal Protection Act, while the white-tailed kite (formerly referred to as the black-shouldered kite) has been recorded foraging over the bluffs.

The Carpinteria Bluffs provide one of four well established harbor seal rookeries and haul out areas along the mainland southern coast of California (Marine Mammal Consulting Group, 1995). There are other areas along the coast and on the islands where small numbers of harbor seals haul out and occasionally pup, but none that are well established (Marine Mammal Consulting Group, 1995).

At present, seals in the Carpinteria rookery have apparently grown accustomed to the normal level of activity occurring on the Chevron Oil Refinery site, and even to a certain extent are tolerant of other daily activity, such as train movement, along this section of the coast. However, the seals are not tolerant of human activity in the water, along the beach area or on the bluff tops, particularly when this activity is sudden or noisy. There is a definite response to the seasonal closure of the beach. During the period of closure, haul out activity and the number of seals on the beach throughout the day is much higher than when the beach is open. During the open season, seal activity is confined to the early part of the day just at daybreak, before people appear on the beach.

The white-tailed kite forages over the open areas of the site, including the annual grasslands. They may also roost in the windrow trees and could potentially nest on site. Since previous studies of the Bluffs were conducted, the number of raptor species considered to be sensitive has grown considerably, along with some smaller passerine species, reptiles and small mammal species. However, most of these species occur in or forage in habitats that will be protected on site.

The Central Coast riparian scrub, coastal sage scrub, and coastal bluff scrub are the only sensitive habitats that occur on site. These communities were acknowledged as sensitive and mitigation measures in previous documents were designed to minimize impacts to them.

BIOLOGICAL RESOURCES CONCLUSIONS

The implementation requirements for protection of the sensitive or special biological resources as outlined in the LCPA follow. One objective of the field review was to determine how each measure should be applied in the development of the master plan.

- All coastal bluff scrub habitat are designated open space.

- All significant areas of coastal sage scrub habitat are designated open space; exceptions include two small patches of scrub on Bluffs Areas I and II, and a portion of the coastal scrub habitat on Bluffs Area III.

The areas of coastal sage scrub that will be removed were identified in the Carpinteria Bluffs LCPA EIR as having little value to wildlife. The first two patches on Bluff Areas I and II were identified as too small to support a significant wildlife population. The coastal sage scrub habitat on Bluffs Area III is mostly degraded due to intense recreational use of the site. The Local Coastal Plan for the Bluffs calls for the protection of 17.6 acres of coastal sage scrub located north of the railroad tracks and adjacent to the bluff edge. This section is the least degraded part of the stand, and will be set aside in the designated open space area. The remaining sections of the stand are highly degraded and preservation was not recommended.

- There will be a 25 foot buffer, or a distance as determined to be adequate according to this master program, designated around open space areas containing coastal sage scrub habitat. The master program is to review this buffer area requirement and to recommend an appropriate buffer area based on field observation.
- Eucalyptus and tamarisk windrows are designated as open space. Thinning, pruning, and removal of trees will be limited to what is necessary to maintain the trees in a healthful condition, and to avoid potentially hazardous conditions. In addition, trees that are removed will be replaced with native trees under the conditions specified in Policy E.2:1 of the LCPA and in this master program.
- There will be a 10 foot buffer, measured from the dripline, around the open space areas containing tamarisk and eucalyptus windrows.
- The riparian habitat area is designated as open space.
- A 20 foot buffer from the dripline, or 50 feet from the top of bank, whichever is greatest, will be provided around the open space containing riparian habitat. The master program has reviewed this buffer area requirement, and contains recommendations for an appropriate buffer area based on field observation.
- All modifications to the riparian area are subject to any applicable wetland permitting authority of the State of California and the U.S. Army Corps of Engineers.
- The harbor seal haulout area will be protected by implementation of the following measures:
 - Maintaining a 35 foot minimum buffer area on the beach around the haulout area year round

- Extending the buffer to 750 feet on either side of the haulout area during pupping season (December 1 through May 31)
- Maintaining a minimum 30 foot setback from the edge of the bluff to reduce the visibility of humans and human movement along the bluff edge
- Planting natural vegetation along the bluff edge to form a screen or blind, further minimizing the visibility of human movement.
- For all the sensitive habitats located in open space areas, including coastal bluff scrub, coastal sage scrub, riparian, and grasslands:
 - All proposed adjacent development will demonstrate methods to preserve these habitats in their natural state.
 - Permitted activities in either habitat are scientific studies or very light recreation (such as walking, photography, and observation).
 - Permitted land modifications and land uses will be limited to those consistent with the preservation of these habitats in designated open space areas.
 - No grading or construction activities other than specifically permitted trail development will take place in the buffer zones.
 - Activities and land uses in adjacent areas will not be permitted to disturb natural drainage patterns to the point where those habitats receive too much or too little water for sustained health of the community.
 - Dogs will not be permitted within the bluff top and beach buffer zones within the vicinity of the harbor seal rookery. Municipal leash laws will be enforced elsewhere in the Carpinteria Bluffs area.
- Activities on public beaches that include or are adjacent to rocky points and intertidal areas will be limited to light recreational use (e.g., hiking, biking, and jogging).
- Shoreline structures will be sited or routed to avoid significant rocky points and intertidal areas. No construction of buildings will occur south of the railway right-of-way.

OTHER BIOLOGICAL RESOURCES ISSUES

LSA conducted a reconnaissance walkover survey of the Bluffs area for vernal pool locations. Previous documents had placed the vernal pools in various locations within the Bluffs project site. LSA's survey concentrated on the areas described in the various documents. The timing of the survey precluded the certain identification of such pools, since the survey took place during the heavy rains of early January. However, LSA's preliminary assessment of the locations, soils, and overall habitat conditions indicate that vernal pools, as described in the literature, probably do not occur in the Bluffs area. Vernal pools are generally found in topographic lows with impermeable soils. The water in the pools evaporates rather than drains off site or through the substrate. A unique set of flora has evolved in response to these hydrological conditions of prolonged flooding and surface evaporation.


In the Carpinteria Bluffs area, the few topographic lows identified as possible locations for vernal pools are currently disced or in other use that is not conducive to the formation of vernal pools. In addition, the surface appearance of the soils on site indicate that most of the soils are too coarse-grained to prevent permeation of water through the soil. Temporary pools may form in waterlogged soils, as was observed by LSA during the survey, but these pools do not persist long enough to allow the development of the unique flora associated with vernal pools. Previous studies of the site have not located or contain mention of a unique flora. Due to the timing of the survey, LSA was unable to determine if a unique flora typical of vernal pools was present.

This plan was prepared with financial assistance from the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, under the provisions of the Federal Coastal Zone Management Act of 1972, as amended.

CITY OF CARPINTERIA
COASTAL RECREATION AND ACCESS
IMPLEMENTATION PROGRAM
SEPTEMBER 1981

**AS AMENDED BY THE
CARPINTERIA BLUFFS
COASTAL ACCESS, RECREATION, AND
OPEN SPACE MASTER PROGRAM,
OCTOBER 1995**

Community Development Department
5775 Carpinteria
Carpinteria, CA
(805) 684-5405

EXHIBIT NO. 2
APPLICATION NO. <i>City of Carpinteria</i>
<i>LCRA 1-95</i>
<i>16 pages</i>
 California Coastal Commission

Implementation Measure

Land Use Plan Policy

4-8 Prior to public development of the facility, the City should attempt to determine the probability of a like facility being provided in the development of Bluff Area I as part of the common open space requirement. If the development of Bluffs Area I includes provisions for a like facility, the City shall re-evaluate the need for such a facility on the Civic Center property.

Land Use Plan Map-Proposed Recreation Area

4-9 The City should investigate the possibility of providing coin-operated tennis court lights for night play, thereby expanding use of the facility.

(City Policy)

Bluffs Area I (Exxon parcels APN 1-170-10, 13 and Chevron parcels APN 1-170-09, 12, 1-180-13, 15, 17, 19, 20, 23, 25)

Area I of the Carpinteria Bluffs extends from the eastern boundary of the Chevron oil processing facility to the western boundary of the Seven-Up bottling plant. The westerly parcel is owned by Exxon and the remainder of Area I is owned by Chevron. Resources of the area include intertidal and subtidal reefs, a row of mature eucalyptus trees along the bluff edge, a row of trees adjacent to Carpinteria Avenue and internal groves of trees.

The land Development (definitions) and views to travellers on open space in

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ed Unit to for land use open space neighborhoods and provision of public shoreline park

for low intensity recreation and identified view corridors will be essential to any development of the area. The Coastal Plan stipulates that at least 40 percent of the gross area shall be retained in public and common open space consisting of a minimum 20-foot hiking/biking trail corridor, a public recreational facility and a shoreline park. On the Chevron property, the park shall be located north of the Southern Pacific Railroad and running an average of 200 feet in width and a minimum of 150 feet in width in an east/west direction for the length of the property. On the Exxon parcel, the park may be extended onto the approximately 4.13 acre parcel (APN 1-170-10) south of the railroad right-of-way if this area is not developed for visitor-serving uses. (See Coastal Plan Policy 2-11.)

The land use plan also requires dedication of a minimum of one public access corridor in Area I, contingent upon new development, connecting Carpinteria Avenue with the proposed bluffs trail. The provision of an additional public access corridor connecting the bluffs trail with the required ocean view corridor and vista point extending from Bailard Avenue would be desirable. A dirt road extends from the blufftop to the beach on the Exxon parcel, providing adequate vertical beach access.

Presently, a footpath spans the entire length of the bluffs (east to west) north of the railroad right-of-way. As discussed previously in the program (Subarea 1 - Murvale/Exxon property), a hiking/biking trail, commonly referred to as the bluffs trail, is proposed along the bluffs from Ventura County Line to Linden Avenue. The exact location of the trail as planned is shown on the recreation and access map(s). To ensure the development potential of the trail, the City is requiring dedication of a minimum 20-foot corridor, paralleling the railroad right-of-way, as a condition for new development projects on the bluffs.

<u>Implementatio Measure</u>	DELETED TEXT HAS BEEN REPLACED BY THE CARPINTERIA BLUFFS COASTAL ACCESS, RECRE- ATION, AND OPEN SPACE MASTER PROGRAM.	<u>Land Use Plan Policy</u>
1-10		7-15
		2-11
	Public restroom facilities shall be provided; however, the City may determine that limited barbecue facilities are an appropriate use. Also, no restroom facilities shall be sited in the shoreline park. The costs of developing the park shall be borne by the applicant(s) for development.	
4-11	Provisions for on-street public parking for shoreline park users shall be made along internal streets within new development projects, unless adequately provided for in parking areas dispersed and evenly accessible throughout the park area.	2-2 (d) 2-5 (a)
4-12	An ocean vista point that is accessible to automobiles and includes benches, trash receptacles and bike racks shall be provided at Bailard Avenue by the applicant(s) for development.	4-1 2-5 (a) 2-12
4-13	Public restroom facilities shall be provided by the applicant(s) for development as part of either	2-11

the public recreational facility as required, or the vista point area at Bailard Avenue.

- 4-14 The preferable location for the required vertical access corridor connecting Carpinteria Avenue with the bluffs trail is along the western boundary of the Exxon property. If this location cannot be accommodated, vertical access should be provided in a fairly central location in Area I. 2-7 (b)
2-12

-
- 4-15 **DELETED TEXT HAS BEEN REPLACED BY THE CARPINTERIA BLUFFS COASTAL ACCESS, RECREATION, AND OPEN SPACE MASTER PROGRAM.** 7-20
9-8

areas, no further provisions for vertical beach access shall be made.

- 4-16 Adequate and visually attractive beach, trail and recreation area access signing shall be provided by the applicant(s) for development. 2-11

- 4-17 A minimum of two hiking/biking trail rest stops, including a bike rack, trash receptacle, benches and a drinking fountain, shall be provided at interest or view points along the bluffs trail in Area I. Costs of developing the trail, including rest stops, access signing and necessary landscaping, shall be borne by the applicant(s) for development. 2-11

- 4-18 On the Chevron property, the trail may be located on the existing pipeline easement running east/west, north of the railroad, as necessary. Said trail may be used for pipeline access and maintenance as required, but shall be restored to its pre-development condition after work has been completed. 7-5 (c)
7-10
2-7 (a)

Both the "Carpinteria Avenue Loop Trail", required as a condition for development of the Chevron pipeline, and the lateral blufftop trail through the easterly and westerly portions of the Murvale/Exxon property to Carpinteria State Beach Park, required as a condition for development of Bluffs Area I, must negotiate the Southern Pacific Railroad tracks in order to provide a continuous route. In the interests of public safety and minimal expense, the following options have been identified for routing each trail across the tracks.

Lateral Bluff-I

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ATION, AND OPEN SPACE MASTER PROGRAM.**

From the north side of the crossing to the grade crossing undercrossing is provided as part of any development south of the railroad tracks on the Exxon parcel, and continuing along the south side of the railroad right-of-way to the State Beach Park. along the property, existing at- (ices), or

Loop Trail

From the City's eastern boundary, route the trail along the north side of the railroad right-of-way, then north at some point in Area I to connect with Carpinteria Avenue. The trail would then proceed westward along Carpinteria Avenue to the Chevron buffer parcel, continuing south/southeast through the parcel and extending under the railroad tracks via a tunnel that feeds onto the westerly portion of the Murvale/Exxon property.

SUMMARY CHART

SUBAREA 4

<u>PROPOSAL</u>	<u>INTENDED TYPE OF ACCESS/RECREATION</u>	<u>IMPLEMENTATION REQUIRED</u>	<u>METHOD OF LAND ACQUISITION</u>
Chevron Pier - Recreational facility	Recreation ocean fishing pier	Possible City acqui- sition at such time as facility is no longer needed for petroleum operations	To be negotiated with landowner
Murvale/Exxon property (Easterly portion) Recreation area	Light to moderate intensity, day use recreation area	City acquisition of property at such time as area is no longer needed for petroleum operations	To be negotiated with landowner
Civic Center Open Space - Recreation area	Public recreational facility (e.g. tennis courts)	Construction of facility	Property presently in public owner- ship
Shoreline Park - Bluffs Area I	<hr/> <p>DELETED TEXT HAS BEEN REPLACED BY THE CARPINTERIA BLUFFS COASTAL ACCESS, RECRE- ATION, AND OPEN SPACE MASTER PROGRAM.</p> <hr/>		Condition for development of Bluffs Area I
Ocean Vista Point - Bluffs Area I	Ocean vista point, view corridor in the area of Bailard Ave.	Vista point develop- ment contingent upon development of Bluffs Area I	Use of existing public street (Bailard Avenue). Additional acquisi- tion may be neces- sary as condition for development of Bluffs Area I

PROPOSED IMPROVEMENTS

FUNDING SOURCES*
DEVELOPMENT MAINTENANCE

PERMITTABLES
DEVELOPMENT BEGINS OPEN TO PUBLIC

Possibly a commercial sport fishing concession or other related commercial ventures, artificial fishing reefs

Cannot be determined at this time due to long-range aspect of the proposal

Cannot be determined at this time due to long-range aspect of the proposal

Hiking/Biking trail, bike racks, drinking fountain, barbecue facilities and picnic tables and benches, one restroom facility, passive game facilities, trash receptacles

Cannot be determined at this time due to long-range aspect of proposal

Cannot be determined at this time due to long-range aspect of the proposal

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Tennis and/or handball courts separated by cyclone fencing, possibly coin-operated court lights

contingent upon future available grant funding issued by City. (Low coastal recreation priority)

Hiking/Biking trail, bike racks, drinking fountains, picnic tables and benches, trash receptacles, landscaping (possibly limited barbecue facilities)

Applicant for development

City

Park development contingent upon development of Bluffs Area I

Upon completion of Bluffs Area I development

Facilities for temporary automobile parking, benches, trash receptacles, bike racks, possibly public restroom facilities, facilities for the handicapped, if necessary

Applicant for development

City

Vista point development contingent upon development of Bluffs Area I

Upon completion of Bluffs Area I development

SUMMARY CHART

SUBAREA - (Continued)

<u>PROPOSAL</u>	<u>INTENDED TYPE OF ACCESS/RECREATION</u>	<u>IMPLEMENTATION REQUIRED</u>	<u>METHOD OF LAND ACQUISITION</u>
Existing dirt road/ramp - Exxon parcel	Vertical access	Retain this beach access route for	Condition for development of Bluffs Area I
DELETED TEXT HAS BEEN REPLACED BY THE CARPINTERIA BLUFFS COASTAL ACCESS, RECRE- ATION, AND OPEN SPACE MASTER PROGRAM.			
Chevron Pipeline "Loop" Trail (See also discussion of Chevron Buffer parcel- Subarea 1)	Hiking/Biking trail lateral access	Engineering/ Construction of the trail	Use of existing easements that were required as a condition for development of Chevron pipeline

NA - Not Applicable

* The funding sources listed are not exhaustive or exclusive but are intended to indicate the principal funding sources available for the particular type of proposal. Also, since estimates of future development/acquisition and maintenance costs would most likely be inapplicable within a short period of time due to inflationary trends and would be premature in terms of several of the above proposals, they are not included in these summary charts. However, the standards and recommendations that were developed and adopted in 1980 by the California Coastal Commission and the State Coastal Conservancy to guide public agencies in acquiring, developing and managing coastal accessways, provide some indication of estimated average development costs for various aspects of coastal accessways (i.e. bike trails, striping of bike lanes, vista points, accessway signing). Additionally, the City's Tidelands Plan contains information on estimated costs and possible funding sources for the development and maintenance of several of the specific proposals discussed in this Implementation Program.

PROPOSED IMPROVEMENTS

FUNDING SOURCES *
DEVELOPMENT MAINTENANCE

TABLES
DEVELOPMENT BEGINS OPEN TO PUBLIC

None

NA

NA

Historic public use to be continued upon development of Bluffs Area I

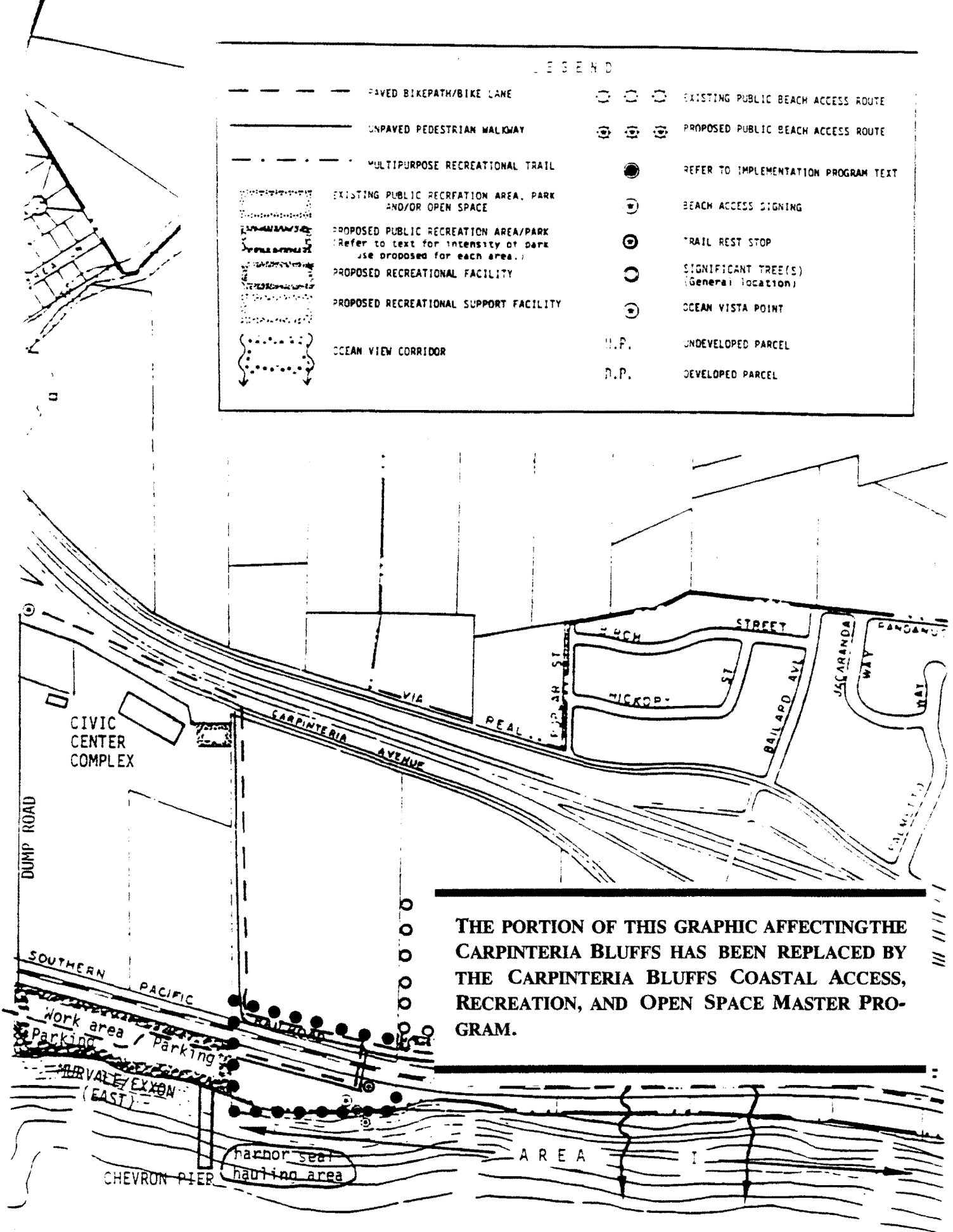
DELETED TEXT HAS BEEN REPLACED BY THE CARPINTERIA BLUFFS COASTAL ACCESS, RECREATION, AND OPEN SPACE MASTER PROGRAM.

8-foot wide paved bikeway, separate graded pedestrian walkway, minimum one trail rest stop with benches, trash receptacles, signing, landscaping as necessary

contingent upon outcome of negotiations with Chevron - Trail development may be phased

LEGEND

	PAVED BIKEPATH/BIKE LANE		EXISTING PUBLIC BEACH ACCESS ROUTE
	UNPAVED PEDESTRIAN WALKWAY		PROPOSED PUBLIC BEACH ACCESS ROUTE
	MULTIPURPOSE RECREATIONAL TRAIL		REFER TO IMPLEMENTATION PROGRAM TEXT
	EXISTING PUBLIC RECREATION AREA, PARK AND/OR OPEN SPACE		BEACH ACCESS SIGNING
	PROPOSED PUBLIC RECREATION AREA/PARK (Refer to text for intensity of park use proposed for each area.)		TRAIL REST STOP
	PROPOSED RECREATIONAL FACILITY		SIGNIFICANT TREE(S) (General location)
	PROPOSED RECREATIONAL SUPPORT FACILITY		OCEAN VISTA POINT
	OCEAN VIEW CORRIDOR	U.P.	UNDEVELOPED PARCEL
		D.P.	DEVELOPED PARCEL



THE PORTION OF THIS GRAPHIC AFFECTING THE CARPINTERIA BLUFFS HAS BEEN REPLACED BY THE CARPINTERIA BLUFFS COASTAL ACCESS, RECREATION, AND OPEN SPACE MASTER PROGRAM.

Sub-Area 5

Sub-area 5 is composed of Bluffs Areas II and III.

Bluffs Area II

Area II of the Carpinteria Bluffs extends from the western boundary of the Seven-Up bottling plant facility to the eastern boundary of Infrared Industries. The area is partially developed with industrial park uses and consists of two vacant parcels sandwiched between the Seven-Up facility, the Teamsters Union office building and Infrared Industries. The land use plan designates Area II as an industrial park.

Throughout the area, **DELETED TEXT HAS BEEN REPLACED BY THE** vegetated with chaparral and **CARPINTERIA BLUFFS COASTAL ACCESS, RECREATION, AND OPEN SPACE MASTER PROGRAM.** msters Union parcel. Present length of the bluff, passes through the southern edge of the dense vegetation. This segment of continuous lateral access along the bluffs will need to be maintained for public use through dedication of a trail corridor. (See implementation measures 5-1 and 5-2).

The railroad, which begins to descend from the blufftop in Area I, traverses a lower tier of bluffs throughout Area II and continues to gradually descend until it is almost level with the beach at Rincon Beach County Park. The presence of the railroad and height of the bluffs combine to preclude direct and safe access to the beach throughout Area II. Given these barriers and the existing low tide beach below, no provisions for improved vertical beach access are required for this area.

Implementation Measure

Land Use Plan Policy

5-1

Due to constraints imposed by the dense vegetation, existing topography and extent of existing development, a multipurpose recreational trail shall be developed in lieu of a hiking/biking trail in Area II. The minimum 20-foot corridor to provide for the trail shall be required as a condition for development of APN 1-180-32 and APN 1-180-19.

7-10

5-2

At the time development in any area of the Bluffs occurs and the required trail corridor(s) is obtained, the City shall

7-10

negotiate with representatives from Seven-Up, the Teamsters Union, Infrared, and any existing vacant parcels in Area II, for dedication of a multipurpose recreational trail easement across the southern portion of those properties if trail easement dedications, consistent with Land Use Plan Policy 7-13, have not previously been obtained as conditions to development on these properties.

5-3

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ATION, AND OPEN SPACE MASTER PROGRAM.**

7-18

aced on the bluff edge of the pro-
perty.

5-4

At the time lateral access ease-
ments are obtained across previously
developed properties, any barriers
that prohibit access shall be perm-
anently removed.

7-20

Bluffs Area III

Area III is the easternmost portion of the Bluffs and extends from the eastern boundary of the Infrared property to beyond the City's eastern boundary. The land use plan designates this undeveloped area for visitor-serving/highway commercial use because of its access to Highway 101, ocean views, proximity to Rincon Beach County Park and more remote location. The plan envisions a coastal resort type of development of moderate scale which could include a hotel, motel or lodge with restaurant, tourist commercial and other visitor-serving amenities.

The bluffs in Area III are three-tiered with the railroad traversing the lower tier, the median tier encompassing the bulk of the area and the third tier "crowning" the eastern portion of the area. The tiered topography makes the area a popular location for use of off-road vehicles which has caused scarring and accelerated erosion of hillsides and often created a public nuisance in the form of increased noise and dust levels.

Continuous lateral access will be maintained throughout this portion of the Bluffs via the hiking/biking trail which will resume in Area III and traverse the median tier. The Coastal Plan calls for the trail descending to the lower tier via an existing path in the eastern portion of the area, crossing the railroad tracks and

Continuing on to Rincon Beach County Park. This is the only improved vertical beach access planned for the area.

Because of its tiered topography and lack of tall vegetation to obstruct views, adequate provision of public vista points and ocean view corridors, especially from the highest tier, will be essential to any development of Area III.

Implementation Measure

Land Use Plan Policy

5-5

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2-17

the trail, including rest stops, access signing and necessary landscaping, shall be borne by the applicant(s) for development in Areas II and III.

5-6

An ocean vista point that is accessible to automobiles and includes benches, trash receptacles and bike racks, shall be provided on the blufftop property of the highest tier by the applicant(s) for development in Area III.

4-1

5-7

The applicant(s) for development shall negotiate with Southern Pacific Railroad, with the assistance of the City and County, in providing a safe at-grade or bridge railroad crossing for the trail.

2-17

5-8

A minimum of one vertical access corridor connecting Carpinteria Avenue with the bluffs trail shall be provided in conjunction with trail development and should be in a fairly central location to the developed area.

2-7 (b)

SUMMARY CHART

NEBAREA 5

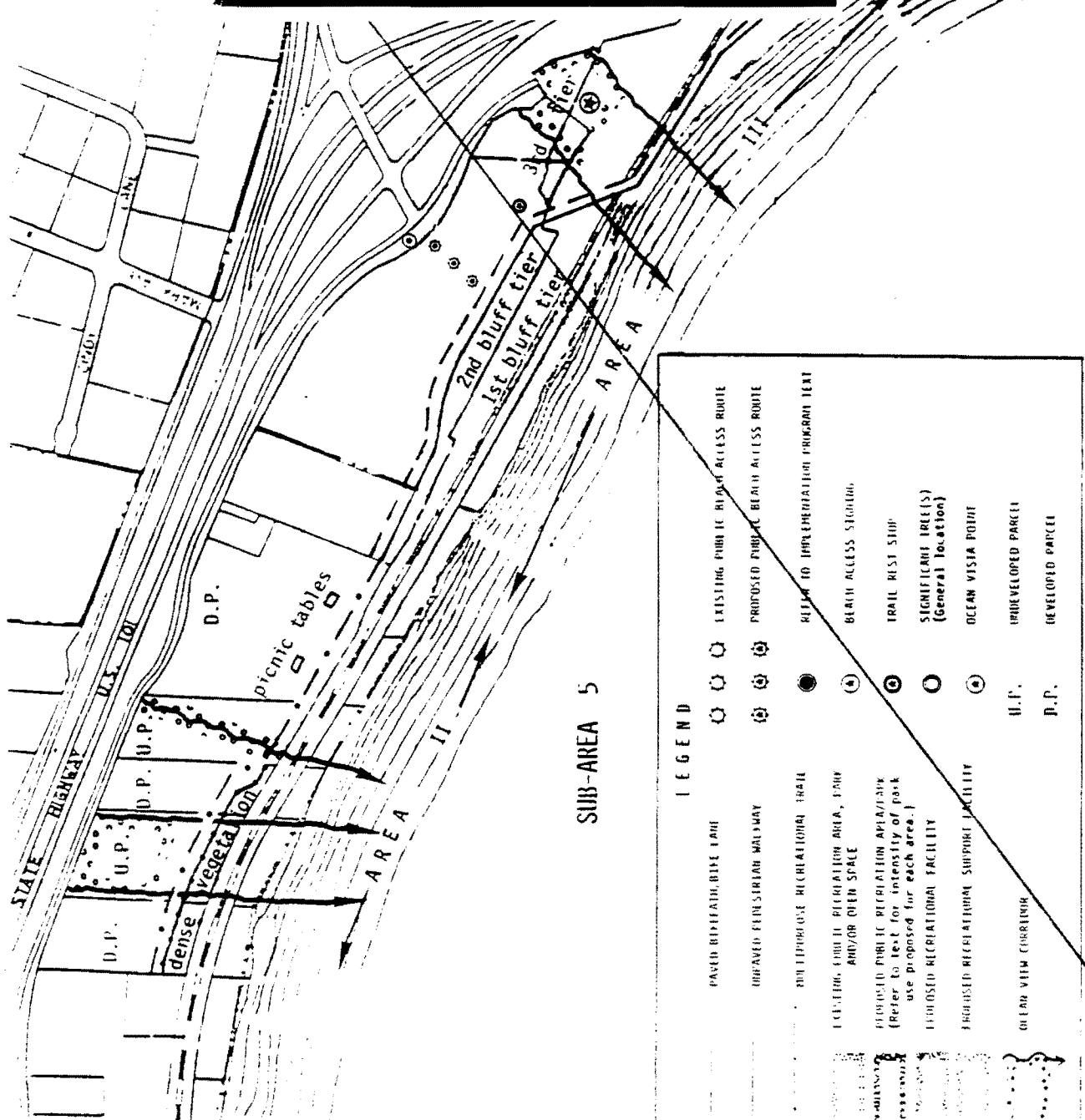
<u>PROPOSAL</u>	<u>INTENDED TYPE OF ACCESS/RECREATION</u>	<u>IMPLEMENTATION REQUIRED</u>	<u>METHOD OF LAND ACQUISITION</u>
Bluffs Trail	Hiking/Biking trail, Multipurpose recreational trail - continuous lateral access	Additional land acquisition and engineering/	Use of existing easements required as a condition of development of the Chevron pipeline and dedication of additional easements as a condition to new development
DELETED TEXT HAS BEEN REPLACED BY THE CARPINTERIA BLUFFS COASTAL ACCESS, RECREATION, AND OPEN SPACE MASTER PROGRAM.			
Ocean Vista Point - Bluffs Area III	Ocean vista point view corridor	Vista point development contingent upon development of Bluffs Area III	Condition for development of Bluffs Area III

NA - Not Applicable

*The funding sources listed are not exhaustive or exclusive but are intended to indicate the principal funding sources available for the particular type of proposal. Also, since estimates of future development/acquisition and maintenance costs would most likely be inapplicable within a short period of time due to inflationary trends and would be premature in terms of several of the above proposals, they are not included in these summary charts. However, the standards and recommendations that were developed and adopted in 1980 by the California Coastal Commission and the State Coastal Conservancy to guide public agencies in acquiring, developing and managing coastal accessways, provide some indication of estimated average development costs for various aspects of coastal accessways (i.e. bike trails, striping of bike lanes, vista points, accessway signing). Additionally, the City's Tidelands Plan contains information on estimated costs and possible funding sources for the development and maintenance of several of the specific proposals discussed in this Implementation Program.

<u>PROPOSED IMPROVEMENTS</u>	<u>FUNDING SOURCES*</u>		<u>DEVELOPMENT</u>	
	<u>DEVELOPMENT</u>	<u>MAINTENANCE</u>	<u>BEGINS</u>	<u>OPEN TO PUBLIC</u>
10-foot wide paved bikeway, separate graded pedestrian walkway, trail rest stops, safe railroad grade crossings, trash receptacles, sign landscaping as necessary	Applicants for development; City (those carriers of	City	Portion of trail from existing 7-up facility to Chevron	Target Date: Fall, 1981
DELETED TEXT HAS BEEN REPLACED BY THE CARPINTERIA BLUFFS COASTAL ACCESS, RECREATION, AND OPEN SPACE MASTER PROGRAM.				
			Options: contingent upon development of Bluffs areas	Target Date: 1985
Facilities for temporary automobile parking, benches, trash receptacles, bike racks, landscaping, facilities for the handicapped, if necessary	Applicant for development	City	Vista point development contingent upon development of Bluffs Area III	Upon completion of Bluffs Area III development

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 AND OPEN SPACE MASTER PROGRAM.



SUB-AREA 5

