STATE OF CALIFORNIA - THE RESOURCES AGENCY
GRAY DAVIS, *Governor*

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June 27, 2002

CALIFORNIA COASTAL COMMISSION
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TO: Commissioners and Interested Persons

FROM: Chuck Damm, Deputy Director
Melanie Hale, Supervisor, Planning and Regulations
Lillian Ford, Coastal Program Analyst

SUBJECT: City of Carpinteria Local Coastal Program Amendment 1-01 (Land Use Plan Update)

SUMMARY OF STAFF REPORT

DESCRIPTION OF THE SUBMITTAL

On August 6, 2001 the Commission received from the City of Carpinteria Local Coastal Program Amendment (LCPA) 1-01. This Local Coastal Program Amendment proposes to update the City's certified Land Use Plan in its entirety, in combination with its updated General Plan. This Land Use Plan update was approved through Resolution No. 4670 by the City Council on May 29, 2001.

SUMMARY OF STAFF RECOMMENDATION

Commission staff recommends that the Commission **DENY** the proposed Land Use Plan Amendment (Comprehensive Update), as submitted, and **APPROVE** the proposed Land Use Plan Amendment (Comprehensive Update) as revised by the suggested modifications. As submitted the Land Use Plan amendment is inconsistent with various Coastal Act Policies pertaining to land use, development, public access, industrial development, and protection of coastal waters and environmentally sensitive habitat areas. Commission staff also recommends that the Commission delay the effectiveness

of its certification of the LUP amendment until the Commission certifies an LCP amendment incorporating necessary changes to the Implementation Program (IP). The LUP amendment contains many policies that require changes to the IP in order to be carried out; however, no changes to the IP have been submitted.

STAFF NOTE : ANTICIPATED AREAS OF DISCUSSION

Commission staff and representatives of the City of Carpinteria have endeavored to reconcile this Local Coastal Program Amendment (Comprehensive Update) with the requirements of the Coastal Act, the City's planning objectives, and the comments of the public. City representatives have agreed with many suggested modifications included herein, and have offered revisions that have been incorporated into this report. Although much of the amendment is consistent with the Chapter Three policies of the Coastal Act, and substantial agreement exists on many issues, a few major points of disagreement remain, as summarized below:

Conversion of agricultural (and adjacent) lands:

The most prominent area of disagreement concerns the conversion of agricultural lands and adjacent properties. The proposed Land Use Map designates two agricultural sites (known as Creekwood, and the Ellinwood parcel) for low-density residential and medium-density residential uses respectively. The proposed Land Use Map also designates a low-density residential parcel adjacent to prime farmland, known as the East Valley School site, for public facility use.

The 32-acre Creekwood site contains Class I prime agricultural soils and is currently designated for agricultural use. It is located within the city limits, but outside of the urban-rural boundary. In 1999, Commission staff reviewed a proposal for the conversion of the Creekwood site and recommended denial of the proposal as inconsistent with Sections 30241 and 30241.5. The proposal was subsequently withdrawn. This staff report makes the same recommendation.

The City maintains that conversion of the Creekwood site is necessary to provide adequate housing stock to meet Housing and Community Development requirements, and that inadequate amounts of non-agricultural land are available for housing. However, other amendment provisions allow for residential use of commercial and industrial parcels, thus making available significant additional opportunities for housing development. Staff recommends approval of these provisions of the amendment. The City also contends that agriculture is economically infeasible on the Creekwood site. Staff has provided an alternative analysis that concludes that agriculture is feasible. The City further maintains that conversion of the Creekwood site would create a more stable boundary than currently exists between the rural use of the site and an adjacent mobile home park. Staff notes that the urban-rural boundary that separates the two sites has been stable for 30 years.

The approximately 4-acre Ellinwood parcel contains non-prime soils and is undergoing wetland delineation. It is currently designated for agricultural use, but has been solely in residential use since 1978. It is located within the City's proposed Sphere of Influence, immediately adjacent to the City's northern border, and is adjacent to medium density residential properties to the south and west, and agricultural designated properties to the north and east. The City of Carpinteria contends that agricultural use of the site is no longer feasible, and proposes to designate the site for medium-density residential use, which allows up to 20 units per acre. Staff concurs that the site is not feasible for agricultural use, but recommends denial of the proposed medium-density residential designation as inconsistent with the agricultural preservation policies of Sections 30241 and 30242, as well as with Coastal Act policies to protect wetlands. Staff recommends a suggested modification designating the site as rural residential, which allows 0.3 to 1 units per acre.

The approximately 7-acre East Valley School site is also located within the City's proposed Sphere of Influence, immediately adjacent to the City's northern border, and is currently designated for rural residential use. The site is flanked on three sides by agricultural operations, including prime agricultural land. The property has been recently purchased by the Carpinteria Unified School District with the intention of building an elementary school on the site. The amendment proposes to change the site's land use designation from low density residential (1 du per 3 acres) to public facility in order to allow the site to be used for the school. Staff recommends approval of this propcsal with the addition of a policy requiring an operating management / hold harmless agreement to be made between the owners of the public facility site and all agricultural owners and operators within 500 feet. The location of an elementary school adjacent to active agricultural operations, including those that employ aerial spraying of restricted pesticides, increases the likelihood of conflict between urban and rural uses. The intent of this recommendation is to minimize these conflicts, and to ensure that use of adjacent agricultural facilities is not impaired by the location of an elementary school or other public facility.

Suggested Modification 12, which includes requirements for the operational management agreement, is the result of discussions between CUSD, City staff and Commission staff. While agreement exists between all parties as to the need for an operational management agreement, City staff fears that requiring all adjacent agricultural owner and operators within 500 feet to agree to the plan may put the owners of the public facility site essentially "at the mercy" of the agricultural interests. City staff has suggested the addition of language that would allow, in the event that one or more adjacent agricultural owner or operator refused to join the agreement, an alternative means of establishing the compatibility of the operations management plan with adjacent agricultural uses. Staff maintains that the agreement of the adjacent agricultural owners and operators is essential to minimizing conflicts between the proposed use and adjacent agricultural land.

Findings for these proposals are found in Part IV, Section D. (Land Use Map / Designations). The location of the three sites are identified on Figure 3 in Part III (Suggested Modifications).

Takings and "balancing" language

A second area of discussion concerned the City's incorporation of language to preclude a taking of land as the result of setback policies, as well as language allowing the City to utilize a balancing argument when determining a setback reduction. Staff recommends deletion of this language for two reasons. First, no parcels have been identified in Carpinteria as requiring a balancing argument or a takings analysis as a result of the setbacks. Secondly, if such a parcel is identified, the City should propose an LCP amendment, with supporting documentation, requesting Commission authorization of a reduction in the setback to avoid a taking. Similarly, balancing to resolve conflicts should be done by the Commission, during review of development proposed at a specific location. The City's proposal would allow balancing between LUP policies, rather than between policies of the Coastal Act, as provided for under 30007.5. If the City identifies a specific location that raises a Coastal Act policy conflict, and determines a preferred way to resolve this conflict, the preferred resolution can be submitted to the Commission as an LCP amendment. City staff has expressed concerns, from a legal and implementation perspective, about eliminating the language. Commission staff, including legal staff, is continuing to evaluate the issue.

Other Concerns

Please note that while many of the concerns addressed by suggested modifications have been discussed with City staff, and City staff has contributed language to suggested modifications included herein, the suggested modifications, as presented in this document, have not been reviewed, in draft or in final form, by the City and that additional concerns may arise.

ADDITIONAL INFORMATION

For further information, please contact **Lillian Ford** at the South Central Coast District Office of the Coastal Commission at **805-585-1800**. The LUP Update, which is an amendment to the City of Carpinteria LCP, is available for review at the South Central Coast District Office located at 89 S. California, Ventura, CA 93001.

TABLE OF CONTENTS

I. COASTAL PROGRAM AMENDMENT 1-01 7

A. RESOLUTION #1 7

B. RESOLUTION #2 7

II. PROCEDURAL PROCESS 8

A. STANDARD OF REVIEW 8

B. PROCEDURAL REQUIREMENTS 8

C. PUBLIC PARTICIPATION SUMMARY 9

III. SUGGESTED MODIFICATIONS 10

A. LAND USE MAPS (FIGURES 1, 2, AND 3) MOD-1

B. INTRODUCTION / LUP ORGANIZATION MOD-4

C. LAND USE ELEMENT MOD-6

D. COMMUNITY DESIGN ELEMENT MOD-25

E. CIRCULATION ELEMENT MOD-73

F. OPEN SPACE, RECREATION, CONSERVATION ELEMENT MOD-83

G. SAFETY ELEMENT MOD-168

H. PUBLIC FACILITIES AND SERVICES ELEMENT MOD-194

I. DEFINITIONS MOD-200

IV. FINDINGS FOR DENIAL OF THE CITY OF CARPINTERIA'S LAND USE PLAN AMENDMENT, AND APPROVAL WITH MODIFICATIONS 12

A. PROPOSED AMENDMENT 12

B. DESCRIPTION OF THE CITY OF CARPINTERIA 12

C. LOCAL COASTAL PROGRAM HISTORY 14

D. INTRODUCTION / LUP ORGANIZATION 15

E. LAND USE ELEMENT (MAP / DESIGNATIONS) 19

F. LAND USE ELEMENT (POLICIES) 53

G. COMMUNITY DESIGN ELEMENT 61

H. CIRCULATION ELEMENT 69

I. OPEN SPACE, RECREATION AND CONSERVATION ELEMENT ... 75

J. SAFETY ELEMENT 105

K. PUBLIC FACILITIES AND SERVICES ELEMENT 112

L. DEFINITIONS 114

V. CEQA CONSISTENCY 115

EXHIBITS

EXHIBIT 1 – CITY OF CARPINTERIA GENERAL PLAN / LOCAL COASTAL PLAN (PROPOSED)

EXHIBIT 2 – CITY OF CARPINTERIA LOCAL COASTAL PLAN (EXISTING)

EXHIBIT 3 – POLICIES EXCLUDED FROM THE LAND USE PLAN

EXHIBIT 4 – PUBLIC ACCESS POLICIES

EXHIBIT 5 – AGRICULTURAL CONVERSION AND VIABILITY ANALYSIS

EXHIBIT 6 – STAFF REPORT FOR LCP AMENDMENT 2-98

EXHIBIT 7 – REPORT DATED FEBRUARY 28, 2002 BY DAVID SWENK OF CF DEVELOPMENT REVIEW NORTH RE: ELLINWOOD WETLANDS

EXHIBIT 8 – LETTER DATED FEBRUARY 22, 2000 FROM SCOTT ELLINWOOD TO CITY OF CARPINTERIA RE: PROPOSED SPHERE OF INFLUENCE EXPANSION AREAS, STUDY AREA 1—CRAVENS LANE

I. COMMISSION RESOLUTIONS ON CITY OF CARPINTERIA LOCAL COASTAL PROGRAM AMENDMENT 1-01

Following a public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and a staff recommendation is provided just prior to each resolution.

RESOLUTION #1 (Resolution to deny certification of the Carpinteria Land Use Plan Amendment 1-01 (Coastal Element Update), as submitted)

Motion #1

*"I move that the Commission **CERTIFY** the City of Carpinteria Land Use Plan Amendment 1-01 (Coastal Element Update), as submitted."*

Staff recommendation

Staff recommends a **NO** vote and the adoption of the following resolution and findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

Resolution #1

The Commission hereby **DENIES** certification of the Land Use Plan Amendment 1-01 as submitted by the City of Carpinteria and adopts the findings set forth below on the grounds that the amendment does not conform with the policies of Chapter 3 of the Coastal Act. Certification of the Land Use Plan amendment would not comply with the California Environmental Quality Act because there are feasible alternatives or mitigation measures which could substantially lessen any significant adverse impact which the Land Use Plan Amendment may have on the environment.

RESOLUTION #2 (Resolution to certify the Carpinteria's Land Use Plan Amendment 1-01, if modified)

Motion #2

*"I move that the Commission **CERTIFY** the City of Carpinteria Land Use Plan Amendment 1-01 (Coastal Element Update), if it is modified in conformance with the suggestions set forth in this staff report, however, this certification shall not become effective until the Commission certifies amendments to the Implementation Program adequate to carry out and conform to this Land Use Plan amendment, as modified by the suggested modifications in this staff report."*

Staff Recommendation

Staff recommends a **YES** vote and the adoption of the following resolution and findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

Resolution #2

The Commission hereby **CERTIFIES** the Land Use Plan Amendment 1-01 the City of Carpinteria if modified as suggested and adopts the findings set forth below on the grounds that the Land Use Plan amendment with suggested modifications will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. However, this certification shall not become effective until the Commission certifies amendments to the Implementation Program adequate to carry out and conform to this Land Use Plan amendment, as modified by the suggested modifications in this staff report. Certification of the land use plan amendment if modified as suggested complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, or 2) there are no further feasible alternatives or mitigation measures that would substantially lessen any significant adverse impacts which the Land Use Plan Amendment may have on the environment.

II. PROCEDURAL ISSUES

A. STANDARD OF REVIEW

The standard of review for land use plan amendments, is found in Section 30512 of the Coastal Act. This section requires the Commission to certify an LUP amendment if it finds that it meets the requirements of Chapter 3 of the Coastal Act. Specifically, Section 30512 states:

> *(c) The Commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200). Except as provided in paragraph (1) of subdivision (a), a decision to certify shall require a majority vote of the appointed membership of the Commission.*

B. PROCEDURAL REQUIREMENTS

Pursuant to Section 13551(b) of the California Code of Regulations, a resolution for submittal must indicate whether the Local Coastal Program amendment will require formal local government adoption after Commission approval, or as an amendment that

will take effect automatically upon the Commission's approval pursuant to Public Resources Code Sections 30512, 30513 and 30519. The City's resolution of adoption (Resolution No. 4670) states that this LCP amendment will take effect upon Commission certification. However, this certification is subject to suggested modifications by the Commission. Therefore, this local coastal program amendment will not become effective until the City of Carpinteria formally adopts the suggested modifications and complies with all the requirements of Section 13544 including the requirement that the Executive Director determine the City's adoption of the amendment to the Land Use Plan is legally adequate. Furthermore, this certification shall not become effective until the Commission certifies amendments to the Implementation Program adequate to carry out and conform to this Land Use Plan amendment, as modified as suggested in this staff report.

C. SUMMARY OF PUBLIC PARTICIPATION

The City of Carpinteria began preparing to update its Land Use Plan, in concert with its General Plan (GP), in 1996, when the City Council initiated a community visioning process. Approximately 100 community residents, businesses, and special district representatives participated in the process, which resulted in the publication of a comprehensive vision statement in December 1997. This document informed the work of the General Plan Advisory Committee (GPAC), which was created by the City Council in February 1997 to prepare a draft LUP/GP for community review. The GPAC met regularly until March 2000, resulting in a draft Land Use Plan / General Plan and Environmental Impact Report (EIR). The statutory public review period for the EIR, which began on February 1, 2000 and ended on March 24, 2000, resulted in 23 comment letters from agencies, advocacy groups, and local residents, which are included as Appendix G in the proposed LUP.

The draft LUP/GP/EIR was subsequently reviewed by the City of Carpinteria's Planning Commission at public hearings held on May 15, 2000, May 30, 2000, June 7, 2000, and June 19, 2000. The Carpinteria City Council held public hearings on the Plan every other Monday from September 11, 2000, to December 11, 2000 and again on January 8, 2001, January 22, 2001, and February 26, 2001. Notice of Intent to Take Final Action on the Plan was given on February 26, 2001. After returning the Plan to the Planning Commission for final review and comment on May 7, 2001, the Plan was presented to the City Council for adoption on May 29, 2001.

The Draft LUP/GP/EIR and all related documents were made available for public review at the Carpinteria City Hall. The Notice of Public Meeting and Intent to Take Final Action was advertised in the Santa Barbara News-Press and mailed to adjacent local governments, state and regional agencies, and a variety of interested groups, businesses, and individuals, including all those who had submitted comments to the Draft EIR.

III. SUGGESTED MODIFICATIONS

Suggested Modifications: The Commission certifies the following, with modifications as shown. Language as submitted by City of Carpinteria is shown in straight type. Language recommended by the Commission for ~~deletion~~ is shown in ~~line out~~. Language recommended to be inserted is underlined.

Commission Review of Narrative Text: The City's LUP can be divided into two major divisions. The first division is narrative, which describes the City, how the LCP program functions, and the explanatory basis for the various standards and policies contained in the Coastal Element. The second division of the Coastal Element consists of the actual standards and policies. It is this second division which is the focus of Commission review.

Commission review of the LUP has been primarily limited to Table OSC-1, Figures LU-1, C-3, and OSC-1, and the standards and policies of the Land Use Plan. The proposed LUP contains three levels of policy, titled "objectives," "policies," and "implementation measures." All three of these levels are to be considered enforceable policies. Therefore, the standard of review for the City in permitting development under the LUP will be all objectives, policies, and implementation measures, with the exception of those marked "GP." Policies marked "GP" are contained only in the General Plan, and are excluded from the LUP component of the LCP. For that reason, those policies are not listed in the following chart and are not analyzed as part of this submission. Please note that gaps in numbering are a result of the exclusion of GP only policies.

Revisions to the policies, made through suggested modifications, in certain circumstances may make the background narrative obsolete. Descriptive narrative no longer consistent with the policies will need to be revised by the City to conform to the narrative of any associated policy that has been revised through suggested modifications as part of the submission of the final document for certification pursuant to Sections 13544 and 13544.5 of the California Code of Regulations.

Organizational Notes: The addition of new policies or the deletion of policies (as submitted) will affect the numbering of subsequent LUP policies when the City of Carpinteria publishes the final LUP incorporating the Commission's suggested modifications. This staff report will **not** make revisions to the policy numbers. The City will make modifications to the numbering system when it prepares the final Coastal Element for submission to the Commission for certification pursuant to Sections 13544 and 13544.5 of the California Code of Regulations.

This LUP update is a revision to the City's previous LUP (1980). To facilitate review, both the City's existing policies and the City's proposed policies have been included, as have existing and proposed Land Use Maps. Pages MOD-4 to MOD-202 have been organized into columns to present the City's existing policies in comparison with the City's proposed new policies, and the Commission's suggested modifications. The left columns contain the City's existing policies, which are to be replaced. The center columns contain the equivalent proposed policy under the current submission. The right columns contain the Commission's suggested modifications. The far right column contains relevant Chapter Three policies. Figures 1, 2, and 3 (pages MOD-1 to MOD-3)

contain the existing and proposed Land Use Maps, and suggested modifications to the proposed Land Use Map.

Global Text Suggested Modification: As submitted, this LUP amendment contained supportive narrative describing the basis for many policies. Some of these policies have been modified as a result of this Commission action. Consequently, the corresponding supportive narrative may no longer be relevant for supporting modified policies. The Commission empowers the City with the approval of the Executive Director to revise supportive narrative so that it will be consistent with the policies of the LUP amendment as modified through the suggested modifications. Since this policy refers to a global text revision, once the global text revisions are made, this policy does not need to be included in the amended LUP.

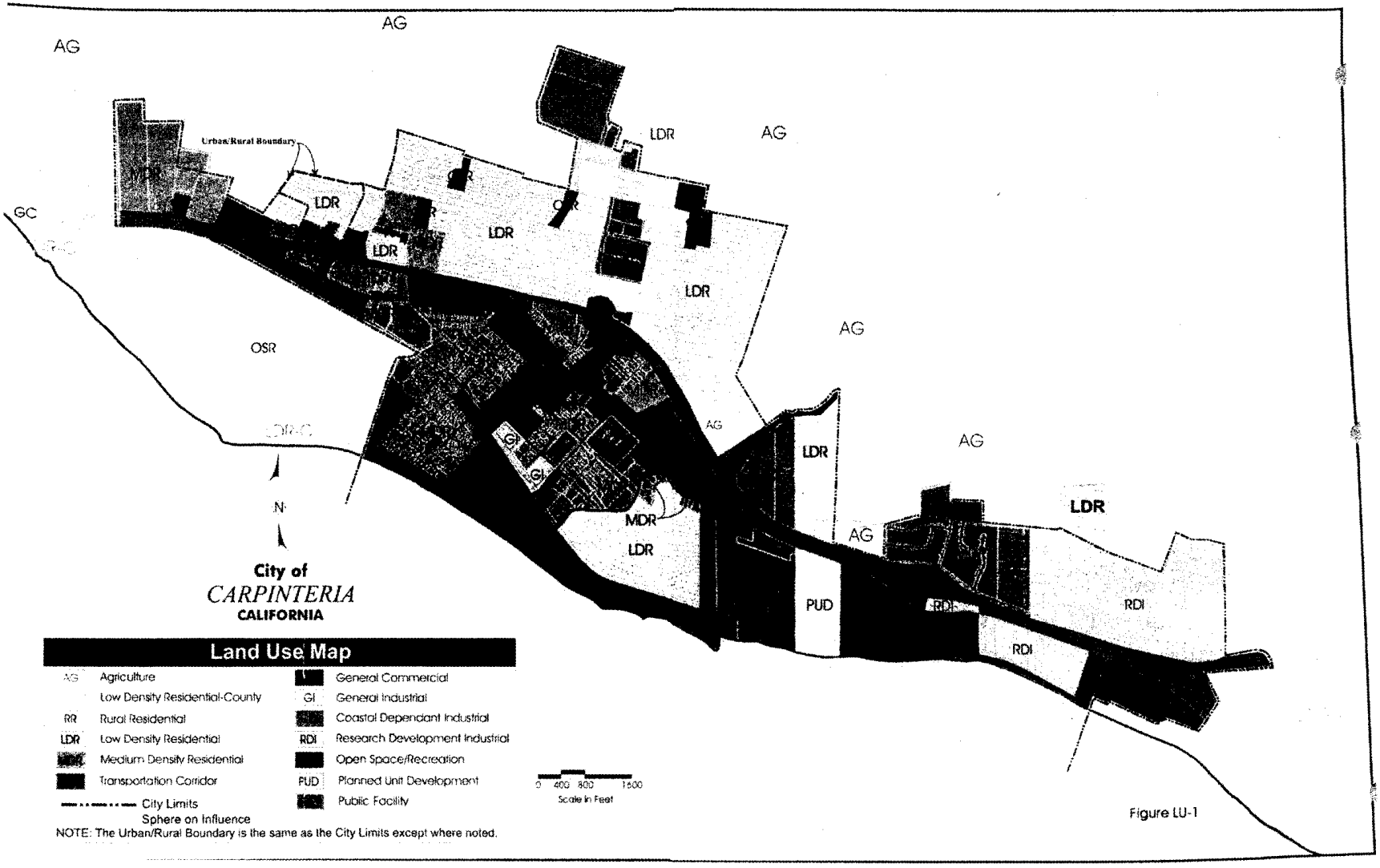
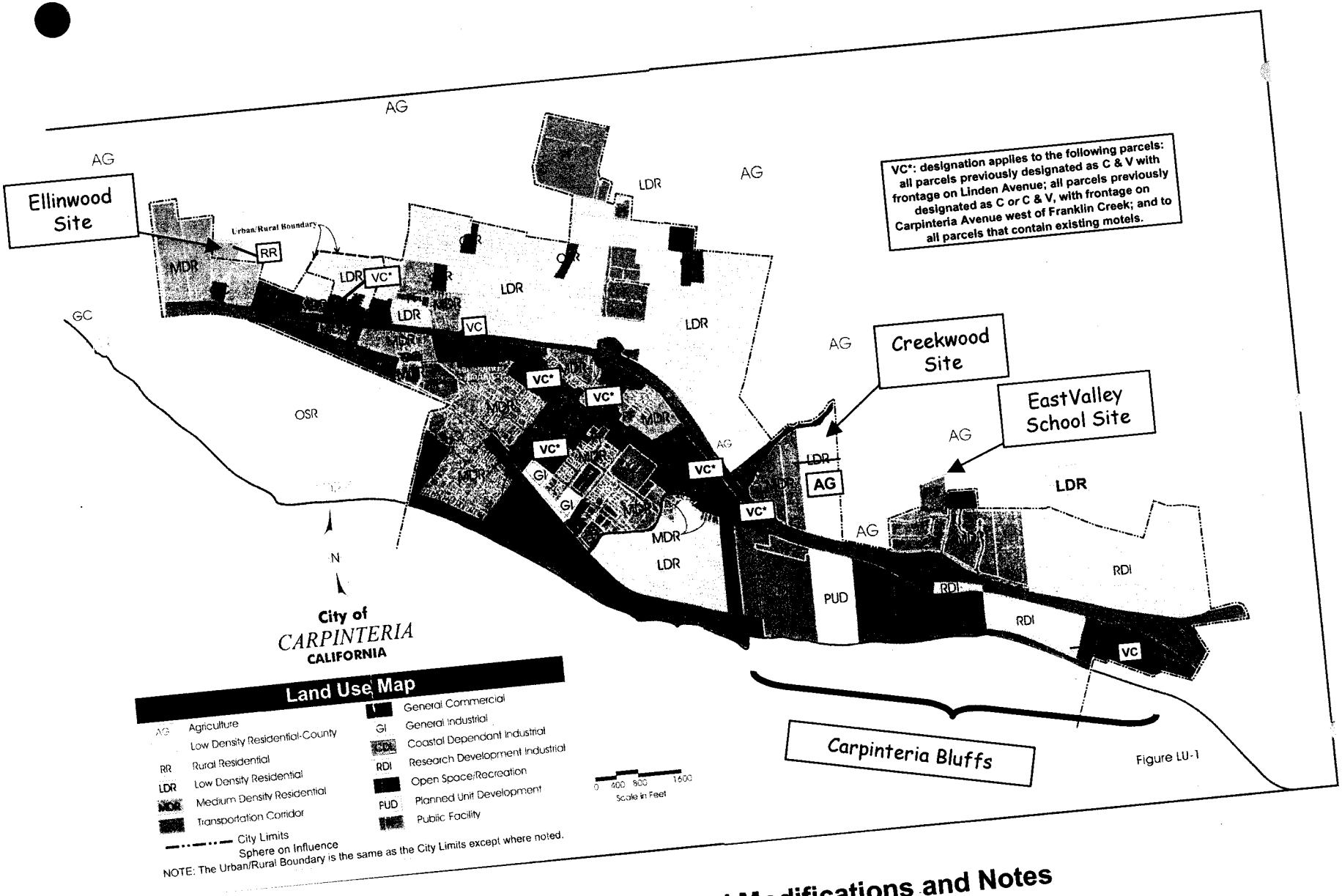


Figure 2 **Proposed Land Use Map**



Suggested Modifications and Notes

Figure 3

Policies and Suggested Modifications

INTRODUCTION / LUP ORGANIZATION

Proposed LUP Section	Page #	Proposed Language	Mod #	Suggested Modification
Introduction	p. 2	"The Carpinteria General Plan is organized into eight elements that address required and optional topics. Each element includes a general discussion, identifies relevant issues, and provides objectives and policies to address these issues. Implementation measures are identified to carry out each element's objectives."	1	"The Carpinteria General Plan is organized into eight elements that address required and optional topics. Each element includes a general discussion, identifies relevant issues, and provides objectives and policies to address these issues. Implementation ~~measures~~ policies are identified to ~~carry out~~ provide direction for carrying out each element's objectives." An objective is a policy articulating a specific future end, condition, or state related to the public health, safety and welfare toward which planning and planning implementation is directed. A policy is a statement that guides decision making, and indicates a clear commitment of the local legislative body. An implementation policy is a policy that provides direction for carrying out a related General Plan / Land Use Plan policy."
Global	throughout the text	"Implementation Measures"	2	"Implementation ~~Measures~~ Policies"
Introduction	p. 3	"**Local Coastal Land Use Plan.** This General Plan is designed to be consistent with the California Coastal Act and provides the Land Use Plan and related policies for the various implementation programs such as the zoning ordinance. This General Plan, together with the implementation programs make up the City's Local Coastal Program. (California	3	"**Local Coastal Land Use Plan.** This General Plan is designed to be consistent with the California Coastal Act and provides the Land Use Plan and related policies for the various implementation programs such as the zoning ordinance. This ~~General~~ Land Use Plan, together with the implementation programs make up the City's Local Coastal Program. (California Coastal Act of 1976 §§30108.6, 30500) All o~~O~~bjectives,

Proposed LUP Section	Page #	Proposed Language	Mod #	Suggested Modification
		Coastal Act of 1976 §§30108.6, 30500) Objectives, policies and implementation measures addressing Coastal Act issues are identified with the wave symbol shown at right."		policies and implementation ~~measures~~ policies identified within this document are intended to address ~~addressing~~ Coastal Act issues, unless identified with the "GP" ~~are identified with the wave~~ symbol shown at right. Policies identified with the "GP" symbol are excluded from the Land Use Plan, but are included in the General Plan. Public access policies are identified in Appendix I, in accordance with §13552(b) of the California Code of Regulations.
Global	throughout the text		4	All policies listed in Exhibit 3 of this staff report shall be identified with a symbol consisting of the letters "GP".

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
p. B-3 of Appendix B	"Visitor Serving/ Highway Commercial (V). The intent of this designation is to provide for those uses which serve the highway traveler or visitors to the City. Such uses may also serve local residents and include hotels, motels, restaurants, service stations, and other retail commercial enterprises which serve both the needs of the visitor and the local community. When this designation is applied to an entire parcel(s), it signifies that visitor-serving and/or highway commercial uses will be the principal permitted uses, with all other structures or development incidental or accessory to such uses. When used in combination with the General Commercial land use designation, the intent of the Visitor	Land Use Map section of Land Use Element	No designation included	5	**"Visitor-serving Commercial (VC)** The VC land use category is intended to provide for those uses that serve visitors to the City. Such uses may also serve local residents and include hotels, motels, restaurants, service stations, and other retail businesses that meet visitor needs."	§30213 §30222

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	Serving/Highway Commercial designation is to identify those areas in which visitor-serving and/or highway commercial uses will be given priority over other commercial uses, if possible, but will not necessarily be required as the principal permitted use."					
		Added Policy		6	"The Land Use Map shall be modified as indicated in Figure 3 (Suggested Modifications and Notes) of this staff report."	**§30213** §30231 §30240 §30241
		LU-1	"Establish the basis for orderly, well planned urban development while protecting coastal resources and providing for greater access and recreational opportunities for the public."			§30210-30263
1-1	"The City shall adopt the policies of the Coastal Act (Public Resources Code Sections 30210 through 30263) as the	LU-1a	"The policies of the Coastal Act (Public Resources Code Section 30210 through 30263) are hereby incorporated as the guiding policies of the land use			§30210-30263

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	guiding policies of the land use plan."		plan."			
1-2	"Where policies within the land use plan overlap, the policy that is the most protective of resources i.e., land, water, air, etc., shall take precedence."	LU-1b	"Where policies in the Land Use Element overlap, the policy that is most protective of resources (e.g., land, water, air, etc.) shall take precedence."			
		LU-1c	"Ensure that the type, location and intensity of land uses planned adjacent to any parcel designated open space / recreation or agriculture (as shown in Figure LU-1) are compatible with these public resources and will not be detrimental to the resource."			§30240
		LU-2	"Protect the natural environment within and surrounding Carpinteria"			§30240
2-29	"The City shall reserve the right to reduce the density specified in the land use plan for a particular parcel if it is determined that such reduction is warranted by	LU-2a	"Reduce the density or intensity of a particular parcel if warranted by conditions such as topography, geologic or flood hazards, habitat areas or steep slopes. This can be achieved by establishing an	7	"Reduce the density or intensity of a particular parcel if warranted by conditions such as topography, geologic or flood hazards, habitat areas or steep slopes. This can be achieved <u>in part</u> by establishing an environmentally sensitive area	§30240

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	conditions specifically applicable to the site, such as topography, geologic or flood hazards, habitat areas, or steep slopes, particularly when such constraints are indicated by the overlay designations on the land use plan map."		environmentally sensitive area overlay district in the Zoning Ordinance. This overlay district will include maximum density and parcel size criteria for determining the appropriate intensity of sensitive habitat areas."		overlay district in the Zoning Ordinance. This overlay district will include maximum density and parcel size criteria for determining the appropriate intensity of sensitive habitat areas."	
		LU-2b	"Regulate all development, including agriculture, to avoid adverse impacts on habitat resources. Standards for habitat protection are established in the (OSC) Element policies."			§30213 §30222
		LU-3	"Preserve the small beach town character of the built environment of Carpinteria, encouraging compatible revitalization and avoiding sprawl development."			§30250
		LU-3a	"New development shall occur contiguous to existing developed areas of the city. Allowances for increased density in certain residential neighborhoods and for			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			residential uses in certain commercial districts shall be provided as a means to concentrate development in the urban core."			
		LU-3b	"The Community Design Element shall guide the character of development and represent a comprehensive statement of the community's visual objectives."			§30213 §30222
		LU-3d	"Establish a commercial sector that balances the retail and service needs of citizens and tourists."			§30213 §30222
		LU-3e	"Direct commercial development toward the center of town and in established commercial nodes. A possible exception is commercial uses of a character, size, and location that are intended solely to serve a specific neighborhood and thereby reduce vehicle trips."	8	"Direct commercial development toward the center of town and in established commercial nodes. A ~~possible~~ ~~e~~Exceptions ~~is~~ include visitor-serving commercial uses in the Bluffs sub-area, and commercial uses of a character, size, and location that are intended solely to serve a specific neighborhood and thereby reduce vehicle trips."	§30213 §30222 §30252

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		LU-3h	"Develop land uses that encourage the thoughtful layout of transportation networks, minimize the impacts of vehicles in the community, and encourage alternative means of transportation."			§30250
		LU-3i	"Ensure the provision of adequate services and resources to serve proposed development."	9	"Ensure the provision of adequate services and resources, including parking, public transit, and recreational facilities, to serve proposed development."	§30252
		LU-3j	"Ensure that the Zoning Ordinance contains applicable zoning districts to provide consistent implementation of the General Plan Land Use categories."			
		LU-3k	"Prepare a study for the future reuse of the Carpinteria oil & gas plant and surrounding area. [California Coastal Act §30255, 30260, 30262, 30263]"	10	"Prepare a study for the future reuse of the Carpinteria oil & gas plant and ~~surrounding area~~ Bluffs Area 0. [California Coastal Act §30255, 30260, 30262, 30263]. Future reuse of the Carpinteria oil & gas plant and Bluffs Area 0 shall incorporate public access, coastal recreation and open space/habitat	§30255

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
					restoration uses to the maximum extent feasible, and shall at minimum provide for vertical and lateral public access to and along the Coastal Trail."	
		LU-3l	"Land use designations established on the City's land use map that permit a range of residential densities should not be interpreted to permit development that is incompatible with the existing development pattern in an area. A density within the allowable range that is most compatible with the predominant pattern of development in the area should be used as the guide for determining the appropriateness of the proposed development."			§30260 §30262 §30263
		LU-3m	"Where residential use is permitted in commercially designated areas and a density standard is provided, specific plans or similar implementation tools should			§30250

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			be created to establish appropriate controls for the intensity of residential use in the district."			
		LU-3n	"Setbacks should be created between agricultural and residential uses. The responsibility of providing the buffer should rest with the property intensifying it use. An adequate buffer is approximately 100 feet. This may be adjusted upward or downward through project review but in no case shall preclude reasonable use of property."	11	"Setbacks ~~should~~ shall be created between agricultural and residential uses. The responsibility of providing the buffer ~~should~~ shall rest with the property intensifying it use. ~~An adequate buffer is approximately 100 feet. This may be adjusted upward or downward through project review but in no case shall preclude reasonable use of property.~~ The buffer shall be adequate to prevent impacts to adjacent agricultural production. Such impacts include increased limitations on the use of chemicals and fertilizers and increased conflicts between the residential occupants and the adjacent agricultural operation."	§30250
		Added Policy		12	"Approval of any coastal development permit on a parcel which is designated Public Facilities and is located adjacent to the City's Urban/Rural limit line	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
					("development") shall be contingent upon the City's making a finding that the development is compatible with any agricultural operations on adjacent property. As a pre-condition to making such finding, an operation management plan for the parcel for which development is proposed must be approved by the City, and agreed to by the parcel owner proposing the development and the owners of any agricultural parcel within 500 feet of the property line of the parcel for which development is proposed. The operation management plan shall include such provisions as may be necessary to ensure that (a) the agricultural operation is able to continue without being restricted or constrained by the existence of the development in a manner that would impact the viability of the agricultural operations, and (b) all use of the parcel subject to development can be conducted in a manner that protects the public's health, safety and general welfare with regard to the agricultural	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
					operation. The operation management plan shall require the owner of the property for which development is proposed to acknowledge that the property may be subject to inconvenience, discomfort, or adverse effects arising from adjacent agricultural operations such as dust, smoke, noise, odors, fumes, insects, and application of chemical herbicides, insecticides and fertilizers. The owner, operator and any successors and assigns of agricultural operations within 500 feet of the parcel for which development is proposed shall be held harmless by the owner of the property for which development is proposed provided the agricultural operation is performed in conformity with the operation management plan."	
		LU-5	"Maintain availability of visitor-serving commercial development including hotels/motels, restaurants and commercial recreation uses."			§30241

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		LU-5a	"The City shall continue to give priority to (1) agriculture or coastal-dependent industry; and then (2) visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation over (3) residential, general industrial, or general commercial development."	13	"The City shall continue to give priority to ~~(1)~~ agriculture, ~~or~~ coastal-dependent industry~~;~~ and ~~then (2)~~ visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation over ~~(3)~~ residential, general industrial, or general commercial development."	§30241
		LU-5b	"The City shall continue to promote and coordinate with interested groups to allow a variety of recreational activities, such as sporting events, tournaments, art shows, parades, and other events at appropriate locations."			§30241
		LU-5c	"The City shall prohibit the removal or conversion of visitor-serving development unless it will be replaced by development offering comparable visitor-serving opportunities."			§30241
		LU-IM 1	"A visitor serving zone district shall be maintained as a part	14	"A visitor serving zone district shall be maintained as a part of	§30241

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			of the city zoning regulations with the purpose of providing adequate opportunity for commercial development that will serve visitors to the city as well as local residents. The intent is to provide a mechanism for requiring accommodations where feasible to serve visitors to the coast and assure that such uses are appropriately integrated with the balance of uses in the city and with the specific area where the development is proposed. The visitor serving zone district shall apply to all commercially designated parcels with frontage on Linden Avenue (from the Railroad to Carpinteria Avenue) or Carpinteria Avenue (east of Franklin Creek)."		the city zoning regulations with the purpose of providing adequate opportunity for commercial development that will serve visitors to the city. ~~as well as local residents. The intent is to provide a mechanism for requiring accommodations where feasible to serve visitors to the coast and assure that such uses are appropriately integrated with the balance of uses in the city and with the specific area where the development is proposed.~~ The visitor serving zone district shall apply to all ~~commercially~~ visitor serving commercial designated parcels ~~with frontage on Linden Avenue (from the Railroad to Carpinteria Avenue) or Carpinteria Avenue (east of Franklin Creek)~~."	
		LU-6	"Create flexible land use and zoning standards that allow opportunities for residential use to expand, as determined appropriate by the City, in	15	"Create flexible land use and zoning standards for general commercial and industrial parcels that allow opportunities for residential use to expand, as	§30213 §30222

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			response to changing needs relative to the jobs / housing balance locally and in the region, and as incentive toward the development of affordable housing."		determined appropriate by the City, in response to changing needs relative to the jobs / housing balance locally and in the region, and as incentive toward the development of affordable housing."	
		LU-6a	"The City may consider and permit mixed use (i.e., residential / commercial or residential / industrial) on parcels designated on Figure LU-1 for commercial or industrial use. Such mixed use may be considered if the City has found that either the allowance would encourage rehabilitation of important existing housing stock, or the residential use of the subject parcel(s) would result in the production of affordable housing in the community, and that mixed use on the site would assist the City in maintaining an appropriate balance between jobs and housing. Mixed-use development shall not be permitted on parcels			§30213 §30222

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			designated for commercial or industrial use unless it is found by the City to be compatible with existing and anticipated uses in the area surrounding the site."			
		LU-6b	"The City may consider and permit residential use on a parcel or parcels not designated for such use under certain circumstances. Such residential use may be considered on a parcel or parcels designated for commercial or industrial use if the City has found that either the allowance would encourage rehabilitation of important existing housing stock or the residential use of the subject parcel(s) would result in the production of affordable housing in the community, and that residential use on the site would assist the City in maintaining an appropriate balance between jobs and housing. Residential use shall not be permitted on parcels			§30222

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			designated for commercial or industrial use unless it is found by the City to be compatible with existing and anticipated uses in the area surrounding the site. A residential overlay zone district shall be maintained by the city with the purpose of permitting residential development on parcel or parcels otherwise designated on the official land use and zoning maps of the city for commercial or industrial use. Implementation of the Residential Overlay zone district shall be permissive in nature and shall not be construed to restrict use already allowed in the base zone district. Further, the city shall retain the authority for determining where implementation of the residential overlay zone is appropriate. To encourage retention of local businesses where parcels are already developed for commercial or industrial use, application of the Residential Overlay shall			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			be considered only after mixed use development, as allowed through policy LU-6~~c~~a above, has been determined by the City to not be appropriate."			
		LU-6c		16	Parcels designated coastal-dependent industrial or visitor-serving commercial shall not be considered for mixed use or residential use, with the exception thatSecond-story mixed use or residential use shall be allowed on visitor-serving commercial parcels in the Downtown Core District.	
		LU-IM 2	"When residential development is proposed on parcels designated for commercial or industrial use, the residential density shall not exceed the highest residential density permitted in the city's land use categories; i.e., 20 units/acre including any bonus density allowances. The City shall determine the appropriate residential density for a commercial/industrial-designated parcel proposed for residential use on all or a			§30213

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			portion of the parcel and shall consider, but not be limited to, the following factors: a. Availability and cost of providing local services and infrastructure; e.g., sewer, water, and schools, and transportation and parking ability. b. Unique site characteristics such as size, shape, topography, and easements c. The existence on site or adjacent to the site of Environmentally Sensitive Habitat area. d. The need for protection or enhancement of other coastal resources; e.g., viewsheds, coastal access, recreation, visitor-serving e. commercial and other coastal dependent or coastal related uses. When mixed-use development is proposed in a common			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			building, determination of the allowable density shall include, in addition to the criteria above, consideration of the intensity of the commercial/industrial use including characteristics such as parking demand, vehicle trip generation, noise and vibration, that could affect compatibility of the residential use with the commercial/ industrial component. In all cases, commercial or industrial use shall be the primary use of a site designated for mixed use development. A commercial or industrial use of a developed site shall be found by the City to be the primary use if it is greater in area than the residential component and/or is situated and designed such that it both appears and functions as the primary use of the parcel from its primary street frontage."			
		LU-7	"Adopt and amend as necessary a Sphere of			§30213

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			Influence that serves to establish the basis for annexation of certain land contiguous to city limits (Figure LU-3). [5-year]"			
		LU-7a	"The Sphere of Influence shall be established in support of the urban/rural limit line and in anticipation of annexing identified properties that are either already developed in urban use or meet the strict requirements of the Coastal Act for conversion from agricultural to urban use."			§30222 §30241 §30250 §30255

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		CD-1	"The size, scale, and form of buildings, and their placement on a parcel should be compatible with adjacent and nearby properties, and with the dominant neighborhood or district development pattern."			§30251
		CD-3	"The design of the community should be consistent with the desire to protect views of the mountains and the sea (California Coastal Act of 1976 §30251)."			§30251
		CD-5b	"Parking lots should be beside or behind the buildings, not in front. On-street customer parking for small neighborhood-serving shops, restaurants, offices and service businesses is encouraged. Such on-street parking should be managed as short-term convenience parking, and should not conflict with parking for nearby residences."	17	"Parking lots should be beside or behind the buildings, not in front. On-street customer parking for small neighborhood-serving shops, restaurants, offices and service businesses is encouraged. Such on-street parking should be managed as short-term convenience parking, and should not conflict with parking for <u>coastal access or for</u> nearby residences."	§30210

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		CD-7	"To encourage and facilitate pedestrian and bicycle pathways."			§30210
		CD-7a	"All streets should be designed with safe and pleasant pedestrian ways at their edge. Pedestrian ways shall be spatially separated from vehicular traffic by elements such as trees, other plantings, streetlights, and/or parked cars."			§30210
		CD-7b	"To provide convenient pedestrian routes, the existing network of automobile lanes, trails and pedestrian ways in the Downtown District and adjacent neighborhoods should be preserved, reinforced and extended into other neighborhoods. This pedestrian network should be in addition to, not in lieu of, pedestrian ways on the streets."			§30210

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		CD-8e	"Major streets should be designed and planted to preserve views of the ocean to the south and hills to the north."			§30251
		CD-10	"Existing public spaces should be maintained, and new public spaces should be incorporated into neighborhoods and districts as an important aspect of their design."			§30252
		CD-10a	"Open space, in the form of parks and greens should be an integral part of each neighborhood plan, not configured as residual space unusable by the residents."			
		CD-10b	"Public spaces should be located and designed to encourage their use during the day and in the evening. The time and type of use for each space should be planned to be compatible with adjacent land uses, and with any existing flora and fauna that are to be			§30240 §30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			preserved."			
		CD-10d	"Small neighborhood parks and greens (or micro-parks) suitable for unstructured play and relaxation should be provided in each neighborhood. Larger parks should be sited on larger streets along neighborhood edges."			
		CD-10e	"Large parks and greenways should be designed to incorporate existing natural terrain and habitats. Smaller parks should incorporate specimen trees or other natural features to enhance the quality and utility of the park."			§30251
		CD-10f	"Landscape design guidelines should emphasize the use for drought tolerant plant materials, and the importance of trees as the primary elements of the town landscape."	18	"Landscape design guidelines should emphasize the use ~~for~~ of native drought tolerant plant materials, and the importance of trees as the primary elements of the town landscape."	§30240 §30253(2)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		CD-10g	"The edges of neighborhoods adjoining greenbelts should be streets, bike paths or other public ways, allowing their enjoyment by everyone."			§30210
		CD-11		19	"Development should fit quietly into the area's natural and introduced landscape, deferring to open spaces, existing natural features and native and sensitive habitats."	§30251
		CD-11a		20	"Landscape planning shall be respectful of the natural character of the City and enhance existing native plant communities and environmentally sensitive habitat areas."	§30240 §30251 §30253
		CD11 – IM 1		21	"Use of native, locally adapted species shall be encouraged and shall be required within and adjacent to ESHA."	§30240 §30251 §30253
		CD11 – IM 2		22	"More urban, 'formal' landscape designs may be used in the immediate vicinity, entryways, or interior site areas of the commercially developed areas.	§30240 §30251 §30253

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
					Urban landscape species shall not be used adjacent to sensitive habitat areas."	
		CD11 – IM 3		23	"All parking areas, including any future Park and Ride facilities shall provide landscaping in order to screen and soften large expanses of pavement and, to the extent feasible, shield them from view through the use of perimeter shrubs and/or depression of the parking area. Landscaped setbacks for structures and parking areas are to be provided to soften the appearance of development from the freeway and Carpinteria Avenue."	§30251
		CD-12		24	"Ensure that lighting of new development is sensitive to the character and natural resources of the City and minimizes photopollution to the maximum extent feasible."	§30240 §30251
		CD-12a		25	"Lighting for development adjacent to an ESHA shall be designed to further minimize potential impacts	§30240 §30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
					to habitat."	
		CD-12b		26	"Lighting shall be low intensity and located and designed so as to minimize direct view of light sources and diffusers and to minimize halo and spillover effects."	§30240 §30251
		CD12 – IM 5		27	"Lighting along roads and in developed areas within or adjacent to ESHA shall not exceed 0.01 foot-candles five feet inside of any City-identified ESHA area."	§30240 §30251
		CD12 – IM 6		28	"Spotlights or floodlights in or adjacent to ESHA shall not be permitted."	§30240 §30251
		CD12 – IM 7		29	"Exterior lighting on commercial development shall be designed to compliment the building and shall be at the minimum height and intensity required to ensure public safety."	§30240 §30251
		CD-13		30	"Protect and preserve natural resources by reducing energy consumption."	§30253

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		CD-13a		31	"To ensure the effective utilization of energy resources, design measures shall be incorporated into project design that allow for development projects to comply with and exceed the minimum energy requirements of the City's Uniform Codes."	§30253
		CD13, IM 8		32	"Building orientation shall be designed to maximize natural lighting and passive solar hearing and cooling."	§30253
		CD13, IM 9		33	"Landscaping shall be designed to maximize the use of native drought-tolerant species and deciduous trees to shade buildings in summer and allow for passive solar heating in winter."	§30253
		CD13, IM 10		34	"Energy efficient street lighting shall be used, with consideration of safety, visual impacts, and impacts to wildlife and sensitive habitat.	§30253
		CD13, IM 11		35	"Design of parking facilities shall take into consideration in addition to intended use, the layout of entrances and exits so as to avoid concentrations of cars or excessive	§30253

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
					idling."	
		CDS1-1	"Preserve and strengthen the visual and physical connections between the neighborhood, beach, the salt marsh, State Beach Park, and the Downtown District."			§30210 §30251
		CDS1-2	"Enhance the pedestrian character of the neighborhood streets."			§30210
4-2	New development, or redevelopment, in the downtown section of Carpinteria shall be in conformance with the scale and character of the existing community and consistent with the City's theme of a small beach-oriented community.	CDS1-3	"Ensure that the scale and character of new development is consistent with the existing small-scale character of the residential neighborhood and that it is consistent with the neighborhood 'small beach town' image. Discourage new development of large, 'boxy' buildings, with ground floors elements to connecting pedestrians between these two areas. This could include tree plantings, streetscape furniture, and small buildings that contain uses that cater to			§30251 §30213 §30253(5)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			those visiting the neighborhood and the park."			
		CDS1, I.M. 7	"To create a picturesque skyline, visible pitched roofs are recommended, rather than flat roofs with parapets or mansard fascias. On three-story elements, visible pitched roofs should be required to prevent the buildings from 'walling off' the beach from the town."			§30251
		CDS1, I.M. 11	"Buildings fronting the salt marsh should not exceed two stories in height unless the third floor is setback an additional 10 feet from the second floor below."			§30251
		CDS1, I.M. 12	"Additional pedestrian linkages from Subarea 1 (DT/Beach) to Subarea 2 (DT/Old Town), across the railroad tracks, should be developed."			§30210
		CDS2-1	"Preserve and strengthen the visual and physical connections between the			§30210 §30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			downtown, beach, the salt marsh, mountains, and the other neighborhoods and districts in the city."			
		CDS2-2,	"Preserve and enhance the downtown's historic status as the center of commercial activity by encouraging a range of uses that serve both residents and visitors."			§30213 §30222
4-2	New development, or redevelopment, in the downtown section of Carpinteria shall be in conformance with the scale and character of the existing community and consistent with the City's theme of a small beach-oriented community.	CDS2-a	"Ensure that new intensified land uses within the Downtown remain consistent with the city's "small beach town" image."			§30251
		CDS2-b	"To enhance the pedestrian character of the downtown's streets, plazas, paseos, parks and lanes."			§30210 §30213

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		CDS2-c	"The City should prepare design standards and guidelines for this Sub-Area to assure that the intensity of development permitted by current zoning does not lead to the loss of the "small town character." The guidelines should include standards for the addition of units on existing residential lots, and for the construction of new multifamily and mixed-use buildings."			§30251
		CDS2, I.M. 19	"Pedestrian pathways within and through the blocks are encouraged, to provide alternate and shorter routes for walking. These pathways should generally be designed as courts or paseos, not simply 'slots' between buildings or sideyard fences. The passage from Linden Avenue to the alley behind the Coffee Grinder, and the pedestrian bridge over the creek, are good examples."			§30210

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		CDS2A-1	"Preserve and strengthen the visual and physical connections between the downtown and the beach, mountains, and other neighborhoods."			§30251 §30210
		CDS2A-2	"Preserve and enhance the downtown's historic status as the center of commercial activity by encouraging a range of uses that serve both residents and visitors."			§30213 §30222
		CDS2A-a	"Encourage and carefully regulate the development of two-and three-story mixed-use building along Linden and Carpinteria Avenues, to define a vital, lively, and valuable center for the city."	36	"Encourage and carefully regulate the development of two-and three-story mixed-use building along Linden and Carpinteria Avenues, to define a vital, lively, and valuable center for the city <u>while prioritizing visitor-serving commercial uses."</u>	§30213 §30222
4-2	New development, or redevelopment, in the downtown section of Carpinteria shall be in conformance with the scale and character of the existing community	CDS2A-b	"Ensure that intensified land uses within the subarea support a lively place to live, work and shop and that the scale and character of the District remain consistent with the city's 'small beach town' image."	37	"Ensure that intensified land uses within the subarea support a lively place to <u>visit,</u> live, work and shop and that the scale and character of the District remain consistent with the city's 'small beach town' image."	§30213 §30222

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	and consistent with the City's theme of a small beach-oriented community.					
		CDS2A-d	"Enhance the pedestrian character of the District's streets, plazas, paseos, parks and lanes."			§30210
		CDS2A, I.M. 25	"The City will prepare and implement new streetscape designs for Carpinteria Avenue that include address the following objectives: a. Narrow the roadway pavement to a three-lane configuration, including a central turn lane, where needed. b. Widen and enhance sidewalks in a manner similar to Linden Avenue to enable and encourage residents and visitors to walk to nearby destinations. c. Add regularly spaced			§30210

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			d. street trees in wells at the curb, and street lights similar to those on Linden Avenue. The street trees may include tall species to strongly define the street from distant views, and smaller trees that define and shape the pedestrian ways along the edges. e. Include as much on-street parking as possible, to promote retail and lively businesses along the street, and to encourage those arriving in the District by car to walk along the streets and into the front doors of businesses."			
		CDS2A, I.M. 26	"The provision of small spaces with benches, fountains, public art and other special elements that encourage people to gather			§30210 §30213

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			and linger in public should be encouraged, particularly where they support businesses, such as sidewalk cafes."			
		CDS2A, I.M. 28	"Curbside parking is encouraged to provide convenient parking for businesses and to provide an additional buffer between pedestrians and traffic."		"Curbside parking is encouraged to provide convenient parking for businesses and coastal access and to provide an additional buffer between pedestrians and traffic."	§30210
		CDS2A, I.M. 29	"On-street parking should be considered in deciding the required amount of off-street parking. Parking lots are discouraged on street frontages and are strongly discouraged on corner lots."		"On-street parking and public parking requirements for coastal access shall ~~should~~ be considered in deciding the required amount of off-street parking. Parking lots are discouraged on street frontages and are strongly discouraged on corner lots."	§30210
		CDS2A, I.M. 32	"Pleasant and safe pedestrian sidewalks and closely spaced crosswalks should be provided along Carpinteria Avenue within the Dowtown Core subarea. This will encourage pedestrians to			§30210

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			shop both sides of the street and encourage people to walk from the north into downtown. By developing these designated portions of Carpinteria Avenue as pedestrian-oriented frontages with lively commercial uses, drivers will have the experience of driving *through* the Downtown District rather than just *past* it on Carpinteria Avenue."			
		CDS3-1	"Preserve and enhance the existing residential neighborhood and ensure that new development enhances the neighborhood character."			§30251
		CDS3-3	"Ensure that new development is sensitive to the scale and character of the existing neighborhoods, and consistent with the city's "small beach town" image."			§30251
		CDS3-a	"Ensure that new development adjacent to designated city edges,			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			abutting agricultural lands outside the city limits, are designed with rural and semi-rural elements and details, providing an appropriate transition and connection of the town to the countryside."			
		CDS3-b	"Enhance the pedestrian character of the (Santa Monica, Canalino and El Carro) neighborhoods' streets, parks, and lanes."			§30210
		CDS3, I.M. 39	"New development along the edge of the city should be planned with public circulation routes or open spaces along the urban/rural edge. Streets, linear parks and other public parks are appropriate for this purpose, providing both buffers to the residential uses, and access so that all may enjoy the rural vistas."			§30210 §30241
		CDS4-1	"Strengthen the visual and physical connections between the subarea, the downtown and other			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			neighborhoods and districts in the city."			
		CDS4-a	"Ensure that new development is sensitive to the scale and character of the existing neighborhoods, and consistent with the city's 'small beach town' image."			§30251
		CDS4-b	"Ensure that new development adjacent to designated city edges, abutting agricultural lands outside the city limits, are designed with rural and semi-rural elements and details, providing an appropriate transition and connection of the town to the countryside."			§30251
		CDS4-c	"Enhance the pedestrian character of the Northeast subarea's streets, parks, and lanes."			§30251
		CDS4, I.M. 49	"The frontage street along the north side of the freeway should be improved with a wall and rows of trees on			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			both sides. This will help to buffer the neighborhood from freeway noise and visual impacts."			
		CDS4, I.M. 50	"The street network of the subarea should be designed to provide direct walking routes from residential areas to employment areas, and limit regular truck traffic to commercial streets."			§30241 §30253(4)
		CDS5-1	"Preserve and strengthen the visual and physical connections between the subarea, the beach, the downtown and other neighborhoods and districts in the city."			§30210 §30251
		CDS5-3	"Ensure that new development is sensitive to the scale and character of the existing neighborhoods, and consistent with the city's 'small beach town' image."			§30251
		CDS5-a	"Ensure that new development adjacent to designated city edges,			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			abutting agricultural lands outside the city limits, are designed with rural and semi-rural elements and details, providing an appropriate transition and connection of the town to the countryside."			
7-6	"Subject to a change in the policies of the Southern Pacific Railroad which would allow for additional crossings within the City, the City should consider the feasibility of providing parking and a railroad crossing at the foot of Calle Ocho onto K Street."	CDS5, I.M. 55	"Additional connections to the beach, both visual and pedestrian access, should be developed. The connection at Calle Ocho and the railroad tracks should be improved. Such improvements should create safe and attractive access ways that do no unreasonably impact adjacent residential properties."	38	"Additional connections to the beach, both visual and pedestrian access, ~~should~~ shall be developed as funding becomes available. The connection at Calle Ocho and the railroad tracks ~~should~~ shall be improved. Such improvements ~~should~~ shall create safe and attractive access ways that do not unreasonably impact adjacent residential properties."	§30210
		CDS-5, I.M. 56	"Buildings along Carpinteria Creek should be set back a minimum ~~of~~ 20 feet from the riparian dripline, or 50 feet from the top of the bank, whichever is greater. Two-story elements should be set back an additional 10 feet."	39	"Buildings along Carpinteria Creek should be set back a minimum ~~of~~ ~~20~~ 50 feet from the riparian dripline, or 50 feet from the top of the upper bank, whichever is greater. Two-story elements should be set back an additional 10 feet."	§30231 §30240

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		CDS6-1	"Maintain the *Carpinteria Bluffs Access, Recreation & Open Space Master Program* as the coordinated plan for the Carpinteria Bluffs area that will allow development of uses identified in the Land Us Plan herein, so as to complement one another and preserve and enhance the site's coastal environment. The plan should be maintained so as to include information adequate to define the environmental resources and hazards within the Carpinteria Bluffs, and to delineate precise and appropriate policies for their management."			
		CDS6-a	"Provide a clear direction for the future development of the Carpinteria Bluffs that: 1. Protects unique and sensitive environmental resources within the Bluffs. 2. Is compatible with the small town character			§30240 §30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			3. of Carpinteria, enhances the community's image, and contributes to a pleasant visual experience for travelers entering Carpinteria on U.S. 101 from the south. 4. Provides appropriate development opportunities for landowners within the Carpinteria Bluffs."			
		CDS6-2	"Ensure that development is controlled to avoid impacts to significant viewsheds, vistas, and view corridors."			§30251
B.1.1	"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	CDS6-b	"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 the Carpinteria Bluffs Nature Park and coastal trail(s), for bluffs area property owners and visitors, and for passing motorists, shall be			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	visitors, and passing motorists shall be maintained…."		maintained."			
		CDS6, I.M. 57	"New structures shall be low intensity, and reflect the low-rise, small-town feel of the surrounding area. New structures shall be designed to blend into the site and the rest of the city."			§30251
B.2.4	same as proposed	CDS6, I.M. 58	"All structures, including ancillary structures, shall be appropriately placed so as to minimize their obtrusiveness, and to maintain existing view corridors. Existing views from Bailard Avenue, Carpinteria Avenue, and U.S. 101 shall be preserved."			§30251
B.2.6 B.2.7	same as proposed	CDS6, I.M. 59	"Development that is located on or adjacent to bluffs, beaches, or streams shall be designed and sited to prevent adverse impacts on the visual quality of these resources. --The overall scale and			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			massing of structures shall respect the natural setting of the Carpinteria Bluffs and its unique visual resources by incorporating designs that minimize bulk and mass, follow natural topographic variations, and minimize visual intrusion into the bluff edge park and bluff top trail, riparian area within Area II, and adjacent beach areas. --In addition to the mass and scale of the structure, the total square footage of structures shall also be maintained at a size that preserves the area's opencharacter, and is compatible with adjacent open space areas. --All ancillary structures, including parking lots or structures, shall be located as close to the center of the individual building area as possible. If such structures must be located adjacent to open space or residential			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			areas, landscaping that substantially screens the structure from the surrounding uses shall be required. --Consistent with livability and view preservation for residents, selected internal roadways, parking areas, and building sites shall be depressed. In implementing this requirement, consideration shall be given to the feasibility of draining the site and providing appropriate gradients for sewer and storm drain lines. --To ensure that the view corridors are appropriately framed and maintained, all structures shall be subjected to review by the City's Architectural Review Board, which will ensure that selected building sites adjacent to the open space areas and view corridors have included provision for depressed building sites,			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			berming and / or suitable landscaping. --Berms, landscaped buffers and islands shall be created wherever feasible and determined necessary to enhance open space and visual appeal in association with roadways, parking lots and building sites. --New development is to remain visually subordinate to surrounding natural and introduced landscaping. New buildings signs, roads, and other man-made features should borrow from naturally established forms, lines, colors, and textures, including the forms, lines, colors, and textures introduced as part of site landscaping. New buildings, signs, roads, and other man-made features should also be at such a scale that they contribute to the desired low intensity character for the Carpinteria Bluffs.			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			--Surface materials on buildings within the Carpinteria Bluffs should be textured to blend with the coarseness of landscaping and natural vegetation. --Permitted development within identified view corridors shall be limited to landscaping, roads, underground utilities, parking lots (where specifically required by other provisions of the Carpinteria Local Coastal Plan or Carpinteria Bluffs Local Coastal Plan Amendment), walkways, bikeways, public restrooms (where specifically required by other provisions of the *Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program*), bike racks, benches, picnic tables, and small interpretive signs. --The intrusiveness of wall surfaces facing toward the			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			bluff edge, the Bluffs Nature Park, riparian area, or identified view corridors shall be minimized through the use of single story elements, setbacks, roof pitches, and landscaping."			
b.2.8	"New development shall maintain existing topographic variations of the Carpinteria Bluffs, such as the ridgeline in Area I and the terracing of Area III. Thus, while development along the ridgeline in Area I is not prohibited, visible variations in the ground plane are to be retained, avoiding a flat, mass graded appearance. These variations in ground plane are also to be reflected in variations in the roof lines of	CDS6, I.M. 61	"New development shall maintain existing topographic variations of the Carpinteria Bluffs, such as the ridgeline in Bluffs I and the terracing of Bluffs III. Development of Bluffs I should be designed to respect the viewshed from the bluff trail looking north toward the mountains and from the Bluffs Nature Park looking west. Location and design of buildings shall respect the topography and follow topographic forms whenever possible, visible variations in the ground plane are to be retained, avoiding a flat, mass graded appearance. These variations in the ground plane are also to be reflected in			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	individual buildings."		variations in the roof lines of individual buildings."			
B.2.9	"Buildings should not turn their backs completely to the freeway, Carpinteria Avenue, or other adjacent street(s). Regardless of their orientation, buildings that are visible from the freeway, Carpinteria Avenue, Bluffs area trails, or bluff top view parks, are to be designed to provide the same level of architectural detail on elevations visible from these areas as on other elevations of the building."	CDS6, I.M. 61	"Buildings should not turn their backs completely to the freeway, Carpinteria Avenue, or other adjacent street(s). Regardless of their orientation, buildings that are visible from the freeway, Carpinteria Avenue, the bluffs Nature Park, Bluffs area trails, or bluff top view points, are to be designed to provide the same level of architectural detail on elevations visible from these areas as on other elevations of the building."			§30251
B.2.12	"Parking lots adjacent to and visible from public rights-of-way and bluffs area trails should be screened	CDS6, I.M. 64	"Parking lots adjacent to and visible from public rights-of-way, the Bluffs Nature Park, and bluffs area trails should be screened from view through combinations of			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	from view through combinations of earth berms, low screen walls, changes in elevation, and landscaping."		earth berms, low screen walls, changes in elevation, and landscaping."			
		CDS6, I.M. 65	"As part of development project plan submittals for the bluffs, tools such as physical or computer models, perspectives, or photographs, shall be included in order to demonstrate compliance with these measures and more generally the protection of Bluffs visual resources."			§30251
B.2.3 (in part)	"Prior to action on individual development approvals, an overall design plan shall be prepared by the project applicant(s) for Bluffs Area I as a whole, for Bluffs Area III as a whole,	CDS6-c	"Prior to action on individual development approvals, an overall design plan shall be prepared by the project applicant(s). Rather than planning on a site-by-site basis, the design plan shall include all parcels under the same controlling ownership interest and any anticipated to be part of future			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	and for Bluffs Area II on a site-by-site basis, and such design plan shall be submitted to the City of Carpinteria for approval. The basic intent of the design plan shall be to demonstrate that the proposed development will be compatible in scale and design with the small town character of Carpinteria…."		complementary development."			
B.2.1 (in part)	same as proposed	CDS6, I.M. 66	"All development shall be appropriately clustered to preserve open space."			§30251
B.2.1 (in part)	same as proposed	CDS6, I.M. 67	"The resulting development after clustering is to be consistent with the character of the development's setting and adjacent land uses and open space areas."			§30251
B.2.1 (in part)	same as proposed	CDS6, I.M. 68	"Substantial buffering and screening is to be provided for the clustered			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			development adjacent to public rights way and preserved open space areas."			
B.2.1 (in part)	same as proposed	CDS6, I.M. 69	"Covenants, easements, and/or dedications to permanently protect and ensure the ongoing maintenance of any open space areas that remain after clustering is accomplished and are not dedicated to the public."			§30251
B.2.2 (in part)	"The size, height, bulk, and location of buildings within the Carpinteria Bluffs are to be managed in relation to the overall site design and relationships to other buildings to avoid a crowded appearance, preserve a visual appearance of openness, and to maintain an overall low-intensity	CDS6, I.M. 70	"The size, height, bulk, and location of buildings within the Carpinteria Bluffs are to be managed in relation to the overall site design and relationships to other buildings to avoid a crowded appearance, preserve a visual appearance of openness, and to maintain an overall low-intensity character of the Carpinteria Bluffs. For Bluffs II, it has been determined that up to a total of approximately 311, 108 square feet of building			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	character of the Carpinteria Bluffs...."		area may be considered without inherently exceeding the intensity of development that is acceptable. For the preferred visitor-serving resort use of Bluffs III, it has been determined that up to 225 hotel rooms, 259,180 square feet of total building area, may be considered without inherently exceeding the intensity of development that is acceptable from an aesthetic standpoint."			
B.2.2 (in part)	same as proposed	CDS6, I.M. 71	"A variety of structure and parking setbacks should be provided in order to avoid long, monotonous facades."			§30251
B.2.2 (in part)	same as proposed	CDS6, I.M. 72	"Setbacks should be provided proportionate to the scale of the building and in consideration of adjacent development and open space areas. Larger buildings require additional setback areas for a balance of scale and so as not to impose on neighboring uses."			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
B.2.3 (in part)	"The overall design plan within each Bluffs area (Bluffs I and III) shall include an internally coordinated infrastructure system. Project applicant(s) for only a portion of a Bluffs Area shall also provide a design plan that coordinates (with other applicant(s) of the Bluffs) the infrastructure system. Subsequent development shall be consistent with the City-approved design plan."	CDS6, I.M. 73	"The design plan within each Bluffs area shall include an internally coordinated infrastructure system. Project applicant(s) for only a portion of a Bluffs Area shall also provide a design plan that coordinates (with other applicant(s) of the Bluffs) the infrastructure system. Subsequent development shall be consistent with the City-approved design plan."			§30251
B.2.3 (in part)	"The design plan shall include an overall design theme for the project and provide for the 'blending' of the urban components of the site with the	CDS-6, I.M. 74	"The design plan shall include an overall design theme for the project and provide for the 'blending' of the urban components of the site with the natural surroundings and current existing buildings around the			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	natural surroundings and current existing buildings around the site. The design plan shall include the specific measures identified on pages III-7 through III-8 of the adopted Local Coastal Plan Amendment for the Carpinteria Bluffs."		site. The design plan shall include the following. --Provision of an aesthetic link between the existing commercial development already present in the city and new development proposed for the Bluffs site. A diversity of building styles is permissible, but must utilize styles that are already present in the city. Such design guidelines should also respect the natural attributes of the site, and give consideration to the location of the site (i.e., on a bluff adjacent to the ocean). --Architecturai style, including materials and colors, should be compatible with the site's natural and landscaped setting. The use of colors, textures, materials and forms that will attract attention by not relating to other elements in the neighborhood is to be avoided. No one structure			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			should stand out. --Building forms and elevations should create interesting roof silhouettes, strong patterns of light and shadow, and integral architectural detail. Box-like structures and flat, monotonous facades are to be avoided. --A low-rise setting with strong pedestrian orientation is to be provided. Site planning should favor pedestrian traffic by providing canopy trees to shade walkways, furnishing gathering places, and organizing buildings so that users have a continuous pedestrian level experience. --Exposed structural and mechanical elements, unless well integrated into the design concept, are unsightly and are to be avoided. Outdoor work areas are to be			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			screened from view. --The inclusion of gateways that create a visual sense of entry into developments is encouraged. The scale and design of gateways should be compatible with scale and intensity of adjacent development, and should include enriched paving, raised medians, signage, landscaping, and other features as appropriate. -- Signage shall be the minimum necessary to identify businesses and coastal access or recreation areas within the Carpinteria Bluffs area. Pole signs shall be prohibited. Signs shall be designed as an integral part of the surroundig architecture, and shall be of compatible materials and colors to adjacent buildings. Signage shall include adequate identification of public coastal parking, trails, and/or bikeways, and coastal			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			recreation areas, and shall indicate the availability of facilities for physically challenged visitors. --Specification of acceptable and restricted building materials for the exterior of all structures (i.e., prohibition of extensive use of metallic surfaces, concrete, fiberglass, etc., which would intensity the urban nature of the development). The use of natural materials for exterior siding is encouraged. --The color palette chosen for the development should accentuate the natural qualities of the site and surrounding areas, and should not contain 'loud' or 'bright' colors, or white. Acceptable colors include muted blues and greens, grays, earth tones, or any other color as approved by the City. Matte paints are also acceptable.			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			--Scale models or equivalent presentation of proposed development projects shall be included with development plans at the time of submittal to the city."			
		CDS6-d	"Landscape Planning shall be respectful of the natural character of the Bluffs and where possible enhance existing native plant communities and environmentally sensitive habitat areas."	40	"Landscape Planning shall be respectful of the natural character of the Bluffs and ~~where possible~~ enhance existing native plant communities and environmentally sensitive habitat areas."	§30240 §30251 §30253
B.2.13 (in part)	same as proposed	CDS-6, I.M. 75	"Use of native, locally adapted species or species commonly found on or near the site or nearby shall be required."	41	"Use of native, locally adapted species ~~or species commonly found on or near the site or nearby~~ shall be required."	§30240 §30251 §30253
B.2.13 (in part)	same as proposed	CDS6, I.M. 76	"More urban, 'formal' landscape designs may be used in the immediate vicinity, entryways, or interior site areas of the hotel/resort or the visitor commercial area. Urban landscape species shall not be used			§30240 §30251 §30253

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			along buffer area adjacent to open space areas."			
B.2.13 (in part)	same as proposed	CDS6, I.M. 77	"All parking areas, including any future Park and Ride facilities shall provide maximum landscaping and to the extent feasible, be shielded from view by perimeter shrubs and/or depression of the parking areas."			§30251
B.2.13 (in part)	same as proposed	CDS6, I.M. 79	"Landscaping shall be used as a buffer and transition between developed areas, particularly around the hotels/resort and the business park/visitor commercial areas. Landscaping materials used as buffers shall conform to the plant requirements, as set forth below."			§30251
B.2.13 (in part)	same as proposed	CDS6, I.M. 80	"Vegetation placement, density, and coloration shall be compatible with the patterns of existing natural vegetation in surrounding areas. Revegetation that			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			varies, particularly in form or in color, from the visual characteristics of the existing surrounding vegetation shall be avoided. In order to prevent monotony, landscaping with a variety of heights shall be required, although heights should be comparable to existing vegetation."			
B.2.13 (in part)	same as proposed	CDS6, I.M. 81	"All areas adjacent to the railroad right-of-way shall be shielded through the use of dense, low-lying landscaping in such a manner that they do not obscure ocean or mountain views across the track corridor."			§30251
B.2.13 (in part)	"In the event that property owners within Bluffs Area I or Bluffs Area III are unable to agree upon an integrated plan for their respective portions of the Carpinteria Bluffs, an applicant	CDS6, I.M. 82	"In the event that property owners within Bluffs Area I or Bluffs Area III are unable to agree upon an integrated plan for their respective portions of the Carpinteria Bluffs, an applicant may independently apply for a development permit subject to the provisions listed in the			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	may independently apply for a development permit by preparing the required plan for all of those parcels within Bluffs Area I or Bluffs Area III that are either (1) under common ownership by the applicant, or (2) subject to a common interest (by virtue of ownership, purchase agreement, option, long-term lease, or permission from the legal owner or other arrangement vesting authority in the applicant to apply for development permits). Such plan and development permit shall not be approved unless the City Council finds that the intent and content requirements of this		*Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program* for this planning Sub-Area."			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	policy are met, and that the reasonable and efficient achievement of the requirements of this policy by remaining parcels in Bluffs Area I or Bluffs Area III is not precluded."					
B.2.14	same as proposed	CDS6, I.M. 83	"Development within the Carpinteria Bluffs should fit quietly into the area's natural and introduced landscape, deferring to open spaces, existing natural features, and planting. Landscaped setbacks for structures and parking areas are to be provided to soften the appearance of development from the freeway, Carpinteria Avenue, and the bluff top trail. These setbacks are to be of a sufficient distance and landscape density, and are to be designed to make the landscaping, rather than the development, the dominant visual feature."	42	"Development within the Carpinteria Bluffs should fit quietly into the area's natural and introduced landscape, deferring to open spaces, existing natural features, and ~~planting~~ native and sensitive habitats.	§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		CDS6-e	"Exterior and interior lighting of development projects shall be low intensity and located and designed so as to minimize direct view of light sources and diffusers, and to minimize halo and spillover effects."			§30251
B.3.1	same as proposed	CDS6-e, I.M. 85	"Lighting on the east-west coastal bluff trail shall be minimized to be less than 0.01 foot-candles at a distance of five feet from the trail; otherwise, trail lighting shall not be permitted.			§30251
B.3.2	same as proposed	CDS6-e, I.M. 86	"Lighting along exterior roads in the developed areas of the (Bluffs) shall be directional in nature, and shall not exceed 0.01 foot-candles five feet inside of preserved natural areas."			§30251
B.3.3	same as proposed	CDS6-e, I.M. 87	"Spotlights or floodlights in residential backyards shall not be permitted."			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
B.3.4	same as proposed	CDS6-e, I.M. 88	"Parking areas shall employ directional lighting and shall not be brighter than is necessary for security purposes. Similarly, all ancillary structures associated with the hotel/resort shall use directional lighting that is only as bright as required for security purposes. If necessary to block light into adjacent residential or open space areas, additional landscaping or restrictions on the time of use shall be required."			§30251
B.3.5	same as proposed	CDS6-e, I.M. 89	"Development shall incorporate awnings or other types of architectural overhangs in order to reduce glare from window glazing and interior lighting."			§30251
H.1.5	"The following design measures shall be incorporated into project design:	same as proposed	"To ensure the efficient utilization of energy resources, design measures shall be incorporated into project design that allow for development projects to	43	"To ensure the efficient utilization of energy resources, design measures shall be incorporated into project design that allow for development projects to exceed the minimum energy requirements of	§30253

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	--building orientation shall be designed to maximize natural lighting, passive solar heating, and cooling; --landscaping shall be designed to maximize the use of drought tolerant species and deciduous trees to shade buildings in summer and allow for passive solar heating in winter; --energy efficient street lighting shall be used, with consideration of safety and aesthetics; and --design of parking facilities shall take into consideration the layout of entrances and exits		exceed the minimum energy requirements of the city's Uniform Codes. 1. Building orientation shall be designed to maximize natural lighting, passive solar heating, and cooling; 2. Landscaping shall be designed to maximize the use of drought tolerant species and deciduous trees to shade buildings in summer and allow for passive solar heating in winter; 3. Energy efficient street lighting shall be used, with consideration of safety and aesthetics; and 4. design of parking facilities shall take into consideration the layout of entrances and exits so as to avoid concentration of cars or excess idling. 5. Alternatively fueled vehicles are to be used		the city's Uniform Codes. 1. Building orientation shall be designed to maximize natural lighting, passive solar heating, and cooling; 2. Landscaping shall be designed to maximize the use of native drought tolerant species and deciduous trees to shade buildings in summer and allow for passive solar heating in winter; 3. Energy efficient street lighting shall be used, with consideration of safety ~~and aesthetics~~ , visual impacts, and impacts to wildlife and sensitive habitat; ~~and~~ 4. design of parking facilities shall take into consideration the layout of entrances and exits so as to avoid concentration of cars or excess idling. 5. Alternatively fueled vehicles are to be used in construction and as fleet vehicles, if feasible and available."	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	so as to avoid concentration of cars or excess idling. --Alternatively fueled vehicles are to be used in construction and as fleet vehicles, if feasible and available."		6. in construction and as fleet vehicles, if feasible and available."			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		C-1b	"The City shall strive to improve vehicular and pedestrian overcrossings of the freeway and the various creeks while respecting their habitat value and sensitivity."			§30210 §30231
		C-2	"Designate scenic routes so as to provide for the scenic enjoyment of and maintain and enhance the natural beauty of the lands and views along the roadways of the Carpinteria Valley."			§30251
		C-2a	"Cooperate with the State and County of Santa Barbara in the designation and development of Highway 101, 150, and 192 within the Carpinteria Valley as scenic routes and official scenic highways."			§30251
		C-2b	Utilize the design tools outlined in the Community Design Element to enhance scenic vistas along Highways 101, 150, and 192."			§30251
		C-2c	"Develop scenic route			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			procedures to ensure that public private land uses, site planning, landscaping, outdoor advertising, utilities, view corridors, earthmoving and architecture are consistent with the City's aesthetic objectives for Scenic Highways. [5-year]"			
		C-3e	"In addition to existing at grade railroad crossings located at Linden, Palm, Dump Road, and Sandyland Cove Road, establish at grade or grade separated railroad crossings in order to improve vehicular and emergency access to the Beach neighborhood and ensure that emergency access routes and crossings of U.S. 101 are maintained."			§30210
		C-3f	"Improve travel characteristics of the city's circulation plan by: --Planning and developing a continuous and direct east/west surface street route	44	Improve travel characteristics of the city's circulation plan by: --Planning and developing a continuous and direct east/west surface street route north of and parallel to Highway 101 to improve	§30231 §30240 §30241

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			north of and parallel to Highway 101 to improve the efficiency of local traffic circulation [5-15 years] --considering the westerly extension of Via Real to Casitas Pass Road and from Vallecito to Linden;"		the efficiency of local traffic circulation [5-15 years] --considering the westerly extension of Via Real to Casitas Pass Road and from Vallecito to Linden; --prioritizing maximum protection for coastal waters, ESHA, and agricultural resources in considering potential road extensions.	
		C-3i	"Develop and implement programs that improve the circulation and parking systems of the downtown area. [2-year]"			§30210
		C-3l	"Provide sufficient parking and loading space in commercial and industrial areas to minimize interference with efficient traffic circulation."			§30210
		C-4	"Improve the Carpinteria Avenue corridor to ensure adequate traffic flow, safe bicycle use and improved			§30210

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			aesthetic qualities."			
		C-6	"Provide adequate safe railroad crossings…."			§30210
		C-6a	"Seek funding sources for grade separated crossings of the rail line to resolve conflicts with urban linkages, where such structures are considered feasible. [10-year]"			§30210
		C-6c	"Encourage development of available railroad rights-of-way for alternative transportation, bicycle, recreation, trail, parking related, and other appropriate uses."			§30210
		C-6d	"Put programs for developing crossing improvements with the State Public Utilities Commission and railroad operators into effect."			§30210
		C-6e	"Encourage additional Amtrak stops."			§30210

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		C-7	"Build demand for alternative transportation use by increasing ease, effectiveness, and social acceptability, and through foresighted planning."			§30210 §30213
		C-7b	"Develop safe and direct pedestrian accessibility between residential areas, schools, parks, and shopping areas in both new and existing urban areas."			§30210 §30252
		C-7c	"Provide safe mobility for the physically handicapped through the design of street improvements and public facilities."			§30210
		C-8	"Support and develop safe, direct and well-maintained bicycle and pedestrian systems and recreational boating facilities that serve all segments of the public."			§30210 §30213 §30224
		C-8a	"Integrate the development of bicycle routes and pedestrian			§30210 §30213

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			pathways in additional areas of the city, and encourage the utilization of such routes for commuting as well as recreational purposes."			
		C-8b	"Provide adequate right-of-way and improvements for bicycle lanes, when called for in future street dedications."			§30210 §30213
		C-8c	"Provide or require safe and adequate bicycle parking at transportation centers, public parks, recreation areas and other nonresidential locations."			§30210 §30213
		C-8d	"Encourage integration of the city's bicycle routes with state and countywide programs."			§30210 §30213
		C-8f	"Encourage pedestrian movement by providing pedestrian facilities that are direct and convenient, particularly in the beach and downtown areas."			§30210 §30213
		C-8g	"Consider rerouting the Pacific Coast Bikeway to			§30210 §30213

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			another location parallel to the coastline, such as adjacent to the railroad right of way throughout the city. [5-year]"			
		C-8h	"Encourage a bike trail link from Carpinteria to Summerland along the railroad right of way and a coastal link to Ventura paralleling U.S. 101."			§30210 §30213
		C-8l	"As a requirement of new development, significant attention must be paid to bicycle-friendly infrastructure and the maintenance of nearby old infrastructure."			§30210 §30213
		C-9	"Promote the use of public transit systems that provide mobility to all city residents, and reduce automobile congestion within the capabilities of the community."			§30210
		C-9a	"Continue cooperation with the Santa Barbara Metropolitan Transit District			§30210

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			(SBMTD), Caltrans and other transportation agencies, in order to assure that all City residents have adequate access to public transit as an alternative to the automobile."			
		C-9b	"Develop the circulation system in a manner that will maximize route efficiency for transit lines within the city."			§30210
		C-9c	"Coordinate with SBMTD, Caltrans and other transportation agencies in the development of route systems and transfer points."			§302`0
		C-9e	"Encourage privately owned transit systems to interface with the public transit systems."			§30210
		C-9g	"Continue cooperation with SBMTD to ensure frequent, predictable, safe and reliable neighborhood shuttle bus service."			§30210

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		C-9i	"Work with MTD to promote increased bus use and explore providing expanded inner city / neighborhood shuttle service within the city [2-year]."			§30210
		C-9j	"Encourage the growth of low impact and non-polluting industry, and promote improved congestion management techniques. This may take the form of local business ordinances and might be applied through the permitting process."			§30210
		C-9l	Design and place improved signage for parking lots, sites of interest, business districts and recreational areas.			§30210
		C-9n	"Require new development plans to include significant attention to alternative modes of transportation."			§30252 §30253(4)
		C-9o	"Require well designed walkways as a condition to new development approval."			§30210

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		C-9p	"Establish a regulatory framework for siting antennas and teleocmmunication equipment. [2-year]"	45	"Establish a regulatory framework for siting antennas and telecommunication equipment that protects visual resources. [2-year]"	§30251
		Figure C-3 (Trails Map)		46	"Figure C-3 shall be updated to show all existing and proposed accessways."	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		OSC-1 (Figure)	(ESHA Overlay Map)	47	Delete the words "Bluffs" in legend. Apply "Environmentally Sensitive Habitat Overlay" symbol to all areas marked with the Bluffs symbol, and to parcels in Bluffs II area. Use cross-hatching symbol to indicate location of offshore ESHA. Apply "Offshore ESHA" symbol to all areas containing kelp beds or subtidal reefs, and if applicable, rocky points and intertidal areas.	§30240
		OSC-1 (Table)		48	Add "Sensitive, rare, threatened or endangered species habitat" to column 1, "Habitat Type." Add "Carpinteria Bluffs, other locations throughout the city" to column 2, "Area."	§30240
		OSC-1	"Protect, preserve, and enhance local natural resources and habitats."			§30230 §30231 §30240
		OSC-1a	"Protect Environmentally Sensitive Habitat Area(s) (ESHA) from development			§30230 §30231 §30240

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			and maintain them as natural open space or passive recreational areas."			
		OSC-1b	"Prohibit activities, including development, that could damage or destroy biological resource areas."	49	"Prohibit activities, including development, that could damage or destroy ~~biological resource~~ ESHA ~~areas~~."	§30230 §30231 §30240
		OSC-1c	"Establish and support preservation and restoration programs for natural areas such as Carpinteria Creek, Carpinteria Bluffs, Carpinteria Salt Marsh, seal rookery, Carpinteria reef, Pismo clam beds, and the intertidal zones along the shoreline."	50	"Establish and support preservation and restoration programs for ~~natural areas such as~~ ESHA , including but not limited to Carpinteria Creek, Carpinteria Bluffs, Carpinteria Salt Marsh, seal rookery, Carpinteria reef, Pismo clam beds, and the intertidal zones along the shoreline."	§30230 §30231 §30240
		OSC-1, I.M. 1	"In addition to the policies and implementation measures herein, utilize (CEQA) to identify and avoid or reduce potential impacts to (environmental resources, including ESHA)."			§30240
		OSC-1, I.M. 2	"Form an Open Space and Conservation Advisory Committee to provide, at the pleasure of the City Council,			§30240

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			recommendations concerning preservation and management of local natural resources and habitats. [5-year]"			
		OSC-1, I.M. 3	"Prepare and implement habitat preservation programs with emphasis on preserving identified Environmentally Sensitive Habitat Areas through habitat management and restoration [1-7 years]. The program should include at a minimum: ■ special requirements for development plans which include (ESHAs). ■ management practices for protection and restoration of (ESHAs), and ■ recognition of the right to maintain existing legal non-conforming development and the ongoing need to protect the public health and safety of those residing in such development."	51	"Prepare and implement habitat preservation programs with emphasis on preserving identified Environmentally Sensitive Habitat Areas through habitat management and restoration [1-7 years]. The program ~~should~~ shall include at a minimum: ■ special requirements for development plans which include (ESHAs). ■ management practices for protection and restoration of (ESHAs), and ■ recognition of the right to maintain existing legal non-conforming development and the ongoing need to protect the public health and safety of those residing in such development. Prior to effectiveness, all programs shall be certified as an amendment to the City of Carpinteria Local Coastal Program (LCP)."	§30240

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
9-1	"All parcels designated by the Habitat Area Overlay as shown on the land use maps and parcels within 250 feet of the boundary of such a designation shall be subject to a site inspection by a qualified biologist, to be selected jointly by the City and the applicant. All development plans, grading plans, etc., for these areas shall show the precise location of the habitat(s).	OSC-1, I.M. 4	"The City shall maintain an Environmentally Sensitive Habitat (ESH) Overlay district within its zoning ordinance with the purpose of protecting and preserving areas in which plant or animal life are either rare or especially valuable because of their role in the ecosystem and which could be easily disturbed or degraded by human activities and development.The intent of the zoning district shall be to ensure that all development on properties subject to the ESHA overlay is designed and carried out in a manner that will provide maximum protection to sensitive resources. The overlay area shall apply at a minimum to those parcels designated with the overlay designation on Figure LU-1, or any parcel located within 250 feet of a parcel so designated, or to any area identified as ESH either on an official resource map adopted by the city or	52	"The City shall maintain an Environmentally Sensitive Habitat Areas (ESHA) Overlay district within its zoning ordinance with the purpose of protecting and preserving areas in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in the ecosystem and which could be easily disturbed or degraded by human activities and development. The intent of the zoning district shall be to ensure that all development on properties subject to the ESHA overlay is designed and carried out in a manner that will provide maximum protection to sensitive resources. The overlay area shall apply at a minimum to those parcels designated with the overlay designation on Figure LU-1, ~~or any parcel located within 250 feet of a parcel so designated, or to~~ any ~~area~~ parcel identified as ESHA either on an official resource map adopted by the city or through the city's development review process~~.~~, any parcel that meets the criteria for ESHA provided in this LUP,	§30240

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			through the city's development review process.		and any parcel located within 250 feet of a parcel so designated or determined to be ESHA.	
		OSC-1, I.M. 5	"Any activity proposed within an ESH area, including maintenance of property improvements such as weeding and brush clearing, tree trimming, and removal of dead or dying plant material ['maintenance'], shall not result in the significant disruption of habitat values and shall require approval from the City Biologist or a determination by the City that the proposed activity is consistent with the habitat management plan adopted by the City for the area. Further, the City shall annually provide notice to the owners of property that include ESH area concerning the limits on activities in ESH areas, the prohibition of any disruption of habitat values, and the procedure for requesting approval of activities potentially affecting	53	"Any activity proposed within an ESHA ~~area~~, including maintenance of property improvements such as weeding and brush clearing, tree trimming, and removal of dead or dying plant material ['maintenance'], shall not result in the significant disruption of habitat values and shall require approval from the City Biologist or a determination by the City Biologist that the proposed activity is consistent with the habitat management plan adopted by the City, and certified as an amendment to the City's LCP, for the area. Further, the City shall annually provide notice to the owners of property that include ESHA ~~area~~ concerning the limits on activities in ESHA ~~area~~, the prohibition of any disruption of habitat values, and the procedure for requesting approval of activities potentially affecting an ESHA ~~area~~. Any activities proposed to be undertaken within the creek or	§30240

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			an ESH area. Any activities proposed to be undertaken within the creek or below the top of bank must first be approved by the State Department of Fish and Game. For improvements existing prior to adoption of this plan, a maintenance program shall be submitted by the property owner(s) that describes the scope and nature of maintenance activities. The city shall review the program, make any appropriate changes to avoid further disruption of habitat values and shall approve the program. Unless maintenance work is proposed that is outside the scope of the approved program or a State Department of Fish and Game permit is required, no further review by the city shall be required; maintenance activities beyond those stated in the approved program are prohibited."		below the top of bank must first be approved by the State Department of Fish and Game. For improvements existing prior to adoption of this plan, a maintenance program shall be submitted by the property owner(s) that describes the scope and nature of maintenance activities. The city shall review the program, make any appropriate changes to avoid further disruption of habitat values and shall approve the program. Unless maintenance work is proposed that is outside the scope of the approved program or a State Department of Fish and Game permit is required, no further review by the city shall be required; maintenance activities beyond those stated in the approved program are prohibited."	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		OSC-1, I.M. 6	"Determine appropriate methods for the preservation of sites that include sensitive biological resources. These methods may include land purchase, tax relief, purchase of development rights, or other methods. Where these methods are not feasible, the city should ensure through permit review that development does not result in any significant disruption of habitat identified on a site or on adjacent sites."	54	"Determine appropriate methods for the preservation of sites that include ~~sensitive biological resources~~ ESHA. These methods may include land purchase, tax relief, purchase of development rights, or other methods. Where these methods are not feasible, the city should ensure through permit review that development does not result in any significant disruption of habitat identified on a site or on adjacent sites."	§30240
2-26	All development, including agriculture, adjacent to areas designated on the land use plan maps as habitat areas, adjacent to oceanfronting parks and recreation areas, or contiguous to coastal waters, shall be regulated to avoid adverse impacts on habitat resources.	OSC-1, I.M. 7	"Regulate all development, including agricultural development, adjacent to areas designated on the Land Use Plan as habitat areas, adjacent to ocean-fronting parks or recreation areas, or contiguous to coastal waters, to avoid adverse impacts on habitat resources. Regulatory measures include, but are not limited to: setbacks, buffer zones, grading controls, noise restrictions,	55	"Regulate all development, including agricultural development, adjacent to ~~areas designated on the Land Use Plan as habitat areas~~ ESHA,, in or adjacent to ocean-fronting parks or recreation areas, or contiguous to coastal waters, to ~~avoid~~ prevent adverse impacts on habitat resources. Regulatory measures shall include, but are not limited to: setbacks, buffer zones, grading controls, noise restrictions, lighting restrictions,	§30231

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	Regulatory measures include, but are not limited to setbacks, buffer zones, grading controls, noise restrictions, and maintenance of natural vegetation. (See Section 3.9 for policies affecting specific habitat areas.)		and maintenance of natural vegetation."		requirements for wildlife permeable fencing, and maintenance and establishment of ~~natural~~ native vegetation."	
9-2	Prior to issuance of a development permit, all projects shall be found to be in compliance with all applicable habitat protection policies of the land use plan (Policies 9-1 to 9-20).	OSC-1, I.M. 8	"Prior to issuance of a development permit, all projects shall be found to be in compliance with all applicable habitat protection policies of the (GP/LCP), and implementing policies and regulations of the Coastal Access and Recreation Program, Carpinteria Bluffs Access Recreation Master Open Space Program, and any other implementing plan for these policies."	56	"Prior to issuance of a development permit, all projects shall be found to be in compliance with all applicable habitat protection policies of the (GP/LCP), and implementing policies and regulations of the Coastal Access and Recreation Program, Carpinteria Bluffs Access Recreation Master Open Space Program, and any other implementing plan for these policies that has been certified as an amendment to the City's LCP."	§30240
		OSC-1, I.M. 9	"Provide public education and information services on			§30240

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			the community's significant natural resources including the creeks, the Carpinteria Salt Marsh, coastal bluff areas, Monarch butterfly habitat, etc., to increase community awareness of sensitive environmental habitats and their value to Carpinteria."			
		OSC-1, I.M. 10	"Support environmental review and monitoring of natural resources by a qualified biologist on an on-going basis, and as needed for development project review."	57	"~~Support environmental review and monitoring of natural resources by a qualified biologist on an on-going basis, and as needed for development project review.~~ Require City Biologist review and in-concept approval of all development projects. The City Biologist may waive review of projects that are shown to have no impact on ESHA or water quality."	§30240
9-3	"In cases where a habitat area is not designated on the land use plan map and a habitat is found to be on a	Added Policy		58	"Any area not designated on the ESH Overlay map (Figure OSC-1) or identified in Table OSC-1, that meets the definition of ESHA provided in Section 30107.5, shall be considered ESHA and shall be	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	parcel, a site survey by a qualified biologist shall be made and conformance to the relevant habitat policies of the land use plan shall be required."				afforded the same protections as formally designated areas."	
		Added Policy		59	"Protect and restore degraded wetlands, butterfly habitat, native plant communities, and sensitive, rare, threatened or endangered species habitat on City-owned land to the maximum extent feasible."	
		OSC-2	"Preserve and restore the natural resources of the Carpinteria Bluffs."			§30231 §30240
		OSC-2a	"Maintain the Carpinteria Bluffs Coastal Access, Recreation and Master Open Space Program."			§30210 §30212 §30231 §30240 §30253
		OSC-2b	"Maintain the publicly purchased portion of Bluffs I in public open space in			§30210 §30212

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			perpetuity."			
		OSC-2c	"Preserve all coastal bluff scrub habitat designated as open space with an appropriate buffer."			§30240 §30253
		OSC-2d	"Designate all significant areas of coastal sage and bluff scrub habitat as open space."			§30240 §30253
		OSC-2e	"Designate the riparian habitat area as open space with an appropriate buffer."			§30231
		OSC-2f	"Protect significant historical and archaeological resources within the Bluffs Area."			§30244
		OSC-2g	"Offset the impacts of private development to existing opportunities for public access and recreation by requiring that such development include public access and recreational improvements."			§30210 §30212 §30252
		OSC-2h	"Preserve public enjoyment of Carpinteria Bluff view			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			sheds by ensuring that they are not significantly degraded through development. All development applications shall be required to provide information adequate to identify existing and future public views and to demonstrate how the project proposes to avoid significant disruption of the view sheds identified. The location, size and density of development on the Bluffs shall be determined in part by the view sheds identified and what is necessary to protect them."			
E.2.1	"All Eucalyptus and Tamarisk windrows shall be preserved as part of a contiguous and naturally preserved open space system that connects windrows, coastal scrub, and annual grasses. Thinning, pruning, and	OSC-2i	"Preserve all windrow trees as one part of a contiguous and naturally preserved open space system across the whole of the Carpinteria Bluffs. Thinning, pruning, and removal of trees shall be limited to what is necessary to maintain the trees in a healthful condition and to remove any hazardous condition. When a tree is	60	"Preserve all windrow trees as one part of a contiguous and naturally preserved open space system across the whole of the Carpinteria Bluffs. Thinning, pruning, and removal of trees shall be limited to what is necessary to maintain the trees in a healthful condition and to remove any hazardous condition. When a tree is approved by the City for removal, it shall be required to be replaced at a ratio appropriate	§30240 §30251 §30253

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	removal of trees shall be limited to what is necessary to maintain the trees in a healthful condition and to remove potentially hazardous conditions. When a tree is removed, it shall be required to be replaced at a three-to-one ratio (three new trees for each tree removed) with native, locally occurring species of five-gallon container size or larger. New trees shall be maintained by artificial means, as necessary, until the tree is established. New planted trees which fail to survive during the first five (5) years shall be replaced and maintained until established. New		approved by the City for removal, it shall be required to be replaced at a ratio appropriate to ensure infill of any gap created in the windrow and with a tree type and size to be approved by the City. Replacement trees that fail to survive within the first five years after planting shall be replaced. Planting of native trees is encouraged as are programs for phased removal and replacement of tamarisk windrows in favor of native tree windrows. Development or other activity proposed on parcels including windrows shall be set back a minimum of 10 feet from the drip line of the trees and shall not result in compacting of soil or other potential damage to the trees' root system or water source."		to ensure infill of any gap created in the windrow and with a native, locally occurring tree type and size to be approved by the City. Replacement trees that fail to survive within the first five years after planting shall be replaced. ~~Planting of native trees is encouraged as are p~~Programs for phased removal and replacement of tamarisk windrows ~~in favor of~~ with native tree windrows are encouraged. Development or other activity proposed on parcels including windrows shall be set back a minimum of 10 feet from the drip line of the trees and shall not result in compacting of soil or other potential damage to the trees' root system or water source."	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	plantations of eucalyptus, tamarisk, or other non-native, invasive species shall be provided."					
		OSC Wetlands Intro	"Wetlands are areas of land that are either permanently or seasonally wet and support specially adapted vegetation .....The definition of wetland used by the City comes from the California Coastal Act (§30121) and defines broadly areas that may be determined to be wetlands and are therefore subject to regulation."	61	"Wetlands are areas of land ~~that are either permanently or seasonally wet and support specially adapted vegetation~~ which may be covered periodically or permanently with shallow water and include saltwater marches, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens ....The definition of wetland used by the City comes from the California Coastal Act (§30121) and defines broadly areas that may be determined to be wetlands and are therefore subject to regulation."	§30231
		OSC-3	"Preserve and restore wetlands such as the Carpinteria Salt Marsh."			§30231 §30240
		Added Policy		62	"Wetland delineations shall be based on the definitions contained in Section 13577(b) of Title 14 of	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
					the California Code of Regulations."	
9-4	"The upland limit of a wetland shall be defined as land where the water table is at, near or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes. Where environmental factors may prevent the development of soils and/or vegetation, the presence of surface water or saturated substrate at some time during the year or the location within, or adjacent to, vegetated wetlands or deep water habitats will define their limits. If question exists, the limit should be	OSC-3a	"The upland limit of a wetland is defined as land where the water table is at, near or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes. When environmental factors may prevent the development of soils and/or vegetation, the presence of surface water or saturated substrate at some time during the year or the location within, or adjacent to, vegetated wetlands or deep water habitats will define their limits. ~~If questions exist, the limit should be determined by a habitat survey made by a qualified biologist.~~	63	"The upland limit of a wetland is defined as a) the boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover; b) the boundary between soil that is predominantly hydric and soil that is predominantly non-hydric ~~c)~~ in the case of wetlands without vegetation or soils, the boundary between land that is flooded or saturated at some time during years of normal precipitation, and land that is not. ~~land where the water table is at, near or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes. When environmental factors may~~	§30231 §30240

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	determined by habitat survey made by a qualified biologist. A buffer strip, 100 feet in width, shall be maintained in a natural condition along the upland limits of all wetlands. No structures other than those required to support light recreational, scientific and educational uses shall be permitted, where such structures are consistent with all other wetland development policies and where all possible measures have been taken to prevent adverse impacts."				~~prevent the development of soils and/or vegetation, the presence of surface water or saturated substrate at some time during the year or the location within, or adjacent to, vegetated wetlands or deep water habitats will define their limits.~~ If questions exist, the limit ~~should~~ shall be determined by a habitat survey made by a qualified biologist."	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
9-5	New development adjacent to the required buffer around wetlands shall not result in adverse impacts due to additional sediment, runoff, noise, and other disturbances.	OSC-3b	"Development adjacent to the required buffer around wetlands should not result in adverse impacts including but not limited to sediment, runoff, chemical and fertilizer contamination, noise, light pollution and other disturbances."			§30231 §30240
		OSC-3c	"Provide additional interpretive and trail opportunities to appropriate areas of the salt marsh if possible without creating significant impacts from such improvements."			§30231 §30240
9-4	(see OSC-3a above)	OSC-3, I.M. 11	"Maintain a minimum 100-ft. setback/buffer strip along the upland limits of all wetlands unless this would preclude all reasonable use of the affected parcel (as per §30010) or unless a smaller setback would carry out the Coastal Act's mandate that Coastal Act policies be implemented in a manner which on balance is most	64	"Maintain a minimum 100-ft. setback/buffer strip along the upland limits of all wetlands. ~~unless this would preclude all reasonable use of the affected parcel (as per §30010) or unless a smaller setback would carry out the Coastal Act's mandate that Coastal Act policies be implemented in a manner which on balance is most protective of significant coastal resources.~~ No structures other than	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			protective of significant coastal resources. No structures other than those required to support light recreational, scientific and educational uses shall be permitted within the setback, where such structures are consistent with all other wetland development policies and where all feasible measures have been taken to prevent adverse impacts. When a setback reduction is necessary, the amount of the reduction shall be the minimum necessary to ensure that all reasonable use of the affected parcel is not taken or to further the Coastal Act's mandate that Coastal Act policies be implemented in a manner which on balance is most protective of significant coastal resources. The minimum setback may be adjusted upward to account for site-specific conditions affecting avoidance of adverse impacts."		those required to support light recreational, scientific and educational uses shall be permitted within the setback, where such structures are consistent with all other wetland development policies and where all feasible measures have been taken to prevent adverse impacts. ~~When a setback reduction is necessary, the amount of the reduction shall be the minimum necessary to ensure that all reasonable use of the affected parcel is not taken or to further the Coastal Act's mandate that Coastal Act policies be implemented in a manner which on balance is most protective of significant coastal resources.~~ The minimum setback may be adjusted upward to account for site-specific conditions affecting avoidance of adverse impacts."	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		OSC-3, IM 12		65	"Applications for new development within or adjacent to wetlands shall include evidence of consultation and preliminary approval from the California Department of Fish and Game, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and other State and Federal resource management agencies, as applicable."	§30231 §30240
		OSC-4	"Preserve the biological diversity of shoreline habitats."			§30230 §30240
9-12	"The marine resources of Carpinteria Reef shall be protected. If evidence of depletion of these resources is presented, the City shall work with the California Department of Fish and Game to assess the extent of damage and implement mitigating measures."	OSC-4a	"Protect the marine resources of the Carpinteria tidepools and Reef and other rocky reefs and intertidal areas. If evidence of depletion of these resources is presented, work with the California Department of Fish and Game to assess the extent of damage and implement mitigating measures."			§30230 §30231

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
9-10	Only light recreational use shall be permitted on public beaches which include or are adjacent to rocky points or intertidal areas.	OSC-4b	"Limit activities on public beaches that include or are adjacent to rocky points and intertidal areas to light recreational use (e.g. hiking, biking, and jogging)."			§30230 §30231
		OSC-4c	"Support development of a coastal and marine environment protection plan in coordination with (Dept. Fish & Game) and other state, county, and local agencies."			§30230 §30231
9-9	In order to prevent destruction of organisms which thrive in intertidal areas, no unauthorized vehicles shall be allowed on beaches adjacent to intertidal areas.	OSC-4, I.M. 12	"In order to prevent destruction of organisms which thrive in intertidal areas, prohibit unauthorized vehicles on beaches.	66	"In order to prevent destruction of organisms which thrive in intertidal areas, prohibit ~~unauthorized~~ vehicles on beaches except for emergency or lifeguard services. Such vehicular uses shall avoid sensitive habitat areas to the maximum extent feasible."	
		OSC-4, I.M. 13	"Support enforcement of California Department of Fish			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			and Game Codes and federal marine mammal protection laws.			
		OSC-4, I.M. 14	"Permit passive or low-impact recreational uses on public beaches."			
9-11	Shoreline structures, including piers, groins, breakwaters, drainages, seawalls, and pipelines, shall be sited or routed to avoid significant rocky points and intertidal areas.	OSC-4, I.M. 15	"Piers, groins, breakwaters, drainages, seawalls, pipelines, and other shoreline structures are only to be used to serve coastal-dependent uses or to protect existing structures or public beaches in danger of erosion, when designed to eliminate or mitigate adverse impacts on local shoreline sand supply, when non-structured alternatives have failed, and when located to avoid significant rocky point and intertidal areas."	67	"Piers, groins, breakwaters, drainages, seawalls, pipelines, and other shoreline structures ~~are only to be used~~ shall be permitted only when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger of erosion, when designed to eliminate or mitigate adverse impacts on local shoreline sand supply, when non-structured alternatives have failed, and when located to avoid significant rocky point and intertidal areas."	
7-2	"No above-ground structure or other development, except for public health and safety purposes, and	OSC-4, I.M. 16	"Prohibit encroachment of above-ground structures or development, except for public health and safety purposes (such as lifeguard facilities), and recreational			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	recreational facilities of a temporary nature (e.g., volleyball nets) shall be sited on any dry sandy beach within the City's jurisdiction."		facilities of a temporary nature (e.g. volleyball nets) on any dry sandy beach within the city's jurisdiction."			
		OSC-4, I.M. 17	"String-Line Standard. No development, including but not limited to, new construction, additions, remodels, or accessory structures, shall encroach seaward beyond a plane created by extending a straight line between the nearest building corners that are closest to the beach from the existing buildings on either side of the proposed development. Patios, balconies, porches and similar appurtenances, shall not encroach beyond a plane created by extending a straight line between the nearest corners closest to the beach from the existing balconies, porches or similar	68	"String-Line Standard. New development or redevelopment shall be located as far landward as feasible. No development, including but not limited to, new construction, additions, remodels, or accessory structures, shall encroach seaward beyond a plane created by extending a straight line between the nearest ~~building~~ adjacent corners ~~that are closest to the beach from~~ of the existing buildings on either side of the proposed development. Patios, balconies, porches and similar appurtenances, shall not encroach beyond a plane created by extending a straight line between the nearest adjacent corners ~~closest to the beach from~~ of the existing balconies, porches or similar appurtenances on either side of the proposed development.	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			appurtenances on either side of the proposed development. If no balcony porch or similar appurtenance exists on the nearest structure, the plane shall be established from the nearest building corner. If establishing the plane from the nearest structure would preclude reasonable use of a property or is grossly inconsistent with the established line of seaward encroachment, the Planning Commission or City Council may act to establish an encroachment limit that is consistent with the dominant encroachment line while still limiting seaward encroachment as much as possible."		If no balcony porch or similar appurtenance exists on the nearest structure, the plane shall be established from the nearest adjacent building corner. If establishing the plane from the nearest structure would ~~preclude reasonable use of a property or is~~ be grossly inconsistent with the established line of seaward encroachment, the Planning Commission or City Council may act to establish an encroachment limit that is consistent with the dominant encroachment line while still limiting seaward encroachment as much as possible.	
7-3	"The need for additional parking in the beach area shall be addressed in the city's Tidelands Improvement Plan. The City should	OSC-4, I.M.18	"Address the need for additional parking in the city's Tidelands Improvement Plan. Consider using revenues derived from the Plan to finance such improvements."	69	"~~Address the need for additional parking in the city's Tidelands Improvement Plan.~~ Provide adequate parking to maximize public access to coastal recreation areas, including Salt Marsh Nature Park, City Beach, Carpinteria State	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	consider using revenues derived from the tidelands to finance such improvements."				Park, Tar Pits Park, Harbor Seal Overlook, and the Carpinteria Bluffs. Consider using revenues ~~derived~~ from the Tidelands Trust Fund ~~Plan~~ to finance such improvements. Parking facilities shall be distributed, as feasible, to prevent overcrowding and to protect sensitive environmental resources."	
		OSC-5	"Protect the Harbor Seal Hauling Ground from human disturbance."			
9-8	Harbor Seal Hauling Grounds should not be altered or disturbed by recreational, industrial, or any other uses. Emergency maintenance or repair of existing pipelines in the vicinity of the Chevron pier shall be permitted as necessary, as long as disturbances to	OSC-5a	"Harbor Seal Hauling Grounds should not be altered or disturbed by recreational, industrial, or any other uses. Emergency maintenance or repair of existing pipelines in the vicinity of the adjacent Carpinteria oil & gas plant pier should be permitted as necessary, as long as disturbances to the harbor seal hauling grounds are minimized. Such repairs should be limited to the period of June 1 to			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	the harbor seal hauling grounds are minimized.		November 30 if possible.			
E.5.1, E.5.2	same	OSC-5b	"Permit beach to bluff access at the east and west sides of the seal rookery area to allow beach walkers to bypass the protected area on the bluff top and discourage any violation of the beach closure segment."			
		OSC-5, I.M. 19	"Support Seal Watch or similar volunteer habitat and seal monitoring work that aims to protect existing seal haulouts and rookery and provide public education."			
E.5.1, E.5.2	essentially the same	OSC-5, I.M. 20	"Protect the Harbor Seal Hauling Ground by implementations of the following measures: a. Ensure that any proposed use or development adjacent the hauling grounds is of a type, intensity, design and location, that minimizes potential impacts to the harbor	70	"Protect the Harbor Seal Hauling Ground by implementations of the following measures: a. Ensure that any proposed use or development adjacent the hauling grounds is of a type, intensity, design and location, that minimizes potential impacts to the harbor seals ~~unless this would preclude all reasonable use of the affected parcel~~.	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			seals unless this would preclude all reasonable use of the affected parcel. b. Prohibit development and activity that could result in noise, vibration, or other disturbance that could result in the degradation of the seal hauling grounds or discourage its ongoing use. c. Providing public education program and informational signs on-site. d. Maintaining a 35-foot minimum buffer area on the beach around any animal or area where seals have congregated year round. e. Extending the beach buffer to 750 feet on either side of the area during pupping season (Dec. 1 –Mar. 31) or such greater period as is established by Council Resolution. f. Maintaining a minimum		b. Prohibit development and activity that could result in noise, vibration, or other disturbance that could result in the degradation of the seal hauling grounds or discourage its ongoing use. c. Providing public education program and informational signs on-site. d. Maintaining a 35-foot minimum buffer area on the beach around any animal or area where seals have congregated year round. e. Extending the beach buffer to 750 feet on either side of the area during pupping season (Dec. 1 –Mar. 31) or such greater period as is established by Council Resolution. f. Maintaining a minimum 30-foot setback from the edge of the bluff for trails and gathering areas to reduce the visibility of humans and human movement along the bluff edge, except for a designated viewing/blind area. g. Planting natural vegetation along the bluff edge to form a screen or blind, further	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			30-foot setback from the edge of the bluff for trails and gathering areas to reduce the visibility of humans and human movement along the bluff edge, except for a designated viewing/blind area. g. Planting natural vegetation along the bluff edge to form a screen or blind, further minimizing the visibility of human movement.		minimizing the visibility of human movement.	
		OSC-5, I.M. 21	"Plant a screen of native, stiff-spined shrubs at the overlook to protect the (hauling ground) from human disturbance."			
		OSC-5, I.M. 22	"Place interpretive signs at approaches to the seal haulout and rookery to educate visitors about seal population and to warn visitors of seal sensitivity to disturbance."			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		OSC-6	"Preserve the natural environmental qualities of creekways in the Carpinteria Planning Area and protect riparian habitat."	71	"Preserve the natural environmental qualities of creekways ~~in the Carpinteria Planning Area~~ and protect riparian habitat."	
		OSC-6a	"Support the preservation of creeks and their corridors as open space, and maintain and restore riparian habitat to protect the community's water quality, wildlife diversity, aesthetic values, and recreation opportunities."			
		OSC-6b	"Protect and restore degraded creeks on City-owned land where protection and restoration does not interfere with good flood control practices."			
		OSC-6c	"When alterations to creeks are permitted by the Coastal Act and policies herein, the creek shall be protected by only allowing creek bank and creek bed alterations where no practical alternative solution is available, where	72	"When alterations to creeks are permitted by the Coastal Act and policies herein, the creek shall be protected by only allowing creek bank and creek bed alterations where no practical alternative solution is available, where the best mitigation measures feasible have	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			the best mitigation measures feasible have been incorporated, and where any necessary State and federal permits have been issued. Creek alterations should utilize natural creek alteration methods where possible (e.g. earthen channels, bio-technical stabilization). Nothing in this policy shall be construed to require the City to approve creek alterations not otherwise allowed herein or by the Coastal Act.		been incorporated, and where any necessary State and federal permits have been issued. Creek alterations should utilize natural creek alteration methods where possible (e.g. earthen channels, bio-technical stabilization). Nothing in this policy shall be construed to require the City to approve creek alterations not otherwise allowed herein ~~or~~ and by the Coastal Act.	
		~~OSC-6d~~ (See OSC-6, I.M. 26)	"Require public or private development to locate development outside creek corridors, established by creek setbacks, except in the following cases: a. The proposed location is necessary to protect public health and safety. b. The location is necessary for the construction of new roads, bridges, trails, or similar infrastructure."	73	~~"Require public or private development to locate development outside creek corridors, established by creek setbacks, except in the following cases:~~ ~~a. The proposed location is necessary to protect public health and safety.~~ ~~b. The location is necessary for the construction of new roads, bridges, trails, or similar infrastructure."~~ (See OSC-6, I.M. 26)	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		~~OSC-6e~~ OSC-1e	"Property including biological resources areas should be designated with a zoning category that allows for the protection of, and public access to, the resource area, such as recreational or community facility zoning. Any development on property including significant biological resource areas should be designed and conducted to protect the resources. Within environmentally sensitive habitat only uses dependent upon those resources shall be allowed and the resources shall be protected against any disruption.	74	"Property including ~~biological resources areas~~ ESHA ~~should~~ shall be designated with a zoning category that allows for the protection of, and public access to, the resource area, such as recreational or community facility zoning. Any development on property including ~~significant biological resource areas~~ ESHA ~~should~~ shall be designed and conducted to protect the resources. Within environmentally sensitive habitat only uses dependent upon those resources shall be allowed and the resources shall be protected against any disruption.	
9-18	"All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical	OSC-6f	"Carry out and maintain all permitted construction and grading within stream corridors in such a manner so as to minimize impacts on biological resources and water quality such as increased runoff, creek bank erosion, sedimentation, biochemical degradation, or thermal pollution."			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	degradation, or thermal pollution."					
		OSC-6g		75	Natural drainage patterns and runoff rates and volumes shall be preserved to the greatest degree feasible by minimizing changes to natural topography, and minimizing the areas of impervious surfaces created by new development.	
		OSC-6h		76	All development shall be evaluated for potential adverse impacts to water quality and shall consider Site Design, Source Control and Treatment Control BMPs in order to minimize polluted runoff and water quality impacts resulting from the development. In order to maximize the reduction of water quality impacts, BMPs should be incorporated into the project design in the following progression: (1) Site Design BMPs, (2) Source Control BMPs, and (3) Treatment Control BMPs.	
9-15	The minimum buffer strip for natural streams within the City shall be 20 feet	OSC-6, I.M. 23	"A setback of 50 feet from top of bank of creeks or existing edge of riparian vegetation (dripline), whichever is	77	"A setback of 50 feet from top of the upper bank of creeks or existing edge of riparian vegetation (dripline), whichever is further, shall	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	from the top of the bank. These minimum buffers may be adjusted by the City on a case-by-case basis after investigation of the following factors: a. soil type and stability of the stream corridor b. how surface water filters into the ground c. types and amount of riparian vegetation and how such vegetation contributes to soil stability and habitat value d. slopes of the land on either side of the stream e. location of the 100 year floodplain boundary		further, shall be established and maintained for all development, unless this would preclude all reasonable use of the affected parcel*or unless a smaller setback would carry out the Coastal Act's mandate^ that Coastal Act policies be implemented in a manner which on balance is the most protective of significant coastal resources. This setback may be increased to account for site-specific conditions. The following factors shall be used to determine the extent of an increase in setback requirements: f. soil type and stability of the stream corridor g. how surface water filters into the ground h. types and amount of riparian vegetation and how such vegetation contributes to soil stability and habitat value i. slopes of the land on		be established and maintained for all development~~, unless this would preclude all reasonable use of the affected parcel*or unless a smaller setback would carry out the Coastal Act's mandate^ that Coastal Act policies be implemented in a manner which on balance is the most protective of significant coastal resources~~. This setback may be increased to account for site-specific conditions. The following factors shall be used to determine the extent of an increase in setback requirements: l. soil type and stability of the stream corridor m. how surface water filters into the ground n. types and amount of riparian vegetation and how such vegetation contributes to soil stability and habitat value o. slopes of the land on either side of the stream p. location of the 100 year floodplain boundary, and q. consistency with other applicable adopted plans, conditions, regulations and /or policies concerning protection	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			either side of the stream j. location of the 100 year floodplain boundary, and k. consistency with other applicable adopted plans, conditions, regulations and /or policies converning protection of resources. Where a setback/buffer strip reduction is necessary, the amount of the reduction shall be the minimum necessary to ensure that all reasonable use of the affected parcel** is not taken or to further the Coastal Act's mandate^ that Coastal Act policies be implemented in a manner that on balance is most protective of significant coastal resources. Where existing buildings and improvements, conforming as to use but nonconforming as to the minimum creek setback established herein, are damaged or destroyed by fire, flood, earthquake or		of resources. ~~Where a setback/buffer strip reduction is necessary, the amount of the reduction shall be the minimum necessary to ensure that all reasonable use of the affected parcel** is not taken or to further the Coastal Act's mandate^ that Coastal Act policies be implemented in a manner that on balance is most protective of significant coastal resources.~~ Where existing buildings and improvements, conforming as to use but nonconforming as to the minimum creek setback established herein, are damaged or destroyed by fire, flood, earthquake or other natural disaster, such buildings and improvements may be reconstructed to the same or lesser size and in the same general footprint location, provided that reconstruction shall be inaugurated by the submittal of a complete construction application within 24 months of time of damage and be diligently carried to completion."	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			other natural disaster, such buildings and improvements may be reconstructed to the same or lesser size and in the same general footprint location, provided that reconstruction shall be inaugurated by the submittal of a complete construction application within 24 months of time of damage and be diligently carried to completion." *The City shall consider PRC Section 30010 in its determination whether all reasonable use has been taken. ^Expressed in Public Resources Code §30007.5 **Implementation of Public Resources Code §30010.		~~*The City shall consider PRC Section 30010 in its determination whether all reasonable use has been taken.~~ ~~^Expressed in Public Resources Code §30007.5~~ ~~**Implementation of Public Resources Code §30010.~~	
		OSC-6, I.M. 24	Projects must conform with "the applicable habitat protection policies including but not limited to the (GP/LCP, Bluffs plan), Creek Preservation Ordinance, and the Zoning Ordinance."			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		OSC-6, I.M. 25	"Prepare and implement a Watershed Management Plan in coordination with the County and Carpinteria Valley Water District with an emphasis on: erosion control, natural waterway restoration and preservation, wildlife habitat restoration, including steelhead runs, and water quality. [5-year]"			
9-16	No structures shall be located within the stream corridor except: developments where the primary function is the improvement of fish and wildlife habitat; dams; structures necessary for flood control purposes; bridges, when supports are located outside the critical habitat; and pipelines, when no alternative route is feasible.	OSC-6, I.M. 26	"Prohibit all structures within stream corridors except structures for the improvement of fish and wildlife habitat, structures necessary for flood control purposes (where no other method to protect existing structures in the floodplain is feasible and where protection is necessary for public safety), and bridges and pipelines (where no alternative route/location is feasible and, when supports are located within stream corridor setbacks, such locations minimize impacts on critical habitat), except	78	"Prohibit all ~~structures~~ development within stream corridors except ~~structures~~ for the improvement of fish and wildlife habitat, ~~structures~~ development necessary for flood control purposes (where no other method to protect existing structures in the floodplain is feasible and where protection is necessary for public safety), and bridges and ~~pipelines~~ trails (where no alternative route/location is feasible and, when supports are located within stream corridor setbacks, such locations minimize impacts on critical habitat)~~, except where this would preclude all reasonable use of the affected parcel~~. All development shall	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			where this would preclude all reasonable use of the affected parcel. All development shall incorporate the best mitigation measures feasible to minimize impact to the greatest extent."		incorporate the best mitigation measures feasible to minimize impact to the greatest extent."	
9-17	All development, including dredging, filling, grading, within stream corridors, shall be limited to activities necessary for flood control purposes, bridge construction, water supply projects, or laying of pipelines, when no alternative route is feasible. When such activities require removal of riparian plant species, re-vegetation with local native plants shall be required. Minor clearance of vegetation may be	OSC-6, I.M. 27	Limit all development within stream corridors, including dredging, filling, grading to activities necessary for the construction specified in policy #26 (see above) and to "public hiking/biking and equestrian trails. When such activities require removal of riparian plant species, revegetation with local native riparian plants shall be required. Minor clearance of vegetation may be permitted for hiking/biking and equestrian trails."	79	"Limit all development within stream corridors, including dredging, filling, grading to activities necessary for the construction specified in policy #26 (see above) and to public hiking/biking and equestrian trails. When such activities require removal of riparian plant species, revegetation with local native riparian plants shall be required. Minor clearance of vegetation may be permitted for hiking/biking and equestrian trails."	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	permitted for hiking/biking and equestrian trails."					
9-19	Cultivated agriculture and the installation of septic tanks shall be prohibited within stream corridors.					
9-20 9-21	9-20: Other than projects that are currently approved and/or funded, no further concrete channelization or other major alterations of streams in the City shall be permitted. 9-21: No development or substantial alteration of natural stream corridors shall be permitted unless the City finds that such action is necessary	OSC-6, I.M. 28	"Prohibit further channelization or other major alterations of streams in the city with the exception of natural habitat enhancement projects, or when the City finds that such action is necessary to protect existing structures and that there are no less environmentally damaging alternatives. Where alteration is permitted, best feasible mitigation shall be a condition of the project."			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	to protect existing structures and that there are no less environmentally damaging alternative. Where development or alteration is permitted, best mitigations feasible shall be a condition of approval.					
		OSC-6, I.M. 29	"Develop a water pollution avoidance education program, which may include obtaining literature from the California Integrated Waste Management Board on how to minimize point and non-point water pollution sources. These materials may be made available at City Hall, including the City Library, Public Works and Finance Department, and may be mailed out to all residents. The City should also develop a drain inlet curb program to deter pollution from being dumped into curb drain inlets.	80	"Develop a water pollution avoidance education program, to include distribution of literature on how to minimize point and non-point water pollution sources, and development of a curb drain inlet stenciling program to deter dumping of pollutants. ~~which may include obtaining literature from the California Integrated Waste Management Board on how to minimize point and non-point water pollution sources. These materials may be made available at City Hall, including the City Library, Public Works and Finance Department, and may be mailed out to all residents. The City should also~~	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			[5-year]."		~~develop a drain inlet curb program to deter pollution from being dumped into curb drain inlets.~~ [5-year]."	
		OSC-6, I.M. 30	"In order to protect watersheds, all development will conform to established criteria including but not limited to:	81	In order to protect watersheds in the City, all construction-related activities ~~development will~~ shall minimize water quality impacts, particularly due to sediments that are eroded from project sites and conveyed to receiving waters, by implementing the following measures, as established through the City's Storm Water Management Plan:	
3-16	Sediment basins (including debris basins, desilting basins or silt traps) shall be required in conjunction with initial grading operations and be maintained throughout the development process. All sediment shall be retained on site	OSC-6, I.M. 30a.	a. Sediment basins (including debris basins, desiltation basins or silt traps) shall be required in conjunction with initial grading operations and be maintained throughout the development process. All sediment shall be retained on-site unless removed to an appropriate disposal location. All sediment to be used as beach nourishment sediment shall be evaluated (with BEACON "or similar agency"	82	a. ~~Sediment basins (including debris basins, desiltation basins or silt traps) shall be required in conjunction with initial grading operations and be maintained throughout the development process. All sediment shall be retained on-site unless removed to an appropriate disposal location. All sediment to be used as beach nourishment sediment shall be evaluated (with BEACON "or similar agency" guidelines). If such sediment is declared incompatible~~	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	unless removed to an appropriate disposal location.		guidelines). If such sediment is declared incompatible by BEACON or other competent coastal engineer, it may be disposed of at sites other than an approved beach nourishment site."		~~by BEACON or other competent coastal engineer, it may be disposed of at sites other than an approved beach nourishment site."~~ Proposed erosion and sediment prevention and control BMPs, both structural and non-structural, such as: ▪ Stabilize disturbed areas with vegetation, mulch, geotextiles, or similar method ▪ Trap sediment on site using fiber rolls, silt fencing, sediment basin, or similar method ▪ Ensure vehicles on site are parked on areas free from mud; monitor site entrance for mud tracked off-site ▪ Prevent blowing dust from exposed soils	
3-17	Temporary vegetation, seeding, mulching, or other suitable stabilization method shall be used to protect soils subject to erosion that have been	OSC-6, I.M. 30b.	"Temporary vegetation, seeding, mulching, or other suitable stabilization method shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes in a	83	a. "~~Temporary vegetation, seeding, mulching, or other suitable stabilization method shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes in a~~	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	disturbed during grading or development. All cut and fill slopes in a completed development shall be stabilized immediately with planting of native annual grasses and shrubs, or appropriate non-native plants with accepted landscaping practices.		completed development shall be stabilized immediately with planting."		~~completed development shall be stabilized immediately with planting.~~ Proposed BMPs to provide adequate sanitary and waste disposal facilities and prevent contamination of runoff by construction chemicals and materials, such as: ▪ Control the storage, application and disposal of pesticides, petroleum and other construction and chemical materials ▪ Site washout areas more than fifty feet from a storm drain, open ditch or surface water and ensure that runoff flows from such activities do not enter receiving water bodies ▪ Provide sanitary facilities for construction workers ▪ Provide adequate disposal facilities for solid waste produced during construction and recycle where possible	
3-18	Provision shall be made to conduct surface runoff waters that will	OSC-6, I.M. 30c.	"Provisions shall be made to conduct surface water runoff that will occur as a result of development so as to prevent	84	~~"Provisions shall be made to conduct surface water runoff that will occur as a result of development so as to prevent~~	§30231

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	occur as a result of development to sotrmdrains or suitable watercourses to prevent erosion. Drainage devices shall be designed to accommodate increased runoff resulting from modified soil and surface conditions as a result of development.		erosion and to protect water quality. Surface water runoff shall be directed through bio-swales, vegetated retention/detention basins, constructed wetlands, stormwater filters, or other areas designed to control erosion and filter stormwater pollutants prior to reaching creeks and the ocean. Drainage devices shall be designed to accommodate increased runoff resulting from modified soil and surface conditions as a result of development."		~~erosion and to protect water quality. Surface water runoff shall be directed through bio-swales, vegetated retention/detention basins, constructed wetlands, stormwater filters, or other areas designed to control erosion and filter stormwater pollutants prior to reaching creeks and the ocean. Drainage devices shall be designed to accommodate increased runoff resulting from modified soil and surface conditions as a result of development."~~	
3-19	Degradation of the water quality of groundwater basins nearby streams or wetlands shall not result from development of the site. Pollutants such as chemicals, fuels, lubricants, raw sewage and other harmful waste shall not be discharged	OSC-6, I.M. 30d.	"Degradation of the water quality of groundwater basins, nearby streams or wetlands shall not result from development of the site. Pollutants such as chemicals, fuels, lubricants, raw sewage and other harmful waste shall not be discharged into or alongside coastal streams or wetlands during or after construction."	85	~~"Degradation of the water quality of groundwater basins, nearby streams or wetlands shall not result from development of the site. Pollutants such as chemicals, fuels, lubricants, raw sewage and other harmful waste shall not be discharged into or alongside coastal streams or wetlands during or after construction."~~	§30231

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	into or alongside coastal streams or wetlands during or after construction."					
		OSC6, IM 31		86	In order to protect watersheds in the City, all development shall minimize water quality impacts, particularly due to storm water discharges from existing, new and redeveloped sites, by implementing the following measures, as established through the City's Storm Water Management Plan: a. Site design BMPs, including but not limited to reducing imperviousness, conserving natural areas, minimizing clearing and grading and maintaining pre-development rainfall runoff characteristics, shall be considered at the outset of the project. b. Source control Best Management Practices (BMPs) shall be preferred over treatment control BMPs when considering ways to reduce polluted runoff from development sites. Local site and soil conditions and pollutants of concern shall be	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
					considered when selecting appropriate BMPs. c. Treatment control BMPs, such as bio-swales, vegetated retention/detention basins, constructed wetlands, stormwater filters, or other areas designed to control erosion and filter stormwater pollutants prior to reaching creeks and the ocean, shall be implemented where feasible. d. Structural BMPs (or suites of BMPs) shall be designed to treat, infiltrate or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour runoff event for volume-based BMPs, and/or the 85th percentile, 1-hour runoff event, with an appropriate safety factor (i.e., 2 or greater), for flow-based BMPs. e. Permits for new development shall be conditioned to require ongoing maintenance where maintenance is necessary for effective operation of required BMPs. Verification of maintenance shall include the permittee's signed statement accepting responsibility for all	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
					structural and treatment control BMP maintenance until such time as the property is transferred and another party takes responsibility. f. The City, property owners, or homeowners associations, as applicable, shall be required to maintain any drainage device to insure it functions as designed and intended. All structural BMPs shall be inspected, cleaned, and repaired when necessary prior to September 30th of each year. Owners of these devices will be responsible for insuring that they continue to function properly and additional inspections should occur after storms as needed throughout the rainy season. Repairs, modifications, or installation of additional BMPs, as needed, should be carried out prior to the next rainy season.	
		OSC-7	"Conserve native plant communities."			
9-13	Oak trees, because they are particularly	OSC-7a	"Oak trees and oak woodlands, because they are	87	"Oak trees and oak woodlands, because they are particularly	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	sensitive to environmental conditions, shall be protected. All land use activities shall be carried out in such a manner as to avoid damage to native oak trees.		particularly sensitive to environmental conditions, should be protected."		sensitive to environmental conditions, as well as walnut, sycamore, and other native trees, ~~should~~ shall be protected."	
9-14	When sites are graded or developed, areas with significant amounts of native vegetation shall be preserved. All development shall be sited, designed, and constructed to minimize impacts of grading, paving, construction of roads or structures, runoff, and erosion on native vegetation. In particular, grading and paving shall not adversely affect root zone aeration and	OSC-7b	"When sites are graded or developed, areas with significant amounts of native vegetation should be preserved. Further, planting of native vegetation should be encouraged through development review."	88	"When sites are graded or developed, areas with significant amounts of native vegetation ~~should~~ shall be preserved. Structures shall be sited and designed to minimize the impact of grading, paving, construction of roads, runoff and erosion on native vegetation. Sensitive resources that exhibit any level of disturbance shall be maintained, and if feasible, restored. New development shall include measures to restore any disturbed or degraded habitat on the project site. ~~Further, planting of native vegetation should be encouraged through development review."~~ Cut and fill slopes and all areas disturbed by construction activities	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	stability of native trees. (See also Policies 3-13 to 3-19).				shall be landscaped or revegetated at the completion of grading. Plantings shall be of native, drought-tolerant plant species consistent with the existing native vegetation on the site. Invasive plant species that tend to supplant native species shall be prohibited.	
		OSC-7, I.M. 31	"Develop an ordinance for the protection of native trees (Quercus species). Include provisions for the design and siting of structures to minimize the impact of grading, paving, construction of roads, runoff and erosion on native vegetation. In particular, grading and paving should not adversely affect root zone aeration and stability of native trees. [5-year]"	89	"Develop an ordinance for the protection of native oak, walnut, sycamore, and other native trees ~~(Quercus species).~~ Include provisions for the design and siting of structures to minimize the impact of grading, paving, construction of roads, runoff and erosion on native ~~vegetation~~ trees. In particular, require that grading and paving ~~should~~ not adversely affect root zone aeration and stability of native trees. [5-year]"	
		OSC-7, I.M. 32	"Develop an inventory of native plant communities. [10-year]"			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		OSC-8	"Protect and conserve Monarch butterfly tree habitat."			
		OSC-8a	"Protect trees supporting Monarch butterfly populations."			
9-6 9-7	9-6: Butterfly trees shall not be altered or removed, except where they pose a serious threat to life and property. 9-7: Adjacent development shall be set back a minimum of 50 feet from the trees.	OSC-8, I.M. 33	"Butterfly trees shall not be altered or removed, except where they pose a serious threat to public health and safety. The City shall determine where a serious threat to public health and safety exists and if necessary shall consult an arborist. Adjacent development shall be designed and set back far enough to protect the quality of the habitat. The minimum setback shall be 50 feet from the dripline of the butterfly trees unless this would preclude all reasonable use of the affected parcel*or unless a smaller setback would carry out the Coastal Act's mandate^ that Coastal Act policies be implemented in a manner which on	90	"Monarch butterfly trees shall not be altered or removed, except where they pose a serious threat to public health and safety. The City shall determine where a serious threat to public health and safety exists and if necessary shall consult an arborist. Adjacent development shall be designed and set back far enough to protect the quality of the habitat. The minimum setback shall be 50 feet from the dripline of the butterfly trees ~~unless this would preclude all reasonable use of the affected parcel*or unless a smaller setback would carry out the Coastal Act's mandate^ that Coastal Act policies be implemented in a manner which on balance is the most protective of significant coastal resources. When a setback reduction is necessary the amount of the reduction shall~~	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			balance is the most protective of significant coastal resources. When a setback reduction is necessary the amount of the reduction shall be the minimum necessary to ensure that all reasonable use of the affected parcel** is not taken or to further the Coastal Act's mandate^ that Coastal Act policies be implemented in a manner that on balance is most protective of significant coastal resources." *The City shall consider PRC Section 30010 in its determination whether all reasonable use has been taken. ^Expressed in Public Resources Code §30007.5 **Implementation of Public Resources Code §30010.		~~be the minimum necessary to ensure that all reasonable use of the affected parcel** is not taken or to further the Coastal Act's mandate^ that Coastal Act policies be implemented in a manner that on balance is most protective of significant coastal resources~~." ~~*The City shall consider PRC Section 30010 in its determination whether all reasonable use has been taken.~~ ~~^Expressed in Public Resources Code §30007.5~~ ~~**Implementation of Public Resources Code §30010.~~	
		Added Policy		91	"Preserve and restore habitat used by sensitive, rare, threatened, and endangered species."	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		Added Policy		92	"'Sensitive, rare, threatened, and endangered species' shall defined as federal or state listed rare, endangered, threatened, or candidate plants or animals, including those listed as Species of Special Concern or Fully Protected Species."	
		Added Policy		93	"New development in or adjacent to habitat used by sensitive, rare, threatened, or endangered species shall be set back sufficiently far as to minimize impacts on the habitat area. For nesting and roosting trees used by sensitive, rare, threatened, or endangered raptors, this setback shall be a minimum of 300 feet. "	
		Added Policy		94	In addition to preserving the nesting and roosting sites of sensitive, rare, threatened, or endangered raptors, the maximum feasible area surrounding nesting and roosting sites shall be retained in grassland and shall be sufficient to provide adequate forage for nesting success.	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		OSC-9	"Encourage and promote open-field agriculture as an independent, viable industry to meet the needs of present and future populations and to preserve the Carpinteria Valley's rural, open space character."			
		OSC-9b	"Support Williamson Act contracts and Farmland Security Zones to help protect open-field agriculture."			
		OSC-9c	"Minimize soil erosion during construction and operation of the land use."	95	"Minimize soil erosion and polluted runoff during construction and operation of the land use."	
		OSC-9d	"Encourage conservation of agricultural production areas."			
8-2	"If a parcel(s) is designated for agricultural use and is located in either 9a) the rural area contiguous with the urban/rural	OSC-9e	"Avoid the conversion of agricultural land to nonagricultural land uses except where conversion meets the criteria established by the Coastal Commission and otherwise is desirable."	96	"Avoid the conversion of agricultural land to nonagricultural land uses except where conversion meets the criteria established by the ~~Coastal Commission and otherwise is desirable~~ Sections 30241, 30241.5, and 30242 of the	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	boundary or (b) an urban area, conversion or annexation shall not occur unless: 1. the agricultural use of the land is severely impaired because of non-prime soils, topographical constraints, or urban conflicts (e.g., surrounded by urban uses which inhibit productionor make it impossible to qualify for agricultural preserve status), and 2. conversion would contribute to the logical completion of an existing urban neighborhood, and				Coastal Act."	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	3. there are no alternative areas appropriated for infilling within the urban area or there are no other parcels along the urban periphery where the agricultural potential is more severely restricted, and 4. the parcel could not be maintained in productive use through the use of greenhouses or alternative agricultural uses, and 5. conversion would result in a well-defined demarcation between urban and agricultural uses and would not create a precedent for conversion of					

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	adjacent agricultural lands."					
		Added Policy		97	The City shall encourage agricultural practices that protect water quality, including but not limited to, reducing erosion, minimizing nutrient loss, reducing pesticide use and contamination, and irrigation management.	
		Added Policy		98	Confined animal facilities shall be sited and designed to manage, contain, and dispose of animal waste using BMPs to ensure that waste is not introduced to surface runoff or groundwater.	
		Added Policy		99	All stables and other animal keeping operations shall be managed to prevent discharge of sediment, nutrients, contaminants, and feces to surface and ground water. In no case shall an animal keeping operation be managed or maintained so as to produce sedimentation or polluted runoff on any public road, adjoining property, or in any drainage channel.	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		OSC-9, I.M. 36	"Develop buffer zones to minimize land use conflicts between agricultural operations and urbanized land uses, consistent with County buffer zone regulations."	100	"Develop buffer zones to minimize land use conflicts between agricultural operations and urbanized land uses~~, consistent with County buffer zone regulations~~."	
		OSC-9, I.M. 37	"Adopt a Right-to-Farm Ordinance requiring disclosure of agricultural practices to homeowners contiguous to or near farm operations to discourage farm operations complaints. [10-year]"			
		OSC-9, I.M. 38	"The management of agricultural land that includes prime soils shall be consistent with §30241 of the Coastal Act. All agricultural land shall be managed consistent with §30250 of the Coastal Act and other appropriate coastal policies relative to the preservation of agricultural resources."	101	"The management of agricultural land ~~that includes prime soils~~ shall be consistent with §30241, §30241.5, and §30242 of the Coastal Act~~. All agricultural land shall be managed consistent with §30250 of the Coastal Act~~ and other appropriate coastal policies relative to the preservation of agricultural resources."	
		OSC-10	"Conserve all water resources, and protect the			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			quality of water."			
		OSC-10a	"Minimize the erosion and contamination of beaches. Minimize the sedimentation, channelization and contamination of surface water bodies."			§30231
2-27	"Resource conserving water devices shall be used in all new development."	OSC-10b	"Continue to support water conservation measures to provide an adequate supply of water to the community. Water conservation may measure as low-flow plumbing fixtures and drought tolerant landscape plans for new development."			§30231
		Added Policy OSC-10c		102	Degradation of the water quality of groundwater basins, nearby streams or wetlands, or any other waterbody shall not result from development. Pollutants such as sediments, litter, metals, nutrients, chemicals, fuels or other petroleum hydrocarbons, lubricants, raw sewage, organic matter and other harmful waste shall not be discharged into or alongside any waterbody during or	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
					after construction.	
		OSC-10, I.M. 39	"Work with the CVWD to implement the Carpinteria Groundwater Management Plan."			
		OSC-10, I.M. 40	Same as above, only for CVWD's wellhead protection programs.			§30231
		OSC-10, I.M. 41	"Provide water conservation public information and educational outreach program to encourage residential participation in water conservation…in coordination with CVWD.			§30231
		OSC-10, I.M. 42	"Monitor surface water runoff to identify waterborne pollutants entering the Pacific Ocean. In conjunction with County and CVWD, a Watershed Management Plan should be established to prevent such contamination from occurring."			§30231

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		OSC-10, I.M. 43	"Require that proposals for development include information necessary to determine that an adequate water source exists for the project and that water will be provided without jeopardizing the availability of water to other parts of the community, i.e., a can or will-serve letter from CVWD. Should adequate water to serve all development contemplated in the Land Use Element not be available, the City shall ensure that priority uses identified under the Coastal Act are protected."			§30231
		OSC-10, I.M. 44	"Encourage CVWD to develop a reclaimed water system and, if available and where such reclaimed water sources can be use pursuant to law, require that new development participate in the extension of the system as necessary to serve the development proposed."			§30231

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		OSC-10, I.M. 45	"Ensure that soil erosion and the off-site deposition of soils is not exacerbated through development."			§30231
		Added Policy		103	Provide storm drain stenciling and signage for new stormdrain construction in order to discourage dumping into drains. Signs shall be provided at creek public access points to similarly discourage creek dumping.	
		OSC-10, I.M. 46	"Develop a stormwater discharge / urban runoff program as necessary to comply with the National Pollution Discharge Elimination Systems (NPDES) Act."	104	"~~Develop a stormwater discharge / urban runoff program as necessary to comply with the National Pollution Discharge Elimination Systems (NPDES) Act.~~ The City shall adopt and implement a Storm Water Manangement Plan (SWMP) to minimize the water quality impacts of runoff from development in the City. The City's SWMP shall satisfy the requirements established by EPA's Final Phase II National Pollutant Discharge Elimination System (NPDES) regulations, which will be implemented by the Phase II general permit administered by the Central Coast Regional Water	§30231

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
					Quality Control Board. The City's SWMP shall, at a minimum, include Best Management Practices (BMPs) in the following categories: • Public Education and Outreach • Public Participation and Involvement • Illicit Discharge Detection and Elimination • Construction Site Runoff Control • Post-Construction Runoff Control • Pollution Prevention and Good Housekeeping in Municipal Operations."	
		OSC-11	"Carpinteria will conduct its planning and administrative activities so as to maintain the best possible air quality."			§30253(3)
		OSC-11a	"Carefully review development that will significantly impact air quality."			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		OSC-11b	"Promote the reduction of mobile source emissions related to vehicular traffic (e.g. promote alternative transportation, vanshare, buses)."			
		OSC-11c	"Promote use of solar heating and energy efficient building design to reduce stationary source emissions."			
		OSC-11d	"Encourage the improvement of air quality in the Carpinteria Valley by implementing measures in the South Coast Air Quality Attainment Plan. For air quality enhancement, measures will include but not be limited to, measures to reduce dependence on the automobile and encourage the sue of alternative modes of transportation such as buses, bicycles and walking."			
		OSC-11, I.M. 47	"Incorporate the relevant policies and strategies from the Santa Barbara County Air Quality Attainment Plan (AQAP)."			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		OSC-11, I.M. 48	"Cooperate in regional air quality plans, programs and enforcement measures."			
		OSC-12	"Maintain an understanding of the oil industry and its exploration objectives."			
		OSC-12a	"Remain informed of activities in the oil industry and its exploration objectives."			
		OSC-12b	"Work with the oil and gas plant operator(s) to remove obsolete equipment, to upgrade all facilities to current safety standards, and to consolidate activities in order to eliminate redundancy."			
		OSC-12, IM 49	"Maintain liaison with the State Division of Mines, State Lands Commission (SLC), Minerals Management Source (MMS), Department of Oil and Gas and Geothermal Resources (DOG) and monitor state studies."			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		OSC-12, IM 50	"Maintain liaison with the private, county, state, and federal agencies that coordinate resources (oil) industries."			
		OSC-13	"Preserve Carpinteria's visual resources."			§30251
4-1	Broad, unobstructed views from the nearest public street to the ocean, including but not limited to Linden Avenue, Bailard Avenue, Carpinteria Avenue, and U.S. 101, shall be preserved to the extent feasible. In addition, new development that is on or adjacent to bluffs, beaches, or streams, or adjacent to Carpinteria Marsh shall be designed and sited to prevent adverse impacts on the visual quality of	OSC-13a	"Preserve broad, unobstructed views from the nearest public street to the ocean, including but not limited to Linden Avenue, Bailard Avenue, Carpinteria Avenue, and U.S. Highway 101. In addition, design and site new development on or adjacent to bluffs, beaches, streams, or the Salt Marsh to prevent adverse impacts on these visual resources. New development shall be subject to all of the following measures: a. Height and siting restrictions to avoid obstruction of existing views of visual resources from the nearest public areas	105	Preserve broad, unobstructed views from the nearest public street to the ocean, including but not limited to Linden Avenue, Bailard Avenue, Carpinteria Avenue, and U.S. Highway 101. In addition, design and site new development on or adjacent to bluffs, beaches, streams, or the Salt Marsh to prevent adverse impacts on these visual resources. New development shall be subject to all of the following measures: a. Height and siting restrictions to avoid obstruction of existing views of visual resources from the nearest public areas b. In addition to the bluff setback required for safety, additional bluff setbacks may be required for oceanfront structures to minimize or avoid impacts on	§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	these resources. To preserve views and protect these visual resources, new development shall be subject to all of the following measures: a. Provision for clustering development to minimize alterations to topography or to avoid obstruction of views to the ocean. b. Height restrictions to avoid obstruction of existing views of the ocean from the nearest public street c. In addition to the bluff setback required for		b. In addition to the bluff setback required for safety, additional bluff setbacks may be required for oceanfront structures to minimize or avoid impacts on public views from the beach. Bluff top structures shall be set back from the bluff edge sufficiently far to ensure that the structure does not infringe on views from the beach except in areas where existing structures already impact public views from the beach. In such cases, the new structure shall be located no closer to the bluff's edge than the adjacent structures. c. Special landscaping requirements to mitigate visual impacts.		public views from the beach. Bluff top structures shall be set back from the bluff edge sufficiently far to ensure that the structure does not infringe on views from the beach except in areas where existing structures already impact public views from the beach. In such cases, the new structure shall ~~be located no closer to the bluff's edge than the adjacent structures~~ not be greater in height than adjacent structures and shall not encroach seaward beyond a plane created by extending a straight line ("stringline") between the nearest building corners of the existing buildings on either side of the proposed development. Patios, balconies, porches and similar appurtenances, shall not encroach beyond a plane created by extending a straight line between the nearest corners closest to the beach from the existing balconies, porches or similar appurtenances on either side of the proposed development	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	safety (Policy 3-4), additional bluff setbacks may be required for oceanfront structures to minimize or avoid impacts on public views from the beach. Bluff top structures shall be set back from the bluff edge sufficiently far to ensure that the structure does not infringe on views from the beach except in areas where existing structures already impact public views from the beach. In such cases, the new structure shall be located no closer to the				<u>If the stringline is grossly inconsistent with the established line of seaward encroachment, the Planning Commission or City Council may act to establish an encroachment limit that is consistent with the dominant encroachment line while still limiting seaward encroachment as much as possible."</u> c. Special landscaping requirements to mitigate visual impacts.	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	bluff's edge than the adjacent structures. d. Special landscaping requirements to mitigate visual impacts.					
4-2	New development, or redevelopment, in the downtown section of Carpinteria shall be in conformance with the scale and character of the existing community and consistent with the City's theme of a small beach-oriented community.	OSC-13b	"Require new development or redevelopment in the downtown section of Carpinteria to conform with the scale and character of the existing community and consistent with the city's theme of a small beach-oriented community."			§30251
		OSC-13c	"Other than permitted development, discourage activities which, could damage or destroy open space areas, including off-road vehicle use and			§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			unauthorized collecting of natural objects."			
		OSC-13e	"Promote the safety of the community through the use of open space lands."			§30251
		OSC-13f	"Where appropriate, use open space lands as buffers for noise and visual nuisances and as transitions between incompatible uses."			§30251
		OSC-13g	"Require new development to protect scenic resources by utilizing natural landforms and vegetation for screening structures, access roads, building foundations, and cut and fill slopes in project design which otherwise complies with visual resource protection policies."	106	"Require new development to protect scenic resources by utilizing natural landforms and <u>native</u> vegetation for screening structures, access roads, building foundations, and cut and fill slopes in project design which otherwise complies with visual resource protection policies."	§30251
3-13	Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is	OSC-13h	"Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may <u>shall</u> be denied if it is determined that the development could be carried	107	"Plans for development shall minimize cut and fill operations. Plans requiring ~~excessive~~ cutting and filling ~~may~~ <u>shall</u> be denied if it is determined that the development could be carried out with less alteration to the natural terrain."	§30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	determined that the development could be carried out with less alteration to the natural terrain.		out with less alteration to the natural terrain."			
3-14	All new development shall be designed to fit the site topography, soils, geology, hydrology, and other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural landforms and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited to development as evidenced by competent soils, geology, and	OSC-13i	"Design all new development to fit the site topography, soils, geology, hydrology, and other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Preserve all natural landforms, and native vegetation, such as trees. Require all areas on the site not suited to development, as evidenced by competent soils, geology, and hydrology investigation, and reports remain as open space."	108	"Design all new development to fit the site topography, soils, geology, hydrology, and other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Preserve all natural landforms, natural drainage systems, and native vegetation~~, such as trees~~. Require all areas on the site not suited to development, as evidenced by competent soils, geology, and hydrology investigation, and reports remain as open space."	§30231 §30251

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	hydrology investigation and reports shall remain in open space.					
		OSC-13j	"Establish a 'night-sky' ordinance that provides standards for the reduction of direct and ambient light in the night sky."			§30251
		OSC-13, I.M. 51	"Amend the Zoning Ordinance to include view preservation design standards including the listing of specific locations where maximum building height and mass standards will be applied, and areas where minimum open space buffers will be required. [5-year]"			§30251
		OSC-14	Provide for adequate park and recreation facilities to meet the needs of the community.	109	Provide for adequate park and recreation facilities to meet the needs of the community <u>and visitors</u>.	§30210
		OSC-14a	Increase coastal and recreational access for all segments of the population, including the disabled and			§30210

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			elderly, while protecting natural resources, particularly ESHA			
		OSC-14b	Provide for passive recreation uses of natural open space areas, such as along creeks and the Bluffs 1 areas, where such uses would not damage the resources being protected.			§30210 §30213 §30231 §30240
		OSC-14c	"Increase opportunities for ocean recreation programs including: kayaking, sailing, snorkeling, and scuba diving through the city Parks and Recreation Department, and by encouraging private development of these activities."			§30224
7-15	"In a zone extending approximately 250 feet inland from the mean high tide line, priority shall be given to coastal dependent and related recreational activities and	OSC-14d	"In a zone extending approximately 250 feet inland from the mean high tide line, priority shall be given to coastal dependent and related recreational activities and support facilities. Recreational facilities that are not coastal dependent may			§30220

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	support facilities. However, camping facilities should be set back from the beach and bluffs and near-shore areas reserved for day use activities. Recreational facilities that are not coastal dependent may be located within this 250-foot zone if the less desirable coastal dependent support facilities (parking, restrooms, etc.) are located inland. In no case shall facilities, except for required structures (i.e., lifeguard towers, volleyball nets, etc.) be located directly on the sandy beach."		be located within this 250-foot zone if the less desirable coastal dependent support facilities (parking, restrooms, etc.) are located inland. In no case shall facilities, except for required structures (i.e., lifeguard towers, volleyball nets, etc.) be located directly on the sandy beach."			
7-16	"Recreational uses on ocean front land, both public and	OSC-14e	"Recreational uses on ocean front land, both public and private, that do not require			§30221

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	private, that do not require extensive alteration of the natural environment (i.e.,' tent campgrounds) shall have priority over uses requiring substantial alteration (i.e., recreational vehicle campgrounds.)"		extensive alteration of the natural environment shall have priority over uses requiring substantial alteration."			
7-17	"No unrelated development shall be permitted in publicly owned recreational areas except pipelines to serve coastal dependent industrial uses when no alternative route is feasible."	OSC-14f	"No unrelated development shall be permitted in publicly owned recreational areas except pipelines to serve coastal dependent industrial uses when no alternative route is feasible."			
		OSC-14g	"In implementing all proposals made in the General Plan for expanding opportunities for coastal access and recreation, utilize purchase in fee (simple) only	110	"In implementing all proposals made in the General Plan/ Land Use Plan for expanding opportunities for coastal access and recreation, utilize purchase in fee (simple) only after all other less	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			after all other less costly alternatives have been studied and rejected as infeasible. Other alternatives may include: purchase of easements, recreation preserve contracts, and mandatory dedication in connection with development."		costly alternatives have been studied and rejected as infeasible. Other alternatives may include: purchase of easements, recreation preserve contracts, and mandatory dedication in connection with development."	
		OSC-14h	"Support habitat preservation by establishing habitat preserves and open space for passive and active recreation by developing programs including, but not limited to: transfer of development rights; conservation easements; land acquisition grants; partnership agreements between private developers, the City, school districts, State Park, and the National Forest; overlay performance zoning; development impact fees for recreational resources and services; and use fees and fines."			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
7-1	"For new developments between Sandyland Road and City Beach, the City shall determine the extent to which the land proposed for development has historically been used by the public for informal parking and beach access and shall require adequate provision for continuation of such use."	Retained Policy		111	"For new developments between Sandyland Road and City Beach, the City shall determine the extent to which the land proposed for development has historically been used by the public for informal parking and beach access and shall require adequate provision for continuation of such use."	
7-13	"For all developments between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory. In coastal areas, where the bluffs exceed five feet in height, all	Retained Policy		112	"For all developments between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory. In coastal areas, where the bluffs exceed five feet in height, all dry sandy beach seaward of the base of the bluff shall be dedicated to the City. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the City. At a	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	dry sandy beach seaward of the base of the bluff shall be dedicated to the City. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the City. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide."				minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide."	
7-20	"In those areas where it is established that the public acquired a right of access through use, custom or legislative authorization, new development shall not interfere with or diminish such access. This policy shall be interpreted	Retained Policy		113	"In those areas where it is established that the public acquired a right of access through use, custom or legislative authorization, new development shall not interfere with or diminish such access. This policy shall be interpreted to allow flexibility in accommodating both new development and continuation of historic public parking and access."	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	to allow flexibility in accommodating both new development and continuation of historic public parking and access."					
		Added Policy		114	"The City shall accept all offers to dedicate public access ways, including those already recorded, and shall open them to the public as soon as possible."	
		OSC-14, IM 52	Adopt a management plan for parks and open space that integrates planning for trails, coastal access and recreation, and protection of significant biological resources.			
		OSC-14, IM 53	Support development of new or expanded park and recreation facilities as demand/need dictates. When latent demand for parks and recreation facilities is identified, adequate parkland and facilities shall be identified and pursued.			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
		OSC-14, IM 54	Continue to update and collect parkland in-lieu, Quimby, and development impact fees to assist the City in acquisition of new parkland to maintain the desired level of service. The minimum level of service shall be 3 acres per 1000 population. Park impact fees shall apply to both commercial / industrial and residential development.			
		OSC-14, IM 55	The Carpinteria Bluffs Coastal Access, Recreaion and Open Space Master program requires projects on the bluffs to dedicate and construct the onsite portion of the bluff top trail. When a bluff property is developed, a funding program for maintenance of recreational areas should be developed by either forming a new assessment district or revising the existing City Parks Maintenance fund to include contributions from commercial and industrial			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			development.			
		OSC-14, IM 56	Develop facilities to improve access to hard sand for handicapped individuals, such as a five foot boardwalk at Linden Avenue to the hard sand to increase public access to the beach.			
		OSC-14, IM 57	Develop a 10-foot wide access on Ash Avenue for recreational equipment access to the beach.			
		OSC-14, IM 58	Develop access from Linden Avenue to the State Park restrooms.			
		OSC-15	Maintain the existing trail system and provide additional recreation and access opportunities by expanding the trail system.			§30213 §30223
		OSC-15a	The City's trail system shall be maintained and expanded upon based upon Figure C-4, the Trails Map, and the Trails Master Plan or similar implementing document.	115	The City's trail system shall be maintained and expanded upon based upon Figure ~~C-4~~ C-3, the Trails Map, and, if approved by the Coastal Commission in an amendment to its Local Coastal	§30213

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
					Plan, the Trails Master Plan or similar implementing document.	
		OSC-15c	Pursue development of a trail and / or boardwalk system along the coastline.			§30211 §30212 §30213
7-12	"The creek trails shall be designed and located to prevent any direct or indirect adverse impacts on the riparian habitats of the creeks or on Carpinteria Marsh."	OSC-15d	Creek trails shall be designed and located to prevent any significant direct or indirect adverse impacts on the riparian habitats of the creeks or the Carpinteria Salt Marsh.			§30240 §30213 §30231
		OSC-15, I.M. 61	"Prepare and adopt a Trails Master Plan that includes a ranking system to identify appropriate locations for new trails and for enhancing the existing trail system. The Plan should include identifying funding, budgeting, and capital improvement resources for trail land acquisition, development and maintenance. The Plan should also identify entities			§30213

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			and programs where the City could participate in joint partnerships with other entities such as the school district, the National Forest, County, and private property owners. [5-year]"			
		OSC-15, I.M. 62	"Continue the development of a coastline trail to extend from Carpinteria City Beach to Rincon Beach Park with vertical access points placed as frequently as possible to encourage public access."			§30211 §30212 §30213
		OSC-15, I.M. 63	"Conduct a feasibility study on a trail running north/south from Eighth Street to the beach along Carpinteria Creek. The study should include analysis of alternative routes, protection of ESH areas, and the need for a crossing of the railroad track."			§30211 §30212 §30213
7-11	"The City shall prepare an implementation program (including	OSC-15, I.M. 64	"Prepare a program (including funding, landscaping, maintenance, dedication of easements,			§30213

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	funding, landscaping, maintenance, dedication of easements, etc.) for the development of Carpinteria, Santa Monica, and Franklin Creek trails."		etc.) for the development of Carpinteria, Santa Monica, and Franklin Creek trails. [10-year]"			
		OSC-15, I.M.65	"As part of the formal development of the trail system, minimize the number of formal rail crossings for pedestrians and improve their safety through crossing controls or other improvements such as fencing and landscaping. Seek joint funding for such improvements from state and federal agencies and the railroad."			§30210
		OSC-16	"Preserve Carpinteria's cultural resources."			§30244
		OSC-16a	"Carefully review any development that may disturb important archaeological or			§30244

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			historically valuable sites."			
10-1	"All available measures, including purchase, tax relief, purchase of development rights, etc. should be explored to avoid development on important archaeological sites. Where these measures are not feasible and development will adversely affect identified archaeological or paleontological resources, adequate mitigation shall be required.	OSC-16, IM 66	Explore all available measures, including purchase, tax relief, purchase of development rights, etc. to avoid development on important archaeological sites. Where these measures are not feasible and development will adversely affect identified archaeological or paleontological resources, require adequate mitigation.			§30244
10-2	"Activities other than development, which could damage or destroy archaeological sites, including off-road vehicle use and	OSC-16, IM 67	"Prohibit activities, other than development, which could damage or destroy archaeological sites, including off-road vehicle use and unauthorized collecting of artifacts."			§30244

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
	unauthorized collecting of artifacts, shall be prohibited."					
		OSC-16, IM 68	Review all proposals for development in or adjacent to cultural resource areas for their potential to impact the resource. Give special consideration to development of facilities that enhance the cooperation, enjoyment or maintenance of these areas.			§30244
		OSC-16, IM 69	Prior to the city granting a development permit, all archaeological sites (or areas near known archeological sites that have been determined though Phase 1 investigation to potentially include cultural or paleontologcal resources) must undergo a subsurface test to determine the integrity and significance of the site. Through the project environmental review process, the disposition and / or preservation of any			§30244

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			archaeological sites deemed to have significance as a result of the subsurface testing shall be determined. Preservation of cultural / paleontological resource sites through avoidance shall be preferred, however, other methods of disposition may be approved through the environmental review process as identified in the city's Guidelines for the Implementation of CEQA.			
		OSC-16, IM 70	A qualified archaeologist and Native American observer (acceptable to the city) shall be retained to monitor grading activities on identified archeological sites and in the vicinity of identified archaeological resources. If cultural artifacts or similar material of potential cultural or paleontological importance, are uncovered during grading or other excavation the following shall occur: a. The monitor or archaeologist shall			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Chapter Three Policy
			halt the grading or excavation and notify the City. b. A qualified archaeologist shall prepare a report assessing the significance of the find and recommending any actions to be taken by the applicant(s) prior to the city granting permission for grading to resume. c. The removal of cultural artifacts or other materials shall only occur after preparation of the report and in conformance with the recommendations of the report as approved by the City.			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
3-8	(Applies to sections S1-S3/4) Applications for grading and building permits, and applications for subdivision shall be reviewed for adjacency to threats from, and impact of geologic hazards arising from seismic events, tsunami runup, landslides, beach erosion, or other hazards such as expansive soils and subsidence areas. In areas of known geologic hazards, a geologic report may be required. Mitigation measures shall be applied where necessary.					
		S-1	"Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations			§30253(1)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			resulting from (earthquake (rupture or shaking) and liquefaction in the planning area) and from seismically-induced tsunamis.			
		S-1a	"Seismic design criteria for habitable building structures, including critical facilities, should utilize the maximum credible earthquake calculated for each of the faults mentioned above, as well as the distance from the building site to each fault, to calculate or determine maximum ground acceleration."			§30253(1)
		S-1b	"When planning coastal installations and developments, a 10-foot high sea wave should be considered and a conservative contour elevation of 40 feet should be used as a basis for establishing the tsunami risk limit."			§30253(1)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		S-1c	"Development in areas identified as having high seismically-induced liquefaction potential shall follow structural engineering foundation design parameters outlined in the (UBC) or obtained through an independent structural engineering study."			§30253(1)
3-8	Applications for grading and building permits, and applications for subdivision shall be reviewed for adjacency to threats from, and impact of geologic hazards arising from seismic events, tsunami runup, landslides, beach erosion, or other hazards such as expansive soils and subsidence areas. In areas of known geologic hazards, a geologic report may be	S-1, I.M. 1	"All developments proposed on, or within 100 feet of the trace of the Carpinteria, Rincon Creek, or Shepherd Mesa Faults should be required to perform a geologic fault investigation following the Guidelines for Evaluating the Hazard of Surface Fault Rupture outlined in CDMG Special Publication No. 42 (1994), as updated."			§30253(1)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	required. Mitigation measures shall be applied where necessary.					
		S-1, I.M. 2	"Site specific geotechnical studies are required to more accurately determine the potential for liquefaction. These studies should be performed prior to new construction and for the retrofit of critical facilities. The studies should include site-specific depth to groundwater and soil composition. Areas having liquefiable sediments should be identified, and structures should be designed to withstand liquefaction."	116	"Site specific geotechnical studies are required to more accurately determine the potential for liquefaction. These studies ~~should~~ shall be performed prior to new construction and for the retrofit of critical facilities. The studies should include site-specific depth to groundwater and soil composition. Areas having liquefiable sediments should be identified, and structures should be designed to withstand liquefaction."	§30253(1)
3-8	Applications for grading and building permits, and applications for subdivision shall be reviewed for adjacency to threats from, and impact of geologic hazards	S-1, I.M. 3	"Inundation studies should be performed for any proposed development on seacliff promontories adjacent to narrow or constricted channels. The inundation studies should evaluate the potential limit of runup of ocean waters into the	117	"Inundation studies ~~should~~ shall be performed for any proposed development on seacliff promontories adjacent to narrow or constricted channels. The inundation studies should evaluate the potential limit of runup of ocean waters into the channels based on a minimum 10-foot high tsunami	§30253(1)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	arising from seismic events, tsunami runup, landslides, beach erosion, or other hazards such as expansive soils and subsidence areas. In areas of known geologic hazards, a geologic report may be required. Mitigation measures shall be applied where necessary.		channels based on a minimum 10-foot high tsunami wave."		wave."	
		S-2	"Minimize the potential risks and reduce the loss of life, property and economic and social dislocations resulting from seismically-induced and naturally-occurring landslides, from mud and debris flows, from rockfalls, and from seacliff retreat."			§30253(1)
		S-2a	"Areas identified on Figure S-2 as High Landslide Potential shall either be designated in an open space zoning category or the potential for			§30253(1)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			landslide will be mitigated through avoiding disturbance of the slope area of the site subject to landslide potential."			
3-4	In areas of new development, above-ground structures shall be set back a sufficient distance from the bluff edge to be safe from the threat of bluff erosion for a minimum of 100 years. The City shall determine the required setback; a geologic report may be required by the City in order to make this determination.	S-2b	"Building improvements and other development including any irrigated landscape areas shall be setback sufficiently to protect the development and all associated improvements from bluff failure and bluff retreat over a 100-year term."			§30253(1)
3-5	Within the required bluff top setback, drought tolerant vegetation shall be maintained. Grading, as may be required to establish					

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	proper drainage or to install landscaping, and minor improvements (i.e., patios and fences) that do not impact public views or bluff stability may be permitted.					
3-6	Development and activity of any kind beyond the required bluff top setback shall be constructed to insure that all surface and subsurface drainage shall not contribute to the erosion of the bluff face or the stability of the bluff itself.					
3-7	No development shall be permitted on a bluff face, except for engineered staircases or accessways to					

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	provide public beach access, and pipelines for scientific research or coastal dependent industry. Drainpipes shall be allowed only where no other less environmentally damaging drain system is feasible and the drainpipes are designed and placed to minimize impacts to the bluff face, toe, and beach. Drainage devices extending over the bluff face shall not be permitted if the property can be drained away from the bluff face.					
3-8	Applications for grading and building permits, and applications for subdivision shall be reviewed for	S-2, I.M. 5	"Geotechnical investigations shall be performed in areas of high landslide or seacliff (bluff) retreat potential that are proposed to be developed. Calculations shall	118	"Geotechnical investigations shall be performed in areas of high landslide or seacliff (bluff) retreat potential that are proposed to be developed. Calculations shall be performed for areas identified as	§30253(1)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
	adjacency to threats from, and impact of geologic hazards arising from seismic events, tsunami runup, landslides, beach erosion, or other hazards such as expansive soils and subsidence areas. In areas of known geologic hazards, a geologic report may be required. Mitigation measures shall be applied where necessary.		be performed for areas identified as (landslide-prone) to evaluate the factor[s] of safety for existing and proposed slopes in their naturally-occurring state, and during a maximum credible earthquake along the nearest fault. Further, said investigation shall include a determination of the minimum setback for proposed structures and other improvements to be maintained outside of the area subject to bluff retreat over a 100 year term. In the area identified as Carpinteria Bluffs subject to potential seacliff retreat on Figure S-2, existing railroad improvements and cut slopes shall not be expanded or altered. Maintenance or protection proposed for existing slopes shall be reviewed through the coastal development permit process. Slope stabilization techniques (e.g. seawalls and similar structures) should		(landslide-prone) to evaluate the factor[s] of safety for existing and proposed slopes in their naturally-occurring state, and during a maximum credible earthquake along the nearest fault. Further, said investigation shall include a determination of the minimum setback for proposed structures and other improvements to be maintained outside of the area subject to bluff retreat over a 100 year term. In the area identified as Carpinteria Bluffs subject to potential seacliff retreat on Figure S-2, existing railroad improvements and cut slopes shall not be expanded or altered. Maintenance or protection proposed for existing slopes shall be reviewed through the coastal development permit process. Slope stabilization techniques (e.g. seawalls and similar structures) ~~should be avoided~~ shall be prohibited unless necessary to protect existing structure(s) in danger of erosion, and when no less environmentally damaging alternative is feasible.	

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			be avoided.			
3-8	Applications for grading and building permits, and applications for subdivision shall be reviewed for adjacency to threats from, and impact of geologic hazards arising from seismic events, tsunami runup, landslides, beach erosion, or other hazards such as expansive soils and subsidence areas. In areas of known geologic hazards, a geologic report may be required. Mitigation measures shall be applied where necessary.	S-2, I.M. 6	"Geotechnical investigations shall be performed on hillside properties proposed to be developed. Hillside properties proposed to be developed within or below areas of high rock fall potential should be evaluated for rock fall hazards. Calculations shall be performed for areas identified to be prone to mud flows, debris flows, and/or rock falls to evaluate the necessity for mud flow, debris flow, and/or rock fall diversion walls and/or structures, and for the safety of future inhabitants."			§30253(1)
		S-3	"Minimize the potential risks and reduce the loss of property and the economic and social dislocations			§30253(1)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			resulting from expansive soils, soil settlement, subsidence, and hydrocompaction."			
		S-3a	"If areas of subsidence due to groundwater, oil, or gas withdrawal are identified in the future, these areas should not be developed (if open land) until the City's Water Resource Management Program is reviewed and/or updated cooperatively by the City and the water district to determine appropriate measures for the protection of the groundwater basin, existing water service to the community, and property."	119	"If areas of subsidence due to groundwater, oil, or gas withdrawal are identified in the future, these areas ~~should~~ shall not be developed (if open land) until the City's Water Resource Management Program is reviewed and/or updated cooperatively by the City and the water district to determine appropriate measures for the protection of the groundwater basin, existing water service to the community, and property."	§30253(1)
		S-3b	"All new development will comply with the Uniform Building Code, local City building ordinances, and geotechnical recommendations related to construction in areas identified as having a high potential for expansive soils			§30253(1)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			or soil settlement."			
3-8	Applications for grading and building permits, and applications for subdivision shall be reviewed for adjacency to threats from, and impact of geologic hazards arising from seismic events, tsunami runup, landslides, beach erosion, or other hazards such as expansive soils and subsidence areas. In areas of known geologic hazards, a geologic report may be required. Mitigation measures shall be applied where necessary.	S-3, I.M. 7	"Geotechnical investigations shall be performed on properties proposed to be developed in areas identified as having high potential for expansive soils or soil settlement."			§30253(1)
		S-3, I.M. 8	"Foundation recommendations made by a geotechnical engineer, based on field and laboratory testing			§30253(1)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			and observations, shall be incorporated into the design of any proposed buildings in areas identified as having a high potential for expansive soils or soil settlement."			
		S-3, I.M. 9	"If, during the permitting and/ or construction phase of a new development project, in an area not herein identified as having a high potential for expansive soil, soil settlement, or hydrocompaction, soils susceptible to expansion, settlement, or hydrocompaction are encountered, then foundation recommendations should be made by a qualified geotechnical engineer following a site investigation."			§30253(1)
		S-4	"Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from flooding."			§30253(1)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		S-4a	"All new development proposed in the 100-year floodplain must adhere to the County of Santa Barbara Floodplain Management Ordinance, Chapter 15-A of the County Code."			§30253(1)
		S-4b	"The development of critical facilities within the 100-year floodplain should be discouraged."			§30253(1)
		S-4c	"Setbacks from flood control channels, as determined by the Santa Barbara County Flood Control District, will be required to allow access to maintain and enable proper operation of the channels."			§30253(1)
		S-4d	"The City should conduct a floodplain study for the west end of the planning area and confer with FEMA in an attempt to update the 100- and 500-year flood zones in that area."			§30253(1)
		S-4e	"Further channelization and/or banking of creeks,	120	"~~Further channelization and/or banking of creeks, rivers, or~~	§30253(1) §30231 §30236

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			rivers, or streams in the planning area shall be discouraged. The City shall establish setback guidelines for land use planning purposes along natural creek, river, or stream floodplains, and identify and pursue opportunities to eliminate existing concrete channels and/or banking from creeks, rivers, or streams."		~~streams in the planning area shall be discouraged.~~ The City shall establish setback guidelines for land use planning purposes along natural creek, river, or stream floodplains, and identify and pursue opportunities to eliminate existing concrete channels and/or banking from creeks, rivers, or streams."	
		S-4f	"Programs and regulations should be developed that are appropriate to respond to the need to protect existing and future private property improvements from winter ocean wave action."	121	~~"Programs and regulations should be developed that are appropriate to respond to the need to protect existing and future private property improvements from winter ocean wave action."~~	§30253(1) §30235
		S-4, I.M. 10	"Compliance with the City's Floodplain Management Measures will be required prior to issuance of building permits for any type of individual development project proposed in the 100-year floodplain."			§30253(1)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		S-4, I.M. 11	"All subdivision projects proposed in the 100-year floodplain must be reviewed by the Santa Barbara County Flood Control District prior to the issuance of grading and/or building permits."			§30253(1)
		S-4, I.M. 12	"The City should initiate a floodplain study for the west end of the planning area, specifically the Beach neighborhood, in order to determine whether the base flood elevations determined by FEMA is accurate."			§30253(1)
		S-4, I.M. 13	"With permission from the Coastal Commission and US Army Corps of Engineers, the City shall construct a sand berm on the City Beach parallel to the homes fronting on the beach to provide a measure of protection for existing and future property improvements from seasonal wave action and to avoid the need for permanent seawalls or similar structures for protection of private	122	"The City shall support and facilitate the current Army Corps of Engineers (ACOE) feasibility study, and otherwise pursue long-term solutions for beach nourishment and establishment of a vegetated dune system at City Beach. As an interim measure, and w~~W~~ith permission from the Coastal Commission and US Army Corps of Engineers, the City ~~shall~~ may construct a sand berm on the City Beach parallel to the homes fronting on the beach ~~to provide a~~	§30253(1)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			property."		~~measure of protection for existing and future property improvements from seasonal wave action and to avoid the need for permanent seawalls or similar structures for protection of private property~~."	
		S-4, I.M. 14	"All new construction or reconstruction, additions and remodels that have a valuation exceeding 50 percent of the valuation of the existing structure, shall be constructed so as to be protected from wave action. A wave action study shall be prepared and submitted to the city as a part of the project application that determines the necessary construction design and technique to protect the structure and prevent impacts to adjacent property."	123	"All new construction or reconstruction, additions and remodels that have a valuation exceeding 50 percent of the valuation of the existing structure, shall be constructed so as to be protected from wave action. A wave action study shall be prepared and submitted to the city as a part of the project application that determines the necessary construction design and technique to protect the structure and prevent impacts to adjacent property. Shoreline protective devices, such as seawalls and revetments, shall be prohibited."	§30253(1)
		S-4, I.M. 15	"Development applications submitted to the city shall include information adequate to determine compliance with applicable flood and			§30253(1) §30231

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			stormwater management programs, policies and regulations. Further, the City shall require development to comply with the following standards unless superceded by a more restrictive standard applicable in the city: a. Street improvements shall be designed to accommodate flows up to the 10 year storm, flows between the 10 and 25 year storms will be accommodated in an underground system, and safe and acceptable escape routes for the 100 year storm shall be established; b. Improvements shall be designed to result in no net change from the existing drainage condition (e.g. volume and velocity), as it affects off-site public and private property, to the developed drainage			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			c. condition, and adequate information shall be provided to the city to demonstrate that there exists a controlled path for runoff to the ocean. Further, where a proposed development site currently contributes to existing degraded drainage conditions and/or an off-site drainage and flooding problem, the proposed development shall include corrective measures as determined appropriate by the City; d. All development shall be designed and constructed as necessary to comply with (BMPs) for nuisance and stormwater runoff and to comply with the requirements of any applicable NPDES permit. Further, all such nuisance and			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			e. stormwater improvements shall be designed to ensure that the project will not result in a measurable reduction in terrestrial or aquatic habitat carrying capacities due to discharge of project site runoff to creeks, the salt marsh and the ocean."			
		S-5	"Minimize the potential risks and reduce the loss of life, property and economic and social dislocations resulting from urban and wildland fires.			§30253(1)
		S-5a	"All new structures must adhere to the Carpinteria-Summerland Fire Protection District Ordinance and the Santa Barbara County Fire Department Ordinances, where applicable."			§30253(1)
		S-5b	"All new structures, whether within or outside the urban limit zone, must adhere to the city Fire Sprinkler Ordinance."			§30253(1)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		S-5c	"Roads shall be installed or improved to the standards specified in the County of Santa Barbara Private Road and Driveway Standard, Section 8 of the County of Santa Barbara Municipal Code."			§30253(1)
		S-5d	"The City will work in conjunction with the Carpinteria-Summerland Fire Protection District to adhere to, and enforce, all fire codes."			§30253(1)
		S-5, I.M. 16	"Applicants for new development projects in Carpinteria must verify that the water purveyor can provide the required volume of water to satisfy the peakload water requirements for the project."			§30253(1)
		S-5, I.M. 17	"Prior to construction of new developments, applicants must submit plans to the Carpinteria-Summerland Fire Protection District."			§30253(1)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		S-5, I.M. 18	"The Carpinteria-Summerland Fire Protection District should be consulted when new development or redevelopment plans are being considered, or when code violation or code enforcement issues arise."			§30253(1)
		S-6	"Minimize the potential risks and reduce the loss of life, property and the economic and social dislocation resulting from hazardous materials accidents at large industrial facilities, at facilities handling acutely hazardous materials, and along transportation corridors throughout the planning area."	124	"Minimize the potential risks and reduce the loss of life, property and the economic and social dislocation resulting from hazardous materials accidents at large industrial facilities, at facilities handling acutely hazardous materials, and along transportation corridors ~~throughout the planning area~~."	§30232 §30250(b)
		S-6a	"The City should maintain lists of facilities in the planning area that involve the use, storage, and/or transportation of hazardous materials."			§30232 §30250(b)
		S-6b	"City policies concerning the use, storage and	125	"City policies concerning the use, storage ~~and~~ transportation, and	§30230 §30231 §30232

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			transportation of hazardous materials, and regarding underground or above-ground storage tanks should reflect the County of Santa Barbara and the State Regional Water Quality Control Board policies and requirements."		disposal of hazardous materials, and regarding underground or above-ground storage tanks ~~should~~ shall reflect the County of Santa Barbara and the State Regional Water Quality Control Board policies and requirements and shall ensure that the use, storage, transportation, and disposal of hazardous materials does not result in hazardous discharge or runoff."	§30250(b)
		S-6c	"The City should consider the presence of large industrial facilities, facilities that handle acutely hazardous materials or pesticides, and railroad and utilities right-of-ways in land use planning."			§30232 §30250(b)
		Added Policy			"The City shall support protective measures against the spillage of hazardous materials, including crude oil, gas, and petroleum products, and shall support effective containment and cleanup facilities and procedures for accidental spills that occur."	§30250(b) §30232

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		Added Policy		126	Where feasible, new hazardous industrial development shall be located away from existing developed areas."	
		S-6, IM 19	"Hazardous materials or wastes stored in closed containers at a facility shall not be within 50 feet of an adjacent property."			§30250(b)
		S-6, IM 20	"A development setback of 300 feet shall be established from the perimeter of the Carpinteria Oil and Gas Processing Facility unless it can be demonstrated that a lesser setback will not result in exposure of the public to health and safety risks related to plant activities."			§30250(b)
		S-6, IM 21	"Structures located between 300 and 1,000 feet from the perimeter of the Carpinteria Oil and Gas Processing Facility shall be constructed utilizing safety glass that can resist overpressures of 0.75 psig."			§30250(b)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		S-6, IM 22	"Development of parcels that include the Rincon crude oil pipeline, the Gas Company's natural gas pipeline, a railroad right-of-way, or any other corridor or easement that contain similar uses that have the potential for hazardous materials leaks and/or catastrophic events, shall avoid the placement of habitable structures in such close proximity to the lines that public health and safety is put at risk."			§30250(b)
		S-6, IM 23	"New residences shall not be located adjacent to known handlers of acutely hazardous materials. Further, prior to development of any site identified as having been used for the storage of hazardous materials or activities involving the use of hazardous materials, the city shall require the developer to submit documentation sufficient to demonstrate that testing has been conducted as necessary to determine			§30250(b)

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			the existence and extent of soil and/or groundwater contamination and that based on the results of said testing an appropriate clean-up program is established and complete."			
		S-6, IM 25	"No structures will be constructed over active or abandoned oil wells unless the oil well(s) have been abandoned or reabandoned per the California Department of Oil, Gas and Geothermal Resources (CDOG) procedures, and under the CDOG's supervision."			

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		PF-1	"To ensure the provision of adequate water supplies by minimizing consumption and investigating new sources either in existing supply or outside existing sources."			§30231
		PF-1a	"The City shall encourage reclamation and groundwater recharge programs (projects) where appropriate."			§30231
		PF-1b	"The City in conjunction with the Carpinteria Valley Water District will establish a database of the most current water resource information and monitor/maintain this baseline data. Further, all development shall comply with the Districts water resource management policies."			§30231
		PF-1c	"The City shall develop fair and consistent procedures that will encourage development proposals most responsive to community goals with regard to protection of water			§30231

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			resources."			
		PF-1d	"The City shall reevaluate existing water facility regulations and amend said codes to require new development to utilize water-efficient devices responsive to our water source area."			§30231
		PF-2	"Ensure adequate service systems for the transmission, treatment and disposal of sewage and wastewater generated within this area as well as the disposal of trash, green waste and recyclable material."			§30231 §30254.5
		PF-2a	"The City will monitor capacity of the sewer plant to assure adequate service to meet future needs."			§30254.5
		PF-2b	"The City will maintain open communication with the CSD and coordinate development evaluation as related to this critical service."			§30254.5
		PF-5	"To provide a high quality and broad range of public			§30254

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			services, facilities, and utilities to meet the needs of all present and future residents of the Carpinteria Planning Area."			
		PF-5c	"The City will ensure that new development will not adversely impact services and facilities provided to existing development."			§30254
		PF-5d	"Detailed master plans will be prepared for major facilities and service systems."			§30254
		PF-5e	"The City will improve and extend services and facilities to the extent possible, within the limits of available funding."			§30254
		PF-5f	"Carpinteria will focus City funds on service and facilities improvements to meet existing needs prior to committing funds to the extension of services and facilities to new areas."			§30254
		PF-5g	"The City will coordinate with the appropriate	127	"The City will coordinate with the appropriate agencies/districts and	§30254 §30241

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			agencies/districts and plan for public facilities to be located and sized to discourage expansion of urban development beyond the transition area of the urban/rural boundary."		plan for public facilities to be located and sized to discourage expansion of urban development beyond the transition area of the urban/rural boundary. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses allowed consistent with the provisions of theCity's Local Coastal Program."	
		PF-5k	"The City shall require proposed developments to demonstrate that adequate water supply, water systems and sewer facilities are or will be available to serve the project site."		Needs to be qualified by the provisions of §30254 re: consistency of development with Ch 3 policies, prioritizing service to Ch 3 priority uses.	§30254
		PF-5l	"The City will evaluate use of maintenance districts, where appropriate, to fund the ongoing costs of services and facilities."			§30254
		PF-6	"To ensure that new development is adequately served by utilities and does not impact existing service areas in the community."			§30254

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
		PF-6a	"The ultimate responsibility (for provision of adequate services) shall be that of the sponsor of the development projects."			§30254
		PF-6b	"Development projects shall not result in a quantifiable reduction in the level of public services provided to existing development, nor shall new development increase the cost of public services provided to existing development."			§30254
		PF-6c	"Development projects within Carpinteria shall be required to: 1. construct and/or pay for the new on-site capital improvements that are required to support the project; 2. ensure that all new off-site capital improvements that are required by the project are available prior to the certificate of occupancy; 3. be phased so as to ensure that the capital facilities that will be used			§30252

Existing Policy #	Existing Policy	Proposed Policy #	Proposed Policy	Mod #	Suggested Modification	Ch. 3
			by the new development are available prior to certificates of occupancy; 4. ensure that, in the event that public services or off-site capital facilities are impacted prior to development, the level of service provided to existing development will not be further impacted by the new development; and 5. provide for the provision of public services, and shall not increase the coast of public services provided to existing development."			

Existing LUP Section	Existing Language	Proposed LUP Section	Proposed Language	Mod #	Suggested Modification
Appendix A Definitions	The existing LUP includes definitions from Sections 30106, 30107, 30114, 30121 of the California Coastal Act.	Appendix F Definitions	"DEFINITIONS **Access /Egress**...."	128	"DEFINITIONS In addition to those definitions listed below, all definitions included in Sections 30100 –30122 of the California Coastal Act are hereby incorporated by reference. **Access /Egress**...."
Definitions	"'Development' means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code) and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or access thereto; construction, reconstruction, demolition, or	Appendix F Definitions	"**Development.** The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted."	129	"**Development.** ~~The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.~~ On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but

Existing LUP Section	Existing Language	Proposed LUP Section	Proposed Language	Mod #	Suggested Modification
	alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511)."				not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code) and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511)."
Definitions	"Stream buffer. A designated width of land adjacent to the stream which is necessary to protect biological productivity, water quality, and hydrological characteristics of the stream. A stream buffer is measured	Appendix F Definitions	"**Stream buffer.** A designated width of land adjacent to the stream which is necessary to protect biological productivity, water	130	"**Stream buffer.** A designated width of land adjacent to the stream which is necessary to protect biological productivity, water quality, and hydrological characteristics of the stream. A stream buffer is measured

Existing LUP Section	Existing Language	Proposed LUP Section	Proposed Language	Mod #	Suggested Modification
	horizontally from the banks or high water mark of the stream landward."		quality, and hydrological characteristics of the stream. A stream buffer is measured horizontally from the banks or high water mark of the stream lanward."		~~horizontally from the banks or high water mark of the stream lanward~~ from the top of the upper bank of the stream, or from the dripline of riparian vegetation, whichever is further."
Definitions	"'Wetland' means lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens."	Appendix F Definitions	"**Wetlands.** Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under the 'unified' methodology now used by all federal agencies, wetlands are defined as 'those areas meeting certain criteria for hydrology, vegetation, and soils."	131	"**Wetlands.** ~~Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under the 'unified' methodology now used by all federal agencies, wetlands are defined as 'those areas meeting certain criteria for hydrology, vegetation, and soils~~. Lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens."

IV. FINDINGS FOR DENIAL OF THE CITY OF CARPINTERIA'S LAND USE PLAN AMENDMENT, AND APPROVAL WITH MODIFICATIONS

The following pages contain the specific findings for denial of the City of Carpinteria Land Use Plan Amendment, as submitted, and approval with modifications. The Commission hereby finds and declares as follows:

A. PROPOSED AMENDMENT

The proposed amendment is a comprehensive update of the City of Carpinteria's Land Use Plan (LUP) and is intended to replace the LUP portion of the City of Carpinteria's certified LCP. Unlike the current LUP, the proposed LUP is integrated with the City's General Plan (GP). As such, it contains many policies that are not relevant to the Coastal Act and are not proposed as part of the LUP. These policies are listed in Exhibit 3. The remaining policies comprise the proposed amendment and are included in the Suggested Modifications chart. Due to its size, the proposed LUP/GP is included under separate cover as Exhibit 1.

The proposed Land Use Plan, which is the subject of this submission, was approved through Resolution No. 4670 by the City Council on May 29, 2001. It was submitted to the Commission on August 6, 2001. The proposed amendment was subsequently deemed incomplete by Commission staff and was completed on December 27, 2001. The Commission granted a one-year extension for Commission action on March 6, 2002 pursuant to Section 30517 of the Coastal Act. The Commission must act on this submittal no later than March 27, 2003.

The proposed LUP/GP contains eight chapters, including an introduction and the following seven elements:

- Land Use element
- Community Design element
- Circulation element
- Open Space, Recreation & Conservation element
- Safety element
- Noise element
- Public Facilities & Services element

Each element contains a narrative component as well as three levels of policy. The Noise element contains no policies relevant to the Coastal Act, and therefore is excluded from the proposed LUP amendment.

The proposed LUP/GP also contains seven appendices, which contain CEQA review documents, technical background information for the Safety element, and a glossary.

B. DESCRIPTION OF THE CITY OF CARPINTERIA

The City of Carpinteria ("City") is a small coastal city located in the southwest corner of Santa Barbara County. The City occupies the lower portion of the Carpinteria Valley, a broad coastal terrace located between the Santa Ynez Mountains and the Santa Barbara Channel. The topography of the Carpinteria Valley ranges from rugged exposed rock formations on mountains slopes and rolling hilltops to coastal mesas, bluffs, wetlands, and sandy beaches. Carpinteria enjoys a Mediterranean climate, and excellent southern exposure that is ideal for coastal agricultural uses.

The area of the City is approximately 2.4 square miles, with about 2.5 miles of coastline and a population of about 14,500 residents. Jurisdictionally, the City is surrounded by Santa Barbara County, with State tidelands and waters to the south. The City is entirely located within the coastal zone.

The City is a largely urban area surrounded by both open field (primarily orchards) and greenhouse agriculture. Significant open space is found, however, on the Carpinteria Bluffs, a 157-acre expanse that approximately 1.5 miles of shoreline. Along with open space, including the 53-acre Carpinteria Bluffs Nature Park, the Bluffs contain light industrial and coastal dependent industrial uses. Commercial development is largely concentrated in the Downtown Core area, with surrounding areas occupied by primarily residential use. Industrial parks are found on the eastern end of town.

The City contains the lower reaches of watersheds originating in the Santa Ynez Mountains, most notably Carpinteria Creek, a perennially-flowing stream that supports an annual steelhead run. In contrast, Franklin Creek and Santa Monica Creek are contained in concrete channels within the city limits. The City also contains approximately seven acres of the 230–acre Carpinteria Salt Marsh, which is preserved as the Carpinteria Salt Marsh Wetland Park.

The shoreline along the City contains sandy beaches, bluff backed crescent coves, and rocky points. These beaches provide rich intertidal habitat, as well as a hauling ground and rookery for hundreds of harbor seals. Offshore, kelp beds and subtidal reefs are found, providing habitat for many species of sea life.

Sandy beaches at Carpinteria City Beach, Carpinteria State Beach, and Tar Pits Park provide sunbathing, swimming, and other recreational opportunities to the public. A public campground is located at Carpinteria State Beach. Small crescent beaches backed by high bluffs provide more secluded beach environments in the City's eastern portion. Access to the beach is provided at three street end access points in the west end of the City, and through the State Beach, which charges a small fee for parking. Access to the Carpinteria Bluffs Nature Park is readily accessible from Bailard Avenue,

and the Carpinteria Oil and Gas Plant permits parking for the harbor seal overlook in the western Bluffs on a provisional basis. Coastal access elsewhere in the City, however, is limited due to unsafe railroad crossings and lack of parking.

C. LOCAL COASTAL PLANNING HISTORY

The Central Coast Regional Commission certified the City's Local Coastal Program (LCP) with suggested modifications on December 15, 1979. The State Commission found no substantial issue with the LCP as approved by the Regional Commission and certified the LCP with suggested modifications on January 22, 1980. Significant amendments to the LCP include the Bluffs Local Coastal Program Amendment 1-94 (Carpinteria Bluffs Area I, II, and III) and the subsequent LCPA 1-95 (Carpinteria Bluffs Access, Recreation & Open Space Master Program).

D. INTRODUCTION / LUP ORGANIZATION

The proposed Land Use Plan (LUP) is combined with a new General Plan, and is organized by General Plan element. Eight elements are included: Land Use, Community Design, Circulation, Open Space, Recreation, & Conservation, Safety, Noise, and Public Facilities & Services. The document also contains maps, including a Land Use Map, Town Map, Trails Map, and Environmentally Sensitive Habitat Area (ESHA) Overlay Map. Each element contains a narrative component as well as three levels of policy, titled "objectives," "policies," and "implementation measures."

The proposed LUP is organized differently than the existing LUP. The existing LUP is separate from the City's General Plan and organized roughly according to Chapter Three concerns, with an attached amendment that includes policies for the Carpinteria Bluffs. The proposed LUP is more comprehensive than the existing LUP; however, its integration with the General Plan has resulted in organizational features that are problematic under the Coastal Act. Unlike the existing LUP, the proposed LUP does not have a distinct public access component. Many policies in the proposed LUP address General Plan concerns that are unrelated to the Coastal Act. In addition, the use of the term "implementation measures," while commonly used in General Plans, is easily confused with the "implementing actions" that denote zoning ordinances under the Coastal Act.

These organizational issues, and Suggested Modifications to address them, are discussed below.

Implementation Measures

In the Introduction to the document, the levels of policy are described as follows:

> *Each element contains a general discussion, identifies relevant issues, and provides objectives and policies to address these issues. Implementation measures are identified to carry out each element's objectives.*

The use of the term "implementation measures," to describe policies is problematic within the Commission's lexicon.

Section 30108.5 of the Coastal Act defines the "Land Use Plan" as

> *...the relevant portion of a local government's general plan, or local coastal element which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions.*

Section 30108.5 thus distinguishes policies from the list of implementing actions. The latter may be part of an LUP but serves an informational purpose and does not have the force of law.

Section 30108.4 of the Coastal Act defines "implementing actions" as

> *...the ordinances, regulations, or programs which implement either the provisions of the certified local coastal program or the policies of this division and which are submitted pursuant to Section 30502.*

The "implementing actions," are distinct from the LUP, which is the collection of policies that guide and are carried out by the implementing actions. The Commission also uses the term "Implementation Program" (IP) to describe the zoning ordinances, zoning maps, and other "implementing actions" within a Local Coastal Program (LCP).

In discussions with Commission staff, however, City staff stated that their intent is for the implementation measures to be enforceable components of the LUP. In order to clarify that "implementation measures" are policies, City staff has suggested the following changes and additions to the sentence cited above:

> *Each element contains a general discussion, identifies relevant issues, and provides objectives and policies to address these issues. Implementation ~~measures~~ policies are identified to carry out or provide direction for carrying out each element's objectives.*
>
> *An objective is a specific future end, condition, or state related to the public health, safety and welfare toward which planning and planning implementation measures are directed. A policy is a statement that guides decision making, and indicates a clear commitment of the local legislative body. An implementation policy is an action, procedure, program, or technique that carries out a General Plan/Local Coastal Plan policy.*

This revision remains problematic, however, in that "implementation policies" are described as "actions" and "procedures" that carry out policies.

The Coastal Act and Commission regulations require that implementing programs and actions be included in the IP portion of the LCP, and that enforceable portions of the LUP be policies. Therefore, the Commission requires the following modification (Suggested Modification 1) be made.

> *Each element contains a general discussion, identifies relevant issues, and provides objectives and policies to address these issues. Implementation ~~measures~~ policies are identified to ~~carry out~~ provide direction for carrying out each element's objectives.*
>
> *An objective is a policy articulating a specific future end, condition, or state related to the public health, safety and welfare toward which planning and planning implementation is directed. A policy is a statement that guides decision making, and indicates a clear*

commitment of the local legislative body. An implementation policy is a statement that provides direction for carrying out a related General Plan/ Land Use Plan policy.

In addition, Suggested Modification 2 requires the term "implementation measure" to be changed to "implementation policy" throughout the text.

Relationship between General Plan and Land Use Plan (LUP)

The combined document contains both LUP policies and General Plan policies, which in some cases are mutually exclusive. For instance, several policies apply to areas outside of the City's jurisdiction. These policies must be excluded from the LUP in order to ensure the integrity of Santa Barbara County's Local Coastal Program. Other policies address community objectives unrelated to the Coastal Act.

The proposed LUP, as submitted, employs a wave symbol to identify policies contained in the LUP. However, it is unclear, for instance, whether a wave symbol at the beginning of a section means that all policies in that section are LUP policies. Also, in some sections, individual implementation policies are intended to be included as LUP policies, but are not marked. The wave symbol, as used in the submitted proposal, does not adequately distinguish LUP policies from General Plan policies. In addition, policies that are only included in the General Plan (and excluded from the LUP) form a smaller subset than the LUP policies. Commission staff has identified the policies that do not apply to the LUP, and should be included in the General Plan only. City staff has proposed that the policies on this draft list be marked with a symbol indicating that they are included in the General Plan but not in the LUP. (An updated list is included as Exhibit 3.)

Suggested Modification 4 requires that the policies listed in Exhibit 3 be excluded from the LUP, and be marked in the text with the symbol "GP" to denote that exclusion.

A second suggested modification is also necessary to clarify the relationship between the General Plan and the LUP. This suggested modification addresses language on page 3 of the Introduction, which, in describing the relationship between the General Plan and the LUP, suggests that the two documents are interchangeable.

The City of Carpinteria has suggested that the following modifications be made to that language:

> ***Local Coastal Land Use Plan.*** *This General Plan is designed to be consistent with the California Coastal Act and provides the Land Use Plan and related policies for the various implementation programs such as the zoning ordinance. This ~~General Plan~~ Land Use Plan, together with the implementation programs (see Appendix H for a current list of existing and planned programs) make up the City's Local Coastal Program. (California Coastal Act of 1976 §§30108.6, 30500)*
>
> *All o~~O~~bjectives, policies and implementation ~~measures~~ policies identified within this document are intended to address ~~addressing~~ Coastal Act issues, unless*

> *differentiated specifically as not being a part of the LUP, as identified with the "GP" ~~are identified with the wave~~ symbol shown at right.*

This suggestion, revised for clarity, is included as Suggested Modification 3. Please note that the Suggested Modification does not include reference to a new Appendix H, listing existing and planned implementation programs, as suggested by City staff. While While such information is relevant, the Commission has no basis to require its inclusion in the LUP.

Public Access Component

Section 13552(b) of the California Code of Regulations states

> *An amendment to a land use plan...shall include, where applicable, a readily identifiable public access component as set forth in Section 13512.*

The proposed LUP includes many policies related to public access. These policies are found throughout the document, most notably in the Land Use, Community Design, Circulation, and Open Space, Recreation, & Conservation elements. However, the policies are not readily identified as public access policies.

City staff has suggested that a list of all public access policies be included in an additional appendix, Appendix I. Commission staff has identified the public access policies in Exhibit 4. Suggested Modification 3 adds language to the LUP introduction incorporating the City's suggestion.

E. LAND USE DESIGNATIONS / MAP

The proposed LUP contains twelve (12) land use designations that specify the type, density, and intensity of new development allowed on parcels so designated. The Land Use Map (Figure LU-1) applies those designations to each parcel, thus setting the parameters for development within the City. The existing and proposed Land Use Maps, as well as a Land Use Map with suggested modifications, are included as Figures 1, 2, and 3 in Part III (Suggested Modifications).

The proposed LUP adds two new land use designations, renames and redefines several designations, and changes the designation on several properties. The new land use designations include a rural residential designation (RR), which is applied to no parcels in the current proposal, and a transportation corridor designation (TC), which is applied to the Highway 101 corridor. These new land use designations are consistent with Chapter Three of the Coastal Act. Changes to the designation of properties do not involve Chapter Three priority uses and do not raise Chapter Three issues related to resource protection, development, or public access, with the exception of the changes discussed below. Similarly, the proposed names and definitions do not raise Chapter Three issues. With the exception of the proposals discussed below, the Land Use Designations / Map provide adequate opportunities for coastal priority uses, and public access and are protective of coastal resources. However, the proposed Land Use Designations / Map includes the conversion of agricultural (or agriculturally-related) lands and the elimination of the Visitor Serving / Highway Commercial designation (V) and therefore requires modification to be consistent with Chapter Three of the Coastal Act.

1. Conversion of Agricultural Lands

The proposed Land Use Map designates three agricultural sites (known as the Creekwood property, the Ellinwood property, and the East Valley School site) for low-density residential, medium-density residential, and public facility uses respectively. Creekwood is located within the city limits and is currently designated for agricultural use. The Ellinwood parcel is located within the City's proposed Sphere of Influence, immediately adjacent to the City's northern border, and is currently designated for agricultural use by Santa Barbara County. The East Valley School site is also located within the City's proposed Sphere of Influence, immediately adjacent to the City's northern border, and is currently designated for very low density (0.3 dwelling units per acre) residential use by Santa Barbara County. The East Valley School site has been historically used for agriculture and is flanked on three sides by agricultural operations.

The subject sites are located within the Carpinteria Valley, a coastal terrace extending south from the Santa Ynez Mountains to the Santa Barbara Channel. The Carpinteria Valley enjoys a Mediterranean climate, with mild winters, moderate to hot summers, limited rainfall, and excellent southern exposure, ideal for coastal agricultural uses.

Agriculture, including both open field and greenhouse operations, is the dominant rural land use surrounding the urban development of the City of Carpinteria.

According to the Proposed Final Environmental Impact Report, New Toro Canyon Elementary School and Summerland School Closure, dated September 1998, more than half of the County's cut flower and nursery products, chrysanthemums, orchids, roses and potted plants, are produced in greenhouses surrounding the City of Carpinteria. Tropical fruits, such as cherimoyas, passion fruit, sapote and feijoas, have been established for commercial production in areas where avocado root rot has made avocado production unsuccessful. The FEIR also notes that:

> *The Carpinteria area of the County is unique in that many of the farms in this region are viable even on relatively small acreages. This is particularly true for level areas containing prime soils in the Carpinteria Valley where, combined with the relatively frost-free climate, good southern exposure, and availability of agricultural support services, a wide variety of high value cash crops can be economically grown.*

While all three sites are located within the Carpinteria Valley, and within an agricultural context, their location, size, physical features, and uses (existing and proposed) vary significantly. As such, each proposed conversion raises different issues in respect to Chapter Three of the Coastal Act. Therefore each site will be addressed separately, following a discussion of Chapter Three policies for agricultural preservation.

a. Chapter Three Agricultural Policies

A fundamental policy of the Coastal Act is the protection of agricultural lands. The Act sets a high standard for the conversion of any agricultural lands to other land uses. Section 30241 of the Coastal Act requires the maintenance of the maximum amount of prime agricultural land in agricultural production to assure the protection of agricultural economies. Section 30113 of the Coastal Act defines "prime agricultural land" as

> *...those lands defined in paragraph (1), (2), (3), or (4) of subdivision (c) of Section 51201 of the Government Code.*

Section 51201(c) states in relevant part:

> *"Prime agricultural land" means any of the following:*
>
> (1) *All land that qualifies for rating as class I or class II in the Natural Resources Conservation Service land use capability classifications.*
>
> (2) *Land which qualifies for rating 80 through 100 in the Storie Index Rating.*
>
> (3) *Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture.*

(4) *Land planted with fruit- or nut-bearing trees, vines, bushes or crops which have a nonbearing period of less than five years and which will normally return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than two hundred dollars ($200) per acre.*

Section 30241 also requires minimizing conflicts between agricultural and urban land uses through six tests.

Section 30241 of the Coastal Act states:

The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

(a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.

(b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

(c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.

(d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.

(e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.

(f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.

If the viability of existing agricultural uses is an issue, the Commission must make specific findings identified in Section 30241.5 of the Coastal Act in order to address the agricultural "viability" of such land. These findings must address an assessment of gross revenues from agricultural products grown in the area and an analysis of operational expenses associated with such production. Subsection (b) specifically requires that such economic feasibility studies be submitted with any LCP Amendment request.

Section 30241.5 of the Coastal Act states:

(a) If the viability of existing agricultural uses is an issue pursuant to subdivision (b) of Section 30241 as to any local coastal program or amendment to any certified local coastal program submitted for review and approval under this division, the determination of "viability" shall include, but not be limited to, consideration of an economic feasibility evaluation containing at least both of the following elements:

(1) An analysis of the gross revenue from the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.

(2) An analysis of the operational expenses, excluding the cost of land, associated with the production of the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.

For purposes of this subdivision, "area" means a geographic area of sufficient size to provide an accurate evaluation of the economic feasibility of agricultural uses for those lands included in the local coastal program or in the proposed amendment to a certified local coastal program.

(b) The economic feasibility evaluation required by subdivision (a) shall be submitted to the commission, by the local government, as part of its submittal of a local coastal program or an amendment to any local coastal program. If the local government determines that it does not have the staff with the necessary expertise to conduct the economic feasibility evaluation, the evaluation may be conducted under agreement with the local government by a consultant selected jointly by local government and the executive director of the commission.

Section 30242 of the Coastal Act provides additional requirements for conversion of properties that are suitable for agriculture, but are not necessarily prime agricultural land.

Section 30242 states:

All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.

Coastal Act Sections 30241, 30241.5 and 30242 provide the basis for analyzing conversion of agricultural land as well as land use on properties adjacent to farmland. The sections address a variety of scenarios that could impact agricultural production. As such, not all provisions of these policies apply to each of the three proposed conversions. The location, size, physical features, and uses (existing and proposed) of each site vary significantly, and each proposed conversion raises different issues in respect to Chapter Three of the Coastal Act. Therefore, each proposed conversion will be discussed in turn below.

b. Creekwood Site

Creekwood is a five-parcel, 32-acre site located on prime soils. It is located within the city limits, and outside of the urban/rural boundary. The site is used as a commercial ornamental plant nursery, and is generally unimproved with the exception of about ten greenhouse structures, about 60 lightweight tented growing structures, and an office/equipment maintenance structure. The majority of the site growing area is covered with a gravel/cobble material underlain with plastic sheeting to control weed growth. A small area adjacent to the office and equipment maintenance structure is paved with concrete. All plants are grown in container pots.

The site is generally flat, with a steeply sloped bank at the northern edge that forms the channel of Carpinteria Creek. The northern one third of the site drains northward into Carpinteria Creek and the southern two thirds of the site drains to the curb/gutter surface drainage system along the frontage road, Via Real. Access to the property from Via Real is from a driveway and gravel road that bisects the property in a north-south direction.

The majority of the soil on the subject site consists of Goleta fine sandy loam rated as Capability Class I (Storie Index 100) by the Soil Conservation Service, United States Department of Agriculture. In addition, the Important Farmlands Inventory, maintained by the Office of Land Conservation, State of California, designates the site as Prime Farmland.

Immediate surrounding land uses include residential (Rancho Granada Mobile Home Park and San Roque Mobile Home Park) located to the west, public transportation corridors (Via Real, Highway 101, and Carpinteria Avenue) to the south, agricultural uses, greenhouses, row crops and a single family residence (Kono and Sons Nursery) to the east, and Carpinteria Creek and avocado orchards to the north.

The land use designation for the subject site (five parcels) is Agricultural I. The Land Use Map and Zoning District Map further designates the site as A-10, which indicates that ten acres is the minimum parcel size. Since the parcel sizes range from 2.11 to 14.09 acres (2.11, 3.11, 4.54, 8.24, and 14.09 acres), all but one parcel is non-conforming as to parcel size. The subject parcels are locate outside of the current Urban-Rural Boundary located along the western and southern boundaries of the site. The subject parcels are located within the City of Carpinteria municipal limits located along the northern and eastern boundaries of the subject site.

The City also proposes to amend the Urban-Rural Boundary to include Creekwood within the Urban Area.

i. Prior Review of Conversion of the Creekwood Site

On September 22, 1997, the Carpinteria City Council passed a resolution to revise their certified LCP to provide for relaxed agricultural conversion standards within the city

limits, and to change the land use designation for the Creekwood site from agricultural to residential. The adopted changes were submitted to the Commission as LCP Amendment 2-98. In evaluating the proposed changes, Commission staff found the proposed changes inconsistent with Sections 30241 and 30241.5 of the Coastal Act, and recommended denial of the proposed amendment. The proposed amendment was withdrawn prior to the Commission hearing.

LCP Amendment 2-98 did not include a development plan for the Creekwood site. However, the City had reviewed several proposals for residential development of the site, and an EIR that discussed several development proposals. The City had also amended its General Plan to designate the Creekwood parcel for medium-density residential use. The 1995 Housing Element identified the Creekwood parcel for residential development. The 1986 General Plan designated the western half of the Creekwood site as Medium-Density Residential, and this designation was still in effect during the October 1995 Final EIR for the Creekwood Residential Project.

The City states, in its Agricultural Viability and Conversion Analysis dated July 2000, that Commission staff agreed, in a meeting with the City of Carpinteria and Housing and Community Development in Sacramento, to accept conversion of Creekwood to residential use in exchange for minimizing residential development on the Carpinteria Bluffs. Commission staff did not attend a meeting with Housing and Community Development in Sacramento and did not make any such agreement. Moreover, Commission staff could not make any agreement binding on the Commission.

ii. Chapter Three Consistency

Effect of the proposed amendment on agriculture
The proposed amendment would result in the conversion of 32 acres of prime agricultural land to residential use.

Prime agricultural land determination

The agricultural capacity of the subject parcel is central to an evaluation of Chapter Three consistency. As noted above, the Coastal Act defines prime agricultural land by four criteria, any of which qualifies a parcel as prime. The first and second tests require Class I or II soils, and a Storie Index Rating between 80 and 100. The subject property contains Goleta fine sandy loam (GcA), a Class I soil, with the exception of the northern edge of the property that forms the southern bank of Carpinteria Creek, which contains Class III soils. The Storie Index Rating for the GcA soils is 100. Therefore, the property is defined as prime agricultural land under the Coastal Act.

This definition is reflected in the California Department of Conservation's classification of the site as Prime Farmland on its Important Farmland Map. Prime farmland, as defined by the Department of Conservation, is

Farmland with the best combination of physical and chemical features able to sustain long term production of agricultural crops. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields.

As discussed below, Section 30241 of the Coastal Act requires that the maximum amount of prime agricultural land be maintained in agricultural production.

Consistency with Section 30241

As noted above, the Creekwood site contains Class I soils and is defined by the Coastal Act as prime agricultural land. Section 30241 of the Coastal Act requires that the maximum amount of prime agricultural land be maintained in agricultural production. Section 30241 limits conversions of agricultural lands to those lands where agricultural viability is already "severely limited" by conflicts with existing urban uses, or where the land is completely surrounded by urban land uses (and the conversion is consistent with Section 30250 of the Coastal Act). Section 30241 also requires that lands not suited for agriculture be developed prior to conversion of agricultural lands.

Coastal Act Section 30241 establishes six (6) tests for the review of proposals that may impact coastal agriculture. All of these tests, when applicable, must be met in order for the proposal to be approved. The purpose of these tests is to minimize conflicts between agricultural and urban land uses, and maintain the maximum amount of prime agricultural land in agricultural production.

Each of the six tests required by Section 30241 will be reviewed separately.

a) Establishing Stable Boundaries Between Rural and Urban Land Uses

As noted above, the proposed Land Use Map converts a 32-acre prime agricultural parcel to low-density residential use and relocates the urban-rural boundary to incorporate the converted parcel and correspond to the City limit line.

The initial question under Section 30241(a) is whether the proposed Land Use Map would establish a stable boundary between urban and rural uses. Pertinent to this question is whether a stable boundary currently exists between the Creekwood site and surrounding urban land uses. A secondary question is whether a buffer area is necessary to minimize conflicts between the site and adjacent urban land uses, and, if so, whether an adequate buffer exists.

Existing Boundary

The subject site consists of 5 parcels, totaling 32 acres, surrounded by a variety of land uses. These uses include a mobile home park to the west, the Highway 101 corridor to the south, greenhouse and open-field agriculture to the east, and avocado fields to the north, beyond Carpinteria Creek, which forms the site's northern border. The Urban-Rural Boundary separates the urban land uses to the west and to the south from the

agricultural uses on the subject site. The Urban-Rural Boundary has been located along the west and south property lines of the Creekwood site since certification of the City's Local Coastal Program in 1981.

The Highway 101 corridor, which is approximately 250 feet wide, separates the site from urban uses south of the highway. The corridor serves as both a stable boundary and an effective buffer between the two areas.

The greatest potential for conflict exists along the site's western border, which it shares with the adjoining Rancho Granada Mobile Home Park. The Mobile Home Park was constructed between 1970 and 1972 to include 116 residential unit spaces with a current population of about 160 senior citizens. The boundary between urban and rural uses was established when the mobile home park was constructed adjacent to the existing agricultural operation on the Creekwood site. The boundary has been stable for the past 30 years.

A 6.5 foot high fence separates the mobile home park from the nursery operation on the Creekwood site. The nursery's rows of potted and boxed plants are set back about 12 feet from this fence while the mobile home structures are set back about six (6) feet from the same fence. In the northern portion of the property a row of frost protection houses 100 feet long are set back about 36 feet from this fence. This fence and the two setback areas on each side are the apparent buffer between the subject agricultural land use and the adjacent mobile home park.

According to Santa Barbara County Agricultural Commission (SBCAC) staff, who take complaints related to agricultural practices, no complaints have been received about the nursery operations for "many years." (Coastal) Commission staff examined complaint files from 1993 to 2001 and found no complaints related to the project site. SBCAC staff noted that the last complaints were made prior to a visit to the site by SBCAC staff, during which time they advised the nursery operators to plant pest-prone plants away from the trailer park, to spray facing away from the residences, and to engage in other practices to reduce conflicts with adjoining residents. The new practices appear to have been effective in reducing residential-agricultural conflicts. SBCAC records indicate that the nursery engages in ground application of nonrestricted insecticides (including Orthene and Diazinon) only.

The City addressed the issue of conflicts between agricultural uses on the subject site with surrounding urban land uses in its 1998 Final Environmental Impact Report (FEIR) for the Creekwood Residential Project. The FEIR reviews the criteria listed in existing LCP Policy 8-2. Existing LCP Policy 8-2 states in part that:

> *If a parcel(s) is designated for agricultural land use and is located in either (a) a rural area contiguous with the urban/rural boundary or (b) an urban area, conversion or annexation shall not occur unless:*
>
> 1. *The agricultural use of the land is severely impaired because of non-prime soils, topographical constraints, or urban conflicts (e.g. surrounded by urban*

uses which inhibit production or make it impossible to qualify for agricultural preserve status), and

2. *Conversion would contribute to the logical completion of an existing neighborhood, and ...*

4. *The parcel could not be maintained in productive use through the use of greenhouses or alternative agricultural uses, and ...*

The FEIR concludes that:

> *The site does not appear to meet the criteria of 1, 2, and 4 listed above. The site is not severely impaired for agricultural uses; the site is not part of a specific neighborhood and is thus not an extension of a defined neighborhood; and the project site is a viable agricultural unit.*

Therefore, the City's FEIR concluded that the continued agricultural use of the parcels do not appear to be severely impaired because of urban conflicts or other reasons.

The City submitted a "Report on Agricultural Feasibility in the Carpinteria Valley, Re: Creekwood Residential Project on Norman's Nursery Site", dated July 26, 1998, and prepared by George Goodall analyzing the viability of existing agricultural use pursuant to Section 30241.5 of the Coastal Act. The Report states that there are serious non-economic conflicts that occur on this property and other agricultural properties in close proximity to urban land uses:

> *Many serious non-economic conflicts occur on this Norman Nursery parcel and other properties that are in close proximity to urban land uses. Trespassing, thievery, malicious mischief, vandalism, and curiosity seekers all diminish the income, increases costs, and take time from productive work. These are not problems for the more remotely located farmer.*

Only generalized information on these conflicts is provided in the Report. No specific information is provided indicating that these conflicts directly affect the actual rate of return, gross revenue, and the operational expenses at the nursery.

The City has not provided any additional evidence of conflicts at the project site. Thus, no significant documented conflicts have been identified between the urban use of the adjoining mobile home park (residential) and the existing agricultural use of the operation of the Creekwood site.

The City states in its Agricultural Viability and Conversion Analysis dated July 2000 that the fence between the mobile home park and the nursery "is of no value as a buffer" and contends that the stability of the boundary between the two uses is a result of the City's adherence to Coastal Act policies protecting agriculture. The Commission concurs with the latter argument. As noted above, Commission staff in 1998 recommended that the Commission find the proposed conversion inconsistent with

Section 30241 of the Coastal Act. In response, the property owners withdrew their application prior to Commission hearing.

Prime agricultural land is protected by law under the Coastal Act and thus the boundaries of prime agricultural land are relatively stable. The conversion of prime agricultural land may only occur when agricultural use of the parcel is infeasible or conflicts with surrounding uses. Moving the urban-rural boundary to the east, as proposed by the City, would remove a boundary upheld for 30 years by the Coastal Act's agricultural protection policies. Furthermore, it would create a precedent to move the urban-rural boundary further eastward to include the Kono and Burkey parcels, also on prime agricultural land, and located immediately adjacent to a multi-family residential complex. Therefore, the proposal would not "complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development as required by Section 30241(b).

It is important to note that the proposed land use map conjoins the City limit line and the urban-rural-boundary line. The location of a City limit line, however, does not by itself determine the location of an appropriate or stable boundary between agricultural and urban land uses. The City limit line in this area was created before the Coastal Act became effective in 1977 and before the Urban-Rural Boundary was established in the City's Local Coastal Program certified in 1982.

The buffer between the Creekwood site and the adjacent mobile home park must also be addressed. Section 30241(a) requires "where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses." Although the buffer area is smaller than would be recommended for new development, SBCAC records indicate no history of conflict, and no evidence of conflict has been submitted. Thus it appears that a more substantial buffer is unnecessary to prevent conflicts between the mobile home park and the Creekwood site.

It is important to note that a similar buffer exists elsewhere along the urban-rural boundary separating the City of Carpinteria from adjacent agricultural lands in unincorporated Santa Barbara County. Although roads separate some residential parcels from adjacent agricultural tracts no buffer exists between other residences and adjacent farmland.

In conclusion, the current urban-rural boundary has minimized conflicts between agricultural and urban land uses over the past 30 years. These urban uses, located to the west of the subject site (the residential Rancho Granada Mobile Home Park), and to the south, (the office and recreational land uses) currently have adequate buffers to minimize conflicts. While the conversion of the site might allow a larger buffer to be created between urban uses and the remaining agricultural lands, the provision of buffer areas is required only when necessary to minimize conflicts, and is secondary to the maintenance of a stable boundary. The conversion of the Creekwood site and the relocation of the urban-rural boundary would destabilize a boundary upheld for 30 years by the Coastal Act's protection of prime agricultural lands. Therefore, the proposal to

convert the Creekwood property from agricultural to residential use does not meet the requirements of Section 30241(a).

b. Agricultural Viability and Neighborhood Completion

In order to meet the test for conversion of land around the periphery of urban areas under Section 30241 (b) of the Coastal Act, the amendment must meet one of two tests to minimize conflicts between agricultural and urban land uses. This test is applicable since the subject property is adjacent to an urban area located to the west and south.

To satisfy this test, the viability of agricultural use must already be "severely limited by conflicts with urban uses". The second situation when conversion of land on the periphery of an urban area may be appropriate is when the "conversion of lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development".

The first test is whether or not the viability of agricultural use is already severely limited by conflicts with urban uses. As noted above, in connection with Section 30241(a), no significant conflicts between the subject agricultural land use and the surrounding urban land uses on two sides have been documented. Nevertheless, assuming the existence of some degree of conflict, the degree of limitation on the viability of existing agricultural use is not "severely limited".

The means to determine viability is provided in Section 30241.5 of the Coastal Act. To address the issue of viability of agricultural land uses consistent with Section 30241.5, an economic feasibility evaluation was provided by the City as part of their submittal for LCP Amendment 2-98. A copy of the evaluation, as well as other documents referred to in the following discussion is attached to the staff report for LCPA 2-98, which is included as Exhibit 6 of this report.

The evaluation, titled "Report on Agricultural Feasibility in the Carpinteria Valley Re: Creekwood Residential Project on Norman's Nursery Site" was prepared by George Goodall, Agricultural Consultant, Santa Barbara, CA. The Report describes the site and surrounding area. The site is identified as including prime soils as identified in the Williamson Act Land Classification System and "Super Prime" in the Santa Barbara County Agricultural Preserve regulations because it produces over $ 1,000 per acre per year of agricultural income. Most of the site includes Goleta fine sandy loam, with a 0-2% slope and the site is stated to be "one of the finest agricultural soils in the area". The Report goes on to state that the site is USDA Land Capability Class I. The Report states that:

> *It is physically suitable for growing a wide variety of crops without special problems or limitations. It is ironical that the present agricultural operations are growing everything in containers and have put down gravel, plastic, and herbicides to facilitate their operations. They are not using this deep, well drained, excellent, fine textured, nearly*

level soil, except as a level area to support their containers and to provide drainage away from them.

The Report indicates that although the land is physically capable of producing a very wide variety of agricultural commodities without significant limiting problems, economic viability is quite a different matter.

To address the agricultural "viability" of prime lands around the periphery of urban areas, these findings must address an assessment of gross revenues from agricultural products grown in the area and an analysis of operational expenses associated with such production to determine economic feasibility.

The Report provides an analysis of gross revenue and operation expenses for three crop types, including avocados, lemons, and general ornamental container-grown plants. The Report indicates that the rates of return on invested capital are currently very low, even for high-income specialty crops grown in the Carpinteria Valley. The Report concludes that rates of return on invested capital need to be at least 10% and preferably greater than 12%. For long range orchard crops, the rates of return have to be 12 – 15% per year. For container-grown plants, the expected minimum rate of return is 10%. Based upon the cost and income tables presented in (Exhibit 14, Tables 2, 3, and 4) the Report states that:

... the following rates of return on invested equity can be suggested as representative for the area:

Avocados	2.1 %
Lemons	4.0 %
General Ornamental Container-Grown	3.0%

These rates are well below expected and necessary returns for favorable economic feasibility.

It is important to point out that these figures, however, are calculated contrary to the analysis required in Section 30241.5 (a) (2) which requires that debt for land costs be excluded when analyzing operational expenses. Excluding debt for land costs, the figures provided in the Report (Exhibit 14, Tables 2, 3, and 4) for rates of return on gross revenue are actually as follows:

Avocados	12.17 %
Lemons	14.85 %
General Ornamental Container-Grown	5.1%

Under Coastal Act Section 30241.5, an economic feasibility analysis for agriculture requires subtraction of operational expenses from gross revenue, excluding the cost of land. The result appears to be the rates of return on gross revenue provided in the Report ranging from 5.1% to 14.86%.

In addition, it is important to note that the figures identified for the General Ornamental Container-Grown products do not reflect the actual rates of return for the subject site, Norman's Nursery. No independently audited figures on actual rates of return (based on an analysis of gross revenue and operational expenses) over the past five years specifically for Norman's Nursery were provided by the City or the property owner.

The report concludes that the Norman's Nursery property is not economically feasible for agriculture by stating:

> *A very wide range of agricultural crops could be physically grown on this excellent prime soil parcel. But due to its high land values, high production costs, and numerous conflicts and limitations, only several crops were considered possibly viable – avocados, lemons, and container-grown ornamentals – and their rates of returns are too low for the risks involved. For these reasons, I would judge that this Norman's Nursery parcel is not economically feasible for agriculture.*

In an effort to review the above Report, staff contacted a number of individuals and companies familiar with agricultural issues to request an independent review and comment regarding the above Report. First, staff contacted the Santa Barbara County Agricultural Commissioner's Office. William Gillette, Agricultural Commissioner reviewed the Report and responded in a letter dated December 7, 1998 that the methodology used by the author appears to be correct and the limitations on the use of the data is accurately described by the author. However, Mr. Gillette does correct one of the important statements made in the report on page 6 regarding the expansion of agricultural plantings or facilities by stating:

> *On page 6, the author states that "current growers in the Valley are not expanding their plantings or facilities". We know of several greenhouse/cut flower growers who have expanded their operations in the last few years.*

On December 14, 1998, Mr. Gillette further clarified in an email message that Brand Flowers and Ocean Breeze International have or are in the process of expanding agricultural operations in the Carpinteria Area. One of these businesses purchased KM Nursery property which the submitted Report indicated had gone out of business and closed according to Mr. Gillette.

Mr. Gillette declines to make any judgements on the issue of agricultural viability. However, the important issue noted by Mr. Gillette is that agricultural operations consisting of greenhouse/cut flowers growers are expanding. It appears that some agricultural operations must be somewhat profitable to finance expansion of operations in the Carpinteria Valley.

Staff contacted Paul Forrest, Vice President and Agricultural Loan Officer for Santa Barbara Bank and Trust in Santa Maria and requested any comments on the Agricultural Feasibility Report. Mr. Forrest stated that he believed that additional agricultural crops should be considered. These crops include strawberries, which could

be grown in the Class I soils and marketed through direct farm-to-consumer sales due to the site's location on a highway frontage road (Via Real parallels Highway 101). A second crop could be vine-ripened hydroponic tomatoes grown in a 25 acre greenhouse.

Mr. Forrest also noted that the production costs provided in the Agricultural Feasibility Report are from low yield, high cost producers by stating that:

> *I would add some different production costs for Sections IV and V: Our surveys indicate that for profitable enterprises in the Santa Barbara area Avocado yields range from 2.0 to 5.5 tons/acre with total costs (preharvest, plus harvest plus overhead) ranging from $2,200 to $2,920/acre, for a breakeven position of $530 to $1,100/ton. The figures cited in the Goodall study are from low yield, high cost producers. Our Lemon figures are for yields ranging from 12 to 19 tons/acre, with total costs of $3,400 to $4,050/acre and a breakeven range of $215 to $275/ton. Again, the figures cited in the study are from high-cost producers.*

Mr. Forrest concludes that the rates of return cited in the Agricultural Feasibility Report are positive and are acceptable. With the potential for higher yields or lower costs the positive returns could be better by stating that:

> *I will comment only briefly on the various rates of return cited. These vary widely from one operation to another and have a lot to do with how the "books are cooked", particularly how assets are carried and their declared valuation. Generally, if all costs of production, including overhead (which also includes return to management and debt service), are met by the gross income then the enterprise is profitable and viable.* ***The rates of return cited are positive, which is the main issue, and are entirely acceptable.*** *Given the potential for higher yields or lower costs, they could be even better. (emphasis added)*

A review of the Agricultural Feasibility Report conclusions reveal that the figures provided may understate the potential for crop production yields while overstating the operational costs. Although the rates of return provided in the Report may be low as a result, most importantly the rates are positive as noted in the submitted Agricultural Feasibility Report. Therefore, the three possible agricultural operations (avocado and lemon orchards, and general ornamental container-grown plants) analyzed in the Report indicate that the rate of return on crop revenue (excluding the costs of land consistent with Coastal Act Section 30241.5(a)(2)) are profitable ranging from 5.1 % to 14.85 % per year. Thus, continued agricultural use is viable on the subject site as it is economically feasible to do so.

Lastly, City staff provided a review of existing LCP Policy 8-2 concluding that any conflicts between the nursery operation and the adjacent mobile home park are not significant enough to hinder continuing use of agricultural use. A letter, dated February 23, 1998, from Fred Goodrich, Principal Planner with the City's Community Development Department, states:

> *While it is believed that the conversion of the site to residential use conforms to the standards of number 2, 3, and 5 of Policy 8-2, the conversion may not meet the test of numbers 1 and 4.*
>
> Considering number 1, the continued agricultural use is already impaired by existing conflicts due to the dense residential use to the west. This conflict is due to the nature of the nursery operation and the proximity of the mobilehome sites to the property line. However, the coexistence of these two uses, and the lack of formal complaints, implies the conflict is not great enough to hinder continuing the current use of the land. Since the property is currently used for a potted-plant nursery, it would be considered one of the "alternative agricultural uses" described in number 4. Thus, the amendment does not conform to existing Policy 8-2.

The tests provided in LCP Policy 8-2 are: 1) "the agricultural use of the land is severely impaired because of non-prime soils, topographical constraints, or urban conflicts;" and 2) "the parcel could not be maintained in productive use through the use of greenhouses or alternative agricultural uses" such as the existing nursery.

Therefore, the viability of agricultural use, including the existing general ornamental container-grown nursery and the other agricultural land uses noted above, is not severely limited by conflicts of urban uses. The proposed Amendment does not meet this aspect of Section 30241(b) and Section 30241.5 of the Coastal Act.

The second provision of Section 30241(b) limits conversions to those lands where the conversion would "complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development." As noted above, the only residential uses adjacent to the Creekwood site is a mobile home park on the west, which in turn is located adjacent to a second mobile home park further west. Carpinteria Creek separates the mobile home parks from additional residential lands to the north-west. No road access exists between the mobile home parks and the neighborhoods west of Carpinteria Creek, as Via Real deadends at the creek.

In its Carpinteria Agricultural Viability and Conversion Analysis dated July 2000, the City states that

> *While the Creekwood site may not be part of an existing neighborhood, conversion of this site to residential development would be a logical extension of urban development from the existing mobile home parks to the west...*

However, the City's plan for "above moderate income" housing on low density residential parcels does not suggest an extension of the existing medium density, low to moderate income mobile home park that currently exists. Rather it suggests the creation of a new upscale residential community in contrast to the existing mobile home park and surrounding agricultural land. The creation of a new residential area adjacent to existing agriculture would create precedent to convert additional prime agricultural lands, therefore contributing to the destabilization of the urban-rural boundary.

In conclusion, the proposed conversion of the subject site would not complete a logical and viable neighborhood and, as discussed in Section __ above, would not contribute to the establishment of a stable limit to urban development. Furthermore, the site's agricultural viability is not severely limited by conflicts with urban uses. Thus, the proposed LCP Amendment is inconsistent with the test of Section 30241(b) of the Coastal Act.

c. Conversion of Land Surrounded by Urban Uses

In order to minimize conflicts between agricultural and urban land uses, the conversion of agricultural land surrounded by urban uses is permitted where the conversion of land would be consistent with Section 30250 and otherwise comply with applicable sections of Section 30241 of the Coastal Act (Public Resources Code Section 30241(c)). Section 30250 states in part that:

> *(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.*

The subject site proposed for the conversion of agricultural land to a residential land use is not surrounded by urban uses. As noted above, urban uses are located only on two sides. Along the two other sides, the subject site is surrounded by other agricultural lands. Therefore, an analysis for consistency with Section 30250 is not necessary. Thus, the proposed conversion can not be justified under Section 30241(c).

d. Development of Lands Not Suited for Agriculture Prior to Conversion

The test of Section 30241(d) requires that available lands not suited for agriculture be developed prior to conversion of agricultural lands to minimize conflicts between agricultural and urban land uses.

Although the City is about 2.4 square miles in size and is nearly built out with various types of development, there are opportunities for development of a few vacant parcels and further intensification and redevelopment of existing developed parcels. The City's analysis of available lands (Table A of the Carpinteria Agricultural Viability and Conversion Analysis dated July 2000) indicates that approximately 489 housing units are available in the short term and 689 available in the long term to meet its identified housing need of 644 units. Conversion of the Creekwood site would add an anticipated 244 units to those totals. The total includes 50 potential units on another agricultural parcel, but does not include the 77 units proposed for the Arneson (Lagunitas) site. Adjusted to delete the units on agricultural land, and include the Arneson units, the totals become 516 and 716 units respectively. In addition, the proposed LUP contains a

provision for residential and mixed use development on commercial and industrial zoned parcels, which, as modified by Suggested Modifications 15 and 16 are consistent with Chapter Three of the Coastal Act. These provisions will allow for additional residential development to meet Carpinteria's housing goals without the conversion of agricultural lands.

Therefore, there is currently the potential for development of up to about 716 housing units within the City on lands designated with residential and commercial land use zones. An unknown number of additional units may be developed if mixed used / residential provisions in this LUP amendment are fully certified. Therefore, the proposed conversion is not consistent with the fourth test of Section 30241, as there are available lands designated for potential residential development not suited for agricultural use.

e. Assure Non-agricultural Development Does Not Impair Agricultural Viability

Section 30241(e) imposes a policy assuring that public service and facility expansions and non-agricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality. The City has noted in (its Conversion Analysis) that

> *Public facilities are available to the Creekwood property, and can be provided without any extensions through agricultural areas. All utilities are available within the right-of-way of Via Real...All costs for the provision of services and facilities to the Creekwood property would be borne by the developer of the property; therefore, there would be no impact on agricultural viability due to increased assessments.*

The proposed conversion would allow development that would increase motor vehicle emissions and emissions from onsite gas utilities. The 1998 FEIR for a proposed residential development at the Creekwood site concluded that such emissions would result in significant and unavoidable impacts to air quality. Using a reference table produced by the Institute of Transportation Engineers, the FEIR estimated that the project would generate approximately 2,182 vehicle trips daily. Additional analysis is required to determine the impact of increased emissions on the agricultural viability of adjacent prime farmland.

The proposed conversion would allow development that would increase impervious surface area on the site, thus decreasing the infiltrative function and capacity of permeable land and increasing the volume and velocity of stormwater leaving the site. The proposed conversion also has the potential to degrade air quality, but additional information is needed on the impact of increased emissions on agricultural viability. For all of these reasons, the Commission cannot conclude that the proposal complies with Section 30241(e).

f. Division of Agricultural Lands

To minimize conflicts between agricultural and urban land uses, the issue of a land division is raised. This test requires that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands (Public Resources Code Section 30241(f)). Because the proposed Land Use Map does not involve the division of prime agricultural lands, this test is not applicable. Although no residential development is proposed in this LCP Amendment, the proposed Amendment will facilitate future development of residential development. Further, the Commission has previously found that conversion to residential use will diminish the productivity of prime agricultural lands.

g. Conclusion

In conclusion, the proposed conversion is inconsistent with the Section 30241 of the Coastal Act for two overarching reasons. First, it does not maintain the maximum amount of prime agricultural land in agricultural production. Secondly it does not minimize conflicts between agricultural and other land uses, as it does not pass any of the applicable tests provided in Section 30241. Therefore, the Commission finds that the City's proposed Land Use Map, as submitted, is inconsistent with Section 30241 of the Coastal Act and therefore cannot be certified as submitted. In addition, no modifications to the City's submittal would render the proposed conversion consistent with Section 30241 of the Coastal Act.

c. Ellinwood site

The Ellinwood site is a 3.87-acre parcel located on non-prime soils. The parcel is located within the City's proposed Sphere of Influence, immediately adjacent to the City's northern border, and outside of the city's urban-rural boundary. The parcel is currently designated for agricultural use (AG 1-5), but is not in agricultural production. The site contains an historic single family residence and barn. The site is adjacent to condominium complexes to the south, mobile home parks to the west, an agricultural warehouse on prime agricultural land to the east, and an agricultural parcel containing a single family residence and a County water retention basin to the north.

The site contains non-prime (Class III / Storie Index 32) soils, and is currently undergoing wetland delineation. According to the City, the site's "high water table and poor drainage impaired past agricultural use of the site to the point that agricultural use was terminated." According to the owner of the site, the property contained an avocado orchard when he acquired it in 1976, but the orchard suffered from excess groundwater impounded by the construction of Highway 101 and the Southern Pacific Railway line to the south of the site. The avocado trees died in the 1978 rainstorms, and his attempt to replant the orchard in 1980 was unsuccessful, despite various attempts to recontour the

land for better drainage. (Exhibit 8; personal communication between Scott Ellinwood and Commission staff.)

One such effort is evident in the southwest portion of the site, which contains an approximately ¼ -acre pond that was artificially created approximately 22 years ago. According to a February 28, 2002 report by David Swenk of CF Development Review North, the pond supported obligate wetland species, including cattail (*Typha ssp.*), rush (*Juncus ssp.*) and water weed (*Ludwigia ssp.*), prior to the unpermitted grading of its banks earlier this year (Exhibit 7). According to the owner of the parcel, great blue herons, other birds, and "tree frogs" frequented the pond (personal communication). The unpermitted grading was discovered by Santa Barbara County planning staff, who visited the site as part of their review of a permit application to fill the pond. Commission staff consulted with the County and the County is pursuing enforcement regarding the unpermitted grading.

The CF Development Review North report cited above also indicates that the pond area contains hydrophytic soils and wetland hydrology, including a perched water table that is fed by groundwater. According to the owner, the pond is filled with water year round. The report concluded that

> *It appears there is evidence the ponded feature had a good probability of meeting the three criteria of a wetland as afforded in the Cowardin definition before the grading took place.*

Section 30121 of the Coastal Act states

> *"Wetland" means lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.*

In addition, Section 13577 of the California Code of Regulations states

> *Wetland shall be defined as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to, vegetated wetlands or deep-water habitats...*

The pond on the Ellinwood site meets the Coastal Act definition of a wetland, and therefore must be accorded all the protections provided to wetlands, which are environmentally sensitive habitat areas. The Ellinwood property is currently undergoing wetland delineation and additional areas of the site may also be included in the wetland limit.

iii. Chapter Three Consistency

Effect of the proposed amendment on agriculture

The proposed amendment would result in the conversion of 3.87 acres of agricultural ly designated lands to medium-density residential use. The site of the proposed conversion contains a wetland and has not been used for agriculture since 1978.

Prime agricultural land determination

As noted above, the Coastal Act defines prime agricultural land by four criteria, any of which qualifies the parcel as prime. The first and second tests require Class I or II soils, and a Storie Rating Index between 80 and 100. The Ellinwood site contains non-prime (Class III) soils and a Storie Rating Index of 32. The third test requires the ability to support one livestock animal unit per acre. The Ellinwood site is poorly drained and contains a wetland and is thus unsuitable for livestock production. The fourth test requires land planted with fruit-bearing trees and other crops to return not less than $200 per acre annually. The Ellinwood site contains a few remnant avocado trees, but has not been in production for approximately 25 years. The Ellinwood site does not meet any of the four criteria for prime agricultural lands, and is thus defined as non-prime agricultural land under the Coastal Act.

Consistency with Section 30241 of the Coastal Act

Although the site does not contain prime soils, several provisions of Section 30241 and apply to all agricultural lands. Section 30241 requires that conflicts be minimized between agricultural and urban land uses, and provides six tests for determining whether proposals meet that requirement. All of these tests, when applicable, must be met in order for the proposal to be approved.

Each of the six tests required by Section 30241 will be reviewed separately.

a) <u>Establishing Stable Boundaries between Rural and Urban Land Uses</u>

As noted above, the proposed Land Use Map converts a 3.87-acre agricultural parcel to medium-density residential use. The initial question under Section 30241(a) is whether the proposed Land Use Map would establish a stable boundary between urban and rural uses. Pertinent to this question is whether a stable boundary currently exists between the Ellinwood site and surrounding urban land uses. A secondary question is whether a buffer area is necessary to minimize conflicts between the site and adjacent urban land uses, and, if so, whether an adequate buffer exists.

The subject site is surrounded by condominium complexes to the south, mobile home parks to the west, an agricultural warehouse on prime agricultural land to the east, and

an agricultural parcel containing a single family residence and a County water retention basin to the north. A lane that provides access to the agricultural warehouse separates the site from the condominiums to the south, and Cravens Lane separates the site from the mobile home parks to the west. A drainage channel separates the site from the agricultural warehouse to the east.

Conversion of the Ellinwood property would extend the medium density residential land use found south of the site further into an agricultural area. This further encroachment would increase the potential for conflicts with adjacent agricultural operations, including adjacent prime agricultural land, and would encourage further expansion of medium density residential use. In particular, conversion of the Ellinwood site would encourage conversion of the agricultural parcel to the north, which, like Ellinwood, is not in agricultural use. The Santa Barbara County Flood Control District is currently constructing a siltation basin on the eastern half of this property (Local Permit No. 98-CP-091; Commission File No. 4-STB-01-022); however, the approximately one acre on the western half of the property is potentially available for intensified residential use. The northern portion of this parcel contains prime soils. Should this parcel also be converted, approximately 23 acres of (at least partly) prime agricultural land to the east would be effectively sandwiched by adjacent residential uses and rendered more vulnerable to conversion pressure. Conversion of the Ellinwood parcel would not establish a stable boundary between urban and rural areas. It would destabilize the current urban-rural boundary, (which has been in effect since certification of the LCP in 1980) by creating a precedent for further medium-density residential expansion in the area.

Similarly, the conversion of the Ellinwood parcel would not create a buffer between the medium density residential uses to the south and west and the agricultural uses to the north and east. Under its present use, the Ellinwood parcel, and the parcel immediately to the north, provides a low intensity transition between these two uses. Conversion of the Ellinwood parcel to medium density use would eliminate this buffer and thus increase the potential for urban-rural conflicts. Therefore, the proposed conversion does not meet the requirements of Section 30241(a) of the Coastal Act.

As revised by Suggested Modification 6, which applies a rural residential designation to the Ellinwood parcel, the proposed conversion is consistent with Section 30241(a). A rural residential designation would continue, with minimal intensification, the effective use of the property that has been stable for the past 25 years. This use has provided a low intensity transition between agricultural and medium density residential uses that has helped minimize conflicts. A rural residential designation would also maintain the urban-rural limit line. Therefore, the conversion of the Ellinwood parcel to rural residential use is consistent with Section 30241(a).

b) Agricultural Viability and Neighborhood Completion

In order to meet the test for conversion of land around the periphery of urban areas under Section 30241 (b) of the Coastal Act, the amendment must meet one of two tests to minimize conflicts between agricultural and urban land uses. This test is applicable since the subject property is adjacent to an urban area located to the west and south.

To satisfy this test, the viability of agricultural use must already be "severely limited by conflicts with urban uses". The second situation when conversion of land on the periphery of an urban area may be appropriate is when the "conversion of lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development".

The first test is whether or not the viability of agricultural use is already severely limited by conflicts with urban uses. As noted above, in connection with Section 30241(a), no significant conflicts between the subject agricultural land use and the surrounding urban land uses on two sides have been documented. However, this may be due to the fact that no agricultural use is occurring. Nevertheless, there is no evidence that conflicts with urban uses would severely limit viability of any agricultural use that were to occur.

The second test is whether or not conversion would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development. As noted above, the subject site is surrounded by condominium complexes to the south, mobile home parks to the west, an agricultural warehouse on prime agricultural land to the east, and an agricultural parcel containing a single family residence and a County water retention basin to the north. The surrounding land uses are disparate and do not constitute a residential neighborhood. The mobile home parks and the condominium development are self-contained, inward-oriented complexes that are separated by Cravens Lane. The agricultural warehouse is linked to adjacent parcels to the north and east that are under the same ownership and that contain greenhouses and other agricultural buildings as well as open-field agriculture. The parcel to the north, like the Ellinwood parcel, is designated for agricultural use but is not currently under agricultural use.

Conversion of the Ellinwood parcel to medium-density residential use would extend the land use found south of the site, but would not complete a logical neighborhood or provide a stable limit to urban development. Rather, it would destabilize the urban limit line and increase the potential for compatibility issues with adjacent agricultural operations. In addition, the viability of agricultural use on the site is not severely limited by conflicts with urban uses. Therefore, the proposed conversion does not meet the requirements of Section 30241(b) of the Coastal Act.

As revised by Suggested Modification 6, which applies a rural residential designation to the Ellinwood parcel, the proposed conversion is consistent with Section 30241(b). A rural residential designation would stabilize, with minimal intensification, the effective use of the property that has remained constant for the past 25 years. This use has provided a low intensity transition between agricultural and medium density residential uses that has helped minimize conflicts and development pressure. A rural residential

designation would provide a stable limit to urban development and a necessary transition zone within a neighborhood consisting of multiple uses. Therefore, the conversion of the Ellinwood parcel to rural residential use is consistent with Section 30241(b).

c) Conversion of Land Surrounded by Urban Uses

The subject site is surrounded by condominium complexes to the south, mobile home parks to the west, an agricultural warehouse on prime agricultural land to the east, and an agricultural parcel containing a single family residence and a County water retention basin to the north. The site is not surrounded by urban uses, therefore this test does not apply.

d. Development of Lands Not Suited for Agriculture Prior to Conversion

The test of Section 30241(d) requires that available lands not suited for agriculture be developed prior to conversion of agricultural lands. The Ellinwood site itself is no longer suited for agricultural use.

As noted above, the Ellinwood parcel contains a wetland. The wetland is a result of a high water table and poorly drained soils, both of which render agricultural use problematic. The wetland is located in the southwest quadrant of the property, and is at least ¼ acre in area. Both the current and proposed LUP require a minimum 100 foot buffer strip to be maintained along the upper limit of a wetland. The wetland and required buffer strip will cover an area of at least 1 ½ acres. Furthermore, a mature oak tree is located in the northeast corner of the remaining acreage, and must be protected under existing and proposed LUP policies, pursuant to Section 30240, which protects rare and valuable species. Therefore, the maximum area available for agricultural production would be an irregularly shaped area totaling approximately two acres.

These two acres would be subject not only to a high water table, but to controls on the use of chemicals and fertilizers. Policy OSC-3b prohibits development adjacent to a wetland buffer from resulting in adverse impacts to the wetland including sediment, runoff, chemical and fertilizer contamination. Even organic agriculture would be limited in its use of natural fertilizers and non-toxic pest control substances. Given the small size of the available arable land, and the increased operational constraints due to the proximity of the wetland, agricultural is not feasible on the Ellinwood parcel. Therefore, the conversion of the Ellinwood parcel from agricultural use is consistent with the requirements of Section 30241(d).

e. Assure Non-agricultural Development Does Not Impair Agricultural Viability

Section 30241(e) imposes a policy assuring that public service and facility expansions and non-agricultural development do not impair agricultural viability, either through

increased assessment costs or degraded air and water quality. Given the availability of services and relatively small size of the parcel, it does not appear that conversion to residential use would conflict with Section 30241(e).

f. Division of Agricultural Lands

This test requires that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands. Because the proposed conversion does not involve the division of prime agricultural lands, the first part of this test is not applicable.

The Ellinwood site is adjacent to prime agricultural land and thus the second part of this test is applicable. The adjacent parcel to the east, which contains an agricultural warehouse, is located on Class II soils classified as Elder Sandy Loam (EaA) which has a Storie Index rating of 86. Thus the adjacent parcel to the east is defined as prime agricultural land under the Coastal Act.

As noted in Section a. above, conversion of the Ellinwood property would extend the medium density residential land use found south of the site further into an agricultural area. Additional residential units would increase the potential for conflicts with adjacent prime agricultural land, and would encourage further expansion of residential use. In particular, conversion of the Ellinwood site would encourage conversion of the agricultural parcel to the north, which, like Ellinwood, is non-prime land that is not in agricultural use. A siltation basin is under construction on the eastern half of this property; however, approximately one acre in the western half of the property is potentially available for intensified residential use. Should this parcel also be converted, approximately 23 acres of prime agricultural land to the east would be effectively sandwiched by adjacent residential uses. Conversion of the Ellinwood parcel to medium-density residential use could lead to proposals to convert these parcels, and increased conflicts, thus diminishing the productivity of adjacent prime agricultural lands. Therefore, the proposed conversion does not meet the requirements of Section 30241(f) of the Coastal Act.

As revised by Suggested Modification 6, which applies a rural residential designation to the Ellinwood parcel, the proposed conversion is consistent with Section 30241(f). A rural residential designation would not diminish the productivity of adjacent prime agricultural lands, but rather would provide a transitional use that would buffer adjacent agricultural operations from both development pressure and potential conflicts with higher density residential uses. A rural residential designation would stabilize the urban-rural limit line, further reducing the impetus to convert prime agricultural land to urban uses . Therefore, the conversion of the Ellinwood parcel to rural residential use is consistent with Section 30241(f).

In summary, the proposed conversion of the Ellinwood property from agricultural to medium-density residential use passes only one of four applicable tests provided in Section 30241. Therefore, the proposed conversion is inconsistent with Section 30241 of the Coastal Act because it does not adequately minimize conflicts between agricultural and other land uses. Accordingly, Suggested Modification 6 replaces the proposed medium-density residential designation with a rural residential designation. As modified by Suggested Modification 6, the proposed conversion is consistent with all applicable requirements of Section 30241.

iii. Consistency with Section 30242

Section 30242 allows conversion of lands suitable for agriculture if such conversion is compatible with continued agricultural use of surrounding lands, and if either 1) agriculture is not feasible on the site, 2) if the conversion would preserve prime agricultural land, or 3) if the conversion concentrates development consistent with Section 30250. Thus under Section 30242 proposals for conversion must meet one of three tests, as well as the requirement that the conversion be compatible with continued agricultural use of surrounding lands.

As noted in the context of Section 30241(a) above, conversion of the Ellinwood property to medium-density residential use would not be compatible with existing agricultural uses because it would extend the medium density residential land use found south of the site further into an agricultural area. This further encroachment would increase the potential for conflicts with adjacent agricultural operations, including adjacent prime agricultural land, and would encourage further expansion of medium density residential use. Thus the proposed conversion is inconsistent with the continued agricultural use of surrounding lands.

As revised by Suggested Modification 6, which applies a rural residential designation to the Ellinwood parcel, the proposed conversion is consistent with Section 30242. The conversion of the Ellinwood property to rural residential use would be compatible with existing agricultural uses. A rural residential designation would continue, with minimal intensification, the effective use of the property that has been compatible for the past 25 years. Furthermore, a rural residential designation would maintain the low intensity transition between agricultural and medium density residential uses that currently serves to minimize conflicts. Therefore, the conversion of the Ellinwood parcel to rural residential use is consistent with the continued agricultural use of surrounding lands.

As noted above, the Ellinwood parcel contains a wetland. The wetland is a result of a high water table and poorly drained soils, both of which render agricultural use problematic. The wetland is located in the southwest quadrant of the property, and is at least ¼ acre in area. Both the current and proposed LUP require a minimum 100 foot buffer strip to be maintained along the upper limit of a wetland. The wetland and required buffer strip will cover an area of at least 1 ½ acres. Furthermore, a mature oak tree is located in the northeast corner of the remaining acreage, and must be protected

under existing and proposed LUP policies, pursuant to Section 30240, which protects rare and valuable species. Therefore, the maximum area available for agricultural production would be an irregularly shaped area totaling approximately two acres.

These two acres would be subject not only to a high water table, but to controls on the use of chemicals and fertilizers. Policy OSC-3b prohibits development adjacent to a wetland buffer from resulting in adverse impacts to the wetland including sediment, runoff, chemical and fertilizer contamination. Even organic agriculture would be limited in its use of natural fertilizers and non-toxic pest control substances. Given the small size of the available arable land, and the increased operational constraints due to the proximity of the wetland, agricultural is not feasible on the Ellinwood parcel. Therefore, the conversion of the Ellinwood parcel from agricultural use is consistent with the second test of Section 30242.

In summary, conversion of the Ellinwood parcel from agricultural to rural residential use meets the requirements of Section 30242, which allows conversion of agricultural properties when agriculture is no longer feasible, and when such conversion is compatible with continued agricultural use of adjacent lands. Conversion of the Ellinwood parcel from agricultural to medium density residential use is inconsistent with Section 30242, because medium-density use is not compatible with the continued agricultural use of adjacent lands.

iv. Consistency with Chapter Three wetland policies

Because the project site contains a wetland, the proposed land use designation must also be evaluated for consistency with the wetlands provisions of the Coastal Act, including Sections 30231, 30233 and 30240.

(List sections)
Section 30240 of the Coastal Act states

> *(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.*
>
> *(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

The proposed conversion of the Ellinwood property to medium density residential use is inconsistent with the wetland protection policies of the Coastal Act. Under a medium density residential designation, up to 20 residential units per acre could be built on the 3.87-acre parcel.

New development and redevelopment have the potential to adversely impact coastal water quality, and thus the quality of wetlands, through the removal of native vegetation, alteration of natural drainage systems, increase of impervious surfaces, increase of runoff, erosion, and sedimentation, and introduction of pollutants such as petroleum, cleaning products, pesticides, and other pollutant sources.

An increase in impervious surfaces decreases the infiltrative function and capacity of existing permeable land on project sites. The reduction in permeable space therefore leads to an increase in the volume and velocity of stormwater runoff and an attendant increase in erosion and sedimentation of adjacent water bodies. Furthermore, when infiltration is impeded by impervious surfaces, pollutants in runoff are quickly conveyed to coastal streams and to the ocean and groundwater levels are reduced. Thus, new development can cause cumulative impacts, such as increased sedimentation, increased concentrations of pollutants, and reduced groundwater levels.

Pollutants commonly found in runoff associated with new development include petroleum hydrocarbons including oil and grease from vehicles; heavy metals; synthetic organic chemicals including paint and household cleaners; soap and dirt from washing vehicles; dirt and vegetation from yard maintenance; litter; fertilizers, herbicides, and pesticides; and bacteria and pathogens from animal waste. The discharge of these pollutants to coastal waters can cause cumulative impacts that reduce the biological productivity and the quality of wetlands.

The proposed conversion of the Ellinwood property to medium density residential use would allow such impacts to be concentrated on the site in a manner inconsistent with the wetland protection policies of the Coastal Act. Section 30240(b) requires adjacent development to minimize impacts to wetlands (and other ESHA). As noted above, Policy OSC-3b prohibits development adjacent to a wetland buffer from resulting in adverse impacts to the wetland including sediment, runoff, chemical and fertilizer contamination, consistent with Section 30240(b).

Development on the Ellinwood site is also constrained by other Chapter Three provisions. Section 30233 does not allow the filling of wetlands for residential development. Section 30231 requires the quality of coastal wetlands to be maintained, and this has been interpreted in the LUP to require a minimum 100 foot buffer strip be maintained around the upper limits of wetlands. Furthermore, a mature oak tree is located in the northeast corner of the remaining acreage, and must be protected under existing and proposed LUP policies, pursuant to Section 30240, which protects rare and valuable species. Therefore, the maximum developable area on the Ellinwood site would be an irregularly shaped area totaling approximately two acres.

Under a rural residential designation, as applied by Suggested Modification 6, one to three residential units would be allowed, thus reducing potential impacts to the wetlands on the site. This designation would reflect the current use of the site, and, if found to be adequately protective of sensitive habitat, allow for two additional residences to be built.

Rural residential is a more feasible and consistent use of the property under the provisions of Chapter Three of the Coastal Act.

Therefore, for all of the reasons stated above, the proposed conversion of the Ellinwood site is only consistent with Chapter Three of the Coastal Act as modified by Suggested Modification 6.

d. East Valley School site

The East Valley School site consists of two parcels on approximately 7 acres of non-prime soils. The site is located north of the city limits and the urban-rural boundary and is designated for low density residential use (3 acres per dwelling unit) in the Santa Barbara County LCP. The proposed land use map changes the land use designation on the East Valley School site from low density residential (3 acres per dwelling unit) to public facility, and includes the East Valley School site within the City's proposed Sphere of Influence. The East Valley School site remains outside of the urban-rural boundary in the proposed land use map.

The East Valley School site contains two single family residences and a disked field. The site has Class III soils and was used for agriculture from prior to 1938 until its purchase by the school district.

The site is located adjacent to multi-family residences to the south, a city park and agricultural operations to the east, and agricultural operations to the north and west. Agricultural operations immediately adjacent to the site include an orchid greenhouse to the west, an avocado orchard on Class I farmland to the north, and mixed orchard and field crops (including avocadoes, cherimoya, squash, and corn seed) to the east. Agricultural operations within 500 feet of the site include avocado orchards to the west and northwest, and a flower greenhouse, open fields, and orchards to the north.

i. Consistency with Section 30242

Section 30242 allows conversion of lands suitable for agriculture if such conversion is compatible with continued agricultural use of surrounding lands, and if either 1) agriculture is not feasible on the site, 2) if the conversion would preserve prime agricultural land, or 3) if the conversion concentrates development consistent with Section 30250. Thus under Section 30242 proposals for conversion must meet one of three tests, as well as the requirement that the conversion be compatible with continued agricultural use of surrounding lands.

Compatibility

As noted above, the East Valley School site is located adjacent to active agricultural operations. Agricultural operations immediately adjacent to the site include an orchid greenhouse to the west, an avocado orchard on Class I farmland to the north, and mixed orchard and field crops (including avocadoes, cherimoya, squash, and corn seed) to the east. Agricultural operations within 500 feet of the site include, in addition to those listed above, avocado orchards to the west and northwest, and a flower greenhouse, open fields, and orchards to the north.

Recent pesticide use on surrounding properties consists of ground application of unrestricted pesticides, with the exception of the mixed field crop and orchard operation immediately to the east of the subject site. Agricultural Commission records indicate that the avocado orchards on that site were subject to aerial application of a restricted pesticide ("Success") twice in 2000, and once in 2001. The operator has indicated his intention to spray the site again in 2002.

Under authority from the California Department of Food and Agriculture, the Santa Barbara Office of the Agricultural Commissioner (SBOAC) regulates pesticide use in Carpinteria. The SBOAC limits the use of restricted pesticides, such as Success, in the vicinity of schools. These restrictions are applied on a case-by-case basis, but the SBOAC provides the following example of a typical restriction on its "Application Restrictions" notice form:

> *For example: "Do not apply restricted pesticides by ground, within 500 feet of the school, when there are children present at the school. Do not apply restricted pesticides by air, within 750 feet of the school, when there are children present at the school. Do not apply pesticides by air, within 200 feet of the school at any time." The timing and method of the application may need to be altered to optimize your pest control.*

The form notes:

> *Buffer zones are measured from the subject that is being protected. For example: "Leave a 200 foot buffer from the residential areas on the east side of Ranch 01." The 200 feet is measured from the property line of the residential area. No aerial applications of restricted materials may be made within this 200 feet buffer zone.*

The SBOAC also provided Commission staff with specific permit conditions that have been required for "Agri-mek" (an analogue of "Success") which is used to control thrips in avocado orchards. These conditions state (in relevant part)

> *Do not apply Agri-mek by air within 500 feet of a school when children are present and within 200 feet of a school at any time. Do not apply Agri-mek by air within 200 feet of any occupied residence.*

In addition, both forms emphasize that

> *Regardless of the existence of the buffer zone, <u>there shall be no drift to non-target areas.</u>*

The proposed conversion would allow construction of an elementary school on the East Valley School site. The elementary school would activate increased restrictions on use of restricted pesticides by adjacent agricultural operations. Adjacent avocado growers applying Agri-mek by aircraft would be subject to an additional 300 foot setback from the property lines of the school site during weekday hours. Adjacent growers using other restricted pesticides may be subject to an additional 550 foot setback. These setbacks begin at the property lines of the school site, and are therefore are not mitigable on the school property.

In rare cases, non-restricted pesticides may also be regulated by the Office of the Agricultural Commissioner. One such case occurred in November 2000 in Ventura County, on an orchard adjacent to Mound Elementary School. The orchard operators allowed a non-restricted pesticide, Lorsban, to drift onto the school site, which caused children and teachers to become ill. Following outcry from the school community and the general public, the Ventura County OAC fined the growers and prohibited them from applying Lorsban with a "speed sprayer" adjacent to the school.

The Mound Elementary School case also prompted the introduction of stricter legislation on pesticide use near schools. The proposed legislation, introduced last year and passed by the State Assembly, would strengthen the ability of agricultural commissioners to regulate all pesticide applications near schools, and quintuple the fine for violations of those restrictions. While the bill has not yet become law, increased restrictions on pesticide use near schools may be forthcoming. A related act (the Healthy Schools Act) that restricts the use of pesticides on school grounds was passed in 2000. These developments reflect a growing public awareness of the vulnerability of young children to pesticides, as well as an increased vigilance against pesticide use on or adjacent to school grounds.

Children are especially susceptible to pesticide exposure. Several factors increase the vulnerability of children, including greater cell division rates, immature reproductive, immune, and nervous systems, higher respiratory rates, and more skin surface area for their size than adults. The National Research Council of the National Academy of Sciences has also found that children are more susceptible than adults to long-term, low-level exposures to some pesticides. The California Medical Association and the American Academy of Pediatrics, District IX have passed a resolution for reduction of pesticide use at schools. In addition, the U.S. EPA has begun testing pesticides for their effects on children.

Construction of an elementary school on the subject site would increase regulatory restrictions and public sensitivity to agricultural practices on adjacent agricultural parcels. Unless provisions are made to control impacts to adjacent agriculture, the proposed conversion, which is intended to allow construction of the elementary school, is inconsistent with the requirements of Section 30242 requiring conversions to be compatible with continued agricultural use on surrounding lands.

Therefore, Suggested Modification 12 adds a policy requiring that approval of any development on a parcel which is designated Public Facility (PF) and is located adjacent to the City's Urban/Rural limit line ("development") shall be contingent upon the City's making a finding that the development is compatible with any agricultural operations on adjacent property.

As a pre-condition to making such finding, an operation management plan for the parcel for which development is proposed must be approved by the City, and formally agreed to by the parcel owner proposing the development and the owners of any agricultural parcel within 500 feet of the property line of the parcel for which development is proposed. The plan must include provisions to ensure that the agricultural operation is not constrained by the adjacent development to the extent that its viability is threatened.

With the addition of this policy, the proposed conversion of the East Valley School site to a Public Facility designation is compatible with adjacent agricultural uses, and therefore meets the first test of Section 30242.

Concentration of development

In order to be fully consistent with Section 30242, the proposed conversion must also meet one of three secondary tests provided. In accordance with the third test offered in Section 30242, the proposed conversion concentrate development consistent with Section 30250 of the Coastal Act.

Section 30250 states, in relevant part:

> *(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, wither individually or cumulatively, on coastal resources....*

The East Valley School site is located immediately north of a medium-density residential area, and public service and facilities are already available at the site. The Final EIR for the East Valley Elementary School concluded that no significant, unavoidable impacts would result from the project. Provided that the operation management agreements are implemented, as discussed above, and measures are taken to protect other coastal resources, development of the site could be accomplished without significant adverse effects on coastal resources.

In summary, the proposed conversion, subject to the requirements of Suggested Modification 12, meets the required two tests provided in Section 30242 and is therefore consistent with the Chapter Three Policies of the Coastal Act.

2. Visitor Serving Commercial Designation

Carpinteria is a small beach-oriented community with over a mile of public beach that attracts visitors from throughout the state. Visitor-serving facilities include the Carpinteria State Beach, the Carpinteria City Beach, Tar Pits Park, and the recently acquired Carpinteria Bluffs Nature Park. Visitor-serving accommodations include 228 campsites at the State Beach, and seven hotels and motels offering a total of approximately 560 rooms.

The existing Land Use Plan includes two designations for visitor-serving uses. The Visitor Serving / Highway Commercial (V) designation is defined as follows:

> *The intent of this designation is to provide for those uses which serve the highway traveler or visitors to the City. Such uses may also serve local residents and include hotels, motels, restaurants, service stations, and retail commercial enterprises which serve both the needs of the visitor and the local community. When this designation is applied to the entire parcel(s), it signifies that visitor-serving and/or highway commercial uses will be the principal permitted uses, with all other structures or development incidental or accessory to such uses.*

The definition also provides for a combined Visitor Serving / Highway Commercial (V) and General Commercial (C) designation. The "C & V" designation is defined as follows:

> *When used in combination with the General Commercial land use designation, the intent of the Visitor Serving / Highway Commercial designation is to identify those areas in which visitor-serving and/or highway commercial uses will be given priority over other commercial uses, if possible, but will not necessarily be required as the principal permitted use.*

The existing Land Use Map designates the approximately 25-acre parcel known as "Bluffs III" for Visitor-serving Commercial (V) use. It designates approximately 80 acres for joint Visitor-serving and General Commercial (C & V) use. The C & V parcels are located in the central and western parts of town, which can be divided into four areas: Area 1, north of Highway 101 at the west end of town; Area 2, south of Highway 101 on the west end of town; Area 3, north of Carpinteria Avenue, and west of Franklin Creek; and Area 4, fronting Linden Avenue between the railroad tracks and Carpinteria Avenue (Figures 1, 2 and 3).

The proposed Land Use Map eliminates the Visitor Serving Commercial land use designation. Parcels currently designated as Visitor-serving Commercial (V) are designated General Commercial, and in some cases, Residential, on the proposed Land Use Map.

The proposed LUP does make other provision for visitor-serving development. Policy LU-5 requires the City to "maintain availability of visitor-serving commercial development." Policy LU-5c prohibits the removal or conversion of existing visitor-

serving development. Policy LU5, IM 1 provides for a visitor-serving zone district to apply to all commercially designated parcels with frontage on Linden Avenue (from the Railroad to Carpinteria Avenue) or Carpinteria Avenue (east of Franklin Creek). The zone district is defined as follows:

> *A visitor serving zone district shall be maintained...with the purpose of providing adequate opportunity for commercial development that will serve visitors to the city as well as local residents. The intent is to provide a mechanism for requiring accommodations where feasible to serve visitors to the coast and assure that such uses are appropriately integrated with the balance of uses in the city and with the specific area where the development is proposed...*

However, a policy to maintain a visitor serving zone district does not substitute for a visitor-serving land use designation. Land use designations define the kinds, size, intensity, and location of development, and serve as the fundamental basis for all planning decisions. Land use designations, and accompanying land use maps, are a primary component of the Land Use Plan portion of Local Coastal Programs (LCPs), and serve to indicate adequate provision of lands for coastal priority uses. Visitor-serving commercial is a priority land use under Section 30222 of the Coastal Act.

Applicable Chapter Three Policies

Section **30222** of the Coastal Act states

> *The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.*

In addition, Section **30213** of the Coastal Act states, in relevant part

> *Lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided.*

1. CHAPTER THREE CONSISTENCY

The proposed LUP, by eliminating the visitor-serving designation, does not provide sufficient information on the kinds, size, intensity, and location of visitor-serving uses to allow review for conformity with the requirements of Sections 30222 and 30213 of the Coastal Act. Furthermore, the elimination of the V designation and the redesignation of V and C & V parcels as GC (General Commercial) and R (Residential) is inconsistent with Section 30222 which prioritizes visitor-serving commercial uses over general commercial and residential uses.

Suggested Modification 5 restores the V designation and defines it to include uses, such as hotels, motels, restaurants, service stations, and retail businesses that serve both visitors and the local community. Suggested Modification 6 applies the V designation to all parcels previously designated as C & V with frontage on Linden Avenue; to all parcels previously designated as C *or* C & V, with frontage on Carpinteria Avenue west of Franklin Creek; to two parcels in Area 1 and one parcel in Area 3 that were previously designated C & V and contain existing motels; and to the Bluffs III parcel adjacent to the eastern city limits.

The effect of this modification is to concentrate and increase visitor-serving commercial facilities in the downtown area, with the exception of the Bluffs III area and three parcels with existing motels in the west end of town. The downtown area, particularly Linden Avenue, provides pedestrian friendly gateway to Carpinteria and its public beaches. This modification provides for the expansion of visitor-serving uses in the downtown "T" zone.

As modified, the Land Use Map replaces the C & V designation in Area 3, with the exception of the Best Western hotel parcel, with a General Commercial designation. Similary, it replaces the C & V designation in Areas 1 and 2, with the exception of the Sandyland Reef Inn and Motel 6 parcels, with General Commercial and Medium Density Residential designations.

The location of visitor-serving uses in Areas 1 and 2 was the subject of Local Coastal Program Amendment 1-98. Amendment 1-98 proposed a residential overlay be applied to Areas 1 and 2, in order to encourage rehabilitation of existing housing stock and to provide additional affordable housing. The staff report for the amendment stated that Areas 1 and 2 are

> *....not considered the primary area for visitor serving land uses in the City. This conclusion is evidenced by a large number of existing residences throughout the subject area.*

The amendment was found consistent with Chapter 3, with the modification that the overlay would not apply to parcels containing existing visitor serving land uses, specifically the Sandyland Reef Inn and Motel 6 parcels. The amendment was approved by the Commission in October 1998. Area 3 is also outside the main visitor-serving corridor, and contains primarily residential and general commercial uses.

In summary, the proposed Land Use Map, as modified by Suggested Modifications 5 and 6, removes a diluted visitor-serving designation from the western periphery of Carpinteria, while concentrating visitor-serving use in the area surrounding the intersection of Linden and Carpinteria Avenues, which serves as the primary visitor gateway to the city and its public beaches. The proposed Land Use Map, as modified, also applies a visitor-serving land use designation to all existing hotel sites in the city. Therefore, as modified, the Land Use Map is consistent with Chapter Three policies of the Coastal Act.

F. LAND USE POLICIES

The Land Use Element contains global criteria and standards for all policies in the proposed LUP, as well as more specific policies applying to individual land uses. Global policies, such as LU-1, LU-1b, LU-2, LU-2b, establish Coastal Act priorities as the basis for the LUP and Policy LU-1a incorporates the policies of Sections 30210 through 30263 (Chapter Three of the Coastal Act) by reference. Policies LU-3 through LU-3n provide standards for new development. Subsequent policies concern specific land uses, including mixed use and residential use in commercial and industrial designated parcels, and visitor-serving commercial land use.

While the proposed land use policies address many requirements of Chapter Three of the Coastal Act, in order for the Land Use policies to be fully consistent with Chapter Three, several modifications and the addition of one policy are necessary. These modifications are discussed below:

Applicable Coastal Act Policies

Sections 30220 through 30222.5 and Section 30255 establish priority land uses within the coastal zone and along the shoreline.

Section **30220** states:

> *Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.*

Section **30221** states:

> *Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.*

Section **30222** states:

> *The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.*

Section **30222.5** states:

> *Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses..*

Section **30223** states:

> *Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible..*

Section **30255** states, in relevant part:

> *Coastal-dependent developments shall have priority over other developments on or near the shoreline.*

A specific priority use, agriculture, is addressed in Section 30241, which requires conflicts to be minimized between agriculture and adjacent urban uses. Section **30241** states:

> *The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:*
>
> *(a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.*
>
> *(b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.*
>
> *(c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.*
>
> *(d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.*
>
> *(e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.*
>
> *(f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.*

Finally, several policies address or evoke issues of sensitive habitat. Section 30240 of the Coastal Act requires that environmentally sensitive habitat areas (ESHA) be protected from adverse impacts. Section **30240** states:

> *(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.*

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

These policies form the basis for review of the following policies' consistency with Chapter Three of the Coastal Act.

Consistency with Chapter Three Policies

1. Global Policies

The proposed Land Use Element contains global policies that provide land use and development standards and broad policy direction for the City. While these policies largely reflect Chapter Three requirements, some Suggested Modifications are necessary, as discussed below.

Policy LU-2a

Policy LU-2a, as modified, states

> *Reduce the density or intensity of a particular parcel if warranted by conditions such as topography, geologic or flood hazards, habitat areas or steep slopes. This can be achieved in part by establishing an environmentally sensitive area overlay district in the Zoning Ordinance. This overlay district will include maximum density and parcel size criteria for determining the appropriate intensity of sensitive habitat areas.*

An ESH overlay district with specific density and intensity standards will serve to achieve the stated goal only in respect to habitat areas. Geologic and other potential hazards exist in areas not subject to the ESHA overlay. Therefore, the above-noted modification is necessary to clarify the effects of the ESHA overlay.

Policy LU-3i

Policy LU-3i, as modified, states

> *"Ensure the provision of adequate services and resources, including parking, public transit, and recreational facilities, to serve proposed development."*

Parking, public transit and recreational facilities are priority services that facilitate public access in the coastal zone. Provision of these services is addressed in Section 30252 of the Coastal Act. Section **30252** states

> *The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.*

This modification is necessary to ensure that the provisions of Section 30252 of the Coastal Act are included in the proposed LUP.

2. Chapter Three Priority Land Uses

Chapter Three prioritizes visitor-serving commercial facilities, agriculture, and coastal-dependent industry in the coastal zone, with coastal dependent developments (including coastal-dependent recreation, aquaculture, and industry) given priority on or near the shoreline. The proposed Land Use Element contains policies that address priority uses, such as visitor serving commercial and agriculture, as well as other non-priority uses within the City of Carpinteria. In order for these policies to be consistent with Chapter Three, several Suggested Modifications are necessary, as discussed below.

a. Visitor-Serving Commercial

Policy LU-3e

Policy LU-3e, as modified, states:

> *"Direct commercial development toward the center of town and in established commercial nodes. ~~A~~ ~~p~~Possible exceptions ~~is~~ include visitor-serving commercial uses in the Bluffs sub-area, and commercial uses of a character, size, and location that are intended solely to serve a specific neighborhood and thereby reduce vehicle trips."*

The City has designated this area for general commercial use in its proposed LUP, and states in discussion of the Bluffs sub-area that

> *(Bluffs III) is an ideal site for a visitor-serving resort. The planned uses for this subarea include a hotel with up to 225 rooms....*

In addition, Suggested Modification 5 requires designation of the Bluffs III site for visitor-serving commercial use.

Suggested Modification 8 is necessary to acknowledge and allow for the proposed use of Bluffs III for a commercial, visitor-serving resort. As modified, Policy LU-3e is consistent with Sections 30213 and 30222 of the Coastal Act.

Policy LU-IM 1

As modified, Policy LU-IM 1 states

> *A visitor serving zone district shall be maintained as a part of the city zoning regulations with the purpose of providing adequate opportunity for commercial development that will serve visitors to the city as well as local residents. ~~The intent is to provide a mechanism for requiring accommodations where feasible to serve visitors to the coast and assure that such uses are appropriately integrated with the balance of uses in the city and with the specific area where the development is proposed.~~ The visitor serving zone district shall apply to all ~~commercially~~ visitor-serving commercial designated parcels ~~with frontage on Linden Avenue (from the Railroad to Carpinteria Avenue) or Carpinteria Avenue (east of Franklin Creek).*

This modification is necessary to reflect the revisions made under Suggested Modifications 5 and 14, which reinstate, apply, and define a visitor-serving commercial land use designation.

Policies LU-6, LU-6a, and LU-6b

Policy LU-6 provides for the creation of flexible land use and zoning standards to allow for expanded residential use in the city. Similarly, Policy LU-6a and Policy LU-6b allow for residential or mixed residential use of commercial and industrial zoned parcels. Flexible land use may be problematic from a planning perspective, but is not inconsistent with Chapter Three policies provided that priority land uses, including visitor-serving commercial and coastal dependent industrial, are not compromised.

Suggested Modifications 15 and 16 are necessary to ensure that priority land uses are not replaced or encroached upon by non-priority residential uses. Suggested Modification 15 adds language restricting the application of flexible land use and zoning standards to general commercial and non-coastal dependent industrial parcels only. Suggested Modification 16 adds a policy prohibiting mixed use and residential use on coastal dependent industrial and visitor serving commercial designated parcels. Suggested Modification 16 does allow second-story mixed use, general commercial, or residential use on visitor serving commercial parcels within the Dowtown Core District. This exception allows for increased residential use in existing developed areas (thus minimizing development pressure on nearby agricultural lands) while protecting the storefront restaurants and shops that characterize the visitor-serving uses in the district.

b. Other priority uses

Policy LU-3k

Policy LU-3k, as modified, states

> *"Prepare a study for the future reuse of the Carpinteria oil & gas plant and ~~surrounding area~~ Bluffs Area 0. [California Coastal Act §30255, 30260, 30262, 30263]. Future reuse of the Carpinteria oil & gas plant and Bluffs Area 0 shall incorporate public access, coastal recreation and open space/habitat restoration uses to the maximum extent feasible, and shall at minimum provide for vertical and lateral public access to and along the Coastal Trail."*

The Carpinteria oil & gas plant is located on four bluff top parcels, including an oceanfront parcel and a pier. It is located immediately east of Tar Pits Park, and includes Dump Road, the only no-fee vehicle access route to the shoreline between Palm Avenue and Bailard Avenue, a distance of approximately 1.5 miles.

Section 30212 of the Coastal Act states:

> *(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where*
>
> *(1) It is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,*
>
> (2) *Adequate access exists nearby, or,*
>
> (3) *Agriculture would be adversely affected...*

Given its shoreline location and adjacency to existing parkland, the site is highly suitable for recreational use, including water-oriented recreational activities. In addition, the area contains the harbor seal haul-out overlook, as well as remnant coastal sage scrub and a wetland, and has been designated as ESHA on the proposed ESHA map. Suggested Modification 10 clarifies the area to which the policy applies, and adds language requiring future reuse of the Carpinteria oil & gas plant site to incorporate public access, coastal recreation, and habitat restoration to the maximum extent feasible, in accordance with Sections 30220, 30221, and 30240 cited above.

Policy LU-3n

As modified, Policy LU-3n states

> "Setbacks ~~should~~ shall be created between agricultural and ~~residential~~ urban uses. The responsibility of providing the buffer ~~should~~ shall rest with the property intensifying its use. ~~An adequate buffer is approximately 100 feet. This may be adjusted upward or downward through project review but in no case shall preclude~~

~~reasonable use of property.~~ The buffer shall be adequate to prevent impacts to adjacent agricultural production. Such impacts include increased limitations on the use of chemicals and fertilizers and increased conflicts between the urban use and the adjacent agricultural operation."

Section 30241 requires buffer areas to be established where necessary to minimize conflicts between agricultural and urban land uses, such as residential uses. While Policy LU-3n encourages a setback between residential and agricultural uses, it does not clearly require one. Suggested Modification 11 replaces the word "should" with "shall" in order to ensure that setbacks are considered a requirement.

Furthermore, Policy LU-3n prescribes an adequate buffer size, with the qualification that it may be increased or decreased through City review. The prescribed buffer size, however, does not represent a widely applied standard, and no findings have been submitted in support of the 100 foot buffer size. The buffer size is generally smaller than those recommended by neighboring jurisdictions. San Luis Obispo County tailors required setbacks according to adjacent agricultural use. Required setbacks for new residential development range from 800 feet when adjacent to vineyards and irrigated orchards, to only 50 feet adjacent to pasture and greenhouses. The Ventura County Agricultural Policy Advisory Committee (APAC) recommends that new residential developments provide a 300 foot setback from adjacent agricultural uses. The APAC standard reflects a 1997 study completed by the national Pesticide Drift Task Force that found that pesticide drift from an orchard airblast operation (i.e., application of pesticides with a speed sprayer in a citrus or avocado orchard) is not perceptible on the ground at 300 feet. Santa Barbara County's Agricultural Commissioner does not recommend a set buffer size. It does prohibit growers from aerial spraying of certain restricted pesticides, for instance, within 200 feet of residential areas. New residential development thus effectively imposes a setback on adjacent agricultural parcels that participate in aerial spraying of those pesticides.

Section 30241 does not stipulate a buffer size, but rather requires that the buffer be adequate to prevent conflicts. Therefore, Suggested Modification 11 replaces language requiring a 100 foot buffer, with language that sets the goals of preventing conflicts and adverse impacts to agricultural production as the standards to which buffers must adhere. Suggested Modification 11 also eliminates language that refers to precluding the reasonable use of property. The City has not identified any parcels where it would not be feasible to approve development with an adequate setback, nor have Commission staff. In the event that such parcels are identified, the City should propose an LCP amendment, with supporting documentation to determine whether application of the LUP policy would likely be a taking, and request Commission authorization of development inconsistent with the setback policy in order to avoid a taking.

Policy LU-5a

As modified, Policy LU-5a states

> *"The City shall continue to give priority to ~~(1)~~ agriculture, ~~or~~ coastal-dependent industry~~;~~ and ~~then (2)~~ visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation over ~~(3)~~ residential, general industrial, or general commercial development."*

Section 30222 of the Coastal Act, cited above, states that visitor-serving commercial recreational facilities shall have

> *priority over residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.*

Section 30222 does not prioritize agriculture or coastal-dependent industry over visitor-serving commercial uses. In other words, visitor serving commercial recreational facilities, while not a priority use over agriculture or coastal-dependent industry, is still a priority use in the Coastal Act over residential, general industrial and general commercial development. As modified, Policy LU-5a is consistent with Section 30222 and all other provisions of the Coastal Act.

G. COMMUNITY DESIGN

This element contains policies that provide standards for the physical design of the City. The policies address visual quality and compatibility, location and design of public spaces (including streetscapes, parking areas, pathways and parks), architectural standards, neighborhood design and character, and requirements for new development, including lighting, landscaping, and energy use standards. The element provides City-wide policies, as well as policies for six sub-areas that are identified on a "Town Map" (Figure CD-1). The sub-areas are as follows: 1- Downtown Beach Neighborhood; 2- Downtown/Old Town District; 2a – Downtown Core District; 3- Canalino/Santa Monica/El Carro; 4- The Northeast; 5- Concha Loma Neighborhood; and 6- The Bluffs.

Many policies in this element address architectural concerns, residential neighborhood design, and other issues unrelated to the Coastal Act. These policies have been included in Exhibit 3, and, under Suggested Modification 4, are to be identified in the text with a symbol denoting inclusion in the General Plan only. Other policies concern Chapter Three issues, particularly in relation to the visual impacts and public access policies identified below.

Applicable Chapter Three Policies

A broad policy goal of California's Coastal Management Program is to maximize the provision of coastal access and recreation consistent with the protection of public rights, private property rights, and coastal resources as required by the California Constitution and provided in Section 30210 of the Coastal Act.

Section **30210** of the Coastal Act states:

> *In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

A related policy goal of the Coastal Act is to provide for visitor-serving recreational facilities in coastal areas. For example, Section 30213 encourages the provision of lower cost visitor and recreational facilities.

Section **30213** of the Coastal Act states (in relevant part):

> *Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational facilities are encouraged.*

Similarly, Section 30222 prioritizes visitor-serving commercial use of private lands in the coastal zone. Section **30222** states

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

The Coastal Act also provides for the protection of coastal waters, sensitive habitat and parkland.

Section 30231 requires the maintenance and restoration of the biological productivity of coastal waters. Section **30231** states

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams..

Section 30240 requires development to be sited and designed to prevent disruption of these areas. Section **30240** states

(c) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(d) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Design guidelines that minimize impacts on sensitive habitat thus are necessary for consistency with Section 30231 and Section 30240.

Another primary objective of the Coastal Act is the protection of scenic and visual resources, particularly as viewed from public places. Section 30251 requires that development be sited and designed to protect views to and along the ocean and other scenic coastal areas. This policy also requires that development be sited and designed to be visually compatible with the character of surrounding areas. New development must also minimize the alteration of natural landforms, and, where feasible, include measures to restore and enhance visual quality where it has been degraded.

Section **30251** of the Coastal Act states

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to

protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Development policies found in Section 30253 of the Coastal Act also are relevant to the Community Design element. These policies require new development to minimize erosion and ensure geologic stability, minimize energy consumption, and protect special areas that are popular recreational destinations for visitors.

Section **30253** of the Coastal Act states, in relevant part:

New development shall:

.....

(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

....

(4) Minimize energy consumption and vehicle miles traveled.

(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

These policies form the basis for review of the Community Design Element's consistency with Chapter Three of the Coastal Act.

Chapter Three Consistency

This element contains policies that provide standards for the physical design of the City. The policies address visual quality and compatibility, location and design of public spaces (including streetscapes, parking areas, pathways and parks), architectural standards, neighborhood design and character, and requirements for new development, including lighting, landscaping, and energy use standards.

With the exceptions discussed below, Community Design element policies are consistent with Chapter Three of the Coastal Act, in that they provide for increased public access and visitor serving uses. Policies CD-3, CD-8e, CDS1-1, CD I.M. 7, CDS2-1, CDS2-c, CDS3-1, CDS3-3, CDS4-1, CDS5-1, CDS6-2, and CDS6-b provide for the protection of visual resources, and the enhancement of public views to scenic coastal areas. Policies CD-1, CDS1-3, ensure that the scale and character of new development is consistent with that of existing neighborhoods and the City's "small

beach town" image. Policies CDS1-2, CDS2-b, CDS2A-d, CDS2-IM19 and several other policies provide for pedestrian-friendly streetscapes and enhanced pedestrian and bicycle routes. Policies in section CDS6 provide special standards for development to protect the visual and habitat resources of the Bluffs sub-area, and Policy CDS6-1 maintains the certified Carpinteria Bluffs Access, Recreation & Open Space Master Program as the coordinated plan for the sub-area. Policies CDS1-IM 7 and CDS5-IM 56 (as modified) provide special standards for development adjacent to sensitive areas.

The Community Design element, while providing numerous conforming policies, requires modifications in order to be fully consistent with Chapter Three. These suggested modifications, grouped by Chapter Three issue area, are discussed below.

Public Access: Parking

The Community Design element contains three policies encouraging on-street customer parking for local businesses. Policy CD-5b encourages on-street customer parking for "small neighborhood-serving" businesses, with the proviso that it not conflict with parking for nearby residences. Policies CDS2A, IM 28 and IM 29 encourage on-street customer parking in the Downtown Core Area.

The Downtown Core area, which includes the intersecting commercial corridors of Linden and Carpinteria Avenues, serves as a gateway to the Carpinteria City Beach and the Carpinteria State Beach Park (Figure CD-1, Town Map, on page 31 of the proposed LUP, included as Exhibit 1 of this report.) On-street parking, particularly along Linden Avenue, is used by visitors to those beaches. Other neighborhoods, including the Downtown/Old Town and Downtown/Beach Sub-Areas, also provide parking for coastal access.

Policies CDS2A, IM 28 and IM 29 encourage on street parking in the Downtown Core Area for use of local businesses, but do not reference use for coastal access. Similarly, Policy CD-5b requires off-street parking not to conflict with parking for nearby residences, but does not address potential conflicts with parking for coastal access.

In order to be consistent with the requirements of Sections 30210 and 30213 to provide maximum access and visitor recreational opportunities, the proposed policies must acknowledge and protect off street parking as an important resource for coastal access. Suggested Modifications 37(a) and 37(b) add provisions for coastal access parking to these policies. As modified by Suggested Modifications 37(a) and 37(b), Policies CDS2A, IM 28 and IM 29 are consistent with the Coastal Act.

Public Access: Pedestrian Access

The Community Design element contains an important policy that corresponds directly to the public access and visual resources policies of Chapter Three. CDS5, IM 55 encourages the development of additional pedestrian and visual connections to the

beach, and a pedestrian railway crossing between the Concha Loma neighborhood and Tar Pits Park, a City-owned, oceanfront park.

These provisions are important for improving access to public beaches and coastal bluffs that are currently poorly served. Access to Tar Pits Park can be gained in four ways, all of which are problematic. Access is available through the State Park, which requires an entrance fee, or an approximately ½ mile walk. Alternate access is available via Dump Road and the Venoco parking lot. However, the road and parking lot are private property and permission to use them is currently subject to the owner's discretion. A prescriptive rights claim could potentially establish the public 's rights to use the Dump Road access way, but such a claim has not been formally pursued. The remaining two points of access are from the Concha Loma neighborhood, a residential neighborhood that discourages public off-street parking. These two accessways include the Calle Ocho railroad crossing, which consists of gravel ramps on either side of the train tracks, and the Calle Pacific terminus, which leads, via an informal footpath through Venoco property, to a pedestrian underpass. It is important to note that these are the only vertical access ways to the shoreline between Palm Street and Bailard Avenue, a distance of approximately 1½ miles.

Policy CDS5, IM 55 encourages, but does not require, additional connections to the beach, including at the Calle Ocho crossing. However, the current lack of access opportunities in this area requires more definite policy language in support of improvements. Policy CDS5, IM 55 must include stronger language in support of these access improvements in order to be consistent with the requirements of Section 30210 to provide maximum access and recreational opportunities. As modified by Suggested Modification 38, which replaces the word "should" with "shall," Policy CDS5, IM 55 is consistent with Section 30210 of the Coastal Act. Additional related policies and suggested modifications are included in the discussion of the Open Space, Recreation, and Conservation element.

Visitor-serving Recreation

As noted above, the Downtown Core Area in Carpinteria serves as a gateway to public beaches as well as a commercial center for visitors. The Community Design element includes policies to encourage and maintain the lively character of the Downtown Core Area. For instance, Policy CDS2A-a encourages carefully regulated mixed use development for multiple story buildings in this district, and Policy CDS2A-b ensures that intensified land uses in this district are sensitive to its "small beach town character" and support "a lively place to live, work, and shop." Commendable as these goals are, they do not provide sufficient emphasis on the importance of this neighborhood for visitors. In order to be consistent with the requirements of Sections 30213 to protect, encourage, and provide visitor recreational opportunities, and the requirements of Section 30222 to prioritize visitor-serving commercial recreational facilties, the proposed policies must include language in support of visitor-serving uses in this district. As modified by Suggested Modifications 36 and 37, which add provisions for visitor serving

uses, Policies CDS2A-a and CDS2A-b are consistent with Section 30210 of the Coastal Act.

Development Standards

The Community Design element contains policies for the Bluffs sub-area that address lighting, landscaping, and energy use in new development. These policies are intended to protect habitat and visual resources in the Bluffs sub-area, in accordance with the Carpinteria Bluffs Access, Recreation & Open Space Master Program. However, these policies also provide development standards relevant throughout the City, particularly in areas in or adjacent to environmentally sensitive habitat areas (ESHA). For that reason, Suggested Modifications 19 through 35 add policies similar to those for the Bluffs sub-area on a City-wide basis. This new section was suggested by City staff in response to Commission staff's concerns about adequate standards for new development, particularly in and adjacent to ESHA. In addition, Suggested Modifications 41 through 43 revise policies in the Bluffs sub-area to make them consistent with the added language, and Suggested Modification 18 adds language to Policy CD-10f to provide for use of native plants in public spaces.

The added and modified policies are necessary to ensure that development throughout the City is consistent with the resource protection and development policies of Sections 30240, 30251 and 30253 of the Coastal Act.

Landscaping

Policies CD-11, CD-11a, CD11-IM 1, CD11-IM 2, and CD11-IM3 require development to conform to the natural landscape, enhance native plant communities and ESHA, and screen and soften visual impacts. In addition, Policies CD-10e and CD-10f , as modified, require use of native plants in parks and in landscape design guidelines.

These policies are necessary to ensure that development throughout the City conforms to the requirements of Section 30251 to minimize visual impacts and landform alteration, as well as to the resource protection requirements of Section 30240 and 30253 as discussed below.

Native plant communities provide important habitat for wildlife and are considered as ESHA in both the existing and proposed LUP. Native plants are also an important visual resource that defines the natural environment of the area. In addition, landscaping of graded and disturbed areas with native plants, which in general have lower water needs and deeper root structures than non-native, invasive species, reduces erosion and enhances and maintains site stability.

The use of invasive, non-indigenous plant species tends to supplant native species. Urbanization and agriculture in the Carpinteria area have caused the loss or degradation of the majority of native habitat, as well as the loss of native plant seed banks through grading and removal of topsoil. Invasive groundcovers and fast growing

trees that originate from other continents that have been used as landscaping in this area have invaded and seriously degraded native plant communities. Such changes have resulted in the loss of native plant species and the benefits they offer.

Therefore the added and modified policies encouraging the use of native plants are necessary to meet the requirements of Section 30253(2) to minimize erosion and enhance stability, the requirements of Section 30251 to restore and enhance visual quality, and the requirements of Section 30240 to minimize disruption of ESHA.

Lighting

Policies CD-12, CD-12a, CD-12b, CD11-IM 5, CD11-IM 6, and CD11-IM 7 require lighting for new development to be located and designed to minimize visual impacts and to consider the character and natural resources of the City. Lighting, particularly high-intensity lighting, disrupts nighttime views of coastal areas and reduces the scenic character of moonlit landscapes and seascapes. These policies are necessary in order for the Community Design element to be fully consistent with Section 30251 of the Coastal Act.

In addition to its visual impacts, lighting has been found to disrupt important behaviors and physiological processes of plants and animals, with significant ecological consequences. "Photopollution" can impact plant germination, development and senescence, and disrupt the hunting, foraging, dispersal, migration and reproductive patterns of nocturnal animals, seabirds, insects, amphibians. anadromous fish, and other aquatic organisms. The effects of night lighting are both direct and indirect, affecting organisms within the scope of individual light sources, as well as contributing to an "urban glow" that impacts ecological processes on a larger scale. The added and modified lighting policies are therefore also necessary in order for the Community Design element to be consistent with the sensitive habitat protection policies of Section 30240 of the Coastal Act.

Energy

Policies CD-13, CD-13a, CD11-IM 8, CD11-IM 9, and CD11-IM 10 provide for the efficient use of energy resources in new development. The added policies require development to utilize building orientation and landscaping to maximize natural lighting and passive solar heating and cooling. The policies also require use of energy efficient street lighting and parking lot design. These added policies are necessary to ensure that development throughout the City is consistent with the requirements of Section 30253(5) to minimize energy consumption.

Coastal Waters / ESHA

Policy CDS5 – IM 56 specifies setbacks for buildings along Carpinteria Creek in the Concha Loma Neighborhood sub-area. The policy requires buildings be set back "a minimum of 20 feet from the riparian dripline, or 50 feet from the top of the bank, whichever is greater." This setback is less than that required under Policy OSC 6 – IM

23, which requires a 50 ft. setback from "the top of bank of creeks or existing edge of riparian vegetation, whichever is greater." City staff has noted that the smaller setback required under Policy CDS5 - IM 56 is an error, and should be corrected to be consistent with Policy OSC 6 – IM 23.

Carpinteria Creek is an important habitat that is designated ESHA and is subject to all protections provided to ESHA under Section 30240. In addition, Section 30231 requires that natural vegetation buffer areas that protect riparian habitats be maintained. Siting and designing new development such that an adequate buffer is provided between the outer edge of the canopy of riparian vegetation and development will minimize adverse impacts to these habitats.

In previous actions, the Commission has considered buffers ranging from 50 to 100 feet to be adequate to protect riparian habitats. Therefore, Suggested Modification 39 is necessary in order to adequately protect riparian ESHA, consistent with Sections 30231 and 30240 of the Coastal Act.

H. CIRCULATION

This element contains policies that provide standards for Carpinteria's road and transportation systems including policies for vehicle, public transit, bicycle, and pedestrian systems. The policies address highway access, scenic highways, visual impacts, street standards, railroad crossings, recreational boating, and alternative transportation (including pedestrian, bicycle, and public transit systems). The element also includes a Circulation Plan (Figure C-1), Bikeways Plan (Figure C-2), and Trails Map (Figure C-3).

Many policies in this element address road standards, neighborhood circulation, truck traffic, noise attenuation, bicycle and alternative transportation education, workplace incentives for alternative transportation, and other issues unrelated to the Coastal Act. These policies have been included in Exhibit 3 and, under Suggested Modification 4, are to be identified in the text with a symbol denoting inclusion in the General Plan only. Other policies concern Chapter Three issues, particularly in relation to the visual impacts and public access policies identified below.

Applicable Coastal Act Policies

A broad policy goal of California's Coastal Management Program is to maximize the provision of coastal access and recreation consistent with the protection of public rights, private property rights, and coastal resources as required by the California Constitution and provided in Section 30210 of the Coastal Act.

Section **30210** of the Coastal Act states:

> *In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

A related policy goal of the Coastal Act is to provide for visitor-serving recreational facilities in coastal areas. For example, Section 30213 encourages the provision of lower cost visitor and recreational facilities.

Section **30213** of the Coastal Act states (in relevant part):

> *Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational facilities are encouraged.*

Similarly, Section 30224 encourages recreational boating in coastal waters.

Section **30224** of the Coastal Act states:

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

The Coastal Act also provides for the protection of coastal waters, sensitive habitat and parkland, and agricultural land.

Section 30231 requires the maintenance and restoration of the biological productivity of coastal waters. Section **30231** states

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams..

Section 30240 requires development to be sited and designed to prevent disruption of these areas. Section **30240** states

(e) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(f) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Section 30241 also requires minimizing conflicts between agricultural and urban land uses through six tests. Section **30241** of the Coastal Act states:

The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

(a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.

(b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by

conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

(c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.

(d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.

(e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.

(f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.

Circulation guidelines that minimize impacts on these resources thus are necessary for consistency with Sections 30231, 30240, and 30241.

Another primary objective of the Coastal Act is the protection of scenic and visual resources, particularly as viewed from public places. Section 30251 requires that development, including roads, communications facilities, and circulation infrastructure, be sited and designed to protect views to and along the ocean and other scenic coastal areas. This policy also requires that development be sited and designed to be visually compatible with the character of surrounding areas. New development must also minimize the alteration of natural landforms, and, where feasible, include measures to restore and enhance visual quality where it has been degraded.

Section **30251** of the Coastal Act states

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Select development policies of the Coastal Act are also relevant to the Circulation element. Relevant policies include Section 30252, which requires new development to maintain and enhance public access through provision of public transit, parking facilities, and non-automobile circulation; and Section 30253(4), which requires new development to minimize energy consumption, particularly vehicle use.

Section **30252** of the Coastal Act states, in relevant part:

The location and amount of new development should maintain and enhance public access to the coast by 1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation....

Section **30253** of the Coastal Act states, in relevant part:

New development shall:

.....

(4) Minimize energy consumption and vehicle miles traveled.

....

These policies form the basis for review of the Circulation Element's consistency with Chapter Three of the Coastal Act.

Chapter Three Consistency

This element contains policies that provide standards for Carpinteria's road and transportation systems including policies for vehicle, public transit, bicycle, and pedestrian systems. The policies address highway access, scenic highways, visual impacts, street standards, railroad crossings, recreational boating, and alternative transportation (including pedestrian, bicycle, and public transit systems). The element also includes a Circulation Plan (Figure C-1), Bikeways Plan (Figure C-2), and Trails Map (Figure C-3).

With the exceptions discussed below, the Circulation element policies are consistent with Chapter Three of the Coastal Act, in that they provide for increased public access and protection of visual resources. Policies C-3e, C-6, C-6a, and C-6d, provide for additional and improved railroad crossings, which will enhance public beach access. Policies C-7b, C-7c, C-8, and C-8f provides for enhanced pedestrian accessibility, including for the physically challenged, consistent with Section 30210. Similarly, Policies C-9, C-9a, C-9b, C-9c, C-9e, C9f, C-9g, and C-9i encourage safe and efficient public transit, Policies C-8, C-8a-d, C-8f, C8h, and C-8l provide for improved bicycle access, and Policy C-8g requires the City to consider rerouting the Pacific Coast Bikeway off of busy Carpinteria Avenue to a location closer to the coastline. Policy C-9l provides for improved signage for parking lots and recreational areas, an important and often overlooked requirement for maximizing public access, consistent with Section 30210. Policies C-9n and C-9o require new development to include pedestrian facilities and alternative transportation consistent with Section 30252. In addition, Policies C-2a through C-2c provide for protection and enhancement of scenic routes consistent with Section 30251.

The Circulation element, while providing numerous conforming policies, requires modifications in order to be fully consistent with Chapter Three of the Coastal Act. Suggested modifications, are discussed below.

Trails Map

Figure C-3 of the Circulation element includes a map of proposed and existing trails both within and outside of the city limits. The "Trails Map" includes existing and proposed segments of both the California Coastal Trail and a trail along Carpinteria Creek, and includes an existing trail that runs north from the western edge of Carpinteria City Beach through the Carpinteria Salt Marsh Park and along Linden Avenue to near the city limits. The Trails Map does not show several existing vertical beach access routes, nor does it include existing and proposed trails on the Bluffs. In addition, the Trails Map includes several proposed trails that are located outside of city limits.

In order to be consistent with Section 30210 of the Coastal Act to provide maximum access, the Trails Map must show all existing accessways, as well as accessways on and to the Bluffs that are proposed elsewhere in the LUP amendment. In addition, in order to preserve the integrity of the Santa Barbara County Local Coastal Program, proposed trails located outside of the Carpinteria city limits must be removed from the map.

City staff has proposed to update Figure C-3 to "more accurately reflect existing trails and access points." City staff has also proposed enlarging part of the map to show coastal access points and trails, and to rename the map "Trails and Coastal Access."

Suggested Modification 46 requires the update of Figure C-3. Once this update is completed, the modification language may be deleted.

As modified, Figure C-3 is consistent with Section 30210 of the Coastal Act.

Protection of Coastal Waters and Agricultural Resources

Policy C-3f requires the City to develop a continuous east-west connector route north of Highway 101, and to consider extending Via Real west to Casitas Pass Road to accomplish this. Via Real runs immediately north of and parallel to Highway 101 from the Highway 150 (east of the city limits) to just east of Carpinteria Creek. Extending Via Real, or developing any continuous east-west route within city limits, would require bridging Carpinteria Creek, a designated ESHA and one of the few perennial, steelhead-supporting streams on the South Central Coast.

Extending Via Real would also require routing the extension through an approximately nine-acre agricultural parcel known as the Whitney Property. The Whitney Property is zoned agricultural in the existing LUP and in the proposed LUP amendment. It contains Capability Class I prime soils, and is thus considered "prime agricultural land" under the Coastal Act. Prime agricultural land is given special protection under Section 30241 of the Coastal Act.

In order for Policy C-3f to be consistent with Sections 30231, 30240 and 30241, provisions must be added for the protection of coastal waters, ESHA, and prime agricultural land. Suggested Modification 44 adds language requiring all consideration and development of an east-west extension to provide maximum protection to these resources. As modified by Suggested Modification 44, Policy C-3f is consistent with Chapter Three of the Coastal Act.

Telecommunications Facilities and Visual Resources

Policy C-9p requires that the City establish a regulatory framework for siting telecommunications equipment and antennas. However, it does not include provision for protecting visual resources. Antennas, equipment cabinets, and conduits can have substantial visual impacts on scenic resources, including views to the ocean, if not designed and located to avoid such impacts. Section 30251 of the Coastal Act requires that the scenic and visual qualities of coastal areas be protected. Therefore, in order to be fully consistent with Section 30251, Suggested Modification 45, which adds language protecting visual resources, is necessary. As modified by Suggested Modification 45, Policy C-9p is consistent with the Chapter Three policies of the Coastal Act.

I. OPEN SPACE, RECREATION, AND CONSERVATION

This element contains a range of policies to protect and enhance the natural resources of Carpinteria, and the public's ability to access and enjoy them. The policies address environmentally sensitive habitat areas (ESHA), farmland, water resources, air quality, mineral resources, visual resources, parks and recreation areas, trails and coastal access, and cultural resources. The element also includes an ESHA overlay map (Figure OSC-1), a map of the harbor seal haulout areas (Figure OSC-2), and a map of open space, parks, and recreation areas (Figure OSC-3) (These figures can be found in Exhibit 1).

Several policies in this element are excluded from the LUP because they apply to areas outside of the city limits. Their exclusion is necessary to maintain the integrity of the County of Santa Barbara's Local Coastal Program. These policies have been included in Exhibit 3, and, under Suggested Modification 4, are to be identified in the text with a symbol denoting inclusion in the General Plan only. The remaining policies address a range of Chapter Three issues, and for purposes of this staff report have been organized into three broad issue areas below. Applicable Chapter Three policies are included in the context of each issue area.

1. Environmentally Sensitive Habitat Areas

The Open Space, Recreation, and Conservation element contains both global policies for the identification and protection of ESHA, and specific policies for each ESHA habitat type. In addition, it contains a table (Table OSC-1) identifying eight ESHA habitat types, and a map (Figure OSC-1) depicting the ESHA overlay. The ESHA habitat types include the wetlands, butterfly habitat, marine mammal rookeries and hauling grounds, rocky points and intertidal areas, subtidal reefs, kelp beds, creeks and riparian habitats, and native plant communities. The element groups the habitat types into eight sections, each of which include a discussion, policies, and a statement concerning environmental consequences of those policies.

Applicable Chapter Three Policies

Chapter Three of the Coastal Act provides for the protection of ESHA, including coastal waters and marine resources, in three separate sections.

Section 30230 requires the protection, enhancement, and restoration of marine resources. Section **30230** states:

> *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will*

maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231 requires the maintenance and restoration of the biological productivity of coastal waters. Section **30231** states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30235 limits the use of shoreline protective devices and other hard surfaces that alter natural shoreline processes. Section **30235** states

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

Section 30236 limits the channelization and alteration of streams. Section **30236** states

Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) development where the primary function is the improvement of fish and wildlife habitat.

Section 30240 requires development to be sited and designed to prevent disruption of ESHA. Section **30240** states:

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Under Section **30107.5** of the Coastal Act, ESHA is defined as

...any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Policies that adequately provide for the protection of ESHA, and the maintenance and enhancement of coastal waters and marine resources thus are necessary for consistency with Sections 30230, 30231 and 30240 of the Coastal Act. Consistency with each of these policies is evaluated below

Chapter Three Consistency

The ESHA section of the Open Space, Recreation, and Conservation element contains a range of policies that vary in scope and complexity, and address distinct habitat types. Consistency with Sections 30230, 30231, and 30240, as well as other relevant Chapter Three policies, is best evaluated by individual subsection.

ESHA Table

Table OSC-1 lists the types of ESHA in Carpinteria and the areas to in which they are found. The ESHA types include both terrestrial (wetlands, butterfly habitat, creeks and riparian habitat, and significant native plant communities) and marine habitats (marine mammal rookeries and hauling grounds, rocky points and intertidal areas, subtidal reef, kelp beds). These habitats represent all of the sensitive habitat types found in Carpinteria, with the exception of habitats that support sensitive, rare, threatened, or endangered species (other than butterflies and marine mammals, whose habitat already is included in the table). These habitats meet the definition of ESHA as "any area in which plant or animal life or their habitats are either rare or especially valuable," in that they are defined by the presence of rare species. Therefore, Suggested Modification 48 adds this habitat type to column 1 of Table OSC-1. Because these habitats are defined by the presence of rare species, they may be found throughout the city, and in many cases will overlap with other ESHA types. The Carpinteria Bluffs are particularly noted as an area that supports sensitive species, including the white tailed kite, a State Fully Protected Species. This modification is necessary to allow for protection of important habitat that may be identified in the future, but does not conform to any listed habitat types.

A related modification adds a policy qualifying the location of ESHA as stated in column 2 of Table OSC-1 and depicted in the ESHA Overlay map. Suggested Modification 58 states that all areas that meet the criteria for ESHA, as described in the discussion of each habitat type, and in the definitions in Appendix F, are ESHA, and shall be accorded the same protection as ESHA in those areas listed in Table OSC-1 or shown on the ESHA Overlay map. This modification is necessary to allow for protection of important habitat that may be identified in the future. A companion modification, Suggested Modification 52, adds language to Policy OSC1-IM4 to allow for inclusion of

these unmapped ESHA in the ESHA overlay. As modified, Table OSC-1 provides for the protection of all areas that meet the Coastal Act definition of ESHA, including coastal waters and marine resources, and therefore is consistent with Sections 30230, 30231, and 30240 of the Coastal Act.

ESHA Overlay Map

The ESH Overlay map is a graphic illustration of the ESHA overlay established by Policies LU-2a and OSC1-IM4. OSC1-IM4 states that all parcels designated as ESHA shall be included in the ESHA Overlay, as well as any parcel within 250 feet of ESHA.

As submitted, the ESHA Overlay map legend and symbols are difficult to interpret. The legend is titled "Environmentally Sensitive Habitat Overlay" and includes symbols for "Environmentally Sensitive Habitat Overlay" and "Bluffs," thus implying that areas marked with the "Bluffs" symbol were excluded from the ESHA Overlay. City staff clarified that the "Bluffs" areas were intended to be part of the overlay, and suggested elimination of the "Bluffs" symbol and placement of the "Environmentally Sensitive Habitat Overlay" symbol on all areas previously covered by the "Bluffs" symbol. This suggestion has been incorporated as Suggested Modification 47.

Some ESHA areas are not identified on the ESHA Overlay map. These include the coastal sage scrub and riparian areas found in the area known as Bluffs II, and additional riparian area along Lagunitas Creek north of Highway 101. The Commission and City staff agree that these areas meet the definition of ESHA respectively. City staff have suggested adding these areas to the ESHA Overlay map, and Suggested Modification 47 incorporates that suggestion.

In addition, no offshore ESHA areas are included on the ESH Overlay map. While these areas are outside of the City's permit jurisdiction, they are affected by development within the City's jurisdiction. Therefore, it is important to map their locations in order to assess the potential impacts of development on these areas. City staff has suggested relabeling the cross-hatching symbol (currently labeled "Bluffs") and using it to indicate offshore ESHA on the ESH Overlay map. This suggestion has been incorporated into Suggested Modification 47.

As modified, Figure OSC-1 provides for the protection of all areas that meet the Coastal Act definition of ESHA, including coastal waters and marine resources, and therefore is consistent with Sections 30230, 30231, and 30240 of the Coastal Act.

ESHA (general policies)

The ESHA section begins with several policies providing broad direction for protecting ESHA areas, as well as more specific policies addressing the maintenance of the ESHA overlay, and the regulation of development in and adjacent to ESHA areas. Policy

OSC1-IM4 incorporates language from Section 30240(a) prohibiting development in ESHA from resulting in "the significant disruption of habitat values." Policy OSC1-IM7 provides for the regulation of all development adjacent to ESHA, consistent with Section 30240(b), to prevent adverse impacts on ESHA.

However, while the general policies of the ESHA section largely conform to Chapter Three of the Coastal Act, they require several modifications to be fully consistent. These suggested modifications are discussed below.

Some of the suggested modifications involve matters of clarification. Suggested Modifications 49, 50, 54, 55, and 74 replace undefined terms such as "biological resource areas," and "natural areas," "areas designated on the Land Use Plan as habitat areas" (the Land Use Plan does not show habitat areas), with the term "ESHA" which is clearly defined in the proposed LUP, and which is the intended subject of the policies. Similarly, two acronyms, ESH and ESHA, are used to describe environmentally sensitive habitat areas. Suggested Modifications 51, 52, and 53 standardize this acronym as ESHA. These modifications are necessary to clearly define the areas to which the policies apply.

Other modifications insert language that more closely matches the definition of ESHA provided in Section 30107.5. For instance, Policy OSC1-IM4 states that the purpose of the ESHA Overlay district is to protect "areas in which plant or animal life are either rare or especially valuable..." While this language mirrors that in Section 30107.5, it does not include reference to plant and animal *habitats*, which are specifically included in Section 30107.5. Suggested Modification 52 adds the words "or their habitat" following the phrase "plant or animal life." This modification is necessary to clarify the purpose of the overlay district as to protect rare and valuable habitats, such as the riparian habitat of Carpinteria Creek.

Other suggested modifications are necessary to clarify to which areas the ESHA designation applies. Table OSC-1 lists areas in which the ESHA habitat types are found, and Figure OSC-1 maps those areas in an ESHA overlay. However, ESHA may exist, at present or in the future, in areas that are not included in either the map or the table. Sensitive species may exist on parcels that have not recently been investigated. Numerous variables, from climatic conditions to development impacts, may result in the presence or absence of sensitive species and habitats over time. Furthermore, the resources that are considered ESHA are not static over time. Development across the state results in the loss of natural areas and fragmentation of habitat such that, in the future, certain habitats and/or plant and animal species may become more rare and their protection more critical. Additionally, scientific study may reveal new information and understanding of the existence, rarity, or importance of certain habitats and species.

While the map, table, and related policies identify specific ESHA, it is the definition of ESHA, as provided in Section 30107.5, that ultimately determines whether or not an area is an ESHA. Policy OSC1-IM4 recognizes this fact in that it notes that the overlay

district shall apply not just to the mapped areas but to "any area identified as ESHA either on an official resource map or through the City's development review process." However, ESHA may also be identified by means other than official processes or development review. Suggested Modification 58 adds a policy clarifying that any area that meets the definition of ESHA *on the ground* is ESHA, and shall be afforded the same protections as formally designated areas. Suggested Modification 52 revises Policy OSC1-IM4 to state that any areas (whether or not they are designated or mapped) that meet the definition of ESHA, as well as areas within 250 feet of that ESHA, are to be included in the ESHA Overlay district.

As noted above, circumstances change and ESHA areas are not static over time. In this context, biological review of proposed development is essential to prevent impacts to ESHA. For that reason, Suggested Modification 57 revises Policy OSC-IM10 to require City Biologist review for all development with the potential to impact designated and undesignated ESHA. Similarly, Suggested Modification 53 adds language requiring the City Biologist, rather than the City in general, to determine whether a proposed development is consistent with a relevant habitat management plan.

Suggested Modification 53 also adds the provision that the habitat management plans must be certified as an amendment to the City's LCP in order to be used as a standard for development review. Similarly, Suggested Modification 51 stipulates that habitat management and restoration programs called for under Policy OSC-IM3 shall not be effective until certified as an amendment to the City's LCP. Suggested Modification 56 adds a similar provision to Policy OSC-IM8. These modifications are necessary because the nature and content of forthcoming programs are unknown and cannot be found consistent with Chapter Three without adequate Commission review.

Policy OSC1-IM7 provides a list of regulatory measures, to be used to avoid impacts on ESHA. Suggested Modification 55 adds several items to the list of regulatory measures. These additions include lighting restrictions, requirements for wildlife permeable fencing, and establishment (not just maintenance) of native (replacing the term "natural") vegetation. These additions are necessary for the reasons set forth below.

<u>Lighting Restrictions</u>
Artificial lighting has been found to disrupt important behaviors and physiological processes of plants and animals, with significant ecological consequences. "Photopollution" can impact plant germination, development and senescence, and disrupt the hunting, foraging, dispersal, migration and reproductive patterns of nocturnal animals, seabirds, insects, anadromous fish, and other aquatic organisms. The effects of night lighting are both direct and indirect, affecting organisms within the scope of individual light sources, as well as contributing to an "urban glow" that impacts ecological processes on a larger scale.

<u>Requirements for Wildlife Permeable Fencing</u>
Solid fencing may disrupt wildlife feeding or transit patterns and wire fencing may result in injury to wildlife. Solid walls, particularly, may disrupt the transit patterns of rodents

and lagomorphs (rabbits), which are important prey species for sensitive raptors, and aid in seed dispersal of native plants. The use of permeable fencing in areas adjacent to ESHA enhances the mobility of animals that are important to the maintenance of sensitive habitat and species.

Native Plants

Native plant communities provide important habitat for wildlife and are considered an ESHA habitat type in both the existing and proposed LUP. The use of invasive, non-indigenous plant species tends to supplant native species. Urbanization and agriculture in the Carpinteria area have caused the loss or degradation of the majority of native habitat, as well as the loss of native plant seed banks through grading and removal of topsoil. Invasive groundcovers and fast growing trees that originate from other continents that have been used as landscaping in this area have invaded and seriously degraded native plant communities and the habitat they provided. The use of non-native and invasive species adjacent to ESHA may result in significant impacts to habitat values and species success and therefore must be regulated.

For all of these reasons, Suggested Modification 55 is necessary for OSC1-IM7 to be consistent with the resource protection policies of Section 30240.

Suggested Modification 74 moves Policy OSC-6e from the Creeks and Riparian Habitat Section, and places it in OSC-1. This policy provides important language that applies to all ESHA. Specifically, it provides direction for zoning and development of parcels that include ESHA (not just riparian habitat), and it includes the provision of Section 30240(a) that "only uses dependent upon (ESHA) resources shall be allowed" in ESHA. Section 30240(a) applies to all ESHA habitat types; therefore, in order for the ESHA section of the Open Space, Recreation, and Conservation element to be consistent with Section 30240(a), the policy must be included as a general ESHA policy. Because the provisions of this condition are necessary for consistency with Section 30240, Suggested Modification 74 also replaces the word "should" with "shall" to provide a clear mandate for its application.

A final modification is necessary for the general ESHA protection policies to be consistent with Chapter Three. Policy OSC-6b requires the City to protect and restore degraded creeks on City-owned land where feasible. This policy is consistent with the requirements of Sections 30230, 30231 and 30240 to protect and restore coastal waters, marine resources, and ESHA, and should be applied to all other habitat types on City-owned land. Therefore, Suggested Modification 59 adds a policy encouraging the City to protect and restore, on City-owned land, all degraded ESHA habitat types.

As modified, the general ESHA policies in the Open Space, Recreation, and Conservation element are consistent with the Chapter Three policies of the Coastal Act.

Carpinteria Bluffs

The Carpinteria Bluffs encompass an approximately 157-acre expanse of land between Highway 101 and the Pacific Ocean. The Bluffs stretch along the shoreline for approximately 1 ½ mile, from the east end of Carpinteria State Beach to the eastern limits of the city. While portions of the Bluffs are developed with light industry and office parks, much of it remains undeveloped. The Bluffs include some of the last coastal open space in Santa Barbara County, including the 53-acre Carpinteria Bluffs Nature Park, which was recently established following purchase by the community. Bluffs habitat includes ruderal grasslands, coastal sage and bluff scrub, scenic windrows of mature eucalyptus and tamarisk, as well as a riparian area, Lagunitas Creek. Adjacent shoreline provides intertidal habitat, as well as the harbour seal rookery. Development of the Bluffs has been the subject of previous Commission review, resulting in a substantial amendment to the LCP and the Carpinteria Bluffs Access, Recreation & Open Space Master Program (Bluffs Master Program).

Policy CDS6-1 maintains this program, which provides measures for the protection of Bluffs ESHA, as the coordinated plan for the Bluffs subarea. Several policies in this subsection provide for the maintenance of the publicly-purchased Carpinteria Bluffs Nature Park, coastal bluff scrub habitat, and riparian habitat in open space, both reflecting and providing policy support for measures in the Bluffs Master Program. Policy OSC-2i provides for the preservation of windrow trees, and, with minor modifications discussed below, is consistent with the resource protection policies of Chapter Three. Other policies address concerns other than habitat protection, and provide for the protection of cultural resources and visual resources, consistent with Sections 30244 and 30251 of the Coastal Act, and for the provision of public access consistent with Section 30210, 30211, and 30212 of the Coastal Act. The ESHA Overlay district, as modified above, includes the entire length of the Carpinteria Bluffs with the exception of the Carpinteria Oil & Gas Plant parcel.

As noted above, minor modifications to Policy OSC-2i are necessary for the Carpinteria Bluffs sub-section to be consistent with Chapter Three of the Coastal Act. Suggested Modification 60 requires native, locally occurring trees to be used for replacement of any windrow tree that is removed. As noted above, native plants provide important habitat for wildlife and are considered an ESHA habitat type in both the existing and proposed LUP. The Commission has found in previous actions that the use of native, locally occurring trees was necessary for replacement of windrow trees on the Bluffs.

Wetlands

The most prominent wetland in Carpinteria is the Carpinteria Salt Marsh, a 230-acre estuary of which approximately seven acres (set aside as the Carpinteria Salt Marsh Wetland Park) is located within City limits. The salt marsh supports a wealth of unique plant and animal life, including several endangered species. Additional wetlands in

Carpinteria have not been delineated, but have been historically identified at the mouth of Carpinteria Creek and in and adjacent to Tar Pits Park.

The Wetlands subsection provides discussion and policies defining wetlands and providing for their protection and enjoyment by the public. Policy OSC-3b prohibits development adjacent to the wetland buffer from resulting in adverse impacts including sediment, runoff, chemical and fertilizer contamination, noise, light pollution, and other disturbances. OSC-3e provides for additional trail and interpretive services at Carpinteria Salt Marsh Wetland Park if possible without adverse impacts.

While the Wetlands subsection contains policies conforming to Chapter Three requirements, several modifications are necessary to for the subsection to be fully consistent with those requirements.

The discussion of wetlands in this section states that

> *Wetlands are areas of land that are either permanently or seasonally wet and support specially adapted vegetation-.....The definition of wetland used by the City comes from the California Coastal Act (§30121) and defines broadly areas that may be determined to be wetlands and are therefore subject to regulation.*

This definition is inconsistent with the wetland definition provided in Section 30121, and applied to Chapter Three policies concerning wetland protection. In order to be consistent with Section 30231 for the protection of wetlands, and other coastal waters, this discussion must be revised to reflect the definition provided in Section 30121. Therefore, Suggested Modification 61, which revises the language to meet the Coastal Act definition, is necessary to ensure consistency with Section 30231 of the Coastal Act. Suggested Modifications 62 and 63 also add language from Section 13577(b) of the California Code of Regulations (Commission regulations) to further clarify the definition of a wetland and the definition to be used in wetland delineation.

Policy OSC-3a uses the definition of a wetland provided in Section 13577(b) of the Commission regulations to define the upland limit of a wetland. However, Section 13577(b) provides additional language defining the upland limit of a wetland. Suggested Modification 63 substitutes this language for the proposed language in order to improve its consistency with Commission definitions.

Policy OSC3 – IM 11 provides for a minimum 100-foot setback along the upland limits of all wetlands. It qualifies this setback, however, with language assuring that application of the setback will not "preclude all reasonable use" of affected parcels as well as language stating that the setback may be reduced if, on balance, such a reduction would "further the Commission's mandate that Coastal Act policies be implemented in a manner which on balance is most protective of sensitive resources."

Both of these clauses are problematic. While it is certainly possible for two or more Chapter Three policies to conflict, balancing to resolve such conflicts should be done by the Commission, during review of development proposed at a specific location. The

City's proposal would allow balancing between LUP policies, rather than between policies of the Coastal Act, as provided for in the Section 30007.5. If the City identifies a specific location that raises a Coastal Act policy conflict, and determines a preferred way to resolve this conflict, the preferred resolution can be submitted to the Commission as an LCP amendment. Since the City has not identified any specific location where it proposes to authorize development based on "balancing" it is not appropriate to include this blanket authorization in the LUP.

Similarly, the City has not identified any vacant parcels where it would not be feasible to approve development that complies with the wetlands setback. Commission staff is unaware of any such parcels and believes that it is very unlikely that any exist. However, in the unlikely event that there are such parcels, the City may address this by proposing an LCP amendment that specifically identifies such parcels, with supporting documentation to determine whether a taking exists, and requests Commission authorization of development that does not comply with the wetlands setback.

In addition, Suggested Modification 65 adds a policy requiring coordination with applicable state and federal resource agencies on all projects involving wetlands. Applications for development within or adjacent to wetlands must include evidence of consultation and preliminary approval from such agencies as California Department of Fish and Game, United States Army Corps of Engineers, United States Fish and Wildlife Services and any other applicable resource agency. Areas containing tidelands or submerged lands will also be subject to the permit jurisdiction of the Coastal Commission.

The Coastal Act allows for limited uses in wetlands including port, energy, coastal dependent industrial uses, maintaining existing dredged channels, entrance channels for boating facilities, structural pilings for public recreational piers, as well as diking, filling and dredging where there is no feasible less environmentally damaging alternative and where all feasible mitigation measures have been provided. No LUP policies provide for these uses within wetlands; however, there are no proposals for such uses and no suitable areas to develop these types of uses have been identified. No LUP land use designation allows port, energy, or boating uses. Any future proposal for any of these uses would require an LUP amendment.

Beaches, Tidelands & Subtidal Reefs

The City of Carpinteria's coastline contains approximately 2 ½ miles of sandy beach. The western half of this expanse is contained in the Carpinteria City Beach, the Carpinteria State Beach, and the City's Tar Pits Park. The eastern half contains narrow beaches backed by the Carpinteria Bluffs, which are largely public tidelands. The Carpinteria State Beach contains tidepools offering diverse tidal habitat. Offshore waters contain kelp beds and a subtidal reef. The policies in this subsection provide for protection of these shoreline habitats, as well as for public access. While the policies

generally conform to Chapter Three requirements, some suggested modifications are necessary.

Several suggested modifications are matters of clarification. For instance, Suggested Modification 66 adds language to Policy OSC4-IM 12 clarifying for what purposes vehicles are authorized to drive on beaches, and emphasizing that vehicular uses are to minimize impacts on intertidal areas. Similarly, Suggested Modification 67 adds brief clarifying language to Policy OSC4-IM15 specifying the conditions under which shoreline structures may be permitted. Proposed policies for a stringline standard for beachfront development, and for additional parking for beachfront access, raise more substantive issues, as discussed below.

Stringline

As a means of controlling seaward encroachment of residential structures on a beach to ensure maximum public access and minimize wave hazards, as well as minimize adverse effects to coastal processes, shoreline sand supply, and public views, the Commission has, in past actions, developed the "stringline" policy. As applied to beachfront development, the stringline limits the seaward extension of a structure to a line drawn between the nearest corners of adjacent structures and limits decks to a similar line drawn between the nearest corners of the adjacent decks. The Commission has applied this policy to numerous past permits involving infill development on sandy beaches and has found it to be an effective policy tool in preventing further encroachments onto sandy beaches.

The City has proposed a similar stringline policy (OSC4-IM17). However, Policy OSC4-IM17 requires some modification in order to unambiguously define the corners from which the stringline extends. The policy extends the stringline from the "nearest building corners that are closest to the beach from the existing buildings on either side of the proposed development." This stringline could be interpreted to begin either at the corner most adjacent to the proposed development site, or the corner of the adjacent building that is closest to the beach. Suggested Modification 68 clarifies that the stringline extends from the nearest adjacent building corners.

In addition, in order to maximize public access, and minimize wave hazards and adverse effects to coastal processes, Suggested Modification 68 adds language requiring new development or redevelopment to be located as far landward as feasible (but in no case seaward of the stringline).

Finally, Suggested Modification 68 removes language assuring that application of the stringline would not "preclude reasonable use of a property." This appears to be in reference to the Constitutional requirement to avoid taking property without just compensation. However, it does not appear that application of the stringline policy could result in a taking of property, as no vacant beachfront residential parcels exist in Carpinteria.

As modified by Suggested Modification 68, Policy OSC4-IM7 is consistent with all applicable policies of Chapter Three of the Coastal Act.

Parking for Shorefront Access

Although most of the policies in this section of the Open Space, Recreation, and Conservation element concern protecting sensitive habitat areas, some policies, such as OSC4-IM 18, concern other issues such as public access and recreation. Policy OSC4-IM 18 calls for the City to address the need for additional parking in the City's Tidelands Improvement Plan. The City of Carpinteria has a grant to its tidelands. The Tidelands Improvement Plan was adopted in 1981 in response to a State law requiring the City to "substantially improve" their tidelands or forfeit the grant. The Plan includes provisions for parking, erosion control, marsh restoration, public boating facilities, park development, and other beach facilities. These provisions, including those for parking, are largely outdated; many policies have been incorporated, in updated versions, into the LUP.

Public parking for beach access is an important issue in Carpinteria, and several popular coastal access areas, such as Tar Pits Park and the harbor seal overlook, have either inadequate or provisional parking facilities. Therefore, Suggested Modification 69 revises Policy OSC4-IM18 to provide a clear and current mandate for additional public parking to shorefront areas.

Harbor Seal Rookery and Haulouts

The City of Carpinteria is home to hundreds of harbor seals, who live and bear their young in a sandy pocket beach just below the Carpinteria Oil and Gas Plant. This section provides policies for the protection of the harbor seals and their habitat from disturbance, as well as for limited public access to viewing locations. The policies are consistent with the public access and marine and sensitive habitat policies of Chapter Three with one modification. Policy OSC5-IM20 requires development adjacent to the hauling grounds to minimize potential impacts to the seals unless it would "preclude all reasonable use" of the property. Suggested Modification 70 removes this language from Policy OSC5-IM20. The adjacent parcels are approximately 10 acres and 4 acres in size and even with the restrictions of Policy OSC%-IM20, there is ample room for development on the parcels; thus a takings issue would be unlikely to arise. If a development is proposed that raises such an issue, the City may propose an LCP amendment, with supporting documentation, to determine whether a taking exists, and request Commission authorization of development that does not comply with the hauling grounds setback. As modified, the policies in this section are consistent with all applicable Chapter Three policies.

Creekways and Riparian Habitats

OSC-6

Policy OSC-6 calls for the preservation of creekways "in the Carpinteria Planning Area." However, this LUP only applies to areas within the Carpinteria city limits. Suggested Modification 71 removes this reference in order to preserve the integrity of the Santa Barbara County Local Coastal Program.

Creek Alteration and Channelization

Policy OSC-6c sets forth limits on alterations to creeks and creek beds to those "permitted by the Coastal Act and policies herein." Because this policy applies the Coastal Act as the standard for development, it is inherently consistent. However, a final clause in the policy states that the policy shall not be "construed to require the City to approve creek alterations not otherwise allowed herein *or* by the Coastal Act (emphasis added). Suggested Modification 72 replaces the word "or" in this latter clause to "and" thus reiterating that all alterations must be consistent with the Coastal Act.

Development in Stream Corridors

Policy OSC6-IM 23 provides for a minimum 50-foot setback from either the top bank of creeks or the dripline of riparian vegetation, whichever is greater. This policy allows for increased habitat protection compared to the current LUP policy, which only provides for a minimum 20-foot setback from the top bank. However, because creek banks may be terraced, Suggested Modification 77 qualifies the term "top bank" to read "top of the upper bank."

As with the wetlands setback, Policy OSC6-IM 23 qualifies the creek setback with language assuring that application of the setback will not "preclude all reasonable use" of affected parcels as well as language stating that the setback may be reduced if, on balance, such a reduction would "further the Commission's mandate that Coastal Act policies be implemented in a manner which on balance is most protective of sensitive resources." Both of these clauses are problematic. While it is certainly possible for two or more Chapter Three policies to conflict, balancing to resolve such conflicts should be done by the Commission, during review of development proposed at a specific location. The City's proposal would allow balancing between LUP policies, rather than between policies of the Coastal Act, as provided for in the Section 30007.5. If the City identifies a specific location that raises a Coastal Act policy conflict, and determines a preferred way to resolve this conflict, the preferred resolution can be submitted to the Commission as an LCP amendment. Since the City has not identified any specific location where it proposes to authorize development based on "balancing" it is not appropriate to include this blanket authorization in the LUP.

Similarly, the City has not identified any vacant parcels where it would not be feasible to approve development that complies with the setback. Commission staff is unaware of any such parcels and believes that it is very unlikely that any exist. However, in the

unlikely event that there are such parcels, the City may address this by proposing an LCP amendment that specifically identifies such parcels, with supporting documentation to determine whether a taking exists, and requests Commission authorization of development that does not comply with the creek setback.

The Creeks subsection also contains two policies governing development within creek setbacks. The two policies are similar and Suggested Modification 73 deletes OSC-6d because it is redundant and less consistent than OSC-IM26. OSC-IM26 prohibits all structures in stream corridors except as allowed for in Section 30236 and except for bridges and pipelines. Suggested Modification 73 also deletes pipelines from the list of allowable uses.

OSC6, IM 24

Policy OSC-IM24 requires all development projects to conform to the General Plan/Local Coastal Plan, Zoning Ordinance, and other implementing programs. Suggested Modification 77a corrects the title of one of the plans for clarity and adds the provision that the listed Creek Preservation Ordinance must be certified as an amendment to the City's LCP in order to be used as a standard for development review. This added provision is necessary because the forthcoming Creek Preservation Ordinance has not yet been submitted to the Commission as an amendment and cannot be found consistent with Chapter Three without adequate Commission review.

Watershed Protection / Water Quality

Policies OSC-IM29, and OSC-IM30 address water quality control issues, including public education and water pollution control measures in new development. While the intent of these policies is consistent with Section 30231 of the Coastal Act, additional language, including several new policies, is necessary to provide adequate protection for water quality, especially in the context of new development.

New development and redevelopment have the potential to adversely impact coastal water quality through the removal of native vegetation, alteration of natural drainage systems, increase of impervious surfaces, increase of runoff, erosion, and sedimentation, and introduction of pollutants such as petroleum, cleaning products, pesticides, and other pollutant sources. Section 30231 of the Coastal Act requires that the biological productivity and quality of coastal waters be maintained and where feasible restored.

An increase in impervious surfaces decreases the infiltrative function and capacity of existing permeable land on project sites. The reduction in permeable space therefore leads to an increase in the volume and velocity of stormwater runoff that can be expected to leave the site. The cumulative effect of increased impervious surface is that the peak stream discharge is increased and the peak occurs much sooner after precipitation events. Changes in the stream flow result in modification to stream

morphology. Additionally, runoff from impervious surfaces result in increased erosion and sedimentation.

Furthermore, when infiltration is impeded by impervious surfaces, pollutants in runoff are quickly conveyed to coastal streams and to the ocean. Thus, new development can cause cumulative impacts to the hydrologic cycle of an area by increasing and concentrating runoff leading to stream channel destabilization, increased flood potential, increased concentration of pollutants, and reduced groundwater levels.

Such cumulative impacts can be minimized through the implementation of drainage and polluted runoff control measures. In addition to ensuring that runoff is conveyed in a non-erosive manner, such measures should also include opportunities for runoff to infiltrate into the ground. Methods such as vegetated filter strips, gravel filters, and other media filter devices allow for infiltration. Because much of the runoff from the site would be allowed to return to the soil, overall runoff volume is reduced and more water is available to replenish groundwater and maintain stream flow. The slow flow of runoff allows sediment and other pollutants to settle into the soil where they can be filtered. The reduced volume of runoff takes longer to reach streams and its pollutant load will be greatly diminished.

In order to minimize impacts on water quality, Suggested Modifications 81 through 86 add policies and revised language requiring the preservation of natural drainage topography and infiltration opportunities, the minimization of impervious surface area, and the use of Best Management Practices (BMPs) for erosion and polluted runoff control. These modifications are necessary in order to minimize impacts on the quality and productivity of coastal waters, consistent with Section 30231 of the Coastal Act.

A final suggested modification is a matter of clarification. Policy OSC-IM29 provides for a water pollution avoidance education program, including distribution of literature from the California Integrated Waste Management Board (IWMB) on minimizing non-point source pollution. However, the focus of the IWMB is primarily on solid waste issues, such as waste reduction and recycling. The State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCB) have primary responsibility for California's protection of water quality. Therefore, Suggested Modification 80 replaces the reference to the IWMB with a reference to the Central Coast RWQCB.

Native Plant Communities

Plant communities native to the Carpinteria area include coastal sage and bluff scrub, oak woodlands, chaparral, and riparian habitat. The native plant communities in the city that meet the definition of ESHA are identified in both the existing and proposed LUP. Native plant communities provide important habitat for wildlife and are also an important visual resource that defines the natural environment of the area. In addition, landscaping of graded and disturbed areas with native plants, which in general have

lower water needs and deeper root structures than non-native, invasive species, reduces erosion and enhances and maintains site stability.

This section includes policies for the protection of oak trees and oak woodlands and for the preservation of native vegetation when sites are developed. While these policies generally conform to Chapter Three requirements, some modifications are necessary in order to be fully consistent.

Suggested Modification 88 adds more specific language to Policy OSC-7b for the preservation and planting of native plants in new development. This modification is necessary to ensure that new development minimizes disruption of native plant communities and the use of non-native invasive plants, while enhancing native plant habitat on the site.

The use of invasive, non-indigenous plant species tends to supplant native species. Urbanization and agriculture in the Carpinteria area have caused the loss or degradation of the majority of native habitat, as well as the loss of native plant seed banks through grading and removal of topsoil. Invasive groundcovers and fast growing trees that originate from other continents that have been used as landscaping in this area have invaded and seriously degraded native plant communities. Such changes have resulted in the loss of native plant species and the benefits they offer.

Suggested Modifications 87 and 89 extend the protection of native oaks to other native tree species, including walnut and sycamore, which are similarly rare and valuable for the habitat and stability benefits they provide. Suggested Modification 89 also specifies that no development shall occur within the dripline of trees. The dripline standard has been applied in past Commission actions and is used as the standard for oak protection ordinances in Los Angeles County and elsewhere. The dripline standard prevents development from impacting the root zone of a tree where it is at or closest to the surface. Preventing root damage is critical to the health and survival of native trees.

As noted above, native plants enhance site stability, provide important and rare habitat, and contribute to visual quality. Therefore the added and modified policies strengthening and expanding provisions for the planting of native plants are necessary to meet the requirements of Section 30253(2) to minimize erosion and enhance stability, the requirements of Section 30251 to restore and enhance visual quality, and the requirements of Section 30240 to minimize disruption of ESHA.

Butterfly Habitat

The City of Carpinteria is seasonally home to thousands of monarch butterflies who overwinter in trees, particularly Eucalyptus, on the Carpinteria Bluffs, Salzgeber Meadow, and other locations in the city. Winter roosting habitat is a vital component of the Monarch butterflies' annual migrations. This section provides three policies for the protection of Monarch butterfly habitat. The policies are consistent with Section 30240

of the Coastal Act with one modification. Policy OSC8-IM33 requires development adjacent to the hauling grounds to be set back a minimum of 50 feet from the dripline of Monarch butterfly trees, unless it would "preclude all reasonable use" of the property. Suggested Modification 90 removes the quoted language from Policy OSC8-IM33. Similarly, the City has not identified any vacant parcels where it would not be feasible to approve development that complies with the Monarch butterfly trees setback. Commission staff is also unaware of any such parcels. If a development is proposed that raises such an issue, the City may propose an LCP amendment, with supporting documentation, to determine whether a taking exists, and request Commission authorization of development that does not comply with the Monarch butterfly tree setback. As modified, the policies in this section are consistent with all applicable Chapter Three policies.

Sensitive, Rare, Threatened, and Endangered Species

The previous eight sections provide policies for the protection of sensitive habitat types in the City of Carpinteria, including for two sensitive species, the harbor seal and the Monarch butterfly. However, Carpinteria contains potential habitat for other sensitive species. The Carpinteria Bluffs, for instance, are particularly noted as an area that supports sensitive species, including the white tailed kite, a State Fully Protected Species. This modification is necessary to allow for protection of important habitat that does not conform to any listed habitat types.

Suggested Modification 48 adds a "sensitive, rare, threatened or endangered species" habitat type to Table OSC-1. Suggested Modifications 91 through 94 add four new policies for protection of this habitat type. The first policy establishes that this habitat type shall be protected. The second policy defines "sensitive, rare, threatened or endangered species" according to provisions in state and federal law. The third policy requires new development to be setback sufficiently far to minimize impacts on this habitat type, and specifies that a 300 foot setback shall be established for nesting and roosting trees used by sensitive raptor species. The fourth policy requires that the maximum amount of grassland shall be preserved around such nesting and roosting trees to ensure that a reduction in forage does not impact the reproductive success of sensitive raptors. These provisions are necessary to protect rare and valuable species consistent with Section 30240 of the Coastal Act.

2. Primary Resources

The Open Space, Recreation, and Conservation element contains specific policies for five "primary resource" categories: General Soil Resources and Farmland, Water Resources, South Central Coast Air Basin, Mineral Resources, and Visual Resources. The element addresses each resource in a separate subsection, each of which includes a discussion, policies, and a statement concerning environmental consequences of those policies.

Applicable Chapter Three Policies

Section 30230 requires the protection, enhancement, and restoration of marine resources. Section **30230** states:

> *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

Section 30230 is relevant to policies in the Water Resources and Farmland subsections.

Section 30231 requires the maintenance and restoration of the biological productivity of coastal waters. Section **30231** states:

> *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

Section 30231 is relevant to policies in the Water Resources and General Soils and Farmland subsections.
A fundamental policy of the Coastal Act is the protection of agricultural lands. The Act sets a high standard for the conversion of any agricultural lands to other land uses. Section 30241 of the Coastal Act requires the maintenance of the maximum amount of prime agricultural land in agricultural production to assure the protection of agricultural economies. Section 30113 of the Coastal Act defines "prime agricultural land" as

> *...those lands defined in paragraph (1), (2), (3), or (4) of subdivision (c) of Section 51201 of the Government Code.*

Section 51201(c) states in relevant part:

> *"Prime agricultural land" means any of the following:*
>
> *(1) All land that qualifies for rating as class I or class II in the Natural Resources Conservation Service land use capability classifications.*
>
> (2) *Land which qualifies for rating 80 through 100 in the Storie Index Rating.*

(3) *Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture.*

(4) *Land planted with fruit- or nut-bearing trees, vines, bushes or crops which have a nonbearing period of less than five years and which will normally return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than two hundred dollars ($200) per acre.*

Section 30241 also requires minimizing conflicts between agricultural and urban land uses through six tests.

Section 30241 of the Coastal Act states:

> *The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:*
>
> *(a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.*
>
> *(b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.*
>
> *(c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.*
>
> *(d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.*
>
> *(e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.*
>
> *(f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.*

If the viability of existing agricultural uses is an issue, the Commission must make specific findings identified in Section 30241.5 of the Coastal Act in order to address the agricultural "viability" of such land.

Section **30241.5** of the Coastal Act states:

(a) If the viability of existing agricultural uses is an issue pursuant to subdivision (b) of Section 30241 as to any local coastal program or amendment to any certified local coastal program submitted for review and approval under this division, the determination of "viability" shall include, but not be limited to, consideration of an economic feasibility evaluation containing at least both of the following elements:

(1) An analysis of the gross revenue from the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.

(2) An analysis of the operational expenses, excluding the cost of land, associated with the production of the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.

For purposes of this subdivision, "area" means a geographic area of sufficient size to provide an accurate evaluation of the economic feasibility of agricultural uses for those lands included in the local coastal program or in the proposed amendment to a certified local coastal program.

(b) The economic feasibility evaluation required by subdivision (a) shall be submitted to the commission, by the local government, as part of its submittal of a local coastal program or an amendment to any local coastal program. If the local government determines that it does not have the staff with the necessary expertise to conduct the economic feasibility evaluation, the evaluation may be conducted under agreement with the local government by a consultant selected jointly by local government and the executive director of the commission.

Section 30242 of the Coastal Act provides additional requirements for conversion of properties that are suitable for agriculture, but are not necessarily prime agricultural land.

Section **30242** states:

All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.

Coastal Act Sections 30241, 30241.5 and 30242 are relevant to policies in the General Soils and Farmland subsection.

Another primary objective of the Coastal Act is the protection of scenic and visual resources, particularly as viewed from public places. Section 30251 requires that development be sited and designed to protect views to and along the ocean and other scenic coastal areas. This policy also requires that development be sited and designed to be visually compatible with the character of surrounding areas. New development

must also minimize the alteration of natural landforms, and, where feasible, include measures to restore and enhance visual quality where it has been degraded.

Section **30251** of the Coastal Act states

> *The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.*

Section 30251 is relevant to policies in the Visual Resources subsection.

The regulation of new development is also a primary concern of the Coastal Act. Section 30253 of the Coastal Act requires new development to conform to air pollution control standards and minimize energy consumption.

Section **30253** of the Coastal Act states, in relevant part:

> *New development shall:*
> .....
>
> *(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.*
>
> *(4) Minimize energy consumption and vehicle miles traveled.*
> ....

Section 30253 is relevant to the South Central Coast Air Basin subsection.

Sections 30260, Section 30262, and Section 30265 are relevant to the Hazardous Materials subsection

These policies form the basis for determining the consistency of the Primary Resources section with Chapter Three of the Coastal Act. Consistency with each of these policies is evaluated below

Chapter Three Consistency

The Primary Resources section of the Open Space, Recreation, and Conservation element contains a range of policies that address distinct issue areas. Consistency with the relevant Chapter Three policies, is best evaluated by individual subsection.

General Soil Resources and Farmland

This subsection contains policies for the conservation of agricultural lands, many of which reflect Chapter Three policies. The City's emphasis is on protecting open-field agriculture, in particular, and includes several policies in the subsection discouraging greenhouses in the Carpinteria Valley. These policies have been excluded from the LUP in order to maintain the integrity of the County of Santa Barbara LCP.

Other policies support a variety of management and preservation programs, such as the Williamson Act, Farmland Security Zones, and development of a Right-to-Farm Ordinance to discourage conflicts between residential neighborhoods and adjacent agricultural land, consistent with Section 30241 of the Coastal Act. Policy OSC-IM 36 also calls for the establishment of buffer zones to discourage conflicts.

Other policies endorse conservation of agricultural land and limit its conversion. OSC-IM39 calls for the management of agricultural land to be consistent with the Coastal Act. OSC-9c requires soil erosion to be minimized.

However, while the policies of this subsection largely conform to Chapter Three of the Coastal Act, several modifications are necessary for them to be fully consistent. The addition of policies addressing water quality concerns is also necessary for consistency with Section 30231 of the Coastal Act. These suggested modifications are discussed below.

<u>Coastal Act / Commission references</u>
Two policies included in this subsection reference either the Coastal Act or the Commission. Policy OSC-9e allows conversion of agricultural land where such conversions "meet the criteria established by the Coastal Commission or is otherwise desirable." This language is problematic on two accounts. First, the Coastal Act, not the Commission, establishes standards for conversion of agricultural land. The Commission's role is limited to interpreting the Coastal Act. Secondly, Coastal Act standards for conversion of agricultural land are specific and definite. To be consistent with the Coastal Act, agricultural conversions must meet those standards and cannot be allowed under vague circumstances, such as when "otherwise desirable." Therefore, in order to be consistent with the Chapter Three policies concerning conversion of agricultural land, Policy OSC-9e must incorporate Suggested Modification 96, which corrects these errors.

Policy OSC-IM 38 also involves a misinterpretation of Chapter Three policies, in that it assumes that Section 30241 only applies to agricultural lands with "prime soils." Section 30241 mandates the maintenance of the maximum amount of prime agricultural land in production, but also requires the minimization of conflicts between agricultural and urban land uses. Section 30241 (a) through (e) concern the minimization of conflicts and therefore apply to all agricultural lands. For all of the above reasons, Policy OSC-IM38 must incorporate Suggested Modification 101, which deletes the reference to prime soils, in order to be consistent with Section 30241 of the Coastal Act.

Erosion and Water Quality

Agricultural activities have the potential to cause adverse impacts to water quality resulting from erosion and sedimentation, irrigation practices, waste management, and the use of pesticides, fertilizers, and nutrients. The implementation of proper design and management practices for agricultural activities are necessary to ensure that agricultural development will not adversely impact water quality or coastal resources. Suggested Modification 95 adds language to Policy OSC-9c requiring polluted runoff, as well as soil erosion, to be minimized by agricultural operations. Suggested Modifications 97 through 99 provide additional policies encouraging agricultural practices that protect water quality, and providing standards for confined animal facilities. These modifications are necessary to protect coastal waters consistent with Section 30231.

Water Resources

The Water Resources subsection complements the Creek and Riparian Habitat subsection discussed above. It includes policies addressing water conservation as well as measures to protect the quality of surface waters, marine waters, and groundwater. While the policies of this subsection are largely consistent with Chapter Three requirements, several modifications are necessary for them to be fully consistent with Section 30231.

Suggested Modifications 102 and 103 add two new policies to protect coastal waters from pollution. Added Policy OSC-10c is necessary to ensure that development does not result in the discharge of pollutants and the degradation of the quality of groundwater or surface waters. Added Policy OSC-10d is necessary to prevent dumping of pollutants into new stormdrains or at creek crossings.

As noted above, new development has the potential to adversely impact coastal water quality through the removal of native vegetation, alteration of natural drainage systems, increase of impervious surfaces, increase of runoff, erosion, and sedimentation, and introduction of pollutants such as petroleum, cleaning products, pesticides, and other pollutant sources.

Pollutants commonly found in runoff associated with new development include petroleum hydrocarbons including oil and grease from vehicles; heavy metals; synthetic organic chemicals including paint and household cleaners; soap and dirt from washing vehicles; dirt and vegetation from yard maintenance; litter; fertilizers, herbicides, and pesticides; and bacteria and pathogens from animal waste. Many of these pollutants are also commonly dumped in storm drains. The discharge of these pollutants to coastal waters can cause cumulative impacts such as: eutrophication and anoxic conditions resulting in fish kills and diseases and the alteration of aquatic habitat, including adverse changes to species composition and size; excess nutrients causing algae blooms and sedimentation increasing turbidity which both reduce the penetration of sunlight needed by aquatic vegetation which provide food and cover for aquatic species;

disruptions to the reproductive cycle of aquatic species; and acute and sublethal toxicity in marine organisms leading to adverse changes in reproduction and feeding behavior. These impacts reduce the biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes and reduce optimum populations of marine organisms.

Therefore, policies that specifically prohibit these impacts are necessary in order for this subsection to be consistent with Section 30231, which requires that the biological productivity and quality of coastal waters be maintained and where feasible restored.

In addition, Suggested Modification 104 revises OSC-IM46 to clarify specific requirements for the adoption of a Storm Water Management Plan (SWMP) to meet federal National Pollutant Discharge Elimination System (NPDES) water quality objectives.

The Central Coast Regional Water Quality Control Board will administer the Phase II Municipal National Discharge Elimination System (NPDES) permit for the City of Carpenteria, beginning in March 2003. The permit will require the development and implementation of a program addressing storm water pollution issues in development planning for private projects, including the following six minimum control measures:

- Public Education and Outreach
- Public Participation and Involvement
- Illicit Discharge Detection and Elimination
- Construction Site Runoff Control
- Post-Construction Runoff Control
- Pollution Prevention and Good Housekeeping in Municipal Operations

These measures are included in Suggested Modification 104 as the minimum required elements of the City's SWMP.

Air Resources

The Air Resources subsection provides policies that are consistent with the requirements of the Santa Barbara County Air Pollution Control District, and therefore is consistent with the requirements of Section 30253(3). The Air Resources subsection also provides policies that promote energy conservation, and is therefore consistent with the requirements of Section 30253(4). No modifications are necessary.

Mineral Resources

Carpinteria's involvement with mineral resources is limited to the operations of the Carpinteria Oil and Gas plant, which is located adjacent to Tar Pits Park on the west end of the Carpinteria Bluffs. The Mineral Resources subsection provides policies addressing the oil industry and its relationship to the City. The policies require the City to remain abreast of developments in the oil industry, and to liaison with the oil and gas plant operators and the various agencies that interface with the oil industry. The policies

are not inconsistent with Chapter Three requirements, but do not directly address some of the issues raised in Sections 30260 through 30263. However, these policies are incorporated by reference in Policy LU-1a, and the most relevant sections, Sections 30260 and 30262, are included in a sidebar in the Mineral Resources subsection. Additional policies reiterating Sections 30260 through 30263 are not necessary. The subsection as submitted is consistent with Chapter Three of the Coastal Act.

Visual Resources

This subsection provides policies for protecting visual resources in Carpinteria, including preservation of "broad, unobstructed views" to the ocean and protection of views to scenic natural areas. The policies provide for the imposition of height restrictions, setbacks, landscaping requirements, open space buffers, and night-sky regulations, and for the minimization of landform alteration. While the policies of this subsection are largely consistent with Chapter Three requirements, some modifications are necessary for them to be fully consistent. Specifically, Suggested Modifications 105 through 108 are necessary to strengthen policies that minimize landform alteration, provide fcr the planting of native vegetation, and require blufftop structures to minimize impacts on public views. As modified, the policies of this section are consistent with Section 30251.

3. Other Resources

The Open Space, Recreation, and Conservation element contains specific policies for three "other resource" categories: Parks and Recreation Areas, Trails and Coastal Access, and Culturally Significant Locations. The element addresses each resource in a separate subsection, each of which includes a discussion, policies, and a statement concerning environmental consequences of those policies.

Applicable Coastal Act Policies

A broad policy goal of California's Coastal Management Program is to maximize the provision of coastal access and recreation consistent with the protection of public rights, private property rights, and coastal resources as required by the California Constitution and provided in Section 30210 of the Coastal Act.

Section **30210** of the Coastal Act states:

> *In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

A related policy goal of the Coastal Act is to provide for visitor-serving recreational facilities in coastal areas. For example, Section 30213 encourages the provision of lower cost visitor and recreational facilities.

Section **30213** of the Coastal Act states (in relevant part):

> *Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational facilities are encouraged.*

Similarly, Section 30222 prioritizes visitor-serving commercial use of private lands in the coastal zone. Section **30222** states

> *The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.*

The Coastal Act also provides for the protection of coastal waters, sensitive habitat and parkland.

Section 30231 requires the maintenance and restoration of the biological productivity of coastal waters. Section **30231** states

> *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams..*

Section 30240 requires development to be sited and designed to prevent disruption of these areas. Section **30240** states

> *(c) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.*
>
> *(d) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

Design guidelines that minimize impacts on sensitive habitat thus are necessary for consistency with Section 30231 and Section 30240.

Another primary objective of the Coastal Act is the protection of scenic and visual resources, particularly as viewed from public places. Section 30251 requires that development be sited and designed to protect views to and along the ocean and other scenic coastal areas. This policy also requires that development be sited and designed to be visually compatible with the character of surrounding areas. New development must also minimize the alteration of natural landforms, and, where feasible, include measures to restore and enhance visual quality where it has been degraded.

Section **30251** of the Coastal Act states

> *The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.*

Development policies found in Section 30253 of the Coastal Act also are relevant to the Community Design element. These policies require new development to minimize erosion and ensure geologic stability, minimize energy consumption, and protect special areas that are popular recreational destinations for visitors.

Section **30253** of the Coastal Act states, in relevant part:

> *New development shall:*
>
> .....
>
> *(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*
>
> ....
>
> *(4) Minimize energy consumption and vehicle miles traveled.*
>
> *(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.*

These policies form a basis for review of the Community Design Element's consistency with Chapter Three of the Coastal Act.

Chapter Three Consistency

The Other Resources section of the Open Space, Recreation, and Conservation element contains a range of policies that address distinct issue areas. Consistency with the relevant Chapter Three policies, is best evaluated by individual subsection.

Parks and Recreation

The City of Carpinteria contains approximately 180 acres of public parkland, most of which is located on the beach and adjacent bluffs. In addition, both formal and informal trails and access ways are located on the Bluffs, along creeks, and in State and City beachfront parks. This subsection includes policies for protecting parks, open space, recreational areas, and coastal access. Specific policies require enhancement of coastal access and recreational facilities, including increased opportunities for the disabled and elderly, increased ocean recreation programs, and passive recreation in open space and creek corridors. These policies include provisions for the protection of natural resources as a necessary corollary to improved public access. Other policies prioritize environmentally sensitive and coastal dependent recreational uses on oceanfront land, and limit development in recreation areas to pipelines when no alternative is feasible. The subsection also contains policies for funding and management of park, recreation, and coastal access areas.

While these policies generally conform to the intent of Chapter Three policies, including those concerning public access, recreation, and protection of natural resources, some modifications are necessary for the policies to be fully consistent. These modifications include the retention of two important existing public access policies and the addition of a new policy that addresses the dedication and acceptance of public access routes.

The suggested modifications are primarily matters of clarification. For instance, Policy OSC-14g refers to "all proposals made in the General Plan," and Suggested Modification 110 appends "Land Use Plan" to that phrase for clarification. Policy OSC-14 requires the City to meet the recreational needs " of the community" and Suggested Modification 109 clarifies that these facilities should also meet the needs of visitors, consistent with Section 30213.

Suggested Modifications 111 through 113 retain Policies 7-1, 7-13 and 7-20 from the existing LUP. These policies contain important provisions prohibiting new development from diminishing public access. The policies provide for the granting of lateral and vertical accessways and the recognition of prescriptive rights. These provisions are necessary for the LUP to be consistent with the public access policies of Chapter Three.

Finally, Suggested Modification 114 adds a new policy requiring the City to accept all offers to dedicate public access ways, and open them to the public as soon as possible.

These modifications are necessary to comply with the public access provisions of Chapter Three. These provisions are intended to ensure access to publicly owned tidelands, and to safeguard other public rights to use the shoreline that exist

independent of the public's ownership of tidelands. Generally, there are three additional types of public use: (1) recreational rights in navigable waters guaranteed to the public under the California Constitution and state common law; (2) any rights that the public may have acquired under the doctrine of implied dedication based on continuous public use over a five-year period; and (3) any additional rights that the public may have acquired through public purchase or offers to dedicate access.

Relevant Chapter Three provisions include Section 30210, which provides that maximum access and recreational opportunities be provided consistent with public safety, public rights, private property rights, and natural resource protection; Section 30211, which requires that development not interfere with the public's right of access to the sea with certain exceptions; and Section 30212 which requires that public access from the nearest public roadway to the shoreline and along the coast be provided in new development projects with certain exceptions such as public safety, military security, resource protection, and where adequate access exists nearby.

Based on the access, recreation, and development policies contained in Chapter Three of the Coastal Act, the Commission has required public access to and along the shoreline in new development projects. Impacts to access can occur from physical blockage of existing access, direct occupation of sandy beach by structures as well as from impacts on shoreline sand supply and profile caused by seawalls and other shoreline protective structures.

The beaches, trails, and parklands in the City of Carpinteria are extensively used by both local residents and visitors. Most planning and demographic studies indicate that attendance at recreational sites in southern California will continue to increase significantly over the coming years. The public has the right to access and use the shoreline under the public trust doctrine, the California Constitution, and California common law. Therefore, it is necessary that the Local Coastal Program must protect public access rights by assuring that any proposed shoreline development does not interfere with those rights.

To eliminate or reduce potential impacts from development on public access and recreation, the Commission, in numerous permit actions, has often required that public access to or along the shoreline be provided in new development projects as mitigation for adverse impacts to beach sand supply and/or public access. This form of required mitigation is usually accomplished through an offer-to-dedicate (OTD) an easement for public use.

The requirement for the recordation of an OTD, however, does not ensure public access; the offers must be accepted by a managing entity, and, for vertical easements, which often require some form of physical improvement, be opened for public use. An OTD is valid for a limited time period, usually 21 years in Commission permits. OTDs, in many cases, are not required to be made available for public use until the easement is accepted for management by a public agency or non-profit organization. Therefore, it is important that the LUP contain provisions to ensure that OTDs required as a condition

of development are not only accepted prior to their expiration date, but that they are opened, improved, where necessary, and managed for public use.

For all of these reasons, the retention of Policies 7-1, 7-13 and 7-20 of the existing LUP, and the addition of a policy providing for the acceptance of OTDs are necessary to comply with the public access provisions of Chapter Three.

Trails and Coastal Access

As noted above, both formal and informal trails are located on the Bluffs, along creeks, and in State and City beachfront parks. This section provides additional public access policies specifically related to trails. The policies provide for the maintenance and expansion of the City's trail system, including extending the Coastal Trail the entire length of the City, improving facilities for disabled access to the beach, development of trails along City creeks, and improving the safety of railroad crossings. Policy OSC-15a specifically calls for the development of a Trails Master Plan to expand and enhance the existing trail system. Similarly, Policy OSC-15a calls for the maintenance and expansion of the trails system based upon the Trails Map and the Trails Master Plan. Inclusion of the forthcoming plan as a guidance document is problematic, however, because the Plan has not been reviewed for consistency with Chapter Three policies of the Coastal Act. Therefore, Suggested Modification 115 clarifies that the Trails Master Plan may serve as a basis for the trails system if approved as an LCP Amendment by the Commission. As modified, the trails and coastal access policies are consistent with the public access policies of the Coastal Act.

Culturally Significant Locations

Carpinteria was once the location of a thriving Chumash village called Mishopshnow. Large asphalt deposits, which were used to seal ocean-going canoes, contributed to the development of Mishopshnow as a canoe-building center. These asphalt deposits are found in what is now Tar Pits Park. In additional to archaeological resources, Carpinteria contains several historical landmarks, including the Portola Sycamore and other heritage trees, as well as the Heath Ranch Park and Adobe and the site of the original Carpinteria Library. This section includes policies to protect Carpinteria's historical and archaeological resources. Most of the policies concern the latter, and provide development standards and processes to minimize impacts to archaeological sites. Other policies encourage pursuit of various preservation options, including purchase and incentive programs, and prohibit potential harmful activities such as off-road vehicle use and collection of artifacts. The policies, as submitted, are consistent with Section 30244 of the Coastal Act.

J. SAFETY

This element contains proposed LUP policies intended to reduce the adverse consequences of natural hazards and minimize the potential for release of hazardous materials. The element includes policies related to seismic hazards, soil hazards, slope stability hazards, flood hazards (including hazards from wave action), fire hazards, and hazardous materials.

The City of Carpinteria lies between the foothills of the Santa Ynez Mountains and the Pacific Ocean. It contains the lower reaches of Carpinteria, Santa Monica, and Franklin Creeks (the latter two being channelized), and is adjacent to the Carpinteria Salt Marsh. Development within the City is vulnerable to a variety of hazards including threats from slope instability, liquefaction, rock fall, earthquakes, storm waves, and flooding. Two potentially active faults run through the City, and much of the City has a high liquefaction potential. Bluffs and beaches are subject to natural erosional forces, often accelerated by the effects of winter storms. Fire is a potential threat several months of the year due to the typically long summer dry season characteristic of the Mediterranean climate. Flooding, particularly during period "El Nino" winter storm seasons, threatens beachfront and creekside homes, and increases the potential for bluff and beach erosion. Particularly vulnerable are the City's 17 beachfront residential lots, located in a three-block section south of Sandyland Road.

Applicable Coastal Act Policies

Under the Coastal Act, development is required to be sited and designed to minimize risks, assure stability and structural integrity, and neither create nor contribute significantly to erosion or require the construction of protective devices that would substantially alter the natural landforms along bluffs and cliffs (Section 30253).

Section **30253** of the Coastal Act states that:

New development shall:

> *(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*
>
> *(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*
>
> *(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.*
>
> *(4) Minimize energy consumption and vehicle miles traveled.*

(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

Section 30235 of the Coastal Act allows the construction of shoreline protective devices where existing development is threatened from erosion and when designed to eliminate or mitigate impacts on shoreline sand supply.

Section **30235** of the Coastal Act states that:

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

Chapter Three of the Coastal Act also provides for the protection of environmentally sensitive habitat areas (ESHA), coastal waters, and marine resources, in three separate sections.

Section 30230 requires the protection, enhancement, and restoration of marine resources. Section **30230** states:

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231 requires the maintenance and restoration of the biological productivity of coastal waters. Section **30231** states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30240 requires development to be sited and designed to prevent disruption of ESHA. Section **30240** states:

(e) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(f) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Under Section 30107.5 of the Coastal Act, ESHA is defined as

> *...any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.*

Finally, Section 30250(b) of the Coastal Act regulates the siting of hazardous industrial development.

Section **30250(b)** of the Coastal Act states that:

> *Where feasible, new hazardous industrial development shall be located away from existing developed areas.*

The Coastal Act also provides that development damaged or destroyed by natural disasters can be rebuilt in the same location, exempt from a coastal development permit, under certain conditions in PRC Section 30610(g). Certain emergency actions are also exempt from permit requirements.

Chapter Three Consistency

The Safety Element provides LUP policies to assure that development be designed to minimize potential hazards. The element includes separate subsections addressing seismic hazards, slope stability, soil hazards, flood hazards (including from wave action), fire hazards, and hazardous materials. The element contains policies providing for geological investigation for development in areas that contain or are adjacent to geologic hazards, and special requirements for development in other hazard areas.

While the policies generally support Chapter Three objectives, several policies must be modified in order to be consistent with the Chapter Three policies cited above. Suggested Modifications 116 and 117, to be applied to Policies S1-IM2 and S1-IM3, replaces "should" with "shall" in order to clarify that site investigations are required for properties subject to seismic hazards. In addition, policies concerning protection from wave action require modifications in order to be consistent with Section 30253 of the Coastal Act. Lastly, an additional policy regarding the location of hazardous facilities is necessary for consistency with 30250(b). These two issues are discussed below.

1. Minimizing risks to property due to wave action.

As noted above, the Carpinteria coast has historically been subject to substantial damage as the result of storm and flood occurrences--most recently, and perhaps most dramatically, during the 1995 severe winter storm season. Ample evidence exists that beachfront development located on the seaward side of Sandyland Road in Carpinteria, is subject to potential risks due to storm waves and surges, high surf conditions, erosion, and flooding.

As stated above, Section 30253 of the Coastal Act requires that new development minimize risks to life and property in areas of high geologic or flood hazards and assure stability and structural integrity. In addition, Section 30235 of the Coastal Act allows the construction of shoreline protection devices for existing development only when no feasible less environmentally damaging alternative exists.

The Safety element provides two policies to minimize the impacts of wave action on beachfront development. Policy S4-IM13 requires the City to construct a sand berm on the City Beach parallel to Sandyland Road. Policy S4-IM14 requires all new development or redevelopment to be constructed so as to be protected from wave action. Both policies require modification in order to be consistent with Chapter Three policies, and shall be evaluated in turn.

Shoreline Protective Devices

Policy S4-IM14 requires new development or redevelopment on beachfront properties to be constructed so as to be protected from wave action. The policy requires a wave action study to be completed to determine appropriate construction methods to meet this requirement. The policy does not specify which methods are appropriate. Several methods exist to protect development from wave action, including siting the project landward of the wave uprush limit, placing structures on caissons, and constructing shoreline protection devices, such as seawalls, to deflect oncoming waves.

In past actions, the Commission has found that the construction of a shoreline protection device, such as a seawall, may result in significant adverse effects to shoreline sand supply and public access. Even though the precise impact of a structure on the beach is a persistent object of debate within the discipline of engineering, and particularly between coastal engineers and marine geologists, it is generally agreed that a shoreline protective device will affect the configuration of the shoreline and beach profile whether it is a vertical bulkhead or a rock revetment. Adverse impacts include beach scour, end scour (the beach areas at the end of the seawall), retention of potential beach sands behind the wall, and the interruption of alongshore processes.

Policy S4-IM14 requires new development or redevelopment on beachfront properties to be constructed so as to be protected from wave action. As noted above, Section 30235 only allows shoreline protective devices to be constructed to protect existing development, and then only when less damaging alternatives are not feasible. In order for this policy to be consistent with Section 30235, it must state that the use of shoreline protection devices shall not be allowed. Suggested Modification 123 adds language prohibiting the construction of shoreline protective devices.

Suggested Modification 118 adds similar language to Policy S2-IM5 for the same reasons. Policy S2-IM5 states that slope stabilization techniques, such as seawalls, on coastal bluffs should be avoided. Suggested Modification 118 strengthens Policy S-IM5 to prohibit all such structures unless necessary to protect existing structures in danger from erosion, and when no less environmentally damaging options are feasible.

As modified, Policies S2-IM5 and S4-IM14 are consistent with Section 30235 of the Coastal Act.

Sand berm

The City Beach is backed by numerous private residences (including single family residences, condominiums, and apartments), as well as public parking facilities (located at several street ends) and a public restroom. The City has indicated that on occasion, during the winter storm season, wave action has resulted in damage to the existing private residences and public amenities (including public streets, parking lots, and a restroom facility) located on the back portion of Carpinteria City Beach. In a letter dated 8/14/01, the City states that:

> *[I]n 1987 and again in 1995, large wave events caused significant damage in Carpinteria. The 1987 event was characterized by locally generated high frequency storm waves driven by strong onshore wind. The home on 4709 Sandyland Road was knocked off its foundation by surf. This occurred during the period of one high tide.*
>
> ...
>
> *In early December of 1995, the winter protection berm had not yet been built when a severe wave event occurred. Hurricane force winds off of the southern Oregon and California Coast generated twenty foot surf off of the Carpinteria Beach. This resulted in several hundred thousands of dollars of damage to residential properties and public beach access improvements. This unfortunate event provided us with an example of the potential for damage the City Beach possesses when unprotected. Further damage would have occurred, however, emergency crews went to work to erect the berm.*

Policy S4-IM13 requires the City to construct a sand berm on the City Beach parallel to Sandyland Road. The Commission has approved construction of a seasonal sand berm on City Beach since 1995. In its review of the project, the Commission found that the proposed sand berm was an environmentally preferable alternative to provide for

protection of existing development in comparison to the construction of "hard" solutions such as the construction of a rock revetment or seawall.

However, the Commission also found that disturbance from construction, maintenance, and demolition of the berm on an annual basis would still result in potential adverse effects to the habitat resources on site. City Beach is known to provide habitat for several sensitive species, including California grunion, Pismo Clams, and Western Snowy Plovers. The City Beach is also adjacent to the Carpinteria State Beach, which contains designated ESHA. The Commission approved construction of the berm on the condition that surveys be made for the above mentioned species, and protective measures, including cessation of work, be implemented should they be found present.

Another condition of approval required the City to submit, as part of any future permit applications for construction of the sand berm, a report containing technical studies prepared by qualified professionals to evaluate alternative long-term solutions to beach management including, but not limited to, dune creation, retention of the berm and planting berm with dune vegetation, beach nourishment, use of sand from alternative suitable sources, and participation in a regional sand supply mitigation program. It is important to note that City Beach contained a dune system prior to the early 1970's.

In response, the City submitted a document titled, "Winter Protection Berm – Feasibility Study," prepared by MNS Engineers and dated July 26, 2001. The MNS report concludes that a temporary, seasonal sand berm is the most feasible means to protect beachfront development from wave action. However, the MNS report does not provide a detailed evaluation of all long-term solutions, and does not evaluate the feasibility of a dune system in conjunction with concurrent beach replenishment. Furthermore, two documents submitted by the City (Beach Erosion and Pier Study by Bailard /Jenkins Consultants dated April 1982, and a letter from James Bailard, Ph.D. of BEACON, dated 8/22/00) indicate that a dune system may be feasible in conjunction with a beach nourishment program.

The City has shown interest in pursuing long-term solutions to protect existing beachfront development in Carpinteria. For example, the City participates in BEACON (Beach Erosion Authority for Clean Oceans and Nourishment), a local task force comprised of representatives from local, state, and federal government agencies whose goal is to develop a regional beach replenishment program. In addition, the City is actively collaborating with the Army Corps of Engineers (ACOE) to prepare a Feasibility Study addressing long-term solutions to protecting beachfront development in Carpinteria. The ACOE estimates that the Feasibility Study will be completed in 2004.

Suggested Modification 122adds language to S4-IM13 requiring the City to support and facilitate the ACOE study and otherwise pursue long-term solutions such as the creation of a vegetated dune system. Suggested Modification 122 also revises the policy to identify construction of the sand berm as an interim measure, that requires permission from the Commission as well as the ACOE. As modified, Policy S4-IM13 is consistent with Sections 30230, 30231, and 30240 of the Coastal Act.

2. Hazardous Industrial Development

The Safety element contains policies to minimize risks related to hazardous material accidents. These policies include setbacks and other development standards for industrial sites that handle hazardous materials and adjacent uses, and compliance with Regional Water Quality Control Board requirements regarding the use, storage, and transportation of hazardous materials. The policies are consistent with the intent of Chapter Three policies to locate hazardous industrial facilities away from existing developed areas (Section 30250(c)), protect against spillage (Section 30232), and protect coastal waters (Section 30231), but do not fulfill all of the necessary requirements outlined in these sections. Therefore, Suggested Modification 125 revises Policy S-6b to ensure that the use, storage, transportation and disposal of hazardous materials does not result in hazardous runoff or discharge into coastal waters. Suggested Modification 126 adds a policy stating that hazardous industrial facilities shall be located away from existing developed areas. Finally, Suggested Modification 125a adds a policy requiring the City to support protective measures against spillage of hazardous materials, as well as emergency response programs. As modified, the Hazardous Materials subsection is consistent with Sections 30231, 30232, and 30250(b) of the Coastal Act.

3. Other modifications

One final modification is necessary in order for the Safety element to be consistent with Chapter Three. Policy S-4e discourages channelization of streams "in the planning area." The City of Carpinteria Local Coastal Program only applies to areas within the city limits. Reference to the planning area must be removed from the LUP in order to preserve the integrity of the County of Santa Barbara Local Coastal Program. In addition, channelization of streams within the city limits is addressed in the Creeks and Riparian Habitat section of the Open Space, Recreation, and Conservation element. Therefore, Suggested Modification 120 deletes the first sentence of Policy S-4e in order to maintain the integrity of coastal jurisdictional boundaries, as well as eliminate redundancy. For the same reason, Suggested Modification 124 deletes reference to "the planning area" in Policy S-6.

K. PUBLIC FACILITIES & SERVICES

The Public Facilities & Services element provides policies for the provision of public services such as water, sanitation, public utilities, fire and police protection, schools, and libraries (parks and recreation are discussed in the Open Space, Recreation & Conservation element). Many policies in this element address concerns, such as public safety and public education, that are unrelated to the Coastal Act. These policies have been included in Exhibit 3 and, under Suggested Modification 4, are to be identified in the text with a symbol denoting inclusion in the General Plan only. Other policies are related to Chapter Three issues such as water resources, public works facilities, and the provision of public services (as addressed in Sections 30231, 30252, and 30254 of the Coastal Act).

Section 30231 requires the maintenance and restoration of the biological productivity of coastal waters. Section **30231** states

> *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

Section **30252** of the Coastal Act states:

> *The location and amount of new development should maintain and enhance public access to the coast by 1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation....and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.*

Section **30254** of the Coastal Act states, in relevant part:

> *New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division.... Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division....*

In general, the proposed LUP policies in this element provide for the conservation of water and the careful planning of public works facilities, and ensure that new

development will not adversely impact public services. One modification (Suggested Modification 127) is necessary to add language as required by Section 30254 of the Coastal Act. As modified, the LUP policies in the Public Facilities & Services element are consistent with all relevant provisions of Chapter Three of the Coastal Act.

L. DEFINITIONS

Appendix F (Glossary of Planning Terms) of the proposed LUP contains definitions for words and phrases important for understanding coastal related terminology. Examples of important definitions include those for wetlands and development. Appendix F contains definitions affecting all aspects of coastal management planning; therefore, all the policies of Chapter 3 of the Coastal Act apply. Additionally, Chapter 2 of the Coastal Act (Definitions), which governs all interpretation of Chapter 3, also applies. Because Chapter 2 governs the interpretation of Chapter 3, the definitions in the LUP must be consistent with the Chapter 2 definitions in order to be consistent with Chapter 3.

Definitions for development and for wetlands in Appendix F conflict with Chapter 2 definitions. In these cases, suggested modifications have been made (Suggested Modifications 129 and 131). The definition for "stream buffer" in Appendix F is inconsistent with the creek setback policy (OSC6-IM23) contained in the Open Space, Recreation, and Conservation element. Suggested Modification 130 revises this definition to reflect Policy OSC6-IM23. Other definitions important to coastal planning in Carpinteria are missing from Appendix F. Suggested Modification 128 adds a clause to Appendix F stating that all definitions included in Sections 30100-30122 of the Coastal Act are incorporated by reference. In addition, Suggested Modifications 62 and 63 revise the definition of the upland limit of a wetland included in the Open Space, Recreation, & Conservation element (OSC-3a), and the definition to be used in wetland delineations to be consistent with the definition of an upland limit of a wetland provided in Section 13577 of the California Code of Regulations, as well as with the Chapter 2 definition. These modifications are discussed in Section I. (Open Space, Recreation, & Conservation element findings) above.

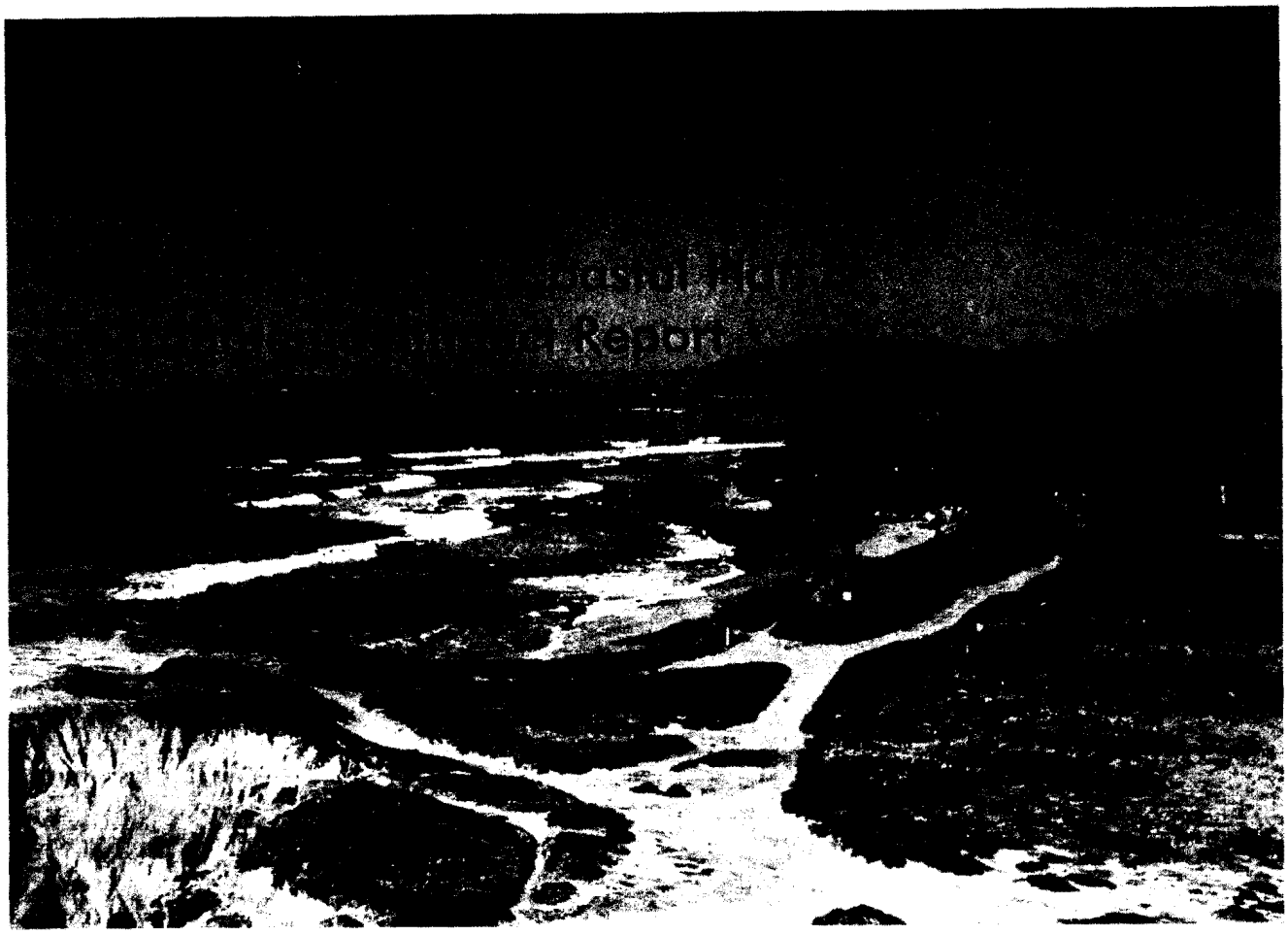
V. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local governments from the requirement of preparing an environmental impact report (EIR) in connection with a Local Coastal Program (LCP). Instead, the CEQA responsibilities are assigned to the Coastal Commission. Additionally, the Commission's Local Coastal Program review and approval procedures have been found by the Resources Agency to be functionally equivalent to the environmental review process. Thus, under Section 21080.5 of CEQA, the Commission is relieved of the responsibility to prepare an environmental impact report for each LCP submitted for Commission review and approval. Nevertheless, the Commission is required when approving a LCP to find that the local coastal program does conform with the provisions of CEQA.

The LUP amendment has been found not to be in conformance with several Coastal Act Policies regarding public access, protection of the marine habitat, protecting environmentally sensitive habitat areas, promoting visitor serving uses, protecting visual and cultural resources, and minimizing the impact of development in hazardous locations. To resolve the concerns identified suggested modifications have been made to the proposed LUP amendment. Without the incorporation of these suggested modifications, the proposed LUP update, as submitted, is inconsistent with the policies of Chapter 3 of the Coastal Act. The suggested modifications minimize or mitigate any potentially significant environmental impacts of the LUP amendment. As modified, the Commission finds that approval of the LUP amendment will not result in significant adverse environmental impacts within the meaning of the California Environmental Quality Act.

Given the proposed suggested modifications, the Commission finds that the City of Carpinteria Local Coastal Program Amendment 1-01 (LUP Update), as modified, will not result in significant unmitigated adverse environmental impacts under the meaning of the CEQA. Further, future individual projects will require coastal development permits issued by the City of Carpinteria. Throughout the coastal zone, specific impacts associated with individual development projects are assessed through the coastal development permit review process; thus, an individual project's compliance with CEQA would be assured. Therefore, the Commission finds that there are no feasible alternatives within the meaning of CEQA that would reduce the potential for significant adverse environmental impacts.

City of Carpinteria



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Cover Photo by Matthew Roberts

Contents

Introduction 1
Content of the General Plan 1
General Plan Organization 2
General Plan Process 3

Land Use Element 5
Introduction 5
Issue Areas 6
Land Use Plan Map 9
General Plan/Zoning Consistency 13
General Plan Buildout & Holding Capacity 14
Planning Area Boundary 16
Area of Interest 18
Sphere of Influence/urban rural Boundary 18
Proposed Additions to the Sphere of Influence 20
Land Use Objectives & Policies 22

Community Design 29
Introduction 29
The Town Map 29
Citywide Community Design Objectives 30
Key Physical Community Design Characteristics 30
Residential Neighborhoods 30
Neighborhood Interiors 30
Neighborhood Edges 33
Commercial, Office, Industrial & Mixed Use Areas 34
Corridors 35
Frontage Design 36
Public Spaces 38
Community Design Subareas 39
Subarea 1. Downtown Beach Neighborhood 39
Subarea 2. The Downtown and Old Town 41
Subarea 2a. The Downtown Core District 43
Subarea 3. Santa Monica, Canalino and El Carro Neighborhoods 46
Subarea 4. The Northeast 50
Subarea 5. Concha Loma Neighborhood 51
Subarea 6. The Bluffs 53
A. Long and Short Range Views 56
B. Site Design 59
C. Landscaping 61
D. Lighting 62
E. Energy Utilization & Conservation 63

Circulation Element 65
Introduction 65
Jurisdictional Responsibility 65
Dependence on the Automobile 65
Fiscal Limitation 65
Issues 66
U.S. 101, State Routes & Freeway Interchanges 67
Carpinteria's Scenic Highways 70
Arterial, Collector & Local Streets 71
Existing Arterial Streets 71
Existing Collector Streets 72
Carpinteria Avenue Corridor 75
Truck Routes 77
Railroad 79
Alternative Modes of Transportation 80
Bicycling 80
Pedestrian Facilities 80
Public Bus System 81

Open Space, Recreation & Conservation 89
Introduction 89
Biological Resource Areas 89
Primary Resources 89
Other Resources 89
Environmentally Sensitive Habitat Areas 90
Carpinteria Bluffs 95
Wetlands 97
Carpinteria Salt Marsh 97
Beaches, Tidelands, & Subtidal Reefs 100
Harbor Seal Rookery & Haulouts 103
Creekways & Riparian Habitats 106
Native Plant Communities 110
Butterfly Habitat 111
Primary Resources 113
General Soil Resources & Farmland 113
Water Resources 115
South Central Coast Air Basin 118
Mineral Resources 120
Visual Resources 122
Other Resources 124
Parks & Recreation 124
Other Open Space / Recreational Facilities 125
Trails & Coastal Access 131
Culturally Significant Locations 134
State Landmark 135

Safety 137
Introduction 137
Seismically-Induced Hazards 137
Fault Surface Rupture 137
Ground Shaking 138
Liquefaction 138
Tsunamis 138
Slope Stability Hazards 142
Landslides 142
Mud and Debris Flows 142
Rock Falls 142
Seacliff Retreat 142
Soil Hazards 143
Expansive Soils 143
Soil Settlement 144
Subsidence 144
Hydrocompaction 144
Flood Hazards 146
Flooding Potential 146
Fire Hazards 150
Wildland and Urban Fires 150
Peakload Water Requirements 150
Evacuation Routes 150
Figure S-5 151
Minimum Road Widths and Clearances Around Structures 151
Hazardous Materials 153
Large Industrial Facilities 153
Acutely Hazardous Materials 153
Pesticides 153
Crude Oil 153
Transportation Corridors 153

Noise 157
Introduction 157
Transportation Related Noise Sources 158
U.S. Highway 101 158
Freight & Passenger Railroad Service 158
Major Arterial Roads 160
Other Noise Sources, Including Stationary Sources 162
Industrial and Agricultural Noise 162
Nuisance Noise 164
Noise Evaluation and Mitigation 165

Public Facilities & Services 167
Introduction 167
Domestic Water Service 167
Sanitary Sewer Services 167
Police Protection 168
Fire Protection 168
Schools 169
Library Service 169
Solid Waste Disposal 169
Parks and Recreation 169
Public Utilities 170
- Natural Gas 170
- Electricity 170
- Telephone 170
- Cable Television 170

Local Planning Issues 171
- Domestic Water Service Issues 171
- Police Protection Issues 171
- Fire Protection Issues 171
- School Issues 171

Appendix A – General Plan & Local Coastal Plan Program Environmental Impact Report Summary
Appendix B – General Plan & Local Coastal Plan Environmental Assessment
Appendix C – Initial Study /Notice of Preparation
Appendix D – Notice of Availability and State Clearinghouse Documents
Appendix E – Safety Element Technical Background Information
Appendix F – Glossary of Planning Terms
Appendix G– Draft Environmental Impact Report Response to Comments – September 2000

Tables

Land Use Element
Table LU-1: Coastal Plan/General Plan/Zoning Designations 14
Table LU-2: Land Use Designations 15
Table LU-3: Buildout Potential 15

Circulation Element
Table C-1: Level of Service 76

Open Space, Recreation, and Conservation Element
Table OSC-1: Environmentally Sensitive Habitat Areas 92
Table OSC-2: Park & Recreation Facilities 126

Figures

Land Use Element
Figure LU-1: Land Use Plan Map 11
Figure LU-2: Planning Area Boundary 17
Figure LU-3: Sphere of Influence 19

Community Design Element
Figure CD-1: Town Map 31

Circulation Element
Figure C-1: Circulation Map 73
Figure C-2: Bike Routes 82
Figure C-3: Trails 85

Open Space, Recreation, and Conservation Element
Figure OSC-1: Environmentally Sensitive Habitat Overlay 91
Figure OSC-2: Harbor Seal Rookery & Haulouts 105
Figure OSC-3: Open Space and Park and Recreation Areas 128

Safety Element
Figure S-1: Faults 139
Figure S-2: Seismic and Slope Stability Hazards 141
Figure S-3: Soil Hazards 145
Figure S-4: Flood Areas 149
Figure S-5: Fire Hazard Areas 151
Figure S-6: Large Industrial Facilities 155

Noise Element
Figure N-1: Existing Noise Contours 159
Figure N-2: Future Noise Contours 161
Figure N-3: Land Use Compatibility Matrix 163
Figure N-4: Decision Tree 166

Introduction

The Carpinteria General Plan and Local Coastal Plan (hereafter referred to together as the "General Plan") is the primary planning policy document for the city. It represents the community's collective vision for preserving and improving the quality of life in the Carpinteria Valley.

Carpinterians have a strong sense of identity with a rich and colorful history. The fertile soils of the Carpinteria Valley and its safe and scenic coastline have provided ideal living conditions for thousands of years. The relative isolation of Carpinteria has enabled it to remain one of the last small, rural southern California coastal communities. It is the community's desire to maintain its small beach-town lifestyle while accommodating an appropriate balance of economic vibrancy.

The goal of the community is:

...to preserve the essential character of our small beach town, its family-oriented residential neighborhoods, its unique visual and natural resources and its open, rural surroundings while enhancing recreational, cultural and economic opportunities for our citizens.

The goal of the community is the heart of the General Plan. The content of the General Plan is arranged to achieve the community goal.

CONTENT OF THE GENERAL PLAN

State Planning and Zoning Law requires each city to adopt a comprehensive, long-term General Plan for the physical development of a city and any land outside its boundaries which, in its judgment, bears relation to its planning (i.e., sphere of interest). The General Plan is required to contain the following seven elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. The General Plan may combine related elements, as is the case with the Open Space, Recreation & Conservation Element. It may also include desired optional elements, as is the case with the Community Design Element and Public Facilities & Services Element.

The Carpinteria General Plan elements are summarized as follows:

Land Use. The Land Use Element designates various land uses in the city and identifies the recommended population density for each land use category. The Land Use Element also provides an analysis

of the community's population carrying capacity and estimated buildout.

Community Design. The Community Design Element identifies key design characteristics of the community and establishes standards and policies to ensure that future development incorporates and reinforces those attributes.

Circulation. The Circulation Element describes the existing transportation network and how future transportation needs (roadways that support land uses described in the Land Use Element) can be accommodated. Provisions for the use of alternative modes of transportation, including bicycle and pedestrian circulation plans, are also included in the Circulation Element.

Housing. The City's Housing Element (adopted in 1995, available under separate cover) identifies community-housing needs and describes how safe, affordable housing can be provided and maintained for city residents. The Housing Element requires State review and must be updated every five years.

Open Space, Recreation & Conservation. This combined element describes community open space, recreation and natural resources that the city manages or desires to preserve. These resources include: natural open space areas, outdoor recreation areas, water (groundwater and water courses), habitats, plant and animal life, agricultural land, scenic and cultural resources, and management of open space for public health and safety.

Safety. The Safety Element identifies known public safety hazards. These include seismic and other geologic hazards, flood hazards, and slope stability, as well as soil and fire hazards.

Noise. The Noise Element describes existing and projected noise environments for the city and establishes noise level standards and policies to protect residents from exposure to excessive noise.

Public Facilities & Services. The Public Facilities & Services Element identifies various public and private facilities and services currently provided to the community and how these relate to future needs.

GENERAL PLAN ORGANIZATION

The Carpinteria General Plan is organized into eight elements that address required and optional topics. Each element includes a general discussion, identifies relevant issues, and provides objectives and policies to address these issues. Implementation measures are identified to carry out each element's objectives.

All of the General Plan elements are interrelated. Use and interpretation of the General Plan as a whole (and of each element) depends on how it applies to various community needs and issues.

Pertinent sections from the California Government Code and the Coastal Act are provided in the sidebar of each element. Photographs of related subjects are also included in the sidebar to provide examples of items described in the text.

An Environmental Impact Report (EIR) is required to examine the environmental effects of the proposed plan. The General Plan incorporates the environmental review within each element instead of in a separate document. This can be found in each element (except the Land Use Element) in a shaded box entitled "Environmental Consequences" located at the end of each section on element policies. The environmental review and other required environmental documentation for the Land Use Element can be found in Appendices attached to the General Plan.

Local Coastal Land Use Plan. This General Plan is designed to be consistent with the California Coastal Act and provides the Land Use Plan and related policies for the various implementation programs such as the zoning ordinance. This General Plan, together with the implementation programs makeup the City's Local Coastal Program. (California Coastal Act of 1976 §§ 30108.6, 30500)

Objectives, policies and implementation measures addressing Coastal Act issues are identified with the wave symbol shown at right.

GENERAL PLAN PROCESS

The City of Carpinteria is updating its General Plan to better integrate the documents that govern the City's planning. These include:

- Coastal Plan adopted January 1980 (and subsequent minor amendments);
- General Plan adopted April 1986 (including Environmental Resources Element, Health and Safety Hazards Element, Land Use and Community Development Element, and Master Environmental Impact Report);

The General Plan reflects the shared vision of the community's future. In 1996 the City undertook a greater effort to determine the community vision through direct input from a cross-section of residents representing the interests of all segments of the community. The two primary components of public participation in the General Plan process included the "visioning process" and direction from the General Plan Advisory Committee (GPAC).

The visioning process brought together citizens from various disciplines and backgrounds to develop a community vision for their future. The visioning process began with a series of community workshops in September 1996. Approximately 100 Carpinteria Valley residents and business representatives participated in preparing the visioning report over the course of the following year. The result of this process was the preparation of a report entitled "Vision 2020." On December 8, 1997 the report was presented to the city Council. It included an overall vision statement ("Carpinteria in the Year 2020") and identified planning issues related to the General Plan, as well as specific goals and strategies.

The GPAC included Planning Commissioners, City Council members, Planning staff and members of the general public. GPAC was appointed by the City Council on January 7, 1997. GPAC subcommittees were formed to provide focused guidance regarding the individual plan elements. Information from Vision 2020 and direction from GPAC were used to formulate the General Plan. GPAC members subsequently reviewed the final hearing of the General Plan.

The GPAC meetings were open to the public and conducted according to the State Open Meetings Law-Brown Act requirements. The public (beyond the representation of the GPAC members themselves) provided minimal input during the technical meetings held to prepare the General Plan element by element.

The initial public hearing and environmental review was completed in July of 1998. Community-wide workshops and public hearings were held during August and September of 1998 to allow for public comment an input on the General Plan prior to its adoption by the City Council.

Land Use Element

INTRODUCTION

The Land Use Element establishes the type and intensity of land uses and guides growth and development. Environmental impacts associated with the Land Use Element are found in Appendix B. The Land Use Element is the heart of the Land Use Plan of the city's Local Coastal Program (California Coastal Act of 1976, §30108.5); however, all other elements of this General Plan are also included as components of the Land Use Plan for the purposes of the Local Coastal Program. The Land Use Element presents a plan that reflects the community's desire to maintain and enhance an enjoyable, balanced quality of life as expressed in the community's goal:

> ***...to preserve the essential character of our small beach town, its family-oriented residential neighborhoods, its unique visual and natural resources and its open, rural surroundings while enhancing recreational, cultural and economic opportunities for our citizens.***

California Coastal Act §30108.05
"Land use plan" means the relevant portions of a local government's general plan, or local coastal element which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions.

The vision for the city includes qualities the community would like to retain, and aspects that could benefit from change. The city and surrounding area enjoy a variety of attractive natural resources including safe, clean beaches, coastal bluffs, a salt marsh, several creeks, a narrow valley, and a coastal mountain range. The city includes a small downtown area, a variety of other commercial developments, businesses and industries that provide a range of jobs and economic opportunities, and a housing base with a mix of single family, multi-family and mobile homes.

Through the Vision 2020 public participation process for this General Plan/Local Coastal Plan update, the community expressed general satisfaction with the existing land use plan. The city is approaching its theoretical buildout under the plan, which reflects established neighborhood, district, corridor and open space patterns as well as identified coastal resource protection and enhancement needs.

The community prefers maintaining the city's character by encouraging a similar quality for new development and limiting those uses of greater density and intensity to areas along the main transportation corridors. The community wishes to encourage development that is compatible with surrounding land uses and

California Coastal Act §30007.5
The legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The Legislature therefore declares that in carrying out the provisions of this division such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the Legislature declares that broader policies which, for example, serve to concentrate development in close proximity to urban and employment centers may be more protective, overall, than specific wildlife habitat and other similar resources policies.

California Coastal Act §30241.
The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

(a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.

(b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

(c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.

(d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.

(e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.

(f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of prime agricultural lands.

protective of coastal resources unique to the area, the natural environment and views.

The community identified several issue areas that need to be addressed so that the goal stated above can be realized.

ISSUE AREAS

1. Greenbelt Protection

A unique attribute of Carpinteria is that it remains largely physically separated from other urbanized areas along the south coast and is therefore identifiable as a distinct place. The physical separation is created by regional factors such as the geography of the coastline and the unincorporated areas of Santa Barbara County in open-field agricultural use. This open-field agricultural "greenbelt" is one of the most important attributes of the area that helps define the character of the city and this unique part of the state Coastal Zone. However, the County rather than the City, controls the area outside city limits. How to protect this important local feature has thus become a critical issue, as evidenced by more than two decades of controversy concerning the proliferation of greenhouses in the Carpinteria Valley.

Coastal Policy Issue: *The proliferation of greenhouse development is contributing to the degradation of protected coastal resources such as water quality and viewsheds in the Carpinteria Valley.*

2. Neighborhood, District and Corridor Planning

The community has identified its existing residential neighborhoods, commercial districts and street corridors as valued assets of the city's character and economy. As such there is a need to establish plans for these areas that provide for their long-term improvement and maintenance. In particular, there is a desire to maintain the Downtown District (an important part of Carpinteria's small town charm and quality of life) as a viable local commercial district while also allowing mixed-use development and the positive benefits of tourism to flourish. The downtown and Carpinteria Avenue street corridor provide opportunities for low cost visitor serving uses including motels and restaurants. The city's Beach neighborhood has been recognized as a valuable asset warranting protection for certain existing features such as the rural street character and bungalow style housing. Also, the community recognizes that opportunities will arise for improving existing areas of the city through change and infill, and that standards specific to the unique opportunities and constraints of these areas will need to be in place.

Coastal Policy Issue: *If allowed to continue to develop under general zoning district provisions, certain unique areas of the community could be lost and important resources such as views and public access degraded.*

3. Jobs/Housing Balance

The City has committed to doing its part toward supporting a regional balance between available housing and jobs. A March 1995 report prepared by the Santa Barbara County Association of Governments (SBCAG) states that the city of Carpinteria's ratio of jobs to housing is considered "balanced" but concludes that the Carpinteria Valley as a whole has an inadequate amount of housing compared to the number of jobs. The community recognizes that the city is a part of the larger Carpinteria Valley area and is committed to assuring that the whole is successful. Therefore, it is of critical local importance to establish policies that provide the groundwork for a valley-wide jobs/housing balance. By committing land to uses that produce either jobs or housing, the City's land use plan and policies are the starting point for any solution. In addition, the City must take into consideration the impacts on housing of new commercial development. Where feasible, on-site mitigation is the preferred method of addressing these impacts. In other cases, housing mitigation fees or a reduction in intensity of the commercial component may be required.

Coastal Policy Issue: *There are few remaining areas in the Carpinteria Valley where development of housing can occur without conflicting with policies aimed at protecting coastal resources. Further, most of the city's remaining undeveloped land is committed to uses other than residential. The city is already impacted greatly by the regional imbalance of jobs and housing through overcrowding and poor living conditions in certain areas. A significant component of the housing need in Carpinteria is jobs generated by "uses of more than local importance"[1] such as coastal agriculture and visitor-serving developments that are encouraged by the Coastal Act. This land use plan responds to this issue by identifying opportunities to expand residential growth and by providing the basis for mitigation of the housing impacts of new commercial/industrial development.*

4. Affordable Housing

Associated with the Jobs/Housing Balance issue identified above is the City's obligation under State law to provide affordable housing. The Housing Element of this General Plan provides the primary policies that implement this State mandate; however, the Land Use Element also must include land use designations and policies that support the Housing Element. The primary generators of affordable housing demand in the Carpinteria Valley and greater south coast region are the agricultural and hospitality (visitor-serving) industries. Both of these use types are priority uses under the Coastal Act. The

[1] Uses of more than local importance are identified in §13513 of the California Code of Regulations.

California Coastal Act §30242.
All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.

California Coastal Act §30250.
(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

The Coastal Act, while emphasizing protection, enhancement and restoration of coastal resources, recognizes that energy related development is necessary for the social and economic well-being of the state and the nation. The Coastal Act contains provisions for several types of energy development, including oil and gas development, thermal power plants, liquefied natural gas and other related facilities.

California Coastal Act §30255.
Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

Land Use Element provides the basis for linking the potential effects of employment generation from these uses to housing needs at the time new development is proposed. The City is also committed to working with the County to achieve the same in the unincorporated portion of the Carpinteria Valley. It is clear that additional government intervention is necessary to prevent affordable housing from lagging further behind job growth valley-wide.

Coastal Policy Issue: *Coastal policies support the maintenance and expansion of the agricultural and hospitality industries in the Carpinteria Valley. However, affordable housing available in the Valley has long been outpaced by the jobs generated by these industries in particular. Further, there are few sites remaining where residential development would not conflict with coastal resource protection policies.*

5. Boundary Changes

The California Coastal Act of 1976 and the subsequent certification of the city's Local Coastal Program in 1981 have resulted in a significant change in how the city views its existing and future boundaries. The State Coastal Zone established through the Coastal Act includes all of the city and the unincorporated Carpinteria Valley.

Historically, the community's response to growth pressure had been to expand. During the 1950s-70s the urbanized area of Carpinteria grew largely outward consuming agricultural land. From incorporation in 1965 until 1981, the Local Agency Formation Commission approved more than 20 annexations to the city, many involving conversion of agricultural land to uses such as residential and industrial. The result of Coastal Act and Local Coastal Program policies aimed at preserving agricultural land as a unique coastal resource has effectively been to halt expansion of the city. Where once the city may have viewed its jurisdictional boundary as flexible and capable of expanding in response to regional and local growth trends, today it is viewed as a rigid line with few exceptions, set for perpetuity as both the city limit and the limit of urbanization.

The two boundaries that define the city and therefore are critical determiners of potential future growth are the City jurisdictional boundary and urban/rural boundary[2]. The State has ultimate say over both. Jurisdictional boundaries are controlled by the State through the Local Agency Formation Commission (LAFCO) established in each County. The Santa Barbara LAFCO is required to

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[2] The Urban/Rural Boundary is defined as:

A boundary line shown on a land use map that delineates areas intended for urban land use (e.g., residential, commercial, industrial, etc.), and areas designated for rural land uses, principally agriculture and low density residential. Agriculture, open space, recreational activities and related uses are also permitted and encouraged throughout the urban area. Limited commercial and coastal-dependent industrial uses are permitted within rural areas as necessary.

approve applications for annexation that are preceded by a plan for expansion within an identified Sphere of Influence. State Law (Government Code 56300) calls for the LAFCO to act in a manner that encourages and provides planned, well-ordered, efficient urban development patterns while preserving open space lands to the extent appropriate for the proposal under consideration. The City's current Sphere of Influence is very modest, covering just over 8 acres. The urban/rural boundary is also controlled by the State through the California Coastal Commission. Although similar in its function to the jurisdictional boundary, the urban/rural line is intended to support a stable limit on urbanization to protect unique coastal resources such as agricultural land.

Coastal Policy Issue: *Locations where the city will grow in response to existing and projected demand for new housing should not conflict with coastal resources. This Land Use Element reflects an approach to future development and growth that is the most protective of significant coastal resources. The changes from the existing plan are intended to further concentrate development in close proximity to urban and employment centers rather than to rely on outward growth and related conversion of agricultural lands. Parcels have been selected through the land use planning process (for expansion of city limits or conversion of agricultural land for urban use) because they can be developed without significant impacts to agriculture and other coastal resources, such as areas for public open space and access near the coastline.*

LAND USE MAP

The Land Use Map identifies the location of different land uses in Carpinteria (see Figure LU-1) in 12 categories described below. The definitions include the density for each residential land use category. Density refers to the number of residential units normally allowed per acre. The intensity of development refers to specific land uses, building mass and placement. Implementing ordinances and regulations such as the Zoning Ordinance and Subdivision Ordinance generally regulate intensity. Intensity is also addressed in the Community Design Element.

1. Rural Residential (RR)

The RR land use category provides locations for single family homes adjacent to the urban/rural boundary to function as a transition use and to help stabilize that boundary.
Density: 0.3 to 1.0 du/ac (dwelling units per acre)

2. Low-Density Residential (LDR)

The LDR land use category includes locations for low-density detached single-family residences in neighborhood settings.
Density: 0.3 du/ac to 4.6 du/ac.

3. Medium-Density Residential (MDR)

The MDR land use category provides a broad range of small lot detached or attached (duplex) single-family and attached multi-family residences. Land uses typically include single-family homes, mobile homes, apartments, townhouses, and condominiums. Density: 4.7 to 20.0 du/ac.

4. Planned Unit Development (PUD)

The PUD land use category is intended for areas where careful analysis is required prior to development due to the sensitive nature of these locations. Specific Plans are required for PUD land use designations. The PUD designation is assigned to large, undeveloped parcels suitable for a combination of land uses (e.g., residential, recreational, visitor-serving, and commercial and convenience establishments). The purpose of this designation is to ensure comprehensive planning by requiring that the entire parcel be planned and developed as a unit. Use of flexible and innovative design concepts is encouraged. Density is determined through the Specific Plan process.

5. General Commercial (GC)

The GC land use category is characterized by a mixture of retail, wholesale, service and office uses, usually located along major transportation corridors. This category includes a variety of commercial intensities. The Central Business District identifies the downtown commercial area. It is characterized by a variety of offices, retail businesses, specialty shops, entertainment uses, and residential land uses. The City encourages this area to be pedestrian-oriented.

6. General Industrial (GI)

The GI land use category provides areas for light industrial processing, assembly, packaging, wholesale and service-related industries.

7. Coastal Dependent Industrial (CDI)

The CDI land use category identifies areas for industrial uses that are coastal dependent, such as aquaculture and pipeline/gas processing facilities in support of offshore oil industries.

8. Research & Development Industrial (RDI)

The RDI land use category is characterized by well-designed groups of office, research and development and light industrial uses. These land uses typically employ a large number of persons, and are attractively designed to be compatible with less intense uses, such as residential.

9. Public Facility (PF)

The PF land use category includes public service fa[illegible] including police, fire, school, water, utility, sewer or [illegible] municipal services, and other compatible land uses inc[illegible] boys/girls clubs, libraries, churches or other publicly o[illegible] uses.

10. Open Space/Recreation (OSR)

The OSR land use category is intended to provide recre[illegible] areas (passive or active), including City parks, beaches [illegible] courses and related uses. It also identifies open space areas.

11. Agriculture (A)

The A land use category identifies areas appropriate for continued agricultural production.

12. Transportation Corridor (TC)

The TC land use category is intended to identify limited [illegible] State Highways. The character of the highway will include landscaping and overpass design that reflects positively on the character of the community.

GENERAL PLAN/ZONING CONSISTENCY

The City of Carpinteria has the legal responsibility to ensure that the General Plan land use designations and City zoning designations are consistent. In this way, the City may appropriately amend zoning designations in a specific area while still reflecting the intent of the General Plan. Table LU-1 provides an easy reference for decision makers and the public to determine the zoning designations permitted in each General Plan land use category. The intent is to establish zoning categories that mirror the land use categories of this plan, leaving no doubt as to consistency.

Table LU-1: Coastal Plan/General Plan/Zoning Designations

Proposed Coastal Plan/ General Plan Designation Designation Title (with proposed map label)	Proposed Zoning Designation Designation Title (with proposed map label)
Rural Residential (RR)	Rural Residential (RR)
Low-Density Residential (LDR)	Low-Density Residential (LDR)
Medium-Density Residential (MDR)	Medium-Density Residential (MDR)
Planned Unit Development (PUD)	Planned Unit Development (PUD)
General Commercial (GC)	General Commercial (GC)
General Industrial (GI)	General Industrial (GI)
Coastal Dependent Industry (CDI)	Coastal Dependent Industry (CDI)
Research/Development Industrial (RDI)	Research/Development Industrial (RDI)
Public Facility (PF)	Public Facility (PF)
Open Space/Recreation (OSR)	Open Space/Recreation (OSR)
Agriculture (AG)	Agriculture (AG)

General Plan Buildout & Holding Capacity

Carpinteria covers 7.3 square miles (2.6 square miles of land and 4.7 square miles of tidelands). The Planning Area Boundary outside the city limits consists of approximately five square miles of land. The largest commitment of land within the city is to residential use (approximately 32.3 percent of the total land area). When the Planning Area is included, the largest commitment of land is to agricultural use. The complete breakdown of land use within the city and Planning Area is provided in Table LU-2.

Table LU-3 illustrates buildout of the city in terms of existing and projected residential units and commercial/industrial square footage. Based on the plan and the remaining areas of the city that are not developed or are underdeveloped, most new development between now and theoretical buildout will occur in the commercial/industrial sector (because most undeveloped or underdeveloped land is designated for commercial/industrial use). Most undeveloped or underdeveloped residential areas are designated for multiple-family use, which is expected to result in smaller families, fewer children and a greater number of students and retirees as residential development shifts toward apartment and condominium units as compared to detached single family homes.

Table LU-2: Land Use Designations

Land Use Category	Existing (Acres)	Percentage	Proposed (Acres)	Percentage
Low-Density & Rural Residential	317.75	18.0	349.75	27.5
Medium Density Residential	252.13	14.3	218.32	17.2
Residential Subtotal	**569.88**	**32.3**	**568.07**	**44.7**
Planned Unit Development	74.73	4.2	29.6	2.3
Commercial	94.24	5.3	96.05	7.6
Industrial	209.05	11.9	209.05	16.5
Public Facilities	108.00	6.1	108.00	8.5
Parks/Open Space	95.43	5.4	140.56	11.1
Agriculture	0	0	9	.7
Transportation Corridors	0	0	109.09	8.6
TOTAL	**1,151.33**	**100**	**1,269.42**	**100**

Table LU-3: Buildout Potential

Residential Units:

	1995		1999		Buildout[3]	
Housing Units Estimate	**Units**	**% of Total**	**Units**	**% of Total**	**Units**	**% of Total**
Single Detached	1904	35.6	2061	36.8	2241	35.5
Single Attached	525	9.8	565	10.1	783	12.4
Multiple - 2-4	625	11.7	641	11.5	821	13.0
Multiple - 5+	1345	25.1	1381	24.7	1526	24.1
Mobile Homes	950	17.8	950	17.0	950	15.0
Total	**5349**		**5598**		**6321**	

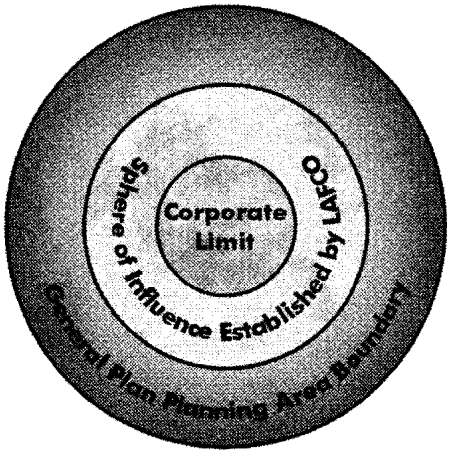
Commercial/Industrial Square Footage:

	2000		Buildout	
	Square Feet	**% of Total**	**Square Feet**	**% of Total**
Commercial	962,435	42	1,164,356	42
Industrial	1,332,561	58	1,607,920	58
Total	**2,294,996**		**2,772,276**	

[3] Figures have been calculated by allocating in each residential category a portion of the total residential buildout potential as listed in the 1995 SBCAG Jobs/Housing study (i.e. 972 units). In allocating the residential buildout, assumptions were made concerning growth in each residential category based on zoning, configuration of available land and trends in residential growth.

The City's holding capacity is a function of land suitable for development, available services such as sewer, water, and schools and environmental and resource protection constraints. The city is approaching holding capacity given the availability of land and constraints to further expansion and development due to resource protection policies of the Coastal Act. The expected result is that a greater amount of redevelopment will occur as compared to new development, and development increasingly will be proposed that conflicts with resource protection policies of the city or policies calling for compatibility with existing neighborhoods and commercial districts.

PLANNING AREA BOUNDARY

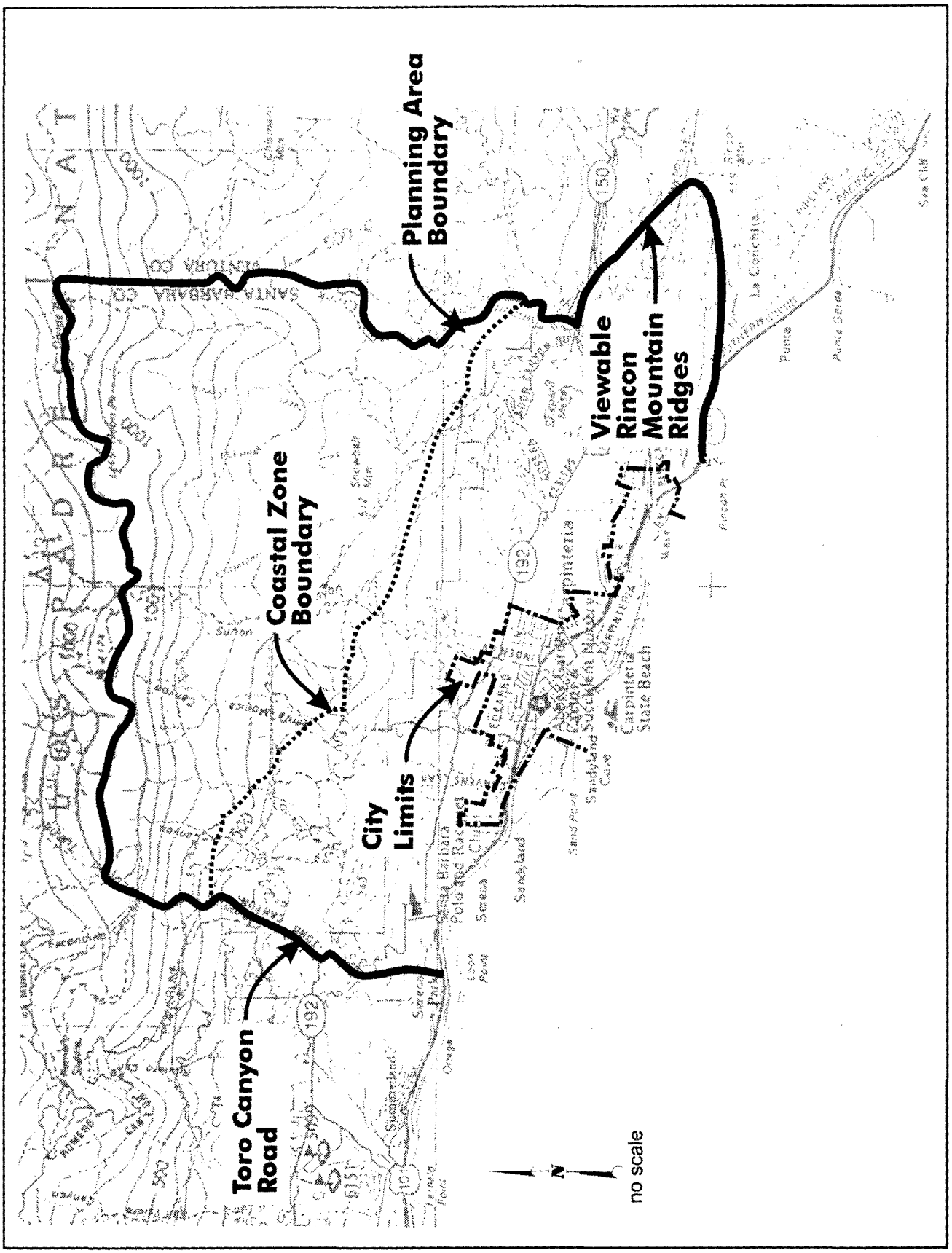


Section 65300 of the Government code requires that a city address all territory within the boundaries of the city as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning." The law allows communities to plan for areas outside their jurisdiction because certain issues are not confined to political boundaries. By including an area outside its boundaries in its general plan study, a city can:

- clearly communicate its concerns for the future of lands currently under another agency's jurisdiction,
- guide the orderly and efficient extension of services and utilities,
- ensure the preservation of open space and resource conservation lands, and
- establish consistent standards for development in plans of adjacent jurisdictions.

The Planning Area Boundary extends beyond the City boundary to encompass a larger region. Activity in the Planning Area Boundary affects the environment and economy in Carpinteria. The Planning Area Boundary is identified by four factors (see Figure LU-2, p. 17):

- The boundary extends north to encompass the immediate watershed of the Carpinteria Valley. Activities in the watershed can impact drainage, water quality and habitat protection.
- The boundary extends north, east, and west to the first prominent ridgelines because development on the surrounding ridgelines affects visual resources of Carpinteria.
- The boundary includes areas in the Carpinteria Valley because development in the Valley, whether agricultural intensification, or conversion of agriculture to other uses, affects Carpinteria's environment, economy and housing.


Planning Area Boundary
Viewable Rincon Mountain Ridges
Coastal Zone Boundary
City Limits
Toro Canyon Road
no scale

- The boundary extends east and west along the Highway 101 corridor (from Toro Creek to Bates Road) because development occurring along the highway impacts land use demands and resources in Carpinteria.

AREA OF INTEREST

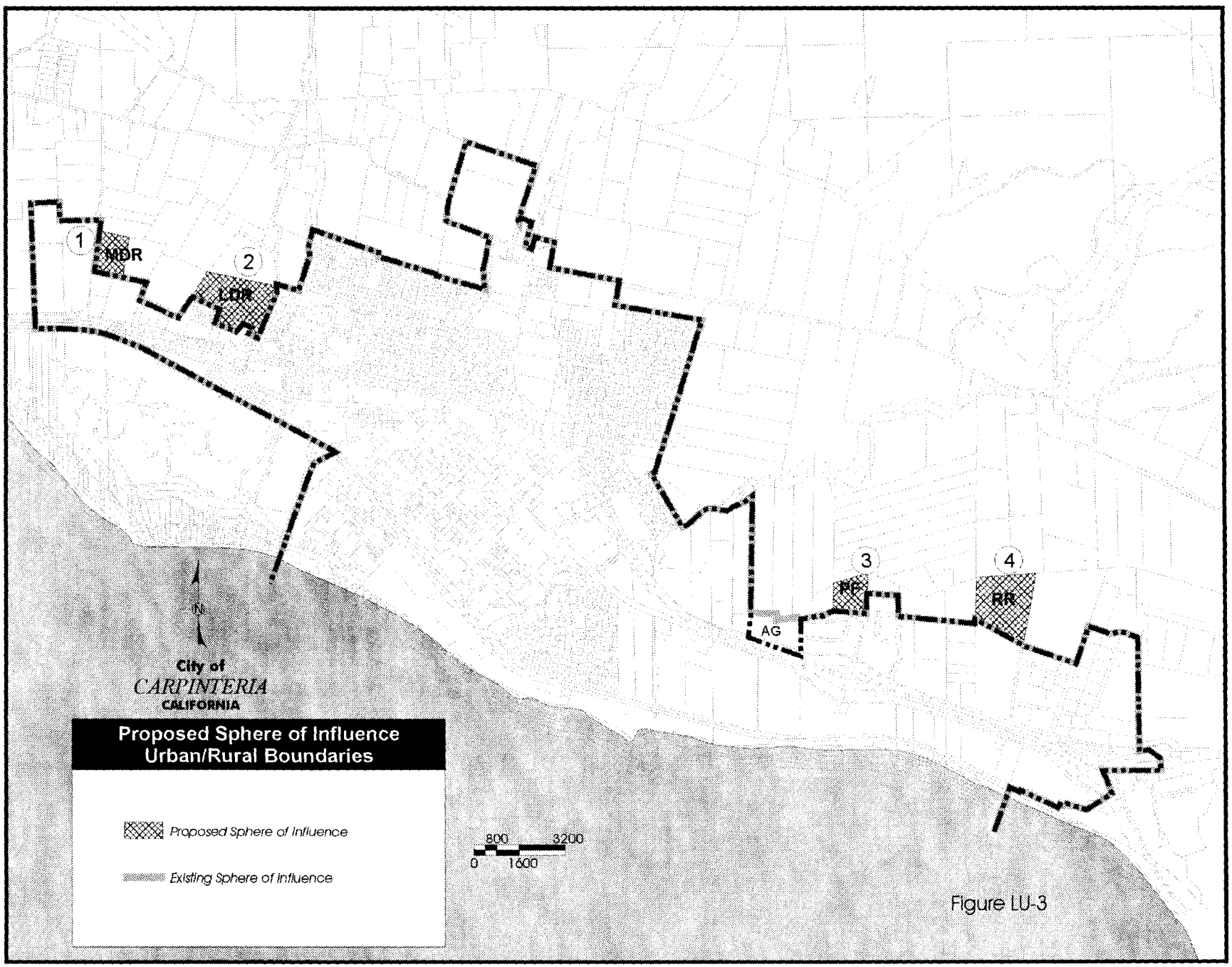
The City has also designated the unincorporated portion of the Planning Area Boundary as the Area of Interest. The use and development of land within the Area of Interest has the potential to significantly impact coastal resources in the city and the City's efforts to affect local land use patterns and development characteristics. Because of this, the Area of Interest demands consideration beyond that afforded by the Planning Area Boundary alone. The Area of Interest is an area where the City and County have sufficient shared interest to warrant formal and cooperative land use planning and development review. Historical efforts recognizing these shared interests have been limited primarily to public hearing notices sent by the County to the city and have been insufficient to gain early participation at a level sufficient to be effective.

The Area of Interest designation covers the entire unincorporated Carpinteria Valley within the city's Planning Area Boundary. From the viewable Rincon Mountain ridges to the east to Toro Canyon Road to the west, to the Los Padres National Forest to the north, the designation serves as the first necessary step toward more formal agreements regarding the scope and conduct of joint planning between the City and the County.

SPHERE OF INFLUENCE/URBAN RURAL BOUNDARY

The City strongly favors a firm urban/rural boundary between the incorporated area of Carpinteria and the rural areas of Carpinteria Valley. This is consistent with Coastal Act policies. There are areas adjacent to the city that merit inclusion in the city because they are either already developed in urban use or are a logical extension of city boundaries given the existing pattern of development or need for public services.

The proposed Sphere of Influence boundary includes approximately 48.3 acres. Figure LU-3 illustrates that the urban/rural boundary is proposed to be coterminous with the city's ultimate jurisdictional boundary. This calls for the urban/rural boundary to be expanded to cover the Creekwood parcel located within existing city limits and to cover all areas within the proposed Sphere of Influence.


1
MDR
2
LDR
3
PF
4
RR
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N
City of
CARPINTERIA
CALIFORNIA
Proposed Sphere of Influence
Urban/Rural Boundaries
Proposed Sphere of Influence
Existing Sphere of Influence
800
3200
0
1600

Figure LU-3

Each proposed addition to the Sphere of Influence is contiguous to the existing city urban/rural boundary and has unique characteristics or circumstances that support inclusion in the city sphere of influence. The proposed sphere of influence will help provide a clear distinction between the city and surrounding county because of existing developed features. Coastal Act policies establish conditions appropriate for developing urban land uses in agricultural areas in the coastal zone. The proposed Sphere of Influence meets these criteria.

The Carpinteria Valley Water District (CVWD) currently serves all of the proposed sphere study areas, and CVWD has an adequate supply of water resources to serve the proposed Sphere of Influence based on the proposed land uses. Water lines and connections could readily be provided or improved depending on site-specific needs, particularly for fire protection requirements.

Most of the sphere area is already developed. The proposed sphere area has been assessed to determine the most viable and appropriate land use designations. Proposed additions to the sphere area and potential land uses are discussed below.

Proposed Additions to the Sphere of Influence

1. Cravens Lane Property

This property of approximately 3.9 acres is located at the west end of the City, on the east side of Cravens Lane approximately 800 feet north of Via Real. The City limit is contiguous with the west and south boundary of the area. Existing use of the property includes two single-family homes, a barn and several out buildings. Also, many Coast live oaks are on the property. Adjacent uses include a mobile home park to the west, a condominium project to the south, greenhouses to the east and a packinghouse and proposed storm water retention basin to the north. Partial street improvements front the property and all utilities are available to the site. The area has been selected due to it being contiguous to city limits and surrounded by either urbanized development or intensive agricultural development (i.e. packinghouse, greenhouse and retention basin). Further, the area provides an opportunity to establish a transition from higher density condominium development to the south to agricultural uses to the north. This transition area is intended to support City and Coastal Act policies for stabilizing the urban/rural boundary and concentrating urbanized development in areas contiguous to existing neighborhoods. A Medium Density Residential (MDR) land use designation is proposed. This designation allows for consideration of residential use ranging from 4.7 – 20 du/ac. Development of the area would be constrained by the need to establish appropriate separation from the existing packinghouse uses in order to minimize conflicts. The property is currently designated A-1-R under the County Comprehensive Plan.

2. Santa Monica Gardens Neighborhood

This area of about 20 acres is located generally northwest of the intersection of Via Real and Santa Monica Road on the west side of the city. It consists of an existing 69 lot single-family subdivision. The city limit is contiguous with the south and east boundaries of the area. All public street access to the subdivision is provided through the city via Santa Monica Road. Existing use is single-family homes constructed mid to late 1960s. Adjacent uses include open-field agriculture to the north and west, retail commercial, motel and residential uses to the south, and single-family homes to the east. Complete street improvements and utilities are available to the area. The area has been selected due to being urbanized and contiguous to city limits. Further, City and Coastal Act policies encourage a stabilized urban/rural boundary. These policies are supported through reorganization that includes all contiguous urbanized areas with City jurisdiction. A designation of Low-Density Residential (LDR) has been applied to the area for consistency with the use and development pattern. The property is designated as an unincorporated urban area on the County Comprehensive plan and zoned 7-R-1.

3. East Valley School Site

This seven-acre property consists of two homes on two separate lots of approximately equal size. The School District has purchased the property and intends to apply for annexation to the city in anticipation of developing an elementary school to serve the eastern portion of the Carpinteria Valley. The site was selected because it is the only non-agriculturally designated property the District has identified in the east Valley that is suitable for the proposed school. The site is a transition property between higher density residential use to the south and open-field agricultural use to the north. The existing designation under the County is Res. 0.33. The City designation is Public Facility (PF).

4. Lomita Lane Neighborhood

This subdivision consists of 15 homes on one- and two-acre lots totaling approximately 17.5 acres. The area is situated north of the city industrial park area on a gently sloping hill that provides views over the east end of the city and the Pacific Ocean. Vehicular access comes through the city on Via Real. The site was selected based on its relationship to the city and because the area is practically treated as a part of the city. The area is designated Res. 1.0 and the proposed City designation of Rural Residential (RR) is consistent with permitting a single-family residential density of between 0.3 and 1.0 units/acre.

LAND USE OBJECTIVES & POLICIES

Objective LU-1: Establish the basis for orderly, well planned urban development while protecting coastal resources and providing for greater access and recreational opportunities for the public.

Policies:

LU-1a. The policies of the Coastal Act (Public Resources Code Section 30210 through 30263) are hereby incorporated by reference (and shall be effective as if included in full herein) as the guiding policies of the land use plan.

LU-1b. Where policies in the Land Use Element overlap, the policy that is most protective of resources (e.g., land, water, air, etc.) shall take precedence.

LU-1c. Ensure that the type, location and intensity of land uses planned adjacent to any parcel designated open space/recreation or agriculture (as shown on Figure LU-1) are compatible with these public resources and will not be detrimental to the resource.

Objective LU-2: Protect the natural environment within and surrounding Carpinteria.

Policies:

LU-2a. Reduce the density or intensity of a particular parcel if warranted by conditions such as topography, geologic or flood hazards, habitat areas or steep slopes. This can be achieved by establishing an environmentally sensitive area overlay district in the Zoning Ordinance. This overlay district will include maximum density and parcel size criteria for determining the appropriate intensity of these areas.

LU-2b. Regulate all development, including agriculture, to avoid adverse impacts on habitat resources. Standards for habitat protection are established in the Open Space, Recreation & Conservation Element policies.

Objective LU-3: Preserve the small beach town character of the built environment of Carpinteria, encouraging compatible revitalization and avoiding sprawl development at the city's edge.

Policies:

LU-3a. New development shall occur contiguous to existing developed areas of the city. Allowances for increased density in certain residential neighborhoods and for residential uses in certain commercial districts shall be provided as a means to concentrate development in the urban core.

LU-3b. The Community Design Element shall guide the character of development, and represent a comprehensive statement of the community's visual objectives.

LU-3c. Work cooperatively with the County to strive to achieve a jobs/housing balance in the Carpinteria Valley.

LU-3d. Establish a commercial sector that balances the retail and service needs of citizens and tourists.

LU-3e. Direct commercial development toward the center of town and in established commercial nodes. A possible exception is commercial uses of a character, size and location that are intended solely to serve a specific neighborhood and thereby reduce vehicle trips.

LU-3f. Encourage the remodeling and revitalization of neighborhoods and commercial areas in accordance with principles established in the Community Design Element.

LU-3g. Provide for a range of business activities that bring vitality, revenue, and employment to Carpinteria and are compatible with its small town character.

LU-3h. Develop land uses that encourage the thoughtful layout of transportation networks, minimize the impacts of vehicles in the community, and encourage alternative means of transportation.

LU-3i. Ensure the provision of adequate services and resources to serve proposed development.

LU-3j. Ensure that the Zoning Ordinance contains applicable zoning districts to provide consistent implementation of the General Plan Land Use categories.

LU-3k. Prepare a study for the future reuse of the existing Carpinteria oil & gas plant and surrounding area. (California Coastal Act § 30255, 30260, 30262, 30263)

LU-3l. Land use designations established on the City's land use map that permit a range of residential densities should not be interpreted to permit development that is incompatible with the

existing development pattern in an area. A density within the allowable range that is most compatible with the predominant pattern of development in the area should be used as the guide for determining the appropriateness of the proposed development.

LU-3m. Where residential use is permitted in commercially designated areas and a density standard is provided, specific plans or similar implementation tools should be created to establish appropriate controls for the intensity of residential use in the district.

LU-3n. Setbacks should be created between agricultural and residential uses. The responsibility of providing the buffer should rest with the property intensifying its use. An adequate buffer is approximately 100 feet. This may be adjusted upward or downward through project review but in no case shall preclude reasonable use of property.

Objective LU-4: Influence land use decision-making, use and development patterns in the unincorporated Carpinteria Valley to be supportive of the California Coastal Act and City objectives to preserve unique coastal resources by establishing open-field agricultural use as the predominant use in the unincorporated Valley. (See sidebar on pages 6 and 7, California Coastal Act § 30007.5, 30241, 30250)

Policies:

LU-4a. Establish a greenbelt of open space including undeveloped land and open-field agricultural land surrounding the City.

LU-4b. Develop a formal agreement with the County of Santa Barbara that allows City participation in land use planning and development proposal review and decisions in the Carpinteria Valley.

LU-4c. Support restrictions on development of new greenhouses within the city's Planning Area Boundary. Request that the County require mitigation from new development, including the intensification of agriculture, to mitigate impacts on housing and to address the jobs/housing imbalance in the Carpinteria Valley.

Objective LU-5: Maintain availability of visitor-serving commercial development including hotels/motels, restaurants and commercial recreation uses.

Policies:

LU-5a. The City shall continue to give priority to (1) agriculture or coastal-dependent industry and then (2) visitor-serving commercial recreational facilities designed to enhance public opportunities for

coastal recreation over (3) residential, general industrial, or general commercial development.

LU-5b. The City shall continue to promote and coordinate with interested groups to allow a variety of recreational activities, such as sporting events, tournaments, art shows, parades, and other events at appropriate locations.

LU-5c. The City shall prohibit the removal or conversion of visitor-serving development unless it will be replaced by development offering comparable visitor-serving opportunities.

Implementation Measure 1: A visitor serving zone district shall be maintained as a part of the city zoning regulations with the purpose of providing adequate opportunity for commercial development that will serve visitors to the city as well as local residents. The intent is to provide a mechanism for requiring accommodations where feasible to serve visitors to the coast and assure that such uses are appropriately integrated with the balance of uses in the city and with the specific area where the development is proposed. The visitor serving zone district shall apply to all commercially designated parcels with frontage on Linden Avenue (from the Railroad to Carpinteria Avenue) or Carpinteria Avenue (east of Franklin Creek).

Objective LU-6: Create flexible land use and zoning standards that allow opportunities for residential use to expand, as determined appropriate by the City, in response to changing needs relative to the jobs/housing balance locally and in the region, and as incentive toward the development of affordable housing.

Policies:

LU-6a. The City may consider and permit mixed use (i.e., residential/commercial or residential/industrial) on parcels designated on Figure LU-1 for commercial or industrial use. Such mixed use may be considered if the City has found that either the allowance would encourage rehabilitation of important existing housing stock, or the residential use of the subject parcel(s) would result in the production of affordable housing in the community, and that mixed use on the site would assist the City in maintaining an appropriate balance between jobs and housing. Mixed-use development shall not be permitted on parcels designated for commercial or industrial use unless it is found by the City to be compatible with existing and anticipated uses in the area surrounding the site.

LU-6b. The City may consider and permit residential use on a parcel or parcels not designated for such use under certain

circumstances. Such residential use may be considered on a parcel or parcels designated for commercial or industrial use if the City has found that either the allowance would encourage rehabilitation of important existing housing stock or the residential use of the subject parcel(s) would result in the production of affordable housing in the community, and that residential use on the site would assist the City in maintaining an appropriate balance between jobs and housing. Residential use shall not be permitted on parcels designated for commercial or industrial use unless it is found by the City to be compatible with existing and anticipated uses in the area surrounding the site. A residential overlay zone district shall be maintained by the city with the purpose of permitting residential development on a parcel or parcels otherwise designated on the official land use and zoning maps of the city for commercial or industrial use. Implementation of the Residential Overlay zone district shall be permissive in nature and shall not be construed to restrict use already allowed in the base zone district. Further, the city shall retain the authority for determining where implementation of the residential overlay zone is appropriate. To encourage retention of local businesses where parcels are already developed for commercial or industrial use, application of the Residential Overlay shall be considered only after mixed use development, as allowed through policy LU-6c above, has been determined by the City to not be appropriate.

Implementation Measure 2 for Policies LU-6a and LU-6b: When residential development is proposed on parcels designated for commercial or industrial use, the residential density shall not exceed the highest residential density permitted in the city's land use categories; i.e., 20 units/acre including any bonus density allowances. The City shall determine the appropriate residential density for a commercial/industrial-designated parcel proposed for residential use on all or a portion of the parcel and shall consider, but not be limited to, the following factors:

a. Availability and cost of providing local services and infrastructure; e.g., sewer, water, and schools, and transportation and parking availability.
b. Unique site characteristics such as size, shape, topography, and easements
c. The existence on site or adjacent to the site of Environmentally Sensitive Habitat area.
d. The need for protection or enhancement of other coastal resources; e.g., viewsheds, coastal access, recreation, visitor-serving commercial and other coastal dependent or coastal related uses.

When mixed-use development is proposed in a common building, determination of the allowable density shall include, in addition to the criteria above, consideration of the intensity of the

commercial/industrial use including characteristics such as parking demand, vehicle trip generation, noise and vibration, that could affect compatibility of the residential use with the commercial/industrial component.

In all cases, commercial or industrial use shall be the primary use of a site designated for mixed-use development. A commercial or industrial use of a developed site shall be found by the City to be the primary use if it is greater in area than the residential component and/or is situated and designed such that it both appears and functions as the primary use of the parcel from its primary street frontage.

LU-6c. The City shall establish by ordinance an inclusionary housing program to mitigate housing impacts caused by new residential and commercial/industrial development. The residential component of the program shall be based upon policy set forth in the Housing Element. The commercial/industrial component of the program shall be based upon a jobs/housing nexus study that determines the demand generated for affordable housing in the city by commercial and industrial uses.

Objective LU-7: Adopt and amend as necessary a Sphere of Influence that serves to establish the basis for annexation of certain land contiguous to city limits (Figure LU-3). [5 year]

Policies:

LU-7a: The Sphere of Influence shall be established in support of the urban/rural limit line and in anticipation of annexing identified properties that are either already developed in urban use or meet the strict requirements of the Coastal Act for conversion from agricultural to urban use.

Community Design

Land Use Policy LU-2a:

The Community Design Element shall guide the character of development, and represent a comprehensive statement of the community's visual objectives.

INTRODUCTION

The City of Carpinteria is a small beach town in a rural setting. The city's coastal setting is framed by the foothills of the Los Padres National Forest and the Pacific Ocean. The landscape includes natural coastal terrain and agricultural lands. The city's edge at the urban/rural boundary is also a defining characteristic. The physical characteristics that contribute to Carpinteria's unique identity and appearance include:

- Variety of individual neighborhoods;
- Scale and character of streets and other public spaces;
- Scale, character and configuration of buildings;
- Landscaping that defines and enhances public spaces and p development; and
- Relationship of the built environment to the n environment.

respect existing open spaces.

The Community Design Element identifies citywide and specific key design characteristics of Carpinteria valued by the community. The Element includes the following major components to address these issues:

center or commercial and civic life in the city.

- Citywide Community Design Objectives and Policies;
- Town Map identifying the geographical framework of where key physical design components are located;
- Key Physical Community Design Characteristics Objective Policies; and
- Detailed objectives and policies for six subareas.

The objectives and policies are intended to guide the quality of future development that residents would like to continue and preserve.

THE TOWN MAP

Natural corridors separate neighborhoods and provide valued natural and visual resources throughout the city.

The City is comprised of several distinct and unique neighborho and districts. They are defined and linked by a network of st and open spaces. The physical and cultural center of the city is downtown commercial district. The Town Map identifies following elements of Carpinteria's community design:

- Natural and agricultural open spaces
- Corridors/streets
- Public open spaces
- Districts, neighborhood subareas, and edges

Houses should face the street with front doors, not garage doors.

Coastal Act §30251.
The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Relatively steady setbacks form an outdoor "living room" for play and socializing.

Street tree planting and front yard landscaping support a quiet neighborhood character.

Different neighborhoods have distinct and special design characteristics.

CITYWIDE COMMUNITY DESIGN OBJECTIVES

The following community design objectives correspond to the most valued existing community design attributes of Carpinteria. They are the basis for future development and redevelopment within the city.

Objective CD-1: The size, scale and form of buildings, and their placement on a parcel should be compatible with adjacent and nearby properties, and with the dominant neighborhood or district development pattern.

Objective CD-2: Architectural designs based on historic regional building types should be encouraged to preserve and enhance the unique character of the city.

Objective CD-3: The design of the community should be consistent with the desire to protect views of the mountains and the sea (California Coastal Act of 1976 §30251).

Objective CD-4: These objectives and policies should be implemented through Specific Plans or similar documents based on the identified neighborhood, district and corridor design subareas.

KEY PHYSICAL COMMUNITY DESIGN CHARACTERISTICS

Physical community design characteristics include building corridors, public spaces, frontage design, neighborhoods, and districts. The following are objectives and policies for preserving these key characteristics.

Residential Neighborhoods

Neighborhoods are generally composed of quiet interior areas of single-family residential uses. Transitional areas are neighborhood edge zones that may include single family or multifamily residential, commercial and mixed uses.

Neighborhood Interiors

Neighborhood interiors are intended to provide a quiet, safe and family-oriented environment. They generally include all areas more than a block from the corridors designated on the Town Map.

Objective CD-4. The streets of neighborhood interiors should be designed to be the "living rooms" of the neighborhood, where children and adults can safely play or walk. The design and details of streets, frontages and buildings should support this objective.

Policies:

CD-4a. Main entrances to homes should be oriented to the stre Entry elements such as porches, stoops, patios and forecourts a encouraged. Such entry elements should be selected for th compatibility with the adjacent houses and the general neighborho pattern.

CD-4b. Garages should not dominate views from any public street.

CD-4c. Low walls, low fences and hedges should be encouraged along the frontages to define the edge of the private yard area, where appropriate.

Low walls and fences can allow front yards to be semi-private spaces, while leaving the area an integral part of the open space of the neighborhood.

CD-4d. Houses within a neighborhood may vary in materials and style, but strong contrasts in scale, color and roof forms should generally be avoided.

Neighborhood Edges

The edges of neighborhoods, which often adjoin larger streets with more traffic than the neighborhood interior streets, provide opportunities for neighborhood-serving commercial uses and multi-family housing types.

Commercial uses can be located at neighborhood edges, within walking distance of residences.

Objective CD-5. Existing transitional neighborhood edges should be maintained and incorporated into new neighborhood designs.

Policies:

CD-5a. Neighborhood-serving commercial or apartment buildings should be oriented to the street that bounds or enters the neighborhood. Front doors should face the street, with primary access directly from the public sidewalk. The buildings should be compatible in scale with nearby residential buildings.

Shopfronts should display merchandise and welcome the pedestrian.

CD-5b. Parking lots should be beside or behind the buildings, not in front. On-street customer parking for small neighborhood-serving shops, restaurants, offices and service businesses is encouraged. Such on-street parking should be managed as short-term convenience parking, and should not conflict with parking for nearby residences.

Second floor residences can provide affordable housing and 24-hour residents that improve district security.

Most streets should be spatially defined by tree planting.

Some streets receive special detailing.

North-south major streets provide vistas of the mountains and the ocean.

When sid[illegible] are add[illegible] the street [illegible] with mat[illegible] be preserved.

Environmental Consequences

Design characteristics of houses and multi-family residential buildings at neighborhood edges include recommendations for setbacks from streets, building form and siting, and relationships of buildings on adjoining lots. The design characteristics identified above are not expected to create any adverse environmental consequences. Environmental review of specific projects and implementation of applicable measures in the Conservation Element, Noise Element, and Open Space Element would ensure that environmental consequences of a particular project would be minimized.

Commercial, Office, Industrial & Mixed Use Areas

An area like the Linden Avenue downtown core has a commercial flavor but also has parcels with commercial uses at ground level and residential uses above. Some parcels remain entirely residential. This variation symbolizes and helps define Carpinteria's small town character. Carpinteria's districts vary in use, density and intensity.

Objective CD-6. Enhance and maintain the Linden Avenue downtown core, the Carpinteria Avenue commercial core, the Eugenia Professional office area, the Casitas Village, Shepard's place Shopping Center, and the Cindy Lane-Mark Avenue industrial park districts.

Policies:

CD-6a. Retail and commercial uses should generally have large transparent "storefront" windows for display of merchandise to pedestrians. Blank sections of walls on street frontages are strongly discouraged.

CD-6b. Buildings should be designed to incorporate signs that conform to the city's sign ordinance. Signs should be integrated with [illegible]lding architecture and adequately identify businesses. [illegible]eestanding monument signs are discouraged.

[illegible]D-6c. Loading and trash facilities should be located where they [illegible] screened from view. The use of alley and service roads is [illegible]couraged for these facilities.

CD-6d. Courtyard housing types, with multiple small units fronting onto a common courtyard or garden, are encouraged as an alternative to apartment "blocks" or more massive buildings within mixed-use districts.

Environmental Consequences

Design characteristics for residential neighborhoods include recommendations for setbacks from streets, style of house exterior, and location of neighborhood parks. The design characteristics identified above will not create any adverse environmental consequences. Environmental review of specific projects and implementation of applicable measures in the Conservation Element, Noise Element, and Open Space Element would ensure that environmental consequences of a particular project would be minimized.

Corridors

Major corridors both separate and connect neighborhoods and districts, and provide long-range views of the city. These are Highway 101, the Carpinteria Creek corridor, and Linden Avenue.

Objective CD-7: To encourage and facilitate pedestrian and bicycle pathways.

Policies:

CD-7a. All streets should be designed with safe and pleasant pedestrian ways at their edge. Pedestrian ways shall be spatially separated from vehicular traffic by elements such as trees, other plantings, streetlights, and/or parked cars.

Major public spaces can be defined by tree planting, and enlivened by adjacent buildings and uses.

CD-7b. To provide convenient pedestrian routes, the existing network of automobile lanes, trails and pedestrian ways in the Downtown District and adjacent neighborhoods should be preserved, reinforced and extended into other neighborhoods. This pedestrian network should be in addition to, not in lieu of, pedestrian ways on the streets.

Beachfront visitor-serving public spaces.

Objective CD-8: To ensure that streets enhance the established city framework and design.

Policies:

CD-8a. The City shall promote the planting of appropriate street trees in existing and new neighborhoods to define and enhance the city's streetscape.

CD-8b. Neighborhood streets should be planted with street trees in parkway strips between the sidewalk and curb. It may be appropriate to plant street trees in easements behind sidewalks. The

Corner green at major intersection.

scale, type and spacing of trees will be selected to provide strong spatial definition of the street, and to frame axial views.

CD-8c. In city-edge neighborhoods with rural characteristics, street standards may include roads with gravel shoulders, earthen ditches, picturesque tree plantings, and lot frontages built with low wood or stone fences.

Classic pedestrian environment on Linden.

CD-8d. Street trees on mixed-use and commercial frontages should be planted in decorative tree wells in the sidewalk.

CD-8e. Major streets should be designed and planted to preserve views of the ocean to the south and hills to the north.

CD-8f. To provide convenient pedestrian routes, the existing network of automobile lanes, trails and pedestrian ways in the Downtown District and adjacent neighborhoods should be preserved, reinforced and extended into other neighborhoods. This pedestrian network should be in addition to, not in lieu of, pedestrian ways on the streets.

Street trees from front yard space and pedestrian space along frontages.

Environmental Consequences

Street network characteristics recommended, including pedestrian ways, street trees, treatment of drainage, and planted medians. The design characteristics identified above are not expected to create any adverse environmental consequences. Environmental review of specific projects and implementation of applicable measures in the Conservation Element, Noise Element, and Open Space Element would ensure that environmental consequences of a particular project would be minimized.

Frontage Design

"Frontage" is where private parcels and the public right-of-way meet. Frontage is a critical element of community design that establishes the character of each street, neighborhood and district. Frontage design determines the degree to which buildings are connected to or separated (buffered) from the street. It also determines the type of pedestrian environment on the street.

More-rural frontages suit some neighborhoods.

Objective CD-9. Areas with attractive frontage designs should be maintained. New development should be carefully planned with frontage areas, which maintain and enhance the quality of Carpinteria's streetscape.

Policies:

CD-9a. Minor variations in front yard building alignments within a block are encouraged. Relatively steady setback patterns clearly

define the public space of the street and reinforce small town character.

CD-9b. Frontages where residential uses abut a major thoroughfare should include buffering elements such as yards, forecourts, courtyards, and tree rows. Sound walls are the most primitive form of buffer and should be used only where other methods are impractical. If sound walls are used they should be attractive and well landscaped.

CD-9c. Commercial and mixed-use frontages should generally have wide sidewalks adequate to encourage customers and residents to walk, shop and linger in the public right-of-way. Commercial buildings should have large windows and entries on the street at the ground level. Residential ground floor uses should be set up or back from the street enough to afford privacy within the dwelling.

CD-9d. Frontages in city-edge neighborhoods should reflect the rural or semi-rural character of those places by the use of narrow roads detailed in a rural manner. Rural detailing could include unpaved verges, and yards bounded by low fences or native stone walls, and irregular rows of trees historically found in the rural California can come together for special events and for daily recreation. These spaces are the major outdoor "living rooms" of the city. They should be well-defined and useful spaces located at important points within the city's neighborhoods and districts.

CD-9e. Frontages with existing uses such as the parking, loading or storage of vehicles should be screened with walls and plantings that are consistent with the neighborhood character. These elements should be in scale with pedestrians.

Environmental Consequences

Frontage design characteristics recommended vary depending on the use of the area. For example, a mixed-use area may have wider sidewalks than a city-edge residential area where a more rural landscape would be appropriate. The design characteristics identified above are not expected to create any adverse environmental consequences. Environmental review of specific projects and implementation of applicable measures in the Conservation Element, Noise Element, and Open Space Element would ensure that environmental consequences of a particular project would be minimized.

Street trees and parked cars make sidewalks places for meeting and visiting.

Key street corridors provide opportunities for mixed-use development.

Paseos and courtyards provide pedestrian shortcuts and good places to enjoy the outdoors.

Existing features of the natural and agricultural landscape can be incorporated into new development.

Public Spaces

Public spaces provided important public gathering places where the community can come together for special events and for daily recreation. These spaces are the major outdoor "living rooms" of the city. They should be well-defined and useful spaces located at important points in city's neighborhoods and districts.

Schools and [illegible] facilities can provide impo[illegible] and civic focal points for co[illegible] life.

Objective CD-10. Existing public spaces should be maintained, and new public spaces should be incorporated into neighborhoods and districts as an important aspect of their design.

[illegible]cies:

CD-10a. Open space, in the form of parks and greens should be an integral part of each neighborhood plan, not configured as residual space unusable by the residents.

Public buil[illegible] sited in promin[illegible] locations.

CD-10b. Public spaces should be located and designed to encourage their use during the day and in the evening. The time and type of use for each space should be planned to be compatible with adjacent land uses, and with any existing flora and fauna that are to be [illegible]erved.

[illegible]-10c. All public spaces and facilities should reflect quality design.

Frontage design shields residences from the street corridor.

[illegible]-10d. Small neighborhood parks and greens (or micro-parks) suitable for unstructured play and relaxation should be provided in each neighborhood. Larger parks should be sited on larger streets along neighborhood edges.

CD-10e. Large parks and greenways should be designed to incorporate existing natural terrain and habitats. Smaller parks should incorporate specimen trees or other natural features to enhance the quality and utility of the park.

CD-10f. Landscape design guidelines should emphasize the use for drought tolerant plant materials, and the importance of trees as the primary elements of the town landscape.

Buildings and trees define public spaces.

CD-10g. The edges of neighborhoods adjoining greenbelts should be streets bike paths or other public ways, allowing their enjoyment by everyone.

Environmental Consequences

Policies relating to public spaces provide guidance in determining the types, design, and locations of public gathering places in the city. Included are specific policies to incorporate natural terrain and habitats into public spaces which emphasize the use of native, drought-tolerant species. Implementation of these policies would not be expected to create significant environmental impacts.

COMMUNITY DESIGN SUBAREAS

To ensure that the existing unique qualities of Carpinteria's neighborhoods and districts are preserved and enhanced, community design subareas have been identified. The subareas are delineated on the Town Map, in Figure CD-1. Since subareas represent unique characteristics of each area of the city, individual policies and objectives were developed so that the special design qualities of each subarea would be preserved in the future.

Beachfront houses.

The following list identifies the individual community design subareas.

- **Subarea 1.** Downtown Beach Neighborhood
- **Subarea 2.** The Downtown and Old Town
- **Subarea 2A.** The Downtown Core District
- **Subarea 3.** Santa Monica, Canalino, and El Carro Neighborhoods
- **Subarea 4.** The Northeast
- **Subarea 5.** Concha Loma Neighborhood
- **Subarea 6.** The Bluffs (Areas 0, I, II, and III)

The neighborhood edge street at the Marsh provides visual access for everyone.

Subarea 1. Downtown Beach Neighborhood

The Downtown Beach Neighborhood is bounded by the beach on the south, Linden Avenue and the State Beach Park on the east, the railroad tracks on the north and the Carpinteria Marsh on the west. The character of this subarea is principally derived from being located adjacent to the beach, the park and the salt marsh. The street pattern in this area provides good linkages to these open spaces, for both views and access.

Linden Avenue provides vistas of the mountains and the ocean. Pedestrian linkages from the Downtown to the state Beach Park (on the right side of the photo) need to be strengthened.

Objective CDS1-1: Preserve and strengthen the visual and physical connections between the neighborhood, beach, the salt marsh, State Beach Park, and the Downtown District.

Objective CDS1-2: Enhance the pedestrian character of the neighborhood streets.

Objective CDS1-3: Ensure that the scale and character of new development is consistent with the existing small-scale character of the residential neighborhood and that it is consistent with the neighborhood "small beach town" image. Discourage new development of large, "boxy" buildings, with ground floors elements to connecting pedestrians between these two areas. This could include tree plantings, streetscape furniture, and small buildings that

Garage doors should not dominate

contain uses that cater to those visiting the neighborhood and the park.

Houses with beach character are encouraged.

Policy:

CDS1-a. Design guidance should be provided as a part of a specific plan or similar planning document in sufficient detail and in conjunction with development regulations.

Implementation Measures

1. New buildings should discourage the ground floor being dominated by garage doors or "boxy" building design.
2. To avoid blank ground floor facades that discourage pedestrian life on the street, the ground floors of the residence should be between one and five feet in height above the public sidewalk, unless a greater height is mandated by flood prevention policies.
3. Building walls below the ground floor should be solid masonry or stucco bases, solid wood walls, or undercrofts enclosed by lattice. Open carports or crawl spaces between posts or columns should be avoided.

Variety in massing and rooflines helps to articulate larger buildings.

No more than 50 percent of the facade width should be occupied by garage doors.

The front door should face the street. Pedestrian-oriented transitional spaces should be provided from the public sidewalk to the front door. Such spaces may include landscaped front yards, landscaped and/or hardscaped forecourts, and raised front porches and dooryards. These spaces should be designed to accommodate uses such as children's play areas and/or sitting areas.

The rail [illegible] should be connected [illegible] the neighborhoods adjacent with high quality pedestrian ways.

Front doors three feet or more above the public sidewalk should open to a front porch or raised dooryard of a usable size – e.g. seven feet by 10 feet recommended minimum.

To create a picturesque skyline, visible pitched roofs are recommended, rather than flat roofs with parapets or mansard fascias. On three-story elements, visible pitched roofs should be required to prevent the buildings from "walling off" the beach from the town.

8. Building articulation is encouraged: e.g. balconies, bay windows, dormers, porches and pergolas.
9. To avoid "top-heavy" buildings, cantilevered elements of upper floors should be supported by visible brackets or braces consistent with the architectural style.
10. New buildings on streets with existing one-story bungalows should include porches and other one-story elements that are compatible in scale and spacing with the existing development.

11. Buildings fronting the salt marsh should not exceed two stories in height unless the third floor is setback an additional 10 feet from the second floor below.
12. Additional pedestrian linkages from Subarea 1 to Subarea 2 across the railroad tracks, should be developed.

Subarea 2. The Downtown and Old Town

The Downtown and Old Town subarea is bounded by the 101 Freeway on the north, by the railroad tracks on the south and southwest, and by Carpinteria Creek on the east. This subarea is the original and current center and heart of the city. It is the focus of commercial and civic activity and includes a number of vi[illegible] neighborhoods with a range of housing types. It has [illegible] interconnected street network structure of an authentic small tow[illegible] and a variety of distinctive building types fronting onto t[illegible] traditional, pedestrian-oriented streets.

Linden Ave. north of Carpinteria [illegible] improved pedestri[illegible] ways and plantings.

On the north of Carpinteria Avenue, there are also a number [illegible] more recent automobile-oriented suburban type developments where most of the buildings front onto large parking lots rather than onto streets. An objective of the General Plan is that such developments might, over time, be remodeled (with the property-owners' initiative) to more closely emulate the pedestrian-oriented town character of the rest of the subarea. The principal design objectives for this Sub-Area are:

Parking can be integrated with the street network through the use of on-street parking in combination with lots and alleys that connect with and extend the street grid.

Objective CDS2-1: Preserve and strengthen the visual and physical connections between the downtown, beach, the salt marsh, mountains, and the other neighborhoods and districts in the city.

Frontages and facades of existing buildings with entries oriented to parking lots can often be modified to provide beautiful entries from the street.

Objective CDS2-2: Preserve and enhance the downtown's historic status as the center of commercial activity by encouraging a range of uses that serve both residents and visitors.

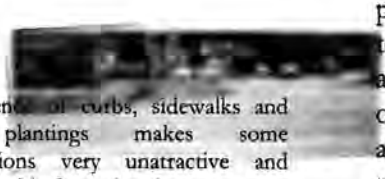
Objective CDS2-3: Preserve and enhance the downtown's historic status as the center of civic activity by encouraging the construction and expansion of cultural and governmental facilities in the downtown.

An existing frontage that discourages pedestrian activity.

Policies:

CDS2-a. Ensure that new intensified land uses within the Downtown remain consistent with the city's "small beach town" image.

CDS2-b. To enhance the pedestrian character of the downtown's streets, plazas, paseos, parks and lanes.



The absence of curbs, sidewalks and street plantings makes some intyersections very unatractive and uncomfortable for pedestrians.

Pedestrian barriers include poorly placed street furniture and plantings that start to obscure businesses.

Some downtown street are wider than necessary and need more spatial definition.

Existing major trees should be incorporated into street improvements. They provide interesting focal points in the town.

CDS2-c. The City should prepare design standards and guidelines for this Sub-Area to assure that the intensity of development permitted by current zoning does not lead to the loss of the "small town character." The guidelines should include standards for the addition of units on existing residential lots, and for the construction of new multifamily and mixed-use buildings. The guidelines should also include specific standards and recommendations for modifications and improvements to existing automobile-oriented developments north of Carpinteria Avenue.

Implementation Measures

13. Curbs, sidewalks and street trees should be planted along existing streets define the pedestrian in the Downtown. This policy applies particularly to the neighborhoods west of Linden Avenue. (Certain streets to the east of Linden Avenue, near the creek, are exceptions to this policy.) Ninth Street at Elm Street is prototypical of the preferred streetscape for neighborhoods adjacent to the Downtown Core. The corner of Carpinteria Avenue and Elm Street is an example of where the streetscape should be improved with these elements.
14. Residential streets within the subarea should generally have narrow vehicle pavement. The curb-to-curb dimension should be a small as possible within the existing right-of-way to provide ample sidewalks and space for street tree plantings.
15. In some cases, existing mature street trees are too large for the parkway strips in which they are planted. To remedy this the parkway strip should be reconstructed to bring the curb closer to the centerline of the street. This can have the additional benefit of narrowing the pavement, encouraging lower driving speeds, shortening pedestrian crossing distances, and providing stronger spatial definition of the street.
16. In "residential-only" areas, street trees should generally be planted in parkway strips. In commercial and mixed-use areas trees should generally be planted in tree wells in the sidewalk.
17. Existing major trees along streets should be preserved even if they do not fall into a regular pattern with new street tree plantings. Sidewalks, curbs and frontage fences should be designed around these trees to make special and interesting places.
18. Hedges, walls and picket fences between 30 inches and 42 inches in height are encouraged on the frontage line. Sideyard walls should step down to no more than 42 inches in height within the front yard setback area.
19. Pedestrian pathways within and through the blocks are encouraged, to provide alternate and shorter routes for walking. These pathways should generally be designed as courts or paseos, not simply "slots" between buildings or

sideyard fences. The passage from Linden Avenue to the alley behind the Coffee Grinder, and the pedestrian bridge over the creek, are good pathway examples.

20. Driveways should be as narrow as practical to make pedestrian use of the sidewalks safer and more pleasant. Parking of vehicles across the sidewalk should be prohibited and enforced.
21. Existing and proposed industrial uses should screen outdoor storage and loading areas from public view. This includes view from the alleys, which are used as pedestrian pathways in addition to their function as service access to businesses. Solid walls and plantings should be provided on any street frontages abutting these uses.
22. Frontages with parking lots for commercial buildings should be designed with walls or hedges approximately 3 to 4 feet in height to shield views of the parking lot from the street.
23. Streets without sidewalks but with existing mature, healthy street trees – e.g. Maple Street – the trees should be retained. In such cases the sidewalk should be built between the trees and the pavement, narrowing the pavement and maintaining the trees.

Alleys at industrial uses should have walls that screen unsightly outdoor storage uses.

Linden Avenue is the heart of the Downtown.

Some unique downtown streets without sidewalks [illegible] are.

Maple Street.

Subarea 2a. The Downtown Core District

The Downtown Core – or Downtown "T" - includes the portions of Linden Avenue and Carpinteria Avenue as designated on the Town Map, and the lots that front on to them. The Downtown Core is planned to be the center of civic and commercial life in the town, a place where residents and visitors alike can be together as a community, pursuing a wide range of activities.

The Linden Avenue "stem" of the "T" is the historic hub of civic and commercial activity. It is a classic beach town "main street", flanked by storefronts and mixed-use development, connecting the town to the beach.

The Carpinteria Avenue "crossbar" of the "T" was historically the highway that defined the north edge of the town. There are a variety of development types along this street, ranging from traditional mixed-uses to suburban-type commercial buildings, and a number of housing types. The street itself varies in its design as it passes through the District. It includes a variety of pavement widths, sidewalk or verge conditions, and intermittent street tree plantings.

Objective CDS2A-1: Preserve and strengthen the visual and physical connections between the downtown and the beach, mountains, and other neighborhoods.

Objective CDS2A-2: Preserve and enhance the downtown's historic status as the center of commercial activity of the city

by encouraging a range of uses that serve both residents and visitors.

Public spaces in the downtown provide places for fun and recreation.

Objective CDS2A-3: Preserve and enhance the downtown's historic status as the center of civic life of the city by encouraging the construction and expansion of cultural and governmental facilities in the downtown.

Policies:

CDS2A-a. Encourage and carefully regulate the development of two- and three-story mixed-use building along Linden and Carpinteria Avenues, to define a vital, lively, and valuable center for the city.

Carpinteria Avenue should receive pedestrian and frontage improvements similar to Linden Avenue.

CDS2A-b. Ensure that intensified land uses within the subarea support a lively place to live, work and shop, and that the scale and character of the District remain consistent with the city's "small beach town" image.

CDS2A-c. Encourage the gradual but systematic transformation of Carpinteria Avenue from a highway commercial strip to an integrated downtown street similar in character to Linden Avenue.

CDS2A-d. Enhance the pedestrian character of the District's streets, plazas, paseos, parks and lanes.

Trees and [illegible] pedestrian way[illegible]

CDS2A-e. Design guidelines and development standards should be developed for the Core District through a specific plan or similar document. The standards and guidelines for the Core District will direct design so that buildings adjacent to streets should be strongly pedestrian oriented. They should provide a high-quality environment for shopping, dining, and civic activities. The guidelines will include the following specific standards for the addition of units on existing residential lots, and for the construction of new multifamily and mixed-use buildings. The guidelines should also include specific standards and recommendations for modifications and improvements to existing automobile-oriented developments north of Carpinteria Avenue.

Walls along [illegible]ages where parking abuts the street help to bridge "gaps" in the pedestrian experience of the frontages.

Implementation Measures

24. Sidewalks should be at least 10 to 16 feet wide along commercial and mixed-use frontages. They should include street trees and street lights regularly spaced at the curb edge to separate the walkway from vehicle lanes
25. The City will prepare and implement new streetscape designs for Carpinteria Avenue that include address the following objectives:

a. Narrow the roadway pavement to a three-lane configuration, including a central turn lane, where needed.

b. Widen and enhance sidewalks in a manner similar to Linden Avenue to enable and encourage residents and visitors to walk to nearby destinations.

c. Add regularly spaced street trees in wells at the curb, and street lights similar to those on Linden Avenue. The street trees may include tall species to strongly define the street from distant views, and smaller trees that define and shape the pedestrian ways along the edges.

d. Include as much on-street parking as possible, to promote retail and lively businesses along the street, and to encourage those arriving in the District by car to walk along the streets and into the front doors of the businesses.

26. The provision of small spaces with benches, fountains, public art and other special elements that encourage people to gather and linger in public should be encouraged., particularly where they support businesses, such as sidewalk cafes.
27. Gardens or plazas should be located adjacent to viable commercial uses or designed for a specific active uses, such a children's play area.
28. Curbside parking is encouraged to provide convenient parking for businesses and to provide an additional buffer between pedestrians and traffic.
29. On-street parking should be considered in deciding the required amount of off-street parking. Parking lots are discouraged on street frontages and are strongly discouraged on corner lots.
30. Brick and smooth stucco are the recommended wall materials for the ground floors of commercial and mixed-use buildings in this District. Painted wood siding may also be appropriate in some cases. Window and door openings should be recessed to emphasize the massive characteristics of these walls, providing a sense of permanence and stability. Upper floors may be the same material or wood siding.
31. Special design guidelines should be prepared for the civic building sub-district at the corner of Carpinteria Avenue and Walnut Street. The existing Spanish Colonial Revival and Mission Style architecture should be incorporated into these guidelines, as should the pattern of courtyards that is an element these styles. These guidelines might extend to adjacent properties to the north of Carpinteria Avenue around the Torrey Pine. A large courtyard or public plaza is a preferred use of the area under the Torrey Pine, with buildings fronting onto that space.
32. Pleasant and safe pedestrian sidewalks and closely spaced crosswalks should be provided along Carpinteria Avenue within the Downtown Core subarea. This will encourage pedestrians to shop both sides of the street and encourage people to walk from the north into the downtown. By developing these designated

The Torrey Pine is a landmark that can be made part of a central public gathering place.

portions of Carpinteria Avenue as pedestrian-oriented frontages with lively commercial uses, drivers will have the experience of driving *through* the Downtown District rather than *past* it on Carpinteria Avenue.

Commer[illegible] quality i[illegible] portio[illegible] the subarea.

Subarea 3. Santa Monica, Canalino and El Carro Neighborhoods

This subarea is bounded by the 101 Freeway on the south, and by agricultural lands outside the city limits on the west, north, and east. It is primarily composed of single-family neighborhoods, laid out in a suburban pattern typical of new development in the 1950's through the 1980's. The southwesterly portion of this subarea also includes a small commercial and mixed-use district with shopping centers, motels, mobile home developments and storage facilities, all generally oriented towards the freeway and the frontage road. Portions of the subarea along Linden Avenue and Foothill Road also include several civic and recreational facilities. Carpinteria High School lies to the north of Foothill Road and is also included in this subarea.

Unique a[illegible] rural frontages at city edges are encou[illegible]

Many of the streets within this subarea do not represent the city's desired "small beach town" image because they are have wide streets and lack spatial definition.

Many of the houses present an image to the street that is dominated by garage doors, creating front yards that do not welcome visitors or other lively uses by the residents.

The rural character of city edges should be preserved.

It is intended that the following objectives and policies will provide for a gradual change in neighborhood appearance as the City renovates the streets, and as property owners elect to repair and renovate their properties.

Objective CDS3-1: Preserve and strengthen the visual and physical connections between this subarea, the downtown and other neighborhoods and districts in the city.

Garages, properly scaled, can be integrated with landscaping and other site elements to provide an attractive frontage.

Objective CDS3-2: Preserve and enhance the existing residential neighborhood and ensure that new development enhances the neighborhood character.

Objective CDS3-3: Ensure that new development is sensitive to the scale and character of the existing neighborhoods, and consistent with the city's "small beach town" image.

Policies:

CDS3-a. Ensure that new development adjacent to designated cit edges, abutting agricultural lands outside the city limits, are designe with rural and semi-rural elements and details, providing a appropriate transition and connection of the town to the countryside

CDS3-b. Enhance the pedestrian character of the neighborhoods' streets, parks and lanes.

CDS3-c. Design guidelines should be developed for Subarea 3 through a specific plan or similar document.

Many streets are too wide and lack spatial d[illegible]ings.

Implementation Measures

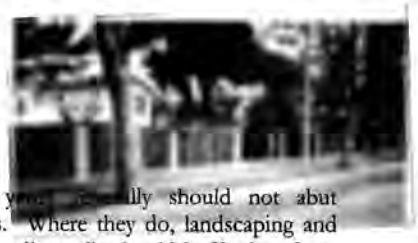
33. Many streetscapes within the subarea would be improved b planting street trees to define the space of the street and buffer pedestrians and front yards from traffic. The City will develop programs to encourage and promote the planting of street trees, along with related streetscape improvements. Wherever possible, the street trees will be planted between the sidewalk and the curb. Many of the streets are wider than necessary, in which case new curbs and parkway strips for street trees may be constructed outside the existing sidewalks.
34. In certain existing wide streets that carry traffic through a neighborhood - such as Santa Monica and El Carro– consideration should be given to constructing a median strip with street trees. This would narrow the pavement, encourage cars to drive more slowly, and provide improved spatial definition to the street. This technique should generally be reserved for east-west streets since such plantings would block the desirable views of the hills and the ocean if applied to major north-south streets.
35. In some cases, existing mature street trees are too large for their parkway strips. They should be reconstructed to move the curb closer to the centerline of the street. This can have the additional benefit of narrowing the pavement, thereby encouraging lower driving speeds, shortening pedestrian crossing distances, and providing stronger spatial definition of the street.
36. City-initiated improvements to the public right-of-way are also intended to encourage property owners to reinvest in improvements to their properties, rather than allowing the properties to deteriorate.
37. Additions to and remodeling of existing houses are encouraged as valuable forms of reinvestment in the neighborhood. The City should prepare design guidelines for such additions that will ensure that they will enhance the neighborhood character and value, rather than detract from it. Measures to be incorporated into the guidelines include:

Some trees are too big for their planting strips. Planting strips could be expanded into streets, which in many cases are wider than necessary.

Second story additions should be in scale with the houses. This one is not.

Houses should not be hidden behind their garages.

Public access along the urban/rural edge is a great amenity for the whole community.



Back yards generally should not abut streets. Where they do, landscaping and high-quality walls should buffer lots from the street to avoid this type of relatively barren appearance.

Street trees and private low fences provide a comfortable walking environment and privacy for yards.

Street hardware should not be located in front yards.

Neighborhood improvements should include comfortable, informal gathering places. These mailboxes are a missed opportunity.

Neighborhood edge commercial uses should be in buildings that are in scale with the neighborhood.

a. Second story additions to existing one-story houses should be integral with the existing house in their design. They should generally be set back from the facade so that the one-story scale is preserved at the front. Alternatively, a new two-story facade may be proposed, particularly when a one-story front porch element is included. Reduced setback requirements for open front porches should be considered.

b. Second story additions should generally be made of materials matching the original house, including wall materials, roof materials, windows and other details. Exceptions to this may include the use of wood siding on the second floor of a house with a stucco ground floor. The reverse is strongly discouraged. Any material change should be part of a coherent overall architectural design

c. Garage doors should constitute not more than 50 percent of the ground floor facade of the house. If a three-car garage is desired, a tandem configuration for the third car is encouraged, retaining a two-car garage door.

38. Residential streets near the town edge should be more rural in character, with unpaved verges and street tree plantings rather than sidewalks and formal rows of trees. These frontages are generally associated with larger residential lots with deep front yards. Fences that define the yard edge while allowing views into the yard are encouraged.

39. New development along the edge of the city should be planned with public circulation routes or open spaces along the urban/rural edge. Streets, linear parks and other public parks are appropriate for this purpose, providing both buffers to the residential uses, and access so that all may enjoy the rural vistas.

40. As a part of new development projects, fences fronting on collector and arterial streets shall be decorative and set back sufficiently to provide for landscaping that enhances the street corridor and eliminates potential for the fencing to cause a sight-distance obstruction. Existing wire or wood fencing along arterial streets shall either be replaced to comply with the setback and landscaping requirement above, or screened with landscaping (shrubs or vines) where feasible.

41. Open wood fences, including split rail and picket types, are appropriate on frontage lines. Solid fences and walls should be limited to side and rear lot lines.

42. New residential streets should generally be connected to major streets at one-block intervals, thus avoiding rear lot lines along the major streets. This allows the side yards of houses to create a more open streetscape on the major street, rather than rear yard walls or fences lining the streets. This pattern also makes it easier for pedestrians and bicyclists to move into and out of the neighborhood by providing connections at more frequent

intervals. If this spacing is impractical due to the nature of t major street, a frontage street (boulevard configuration) may considered, or certain streets from within the neighborhood m "stub to" the major street, providing pedestrian and bicy connections without vehicular connections.

43. Utility hardware, such as water meters and backflow prevente electrical transformers, and similar devices should be loca underground or in parkway strips whenever possible. These elements are not attractive in front yards. Parkway strips can also accommodate fire hydrants, traffic control signs and traffic signal controllers, keeping them away from sidewalks and pedestrians.
44. Community mailboxes should be located in specially designed locations that are comfortable for the user. These locations should be visible from adjacent streets and houses to enhance security.
45. Commercial buildings located adjacent to residential parcels should be designed with the same scale of the residential buildings. This does not mean that they should look like residential buildings, but that the height and the increments of the building masses should be in scale with the residential buildings
46. Front building facades for commercial and multifamily residential buildings should face the street.

Typical house with prominent garage, but with other elements of the facade dominant.

Many frontages in this subarea are dominated by street pavement, lack strong pedestrian ways and have buildings sited awkwardly. Future guidelines should address these issues.

Entries [illegible] are well planned for vehicular access but do not accommodate pedestrians. This discourages walking and transit, and presents an image inconsistent with Carpinteria's "small beach town" image.

Mobile home communities comprise a substantial portion of the Sub-Area.

Wide [illegible] without street trees and relatively blank facades create a nondescript image for some existing buildings.

Subarea 4. The Northeast

The Northeast subarea is bounded by the 101 Freeway on the south, and by agricultural lands outside the city limits on the west, north and east. The subarea includes industrial and offices uses and a range of relatively affordable housing types, including apartments, condominiums, mobile home developments, and single-family residences.

It is also characterized by wide streets with few street trees, and residential and industrial buildings with little "neighborhood charm". There are more opportunities for new development in this area than in other areas. Therefore it is a key objective that new development, and remodeling of existing development, within in this subarea link existing and new development together into a coherent living and working District. The adjacency of employment centers and housing [illegible]fordable for workers offers a unique opportunity to transform this [illegible]barea from its current condition to vital and valuable asset for the [illegible]y.

[illegible]bjective CDS4-1: Strengthen the visual and physical [illegible]onnections between the subarea, the downtown and other neighborhoods and districts in the city.

Objective CDS4-2: To take advantage of the subarea's unique mixture of workplaces and affordable housing to develop a vital living and working center for the city.

[illegible]bjective CDS4-3: Enhance existing residential [illegible]eighborhoods and ensure that new development improves [illegible]e neighborhood scale and character.

[illegible]olicies:

CDS4-a. Ensure that new development is sensitive to the scale and character of the existing neighborhoods, and consistent with the city's "small beach town" image.

CDS4-b. Ensure that new development adjacent to designated city edges, abutting agricultural lands outside the city limits, are designed [illegible]th rural and semi-rural elements and details, providing an [illegible]ppropriate transition and connection of the town to the countryside.

CDS4-c. Enhance the pedestrian character of the subarea's streets, parks and lanes.

CDS4-d. Design guidelines should be developed for Subarea 4 through a specific plan or similar planning document.

Implementation Measures

47. Most streetscapes within the subarea would be improved by planting rows of street trees that define the space of the street and buffer pedestrians and front yards from the traffic. The City will develop programs to encourage and promote the planting of street trees along with related streetscape improvements. Wherever possible, the street trees will be planted between the sidewalk and curb.
48. Many of the streets are wider than necessary. New curbs and parkway strips for street trees may be constructed outside the existing sidewalks.
49. The frontage street along the north side of the freeway should be improved with a wall and rows of trees on both sides. This will help to buffer the neighborhood from freeway noise and visual impacts.
50. The street network of the subarea should be designed to provide direct walking routes from residential areas to employment areas, and limit regular truck traffic to commercial streets.

Subarea 5. Concha Loma Neighborhood

The Concha Loma subarea is bounded by Carpinteria Creek on the west, by Carpinteria Avenue on the north, by the Carpinteria Oil and Gas Plant on the east, and by the railroad tracks and the beach on the south. This subarea includes some of the town's most unique and distinctive residential streets. The streets are generally curving and undulate vertically with the natural coastal terrain. In cross section they range from traditional tree-lined streets to narrow roads with unpaved verges and no sidewalks. This existing variety makes this neighborhood a desirable place to live and should be preserved.

Curving streets and irregular street plantings enhance the unique character of the neighborhood.

A small number of commercial uses are located on Carpinteria Avenue, along the northerly edge of the neighborhood. Any change to the development of these sites should be made in conformance with the applicable policies of the Community Design Element, and with sensitivity to the abutting residential uses to the south.

Narrow roadways and rural tree types suit the neighborhood.

Objective CDS5-1: Preserve and strengthen the visual and physical connections between the subarea, the beach, the downtown and other neighborhoods and districts in the city.

Objective CDS5-2: Preserve the existing residential neighborhoods and their unique characteristics, and ensure that new development enhances the neighborhood character.

Objective CDS5-3: Ensure that new development is sensitive to the scale and character of the existing neighborhoods, and consistent with the city's "small beach town" image.

The pedestrian bridge to the downtown is a unique and valuable amenity for the neighborhood.

Stone cobbles and unpaved roadway verges characterize some of the streets near the beach.

Other streets have a more traditional design. The existing one-story scale of the neighborhood should be preserved.

Policies:

CDS5-a. Ensure that new development adjacent to designated city edges, abutting agricultural lands outside the city limits, are designed with rural and semi-rural elements and details, providing an appropriate transition and connection of the town t the countryside.

CDS5-b. Design guidelines should be developed for Subarea 5 through specific plan or similar planning document.

Implementation Measures

51. The existing variety of street should be preserved.
52. In some cases, existing mature street trees are too large for the parkway strips where they are planted. The preferred remedy for this problem is to widen the parkway strip by reconstructing the curb closer to the centerline of the street. This can have the additional benefit of narrowing the pavement.
53. The existing pattern of setbacks should be preserved. Additions to existing houses, or new houses, should match the front yard setbacks of the houses on adjacent lots, or the "stringline" between them in the case of differing setbacks.
54. The existing one-story scale of buildings in the subarea should be preserved. Second floors, where permitted by zoning, should be set back from the first floor facade with extensions of one-story roof elements, or other suitable architectural elements that reinforce the one-story scale of the facade.
55. Additional connections to the beach, both visual and pedestrian access, should be developed. The connection at Calle Ocho and the railroad tracks should be improved. Such improvements should create safe and attractive access ways that do no unreasonably impact adjacent residential properties.
56. Buildings along Carpinteria Creek should be set back a minimum or 20 feet from the riparian drip-line, or 50 feet from the top of bank, whichever is greater. Two-story elements should be set back an additional 10 feet.

Subarea 6. The Bluffs

The Bluffs Subarea is bounded by the beach on the south, by the Concha Loma neighborhood on the west, and by Carpinteria Avenue and the 101 Freeway on the north and east. Much of the Bluffs Subrea is currently undeveloped and includes relatively natural coastal sage and scrub terrain, fallow agricultural lands, and a driving range. Portions of the Bluffs are developed with industrial and commercial buildings, and portions are currently planned for construction of new commercial buildings.

The Bluffs from Carpinteria Avenue.

Preservation of existing natural habitat and preservation of views to and from the beach are important objectives of the General Plan. Retention of existing visual and physical access points to the beach, and the development of improved vertical and horizontal access ways, are also important objectives. The Open Space and Conservation Element contains policies for the preservation and restoration of the natural habitats and landscape of the Bluffs.

Outdoor recreational uses are planned for much of the Bluffs.

Located at the eastern entry to the city, the Carpinteria Bluffs are a key community gateway to both Carpinteria and the County, as well as a critical factor in the overall character of the city. The Carpinteria Bluffs are among the last remaining coastal open space areas within Santa Barbara County; the site's tranquility and exquisite ocean views are enjoyed by many residents on a regular basis.

It has long been a community goal to avoid piecemeal development of the Bluffs, and to ensure that future developments within the Bluffs Area complement each other. To this end, the objectives for any development of the Bluffs are to:

Objective CDS6-1: Maintain the *Carpinteria Bluffs Access, Recreation & Open Space Master Program* as the coordinated plan for the Carpinteria Bluffs area that will allow development of uses identified in the Land Use Plan herein, so as to complement one another and preserve and enhance the site's coastal environment. The plan should be maintained so as to include information adequate to define the environmental resources and hazards within the Carpinteria Bluffs, and to delineate precise and appropriate policies for their management.

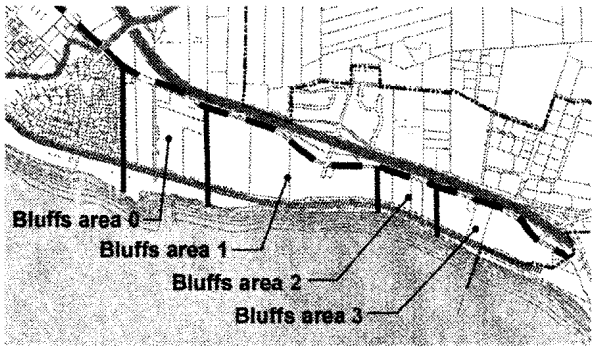
Policy

CDS6-a. Provide a clear direction for the future development of the Carpinteria Bluffs that:

1. Protects unique and sensitive environmental resources within the Bluffs.
2. Is compatible with the small town character of Carpinteria, enhances the community's image, and contributes to a pleasant

visual experience for travelers entering Carpinteria on U.S. 101 from the south.

3. Provides appropriate development opportunities for landowners within the Carpinteria Bluffs.



For the purposes of this Plan, the Carpinteria Bluffs Sub-area has been divided into four planning areas: Bluffs Areas 0, I, II and III. Descriptions of the planned land uses are in the Land Use Element.

Bluffs Area 0

Bluffs Area 0 includes all parcels of the Carpinteria oil & gas plant, the City Hall at 5775 Carpinteria Avenue and the Historical Airport site at 5665 Carpinteria Avenue. The area consists of approximately 62 acres that are built out under their approved uses. The future of the Bluffs 0 area hinges upon the disposition of the oil & gas plant that occupies most of this area. Should the plant be decommissioned, the area could present opportunities for new uses and development in support of coastal zone priorities such as visitor-serving and recreation uses and public access. Important characteristics of the site include a substantial landscaped open space buffer between the oil & gas plant and the Arbol Verde residential neighborhood to the west, remnant windrows that traverse the site north/south and east/west, and its relation to the coastal bluffs, Tar Pits Park, public access along the coast and environmentally sensitive habitat areas such as the Harbor Seal Hauling grounds.

Bluffs Area I

Bluffs Area I extends along the oceanfront from the eastern boundary of the Venoco Oil processing facility to the western boundary of the "Seven-Up" building. The existing terrain includes inter tidal and sub tidal reefs, harbor seal rookery and haulout area, coastal sage scrub and bluff scrub habitats, and windrows. The character of Bluffs I is established by its primary land use, the natural open space of the 53 acre Carpinteria Bluffs Nature Park. All other parcels included in Bluffs I are planned to be complementary to this primary use. To the west, the 23.4-acre parcel is intended for uses and development that are capable of providing a transition between the oil & gas plant and the passive open space park. To the north parcels located on either side of Bailard between Carpinteria Avenue and the freeway are intended for low intensity uses that will not obstruct views or create other negative impacts (e.g. noise, vibration, odor, light, glare) to the Park. South of the park along the coastal bluffs of Carpinteria, activity is intended to be limited so as to not disturb this unstable landforms or adversely impact its environmentally sensitive habitat. The land use designations established in support of this character are shown on Figure LU-1.

Bluffs Area II
Bluffs Area II encompasses the currently developed business park area within the Carpinteria Bluffs, and includes two currently vacant parcels situated between developed properties. This area is planned for Business Park uses. Throughout much of this area, the bluff edge is densely vegetated with chaparral, which thins to the east.

Bluffs Area II, encompassing 34.0 acres, contains approximately 153,488 square feet of existing business park uses. It is anticipated that infill of this area will continue consisting of small to medium-sized buildings, limited signage, and a more "urban" appearance than that of Bluff Areas I and III. Although the City intends to retain the types of uses currently found in Bluffs Area II, upgrading or removal of existing buildings will be needed over time. An open space corridor will traverse the center of the site, and will include a riparian area with native riparian trees, plants and shrubs. Parcels at the east and west ends of the area have unique transition and compatibility challenges related to their adjacency to an anticipated visitor-serving resort use and the Bluffs Nature Park respectively.

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. Because Bluffs Area III has direct access to U.S. 101 via the State Route 150 interchange, on-site topographic variations, and an excellent view that is unobstructed by the railroad, it is an ideal site for a visitor-serving resort.

The planned land uses for this subarea include a hotel with up to 225 rooms, along with restaurants, a conference center, meeting facilities, a banquet facility, health spa and small shops. As identified in the Open Space Element, a view-oriented park is proposed, along with continuation of the bluff top trail.

Community Design Policies for the Bluffs
The scenic quality of Carpinteria and the Carpinteria Bluffs is diverse. The city to the west of the Bluffs is dominated by buildings and other manmade elements. The coastal and foothill areas to the north and east of the Bluffs are characterized by undisturbed natural features (e.g., marshes, bluffs, beaches and parks), as well as by agriculture. Views of these natural areas vary from short-range to long-range and are afforded from public areas, such as streets, highways and open space areas, as well as from private residences and businesses.

The most outstanding panoramic views of the Pacific Ocean and the Channel Islands are from the Carpinteria Bluffs. A footpath wanders along the bluff top from the western portion of the bluffs adjacent to the Carpinteria oil & gas plant to the city's eastern boundary, and continues into unincorporated lands, connecting to Rincon Park.

From this trail, there are spectacular vista points located at the end of Bailard Avenue in Bluffs Area I, from the back of business park properties in Bluffs Area II, and from the high point on Bluffs Area III. In addition, looking across the freeway, the foothills form an impressive backdrop to the north.

Despite the adjacent freeway, the overall character of the Bluffs is one of tranquility. It is the intent of the General Plan/Local Coastal Plan to preserve the tranquil character of the Carpinteria Bluffs, while allowing appropriate development to occur. It is also the City's intent that development of the Bluffs occurs in a manner that is consistent with the community's small town character. To ensure the preservation of significant visual resources and view corridors, as well as to achieve the desired character of development for the Carpinteria Bluffs, implementation of the following policies shall be required of project applicants.

A. Long- and Short-Range Views

The visual resources of the Carpinteria Bluffs are some of the most significant in the city consisting of both long (e.g. mountain, foothill, ocean, horizon) and short (natural open space, beach, windrows, native grass lands, coastal scrub, coastal bluffs) range views.

Objective CDS6-2: Ensure that development is controlled to avoid impacts to significant viewsheds, vistas, and view corridors.

Policies:

CDS6-b. 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 the Carpinteria Bluffs Nature Park and coastal trail(s), for bluffs area property owners and visitors, and for passing motorists, shall be maintained.

Implementation Measures

57. New structures shall be low intensity, and reflect the low-rise, small-town feel of the surrounding area. New structures shall be designed to blend into the site and the rest of the city.
58. All structures, including ancillary structures, shall be appropriately placed so as to minimize their obtrusiveness, and to maintain existing view corridors. Existing views from Bailard Avenue, Carpinteria Avenue, and U.S. 101 to the ocean shall be preserved.
59. Development that is located on or adjacent to bluffs, beaches, or streams shall be designed and sited to prevent adverse impacts on the visual quality of these resources.

- The overall scale and massing of structures shall respect the natural setting of the Carpinteria Bluffs and its unique visual resources by incorporating designs that minimize bulk and mass, follow natural topographic variations, and minimize visual intrusion into the bluff edge park and bluff top trail, riparian area within Area II, and adjacent beach areas.
- In addition to the mass and scale of the structure, the total square footage of structures shall also be maintained at a size that preserves the area's open character, and is compatible with adjacent open space areas.
- All ancillary structures, including parking lots or structures, shall be located as close to the center of the individual building area as possible. If such structures must be located adjacent to open space or residential areas, landscaping that substantially screens the structure from the surrounding uses shall be required.
- Consistent with livability and view preservation for residents, selected internal roadways, parking areas, and building sites shall be depressed. In implementing this requirement, consideration shall be given to the feasibility of draining the site and providing appropriate gradients for sewer and storm drain lines.
- To ensure that the view corridors are appropriately framed and maintained, all structures shall be subjected to review by the City's Architectural Review Board, which will ensure that selected building sites adjacent to the open space areas and view corridors have included provision for depressed building sites, berming and/or suitable landscaping.
- Berms, landscaped buffers and islands shall be created wherever feasible and determined necessary to enhance open space and visual appeal in association with roadways, parking lots and building sites.
- New development is to remain visually subordinate to surrounding natural and introduced landscaping. New buildings, signs, roads, and other man-made features should borrow from naturally established forms, lines, colors, and textures, including the forms, lines, colors, and textures introduced as part of site landscaping. New buildings, signs, roads, and other man-made features should also be at such a scale that they contribute to the desired low intensity character for the Carpinteria Bluffs.
- Surface materials on buildings within the Carpinteria Bluffs should be textured to blend with the coarseness of landscaping and natural vegetation.
- Permitted development within identified view corridors shall be limited to landscaping, roads, underground utilities, parking lots (where specifically required by other provisions

of the Carpinteria Local Coastal Plan or Carpinteria Bluffs Local Coastal Plan Amendment), walkways, bikeways, public restrooms (where specifically required by other provisions of the *Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program*), bike racks, benches, picnic tables, and small interpretive signs.

- The intrusiveness of wall surfaces facing toward the bluff edge, the Bluffs Nature Park, riparian area, or identified view corridors shall be minimized through the use of single story elements, setbacks, roof pitches, and landscaping.

60. New development shall maintain existing topographic variations of the Carpinteria Bluffs, such as the ridgeline in Bluffs I and the terracing of Bluffs III. Development of Bluffs I should be designed to respect the viewshed from the bluff trail looking north toward the mountains and from the Bluffs Nature Park looking west. Location and design of buildings shall respect the topography and follow topographic forms whenever possible, visible variations in the ground plane are to be retained, avoiding a flat, mass graded appearance. These variations in the ground plane are also to be reflected in variations in the roof lines of individual buildings.
61. Buildings should not turn their backs completely to the freeway, Carpinteria Avenue, or other adjacent street(s). Regardless of their orientation, buildings that are visible from the freeway, Carpinteria Avenue, the Bluffs Nature Park, Bluffs area trails, or bluff top view points, are to be designed to provide the same level of architectural detail on elevations visible from these areas as on other elevations of the building.
62. Buildings should be located in a landscaped setting where the main entrances do not directly abut paved parking areas. A minimum five to seven foot wide landscape strip should be provided between parking areas and buildings.
63. Parking lots should not be the dominant visual element on a site. Large expansive paved areas located between the street and the buildings are to be avoided in favor of smaller multiple lots separated by buildings and landscaping.
64. Parking lots adjacent to and visible from public rights-of-way, the Bluffs Nature Park, and bluffs area trails should be screened from view through combinations of earth berms, low screen walls, changes in elevation, and landscaping.
65. As a part of development project plan submittals for the bluffs, tools such as physical or computer models, perspectives, or photographs, shall be included in order to demonstrate compliance with these measures and more generally the protection of Bluffs visual resources.

B. Site Design

The organization of the elements of a development plan on a site in consideration of the unique characteristics of the area and the site itself is a critical aspect of the planning process. The placement of buildings, parking areas and landscaping is especially critical in the Bluffs due to the priorities for preserving natural open space, sensitive habitat areas, and views.

Policy:

CDS6-c: Prior to action on individual development approvals, an overall design plan shall be prepared by the project applicant(s). Rather than planning on a site-by-site basis, the design plan shall include all parcels under the same controlling ownership interest and any anticipated to be a part of a future complimentary development.

Implementation Measures

66. All development shall be appropriately clustered to preserve open space.
67. The resulting development after clustering is to be consistent with the character of the development's setting and adjacent land uses and open space areas.
68. Substantial buffering and screening is to be provided for the clustered development adjacent to public rights way and preserved open space areas.
69. Covenants, easements, and/or dedications to permanently protect and ensure the ongoing maintenance of any open space areas that remain after clustering is accomplished and are not dedicated to the public.
70. The size, height, bulk, and location of buildings within the Carpinteria Bluffs are to be managed in relation to the overall site design and relationships to other buildings to avoid a crowded appearance, preserve a visual appearance of openness, and to maintain an overall low-intensity character of the Carpinteria Bluffs. For Bluffs II, it has been determined that up to a total of approximately 311,018 square feet of building area may be considered without inherently exceeding the intensity of development that is acceptable. For the preferred visitor-serving resort use of Bluffs III, it has been determined that up to 225 hotel rooms, 259,180 square feet of total building area, may be considered without inherently exceeding the intensity of development that is acceptable from an aesthetic standpoint.
71. A variety of structure and parking setbacks should be provided in order to avoid long, monotonous facades.
72. Setbacks should be provided proportionate to the scale of the building and in consideration of adjacent development and open

space areas. Larger buildings require additional setback areas for a balance of scale and so as not to impose on neighboring uses.

73. The design plan within each Bluffs area shall include an internally coordinated infrastructure system. Project applicant(s) for only a portion of a Bluffs Area shall also provide a design plan that coordinates (with other applicant(s) of the Bluffs) the infrastructure system. Subsequent development shall be consistent with the City-approved design plan.

74. The design plan shall include an overall design theme for the project and provide for the "blending" of the urban components of the site with the natural surroundings and current existing buildings around the site. The design plan shall include the following.

    - Provision of an aesthetic link between the existing commercial development already present in the city and new development proposed for the Bluffs site. A diversity of building styles is permissible, but must utilize styles that are already present in the city. Such design guidelines should also respect the natural attributes of the site, and give consideration to the location of the site (i.e., on a bluff adjacent to the ocean).
    - Architectural style, including materials and colors, should be compatible with the site's natural and landscaped setting. The use of colors, textures, materials and forms that will attract attention by not relating to other elements in the neighborhood is to be avoided. No one structure should stand out.
    - Building forms and elevations should create interesting roof silhouettes, strong patterns of light and shadow, and integral architectural detail. Box-like structures and flat, monotonous facades are to be avoided.
    - A low-rise setting with strong pedestrian orientation is to be provided. Site planning should favor pedestrian traffic by providing canopy trees to shade walkways, furnishing gathering places, and organizing buildings so that users have a continuous pedestrian level experience.
    - Exposed structural and mechanical elements, unless well integrated into the design concept, are unsightly and are to be avoided. Outdoor work areas are to be screened from view.
    - The inclusion of gateways that create a visual sense of entry into developments is encouraged. The scale and design of gateways should be compatible with scale and intensity of adjacent development, and should include enriched paving, raised medians, signage, landscaping, and other features as appropriate.

- Signage shall be the minimum necessary to identify businesses and coastal access or recreation areas within the Carpinteria Bluffs area. Pole signs shall be prohibited. Signs shall be designed as an integral part of the surrounding architecture, and shall be of compatible materials and colors to adjacent buildings. 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.
- Specification of acceptable and restricted building materials for the exterior of all structures (i.e., prohibition of extensive use of metallic surfaces, concrete, fiberglass, etc., which would intensify the urban nature of the development). The use of natural materials for exterior siding is encouraged.
- The color palette chosen for the development should accentuate the natural qualities of the site and surrounding areas, and should not contain "loud" or "bright" colors, or white. Acceptable colors include muted blues and greens, grays, earth tones, or any other color as approved by the City. Matte paints are also acceptable.
- Scale models or equivalent presentation of proposed development projects shall be included with development plans at the time of submittal to the city.

C. Landscaping

The Carpinteria Bluffs is largely a natural place where varieties of coastal scrub, grasslands, and windrows contribute importantly to the ambience.

Policy:

CDS6-d. Landscape Planning shall be respectful of the natural character of the Bluffs and where possible enhance existing native plant communities and environmentally sensitive habitat areas.

Implementation Measures

75. Use of native, locally adapted species or species commonly found on or near the site or nearby shall be required.
76. More urban, "formal" landscape designs may be used in the immediate vicinity, entryways, or interior site areas of the hotel/resort or the visitor commercial area. Urban landscape species shall not be used along buffer areas adjacent to open space areas.
77. All parking areas, including any future Park and Ride facilities, shall provide maximum landscaping and to the extent feasible, be

shielded from view by perimeter shrubs and/or depression of the parking areas.

78. Buildings should be located in a landscaped setting where the main entrances do not directly abut paved parking areas. A minimum five to seven foot wide landscape strip should be provided between parking areas and buildings.
79. Landscaping shall be used as a buffer and transition between developed areas, particularly around the hotels/resort and the business park/visitor commercial areas. Landscaping materials used as buffers shall conform to the plant requirements, as set forth below.
80. Vegetation placement, density, and coloration shall be compatible with the patterns of existing natural vegetation in surrounding areas. Revegetation that varies, particularly in form or in color, from the visual characteristics of the existing surrounding vegetation shall be avoided. In order to prevent monotony, landscaping with a variety of heights shall be required, although heights should be comparable to existing vegetation.
81. All areas adjacent to the railroad right-of-way shall be shielded through the use of dense, low-lying landscaping in such a manner that they do not obscure ocean or mountain views across the track corridor.
82. In the event that the property owners within Bluffs Area I or Bluffs Area III are unable to agree upon an integrated plan for their respective portions of the Carpinteria Bluffs, an applicant may independently apply for a development permit subject to the provisions listed in the *Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program* for this planning Sub-Area.
83. Development within the Carpinteria Bluffs should fit quietly into the area's natural and introduced landscape, deferring to open spaces, existing natural features, and planting. Landscaped setbacks for structures and parking areas are to be provided to soften the appearance of development from the freeway, Carpinteria Avenue, and the bluff top trail. These setbacks are to be of a sufficient distance and landscape density, and are to be designed to make the landscaping, rather than the development, the dominant visual feature.

D. Lighting

Policy:

CDS6-e. Exterior and interior lighting of development projects shall be low intensity and located and designed so as to minimize direct view of light sources and diffusers, and to minimize halo and spillover effects.

Implementation Measures

85. Lighting on the east-west coastal bluff trail shall be minimized to be less than 0.01 foot-candles at a distance of five feet from the trail; otherwise, trail lighting shall not be permitted.
86. Lighting along exterior roads in the developed areas of the Carpinteria Bluffs shall be directional in nature, and shall not exceed 0.01 foot-candles five feet inside of preserved natural areas.
87. Spotlights or floodlights in residential backyards shall not be permitted.
88. Parking areas shall employ directional lighting and shall not be brighter than necessary for security purposes. Similarly, all ancillary structures associated with the hotel/resort shall use directional lighting that is only as bright as required for security purposes. If necessary to block light into adjacent residential or open space areas, additional landscaping or restrictions on the time of use shall be required.
89. Development shall incorporate awnings or other types of architectural overhangs in order to reduce glare from window glazing and interior lighting.

E. Energy Utilization & Conservation

Policy:

CDS6-f. To ensure the efficient utilization of energy resources, design measures shall be incorporated into project design that allow for development projects to exceed the minimum energy requirements of the city's Uniform Codes.

1. Building orientation shall be designed to maximize natural lighting, passive solar heating, and cooling;
2. Landscaping shall be designed to maximize the use of drought tolerant species and deciduous trees to shade buildings in summer and allow for passive solar heating in winter;
3. Energy efficient street lighting shall be used, with consideration of safety and aesthetics; and
4. design of parking facilities shall take into consideration the layout of entrances and exits so as to avoid concentrations of cars or excessive idling.
5. Alternatively fueled vehicles are to be used in construction and as fleet vehicles, if feasible and available.

Circulation Element

INTRODUCTION

The purpose of the Circulation Element is to designate an efficient system of streets and highways that will provide adequate linkages between land uses in the city. This Element complements the Land Use Element by contributing to the achievement of the economic, physical, and social goals of the community.

The California Government Code Section 65302 (b) specifies that all General Plans shall include a circulation plan intended to designate the "location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities."

Jurisdictional Responsibility

Since both the City and the State administer portions of the circulation system in the city, these agencies must cooperate to ensure that the combined system adequately serves both residents of and those passing through or visiting. In addition, the system interfaces with the Circulation Element of the County of Santa Barbara's Comprehensive Plan.

Dependence on the Automobile

Like most of those in California, residents of Carpinteria are dependent on the automobile for most travel. This is currently the only effective mode of travel for many trips, with the exception of sub-regional home-to-work and shopping trips, where properly developed transit systems or other alternate modes such as the bicycle can provide better efficiency. As the economy of Carpinteria grows within the context of the larger regional economy, travel demands will increase. As many local streets, particularly those in commercial or industrial areas, become increasingly loaded to capacity, total dependence on the automobile will mean increased congestion. It is accordingly considered prudent to facilitate alternate modes of transportation in order to help reduce travel demands. The City's existing and planned bikeway system has and will continue to become increasingly important as an alternative.

Land Use Policy LU-3h: Develop land uses that encourage the thoughtful layout of transportation networks and support minimizing the impacts of vehicles in the community, and encourage alternative means of transportation.

Fiscal Limitation

Circulation and infrastructure needs are typically granted high priority in municipal capital budgets. Nevertheless, funds are ultimately limited and there is a long list of competing projects with high levels of need and community support.

In June, 1990, California voters approved legislation (Proposition 111) which increased funding for the state's transportation system. With that there were new requirements for the transportation planning process that require urbanized counties, such as Santa Barbara County, to prepare a Congestion Management Program (CMP). The CMP applies to all incorporated cities and

Surface Transportation Program (STP) Funds. Under the provisions of ISTEA, STP funds are allocated through the State to the MPO's. SBCAG's share of the STP funding is approximately $3.0 million per year. STP funds may be used for a variety of purposes including road construction, rehabilitation, and maintenance; safety; operational improvements; planning; car/vanpool projects; bicycle/pedestrian facilities; and transit capital projects. STP funds cannot be used for transit operations.

Congestion Mitigation and Air Quality (CMAQ) Funds. CMAQ, like STP, is a funding program established by ISTEA. In California, CMAQ funds are allocated through the state to the MPO's on the basis of population, weighted by the severity of each region's air quality problems. SBCAG's share of the annual allocation of CMAQ funds is approximately $1.4 million. CMAQ funds may be used for a variety of projects and programs designed to reduce vehicular emissions. CMAQ guidelines require the applicant to document those emission reductions. CMAQ funding may be used to replace existing transit vehicles (with new, cleaner buses), purchase alternative fuel buses, and provide operating costs for new service for a maximum period of three years.

unincorporated area in the County. Carpinteria has a vested interest in implementing the CMP because the program is a prerequisite for obtaining federal, state, and local monies. Funding sources include the following: Federal Surface Transportation Program (STP) Funds, Federal Congestion Mitigation and Air Quality (CMAQ) Funds, State Flexible Congestion Relief and Urban and Commuter Rail Funds, State Traffic System Management (TSM) Funds, and Local Subvention Funds.

In 1993, the City prepared a *Development Impact Fee Report* and *Master Facility Plan* to identify, describe and provide cost estimates for all facilities and infrastructure needed by the city at buildout. The Development Impact Fee Report identifies the portion of costs of projects that are development related. Findings from these reports identify needed capital improvement projects required through the buildout, including both projects related to existing deficiencies and those needed to support future development.

ISSUES

Within the city are 32.2 roadway miles and 64.8 lane miles of surface streets, including secondary State Highways. In addition, there are 3.38 miles of State-maintained freeway, consisting of 14.6 lane miles. Circulation issues in the city include:

- Selected roadway sections that are at or near capacity at selected peak periods. This includes the freeway through the city.
- As the freeway traffic increases in the future congestion will force additional traffic onto the local road system.
- Roadways in some areas are non-continuous and do not provide convenient, consistent circulation flow.
- Pedestrian and vehicular access to and from northern and southern Carpinteria areas is inadequate due to a lack of adequate freeway crossings.
- East/west circulation north of U.S. 101 is inconvenient for the present population. This access will become increasingly inadequate as the population grows.
- Many roadways are fragmented because of incremental development patterns. As a result, many streets have varying right-of-way dimensions, incomplete curb and sidewalk improvements, extremely varied roadway conditions and confusing access to some residential areas.
- The downtown area includes and centers on south Linden Avenue, which bisects and provides a central core to the Carpinteria Avenue commercial corridor. Parking and access will become a major problem with increasing traffic volumes.
- Truck traffic exists on predominantly residential streets in the north sector. Much of the truck traffic serves the agricultural industry, and will increase proportionately to the increase in more intensive agricultural uses.

- Pedestrian access has been historically important.

The issues described above are addressed through the objectives and policies in this Circulation Element for the following local circulation routes:

- U.S. 101, State Routes and Freeway Interchanges,
- Carpinteria's Scenic Highways,
- Local Arterial and Collector Streets,
- Truck Routes,
- Railroad, and
- Alternative Modes of Transportation (including facilities for pedestrians and bicycles).

U.S. 101, STATE ROUTES & FREEWAY INTERCHANGES

U.S. 101 is the only freeway serving the Carpinteria area. It serves as the principal intercity arterial highway connecting cities between Los Angeles and San Francisco. To a lesser degree, it serves as an intra-city arterial for trips that may originate and terminate at the various interchanges in the city. Beginning at the Santa Barbara County line, U.S. Highway 101 is six lanes wide north to the State Route 150 interchange, at which point it reduces to four lanes and continues this width northerly through the city. There have been discussions regarding the capacity and potential widening of U.S. 101 through the city.

Two State Routes (SR) traverse the city; SR 150 and SR 192. State Route 150 is a two-lane rural State Highway connecting Carpinteria with Lake Casitas and Ojai in Ventura County. State Route 192, Foothill Road, is a two-lane rural State Highway paralleling U.S. 101 along the foothills of the coastal shelf. It is the only fully continuous parallel route within the area and provides access to agricultural and residential lands north of the city.

Existing freeway interchanges are located at State Route 150, Bailard Avenue, Casitas Pass Road, Linden Avenue (north bound on-ramp/south bound off-ramp only), Santa Monica Road (north bound ramps only), Reynolds Avenue (southbound ramps only), and Carpinteria Avenue at the west end of the city (southbound off-ramp only). Several of the Carpinteria-101 interchanges involve unusually confusing and inefficient design configurations.

Proposed interchange and bridge improvements, as described in the city's *Master Facility Plan* (July 1993) include the following:

- Reconfiguration and reconstruction of the Bailard Avenue/Highway 101 Interchange, including the widening of the

The term "level of service" (LOS) is used to describe the quality or ease of traffic movement for operating conditions that may occur on a roadway or intersection as it accommodates various traffic volumes. Level of service provides an overall qualitative measure of the effect of a range of factors which include speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

There are six levels of service A through F that relate to driving conditions. This technique is the standards method for identifying street deficiencies, and reflects the ability of the street sections to accommodate traffic volumes. These are described below.

Level of Service A - Free flow conditions, low volumes, unrestricted operating speeds, uninterrupted flow, no restriction on maneuverability, little or no delays.

Level of Service B - Stable flow condition, operating speeds beginning to be restricted, design level for rural conditions.

Level of Service C - Stable flow but speed and maneuverability restricted by higher traffic volumes, satisfactory operating speeds for urban conditions.

Level of Service D - Approaching unstable flow, tolerable speeds maintained, delays at signals, temporary restrictions, little freedom to maneuver.

Level of Service E - Low operating speed, volumes at or near capacity, unstable flow, momentary stoppages, extensive delay at signals.

Level of Service F - Forced flow conditions, very low speeds, frequent stoppages for short or long periods because of downstream congestion.

overpass to four lanes, construction of turn lanes, installation of traffic signals and upgrade of the highway on- and off-ramps, or alternative interchange improvements capable of achieving similar affects on Level of Service.

- Reconfiguration and reconstruction of the Casitas Pass Road/Highway 101 Interchange, construction of turn lanes, installation of traffic signals and upgrade of the on- and off-ramps.
- Reconfiguration and reconstruction of the Linden Avenue/Highway 101 Interchange, including the addition of southbound on-ramps and northbound off-ramps, installation of traffic signals and the widening of the overpass.
- Reconfiguration and reconstruction of the Highway 150/Highway 101 Interchange in the eastern portion of town, including the widening of the bridge to four lanes, the realignment of the ramps and installation of new traffic signals and turn lanes, or alternative interchange improvements capable of achieving similar affects on Level of Service.

Objective C-1: To improve the community's ability to access U.S. 101 and areas north of the freeway through the improvement of interchanges.

Policies:

C-1a. Continue coordination and collaboration with the County of Santa Barbara and Caltrans through SBCAG to improve freeway accessibility and to resolve circulation problems in inland areas.

C-1b. The City shall strive to improve vehicular and pedestrian over crossings of the freeway and the various creeks while respecting their habitat value and sensitivity.

C-1c. The City will endeavor to work with Caltrans to resolve freeway access, interchange development and noise attenuation problems as they affect the community.

C-1d. The City shall work closely with Caltrans to assure improvements to freeway interchanges and overpasses compliment the small town quality and charm of the city. Conventional methods for improving level of service such as widening of overpasses for independent turning lanes and signalization of intersections should be avoided if possible in favor of improvements consistent with the existing small town character and charm. Improvements required as a result of a development project shall also be consistent with this policy.

Environmental Consequences

Policies relating to U.S. 101, State routes and freeway interchanges include cooperation with Caltrans and the County to improve freeway accessibility; improvement of pedestrian and vehicular overcrossing of the freeway and creeks while protecting habitat; and cooperation with Caltrans for freeway access, interchange development and noise reduction.

Implementation of circulation system improvements would have the potential to create noise, air pollution, traffic, and other temporary construction effects. New overcrossings could also require stream crossings or other infringements on land conservation areas. Such impacts would depend upon the locale of specific improvements and would need to be addressed on a case-by-case basis. Implementation of standard construction practices and implementation measures for natural habitat areas in the Open Space, Conservation & Recreation Element would be expected to mitigate impacts associated with construction activity.

CARPINTERIA'S SCENIC HIGHWAYS

Currently there are no designated scenic highways in Carpinteria. Designation of "Official Scenic Highways" is governed by Article 2.5 of the California Streets and Highways Code and pertains to State Highway Routes. Section 263.1 and 263.6 of the California Streets and Highways Code identifies SR 150 and U.S. 101 as eligible for designation as state scenic highways. See sidebar for steps to become a designated scenic highway.

Before a route can be designated as an "Official Scenic Highway" the City must take the following steps:

STEP 1. Preparation and Adoption of Scenic Corridor Protection Program. The City must develop and adopt protection measures for the areas within the scenic corridor to meet the State's five minimum requirements including:

- Regulation of land use intensity and density of development;
- Detailed land and site planning;
- Prohibition of off-site outdoor advertising and control of on-site outdoor advertising;
- Careful attention to and control of earthmoving and landscaping; and
- Careful attention to and control of the design and appearance structures and equipment.

STEP 2. Caltrans Review of Protection Program. Submit a request for official designation to Caltrans including:

- The adopted scenic corridor protection program arranged under the headings of the five required minimum standards described above;
- A description of the process employed for public participation; and
- Evidence of adoption of the protection program (such as an official resolution).

The protection program will be reviewed by the Caltrans District and Headquarters Scenic Highway Coordinators to check for compliance.

STEP 3. Departmental Transportation Advisory Committee (DTAC) Review of Protection Program. If the DTAC concurs that the scenic corridor protection program is adequate it will recommend official designation of the route to the Director of Caltrans.

STEP 4. Official Designation and Placement of Poppy Signs. If the Director agrees with the DTAC recommendation, the route will be designated as an official State or County Scenic Highway.

Objective C-2: To designate scenic routes so as to provide for the scenic enjoyment of and maintain and enhance the natural beauty of the lands and views along the roadways of the Carpinteria Valley.

Policies

C-2a. To cooperate with the State and County of Santa Barbara in the designation and development of Highway 101, 150, and 192 within the Carpinteria Valley as scenic routes and official scenic highways. [10-year]

C-2b. To utilize the design tools outlined in the Community Design Element to enhance scenic vistas along Highways 101,150 and 192.

C-2c. To develop scenic route procedures to ensure that public private land uses, site planning, landscaping, outdoor advertising, utilities, view corridors, earthmoving and architecture are consistent with the City's aesthetic objectives for Scenic Highways. [5-year]

Environmental Consequences

Policies relating to scenic highways would require the City to cooperate with the State and County in the designation of scenic highways, utilization of design tools outlined in the Community Design Element, and development of procedures to ensure that development and activity along these corridors is consistent with the objectives of scenic highways.

These policies are designed to enhance the aesthetic character of the city's scenic routes. Implementation of these policies would generally have beneficial environmental effects.

ARTERIAL, COLLECTOR & LOCAL STREETS

The City has established standard right-of-way (ROW) cross sections defining the general ROW width and configuration for each street and highway (See Figure C-1). The cross sections shown here will normally be required. See sidebar on the following pages for standard cross sections for service streets, local streets, collector streets, industrial/commercial collectors, secondary arterials, major arterials, and freeways. It is recognized that the city street system has developed over many years and under varying standards for street and right-of-way widths that are different than the standards herein.

In certain locations it may be determined appropriate to adopt for implementation Specific Plan or special (alternative) section streets that deviate from the street improvement and right-of-way standards herein. Wherever such alternative cross section configurations are used, each will be so designed as to create an orderly transition from one to the next. Each alternative cross section must further the goal of providing safe and efficient circulation, as well as an aesthetically pleasing urban form.

Existing Arterial Streets

Carpinteria Avenue is a two-lane arterial street paralleling the freeway from the SR 150 interchange on the east, passing through the central business district to the west edge of the city. Left turn lanes are provided at several intersections and traffic signals exist at Linden Avenue and Casitas Pass Road. Carpinteria Avenue is the only continuous street running through the city on the south side of the freeway.

Via Real is a two-lane arterial street paralleling the freeway as a frontage road. There are three discontinuous sections of Via Real, from SR 150 to Carpinteria Creek, from Casitas Pass Road to Vallecito Road and from Santa Ynez Avenue west to the city limits.

Santa Ynez Avenue is a two-lane road connecting Carpinteria Avenue with Via Real by way of an overcrossing of U.S. 101.

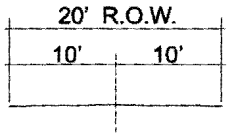
Linden Avenue is a two-lane arterial running from the beach through the center of the city, across U.S. 101 to SR 192.

Casitas Pass Road is a two-lane arterial running from the SR 192 southerly to Carpinteria Avenue. A traffic signal exists at Casitas Pass Road and Carpinteria Avenue. North of the freeway, there is little urbanization east of Casitas Pass Road, although development is largely complete to the west. A full diamond interchange provides access to the freeway, although the northbound on-ramp is separated from the interchange.

ROW Standard Cross Sections

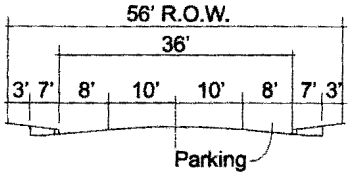
Service Street (Alley). 20' ROW
These local streets are the smallest in the hierarchy of roadway classifications. Service streets are intended to provide delivery access to the rear of commercial properties, especially where such deliveries would adversely affect traffic on the front street.

Service Street

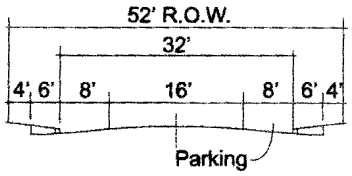


Local Street. Non-through 52' ROW and through 56'ROW
Local streets are designed to serve individual subdivisions and neighborhoods within residential areas. They are inappropriate for use in non-residential land use areas, due to their lack of adequate width of parking and travel lanes, especially for trucks.

Residential Loop Street

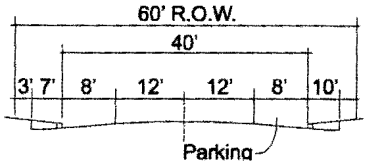


Residential Cul-De-Sac



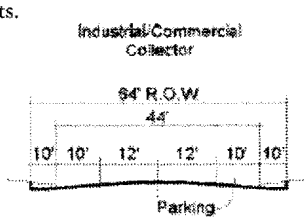
Collector Street. 60' ROW
Collector streets connect local streets to secondary arterial streets. Several neighborhoods may be accessed by a collector street. This classification is the minimum width considered adequate for commercial streets. Widening may be required at intersections to provide for turn channelization and/or transit bus stops.

Residential Collector

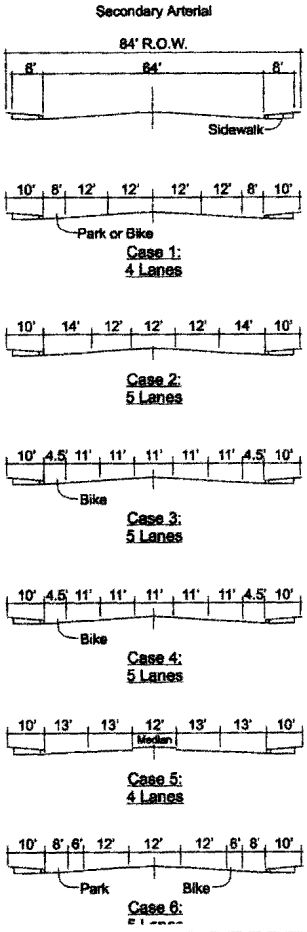


ROW Standard Cross Sections

Industrial/Commercial Collector. 64' ROW. Industrial commercial collectors are designed for industrial and commercial traffic and land use. Their width accommodates both moving and parked trucks within the roadway. This classification is the minimum width considered adequate for industrial streets, and is the preferred width for commercial streets.



Secondary Arterial. 84' ROW. Secondary arterials represent the smallest of arterial highway classifications. Generally they provide routes for through traffic across the City/County. Left or right turn channelization may be provided at intersections. Individual residential lot access is usually restricted from these roads, and commercial or industrial access may be limited to selected locations.



Bailard Avenue is a two-lane arterial running from the north of the city limits to the freeway, where it crosses on a two-lane overcrossing. A diamond interchange provides full access to the freeway. Bailard Avenue serves as the principal access for the surrounding residential area.

Mark Avenue is a two-lane arterial extending from the northern city limits to Via Real. It serves an industrial park in the eastern part of the city north of the freeway.

Note: Adjacent development has provided partial widening in some areas.

Existing Collector Streets

El Carro Lane is the major east-west collector street serving residential areas north of the freeway, running between Santa Monica Creek and Casitas Pass Road. It is presently discontinuous with a missing segment between Linden Avenue and Sterling Avenue.

Ogan Road also serves as an east-west collector street north of the freeway, between Linden Avenue and Casitas Pass Road.

Santa Ynez Avenue (north of Via Real), and **Camino Trillado/Jay Street** serve as north-south collector streets in residential areas north of the freeway.

Santa Monica Road is a two-lane road connecting Via Real with SR 192. This road has a substandard alignment and serves residential and rural land uses north of the city.

South of the freeway, in the central part of the city, **Seventh Street** serves as an east-west collector route between the downtown core and the western part of the area, at Santa Ynez Avenue, and **Eighth Street** serves to connect the core to the area to the east.

In the Arbol Verde/Concha Loma area, **Arbol Verde Drive, Concha Loma Drive** and **Calle Ocho** serve as collector streets feeding residential traffic to Carpinteria Avenue.

Objective C-3: Provide a balanced transportation network with consistent designations and standards for roadways that will provide for the safe and efficient movement of goods and people through the community.

Policies

C-3a. Consider all possible means of funding capital improvements needed to meet traffic and transportation needs generated by buildout of the General Plan.

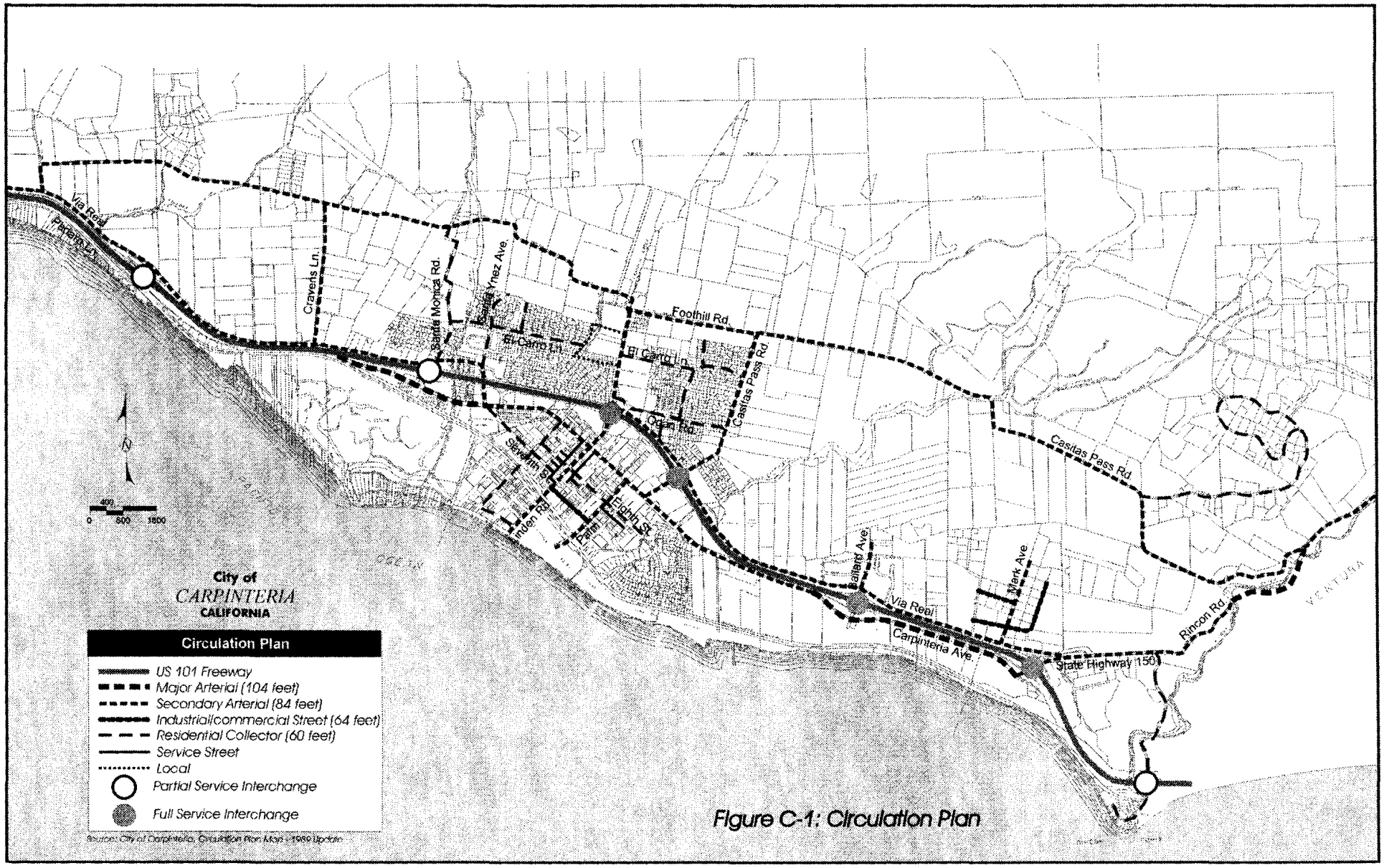
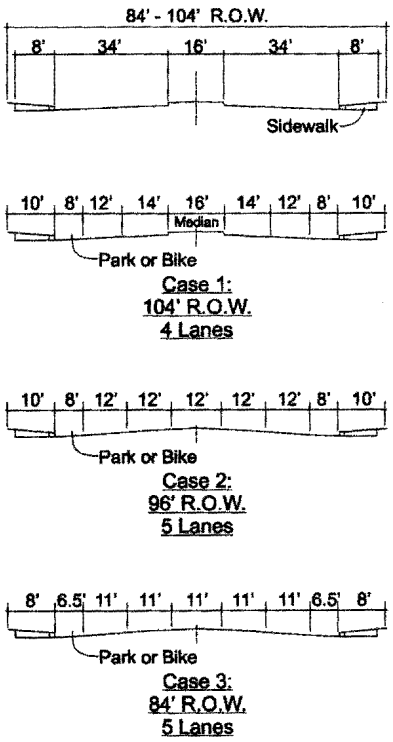


Figure C-1: Circulation Plan

ROW Standard Cross Sections

Major Arterial. 104' ROW.
These arterials carry the heaviest local traffic through the planning area. Access should be limited on these routes to permit efficient, high volume traffic circulation. These routes may have raised medians, and accommodate up to six lanes. Turn channelization will also be provided. Access to adjacent property may be limited to a greater extent than as in Secondary Arterials.

Major Arterial



Freeway. 200(+)' ROW.
The freeway is the largest circulation elements in the city. This major regional circulation route carries traffic to other regional areas and connects Carpinteria to a national circulation network. The freeway system has limited access only at designated locations, thus allowing traffic to flow uninterrupted over greater distances.

NOTE: [5-year] *or* [10-year] *indicates anticipated timeline for implementation.*

C-3b. Apply the street improvement and right-of-way standards established herein to new street development in the city except where:

- alternative standards have been adopted by the City through an applicable Specific Plan or similar implementation tool; or
- the City determines that development of an infill site makes application of the standards inappropriate; and
- it has been found by the city that use of the alternative street right-of-way and/or improvement standard will provide safe and efficient circulation, orderly transition as well as an aesthetically pleasing urban form.

C-3c. Review new development proposals to improve neighborhood circulation patterns and enhance the inter-neighborhood routing characteristics of the city's master plan.

C-3d. Develop El Carro Lane as an east/west collector to provide a safe, non-freeway dependent community street, while including a design that assures protection of the neighborhoods adjacent to this street. The City shall maintain speed limits and traffic controls appropriate to this street's residential character. [10-year]

C-3e. In addition to existing at grade railroad crossings located at Linden, Palm, Dump Road, and Sandyland Cove Road, establish at grade or grade separated railroad crossings in order to improve vehicular and emergency access to the Beach neighborhood and ensure that emergency access routes and crossings of U.S. 101 are maintained. [10-year]

C-3f. Improve travel characteristics of the city's circulation plan by:

- planning and developing a continuous and direct east/west surface street route north of and parallel to Highway 101 to improve the efficiency of local traffic circulation [5-15 years]
- considering the westerly extension of Via Real to Casitas Pass Road and from Vallecito to Linden;

C-3g. Establish programs that monitor and effectuate improvements on roadways as the need arises. [2-year]

C-3h. Require all new projects to demonstrate safe traffic flow integration with the Master Plan of Streets as well as street/drainage improvements function. This shall include construction traffic and the designation of construction routes.

C-3i. Develop and implement programs that improve the circulation and parking systems of the downtown area. [2-year]

C-3j. Develop a prioritized Capital Improvement Program directed at roadway improvements. [2-year]

C-3k. Segregate by design, enforcement and traffic pattern, routes of significant industrial and residential conflict.

C-3l. Provide sufficient parking and loading space in commercial and industrial areas to minimize interference with efficient traffic circulation.

CARPINTERIA AVENUE CORRIDOR

Objective C-4: Improve the Carpinteria Avenue corridor to ensure adequate traffic flow, safe bicycle use and improved aesthetic qualities.

Policies

C-4a. Regulations should be established which minimize traffic movement friction on Carpinteria Avenue. Such standards should include but not be limited to:

- elimination of problematic existing and proposed left hand turn movements,
- eliminating where appropriate existing curb cuts, and
- creating standards for when new driveways are allowed, spacing, and alignment. [5-year]

C-4b. A Specific Plan or similar document should be prepared and adopted that serves to guide private and public improvements along the street. The plan should include among comprehensive criteria, direction concerning appropriate uses, the relationship of buildings to the street, and the different street improvement standards for each identified street increment (Downtown "T", East end, West end, etc.). [2-year]

Implementation Measures for Policies C-3a through C-4b:

1. Projects contributing PHT's (peak hour trips) to intersections that operate at an estimated future level of service that is better than LOS C shall be found consistent with this implementation measure unless the project results in a change in V/C (volume/capacity) ratio greater than 0.20 for an intersection operating at LOS A or 0.15 for an intersection operating at LOS B. See Table C-1 for the applicable relationship of LOS to V/C ratio for this and the following measures.

Figure C-1a

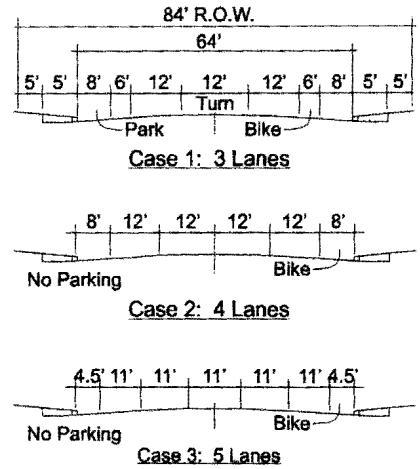


Figure C-1b

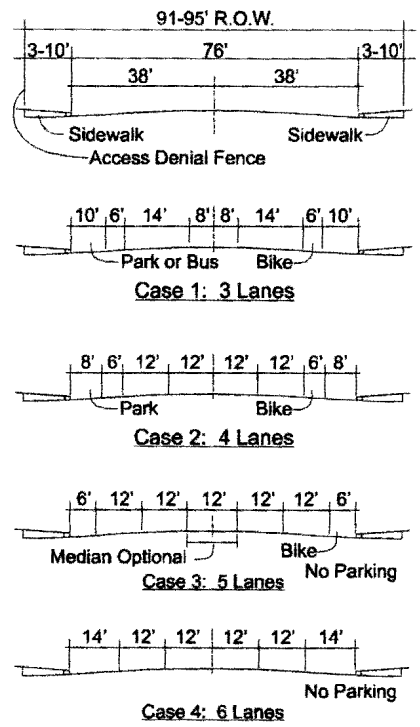
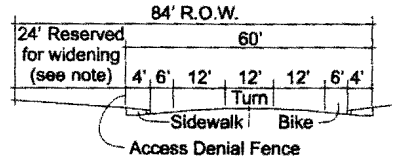


Figure C-1c



Note: This section will be used unless the ADT level on Carpinteria Avenue in this area reaches or is projected to reach a 10,000 vehicle threshold. When the ADT reaches or exceeds 10,000, the Circulation Element standard 84' right-of-way will be required.

Table C-1: Level-of-Service (Signalized Intersections)

Level of Service	Volume/ Capacity	Quality of Traffic Operation
A	0-.60	Free flow conditions, low volumes, unrestricted operating speeds, uninterrupted flow, no restriction on maneuverability, little or no delays.
B	.61-.70	Stable flow condition, operating speeds beginning to be restricted, design level for rural conditions.
C	.71-.80	Stable flow but speed and maneuverability restricted by higher traffic volumes, satisfactory operating speeds for urban conditions.
D	.81-.90	Approaching unstable flow, tolerable speeds maintained, delays at signals, temporary restrictions, and little freedom to maneuver.
E	91-1.00	Low operating speed, volumes at or near capacity, unstable flow, momentary stoppages, extensive delay at signals.
F	1.01 or greater	Forced flow conditions, very low speeds, frequent stoppages for short or long periods because of downstream congestion.

Source: Highway Research Board, National Academy of Sciences – National Research Council, *Highway Capacity Manual*, 1965 (Washington, D.C.; Highway Research Board, Division of Engineering and Industrial Research, 1965), 80, 81, 131.

For intersections operating at an estimated future level of service that is less than or equal to LOS C, a project must meet the following criteria in order to be found consistent with this measure:

a. For intersections operating at an estimated future LOS C, no project shall result in a change of V/C ratio of greater than 0.10.
b. For intersections operating at an estimated future LOS D, no project shall contribute 15 or more PHT's.
c. For intersections operating at an estimate future LOS E, no project shall contribute 10 or more PHT's.
d. For intersection operating at an estimated future LOS F, no project shall contribute 5 or more PHT's.

2. Where a project's traffic contribution does not result in a measurable change in the V/C ratio at an intersection but does result in a finding of inconsistency with implementation measure 1 above, intersection improvements that are acceptable to the Director of Public Works shall be required in order to make a finding of consistency with these intersection standards. A

measurable change in V/C ratio shall be defined as a change greater than or equal to 0.01.

3. Where a project's traffic contribution does result in a measurable change in V/C ration and also results in a finding of inconsistency with implementation measures 1 and 2 above, intersection improvements that are sufficient to fully offset the change in V/C ratio associated with the project shall be required in order to make a finding of consistency with these intersection standards.

Environmental Consequences

Policies relating to streets include consideration of all possible funding sources to meet transportation needs, development of a set of standards for street design, review of development proposals for effects on circulation, and development of a prioritized Capital Improvement Plan.

These policies are generally designed to develop plans for improved circulation, monitor traffic conditions in the city, and develop appropriate requirements for new development proposals. These types of policies would not involve any direct physical changes that would have environmental effects.

Implementation of specific policies that call for roadway improvements could result in physical environmental effects. Construction activity would have the potential to create noise, air pollution, traffic, and other temporary effects. Implementation of standard construction practices would be expected to mitigate impacts.

TRUCK ROUTES

The purpose of designating truck routes in a Circulation Element is to assure that truck traffic patterns are compatible with existing and proposed patterns of land use in the city and that the geometric cross section of the road and its structural section are constructed adequately to service heavy and large vehicles. While trucks may utilize any public street for delivery of goods or services within the city, in some cases it may be desirable to post truck routes, or to place other traffic use restrictions on certain streets to discourage truck traffic where it is found to be incompatible with existing or planned land use patterns or street improvements.

The City is faced with a number of problem areas with regard to truck transportation needs.–Existing and future patterns of truck traffic have been identified that conflict with land uses patterns and street improvements in the city. Truck trips generated from the east industrial park area conflict with residential uses on Via Real. The truck-dependent agricultural, commercial and industrial uses in the unincorporated Carpinteria Valley generate truck trips that may be

incompatible with existing uses and street improvements north of the freeway. Furthermore, the planned improvement of the Linden Avenue/Highway 101 interchange would create a northbound freeway exit at Linden that could encourage truck traffic to travel north on Linden from the freeway to Highway 192. The potential for noise, vibration, air pollution, odor, damage to residential streets, vehicular congestion and unsafe bicycle/pedestrian situations to negatively affect the community is substantial.

The truck route designations are intended to provide for safe and effective routes that avoid residential neighborhoods and other sensitive uses. Traffic control measures, such as truck routes, can help to reduce impacts from truck traffic. For example, traffic noise and congestion impacts to residential neighborhoods and other sensitive land uses adjacent to Major Arterial Roads can be effectively reduced through routing of trucks to avoid such streets. Further, truck routes and similar traffic control measures can dissuade large trucks from traversing neighborhood streets potentially damaging streets and creating public safety hazards.

Objective C-5: Provide a system of safe and functional truck routes.

Policy:

C-5a. The City may designate or prohibit City streets for use by any commercial vehicle or by any vehicles exceeding a maximum gross weight. Any street so restricted by ordinance may continue to be used by such vehicle for pickups and deliveries of goods, wares, merchandise and construction materials to any building or structure located on the restricted street. Should the City restrict by ordinance the use of any street within its jurisdiction by any commercial vehicle or by any vehicle exceeding a maximum gross weight, it shall identify an appropriate alternate route for such vehicle.

Implementation Measures

4. Continue to enforce the existing truck route that directs trips on Via Real between the Bailard freeway interchange and Mark Avenue to Carpinteria Avenue, Highway 150 and Via Real (east of Mark) and amend the municipal code to extend the designation to Bega Way.
5. Monitor the operational and structural condition of city streets as well as the compatibility of truck traffic to existing and planned land use and, as appropriate, adopt a requisite ordinance(s) to designate or prohibit use of City streets by commercial vehicles or vehicles exceeding a determined weight.
6. Encourage the County and State to implement operational improvements as necessary to serve traffic along the Highway 192 corridor.

Environmental Consequences

The development of truck routes would result in safer and more functional routes needed for truck-dependent agriculture, commercial, and industrial uses. Policy C-5a states that the city shall endeavor to restrict truck traffic to designated truck routes. This policy would benefit vehicular congestion, pedestrian and bicycle safety, and reduced exposure to hazardous loads. Reduced vehicular congestion would benefit air quality and circulation. Specified truck routes would also reduce noise impacts for sensitive receptors such as residences and schools. The policy would be expected to result in an overall beneficial environmental effect for the city.

Railroad

The major coastal railroad route passes through the Carpinteria Planning Area along its southern edge. Public railroad passenger service (Amtrak) began in 1997.

A number of issues evolve from the rail line, including:

- Availability of vehicular/pedestrian crossings that provide safe and adequate opportunities for the community's transportation needs, coastal and emergency access.
- Noise and vibration impacts (see Noise Element).
- Accidents and hazardous materials releases (see Safety Element).

Objective C-6: Provide adequate safe railroad crossings and to effectuate community design of buffers that will attenuate rail-related noise.

Policies

C-6a. Seek funding sources for grade-separated crossings of the rail line to resolve conflicts with urban linkages, where such structures are considered feasible. [10-year]

C-6b. Encourage well-designed barriers, buffers and acoustically designed construction for noise attenuation in new developments.

C-6c. Encourage development of available railroad rights-of -way for alternative transportation, bicycle, recreation, trail, parking related, and other appropriate uses.

C-6d. Put programs for developing crossing improvements with the State Public Utilities Commission and railroad operators into effect.

C-6e. Encourage additional Amtrak stops.

Environmental Consequences

The Union Pacific Railroad passes through the southern portion of the city and creates potential safety and noise problems. The City has developed policies to address railroad crossings where urban land use conflicts exist, encourage noise attenuation measures, use the railroad right-of-way for multi-purpose trails, parking and other appropriate uses, and implement crossing improvements developed with the State Public Utilities Commission and Union Pacific Railroad Company.

Implementation of these policies would generally improve noise conditions, reduce railroad crossing hazards, and enhance the development of alternative transportation modes. Implementation of these policies may have temporary construction effects; however, standard construction practices would be expected to mitigate adverse environmental effects.

ALTERNATIVE MODES OF TRANSPORTATION

The City has adopted policies to encourage use of alternative transportation modes including Transportation Demand Management (TDM) programs, ridesharing, public transit, and bicycling consistent with the Santa Barbara County Congestion Management Program (CMP). The City's Steering Committee of the 2020 Visioning Process describes additional goals relating to alternative transportation modes in the On Track to the Future - A Community Vision publication (September 1997). These topics are discussed below.

Bicycling

The City of Carpinteria has a total of 4.1 existing bikeway miles including 3.6 miles of formal street bikeway facilities and 0.5 miles of off-street bikeway facilities. Figure C-3 illustrates Class I, Class II, and Class III bikeways in the Planning Area.

In 1994, SBCAG completed the Regional Bikeway Study that identified a system of regionally significant bikeways within the County that links major population centers and, within centers, major trip origin and destinations. There are 3.8 miles of bikeway segments existing in Carpinteria, which is a part of the regional bikeway system. An additional 6.5 miles of bikeways have been proposed to complete the regional bikeway system through the city.

Class I bikeways are trails or paths that have entirely separate rights of way from automobile roadways for the use of bicycles and pedestrians. The paths minimize crossflow with automobile roads and can be located in parks, recreational areas, or road rights-of-way if such width permits.

Class II bikeways or lanes are those found along roadways that are separated from vehicular travel lanes by a painted lane, a "bikes only" sign or a barrier. These lanes are primarily for bicycle use, although vehicular parking and crossflows by pedestrians and motorists are permitted.

Class III bikeways or "shared bicycle routes" are shared by pedestrians or motorists and are not physically separated from roadways. Only signs or roadway markings denote these routes.

Pedestrian Facilities

Walking to shopping and recreational sites promotes direct interface with the physical environment as well as ecologically benefiting the community. Safe well-maintained sidewalks, trails and other street improvements, as well as pedestrian-oriented design standards, encourage pedestrian transportation. Figure C-4 illustrates existing and proposed trails in the Planning Area.

The City redeveloped its waterway launch facility at the ocean end of Ash Avenue to provide a buoyed corridor for the safe launch of light sail and other small watercraft. This designated launch corridor, complete with parking facilities, will provide an area where light water craft may be carried across the beach and put to sea without conflict with bathers and beach users.

Public Bus System

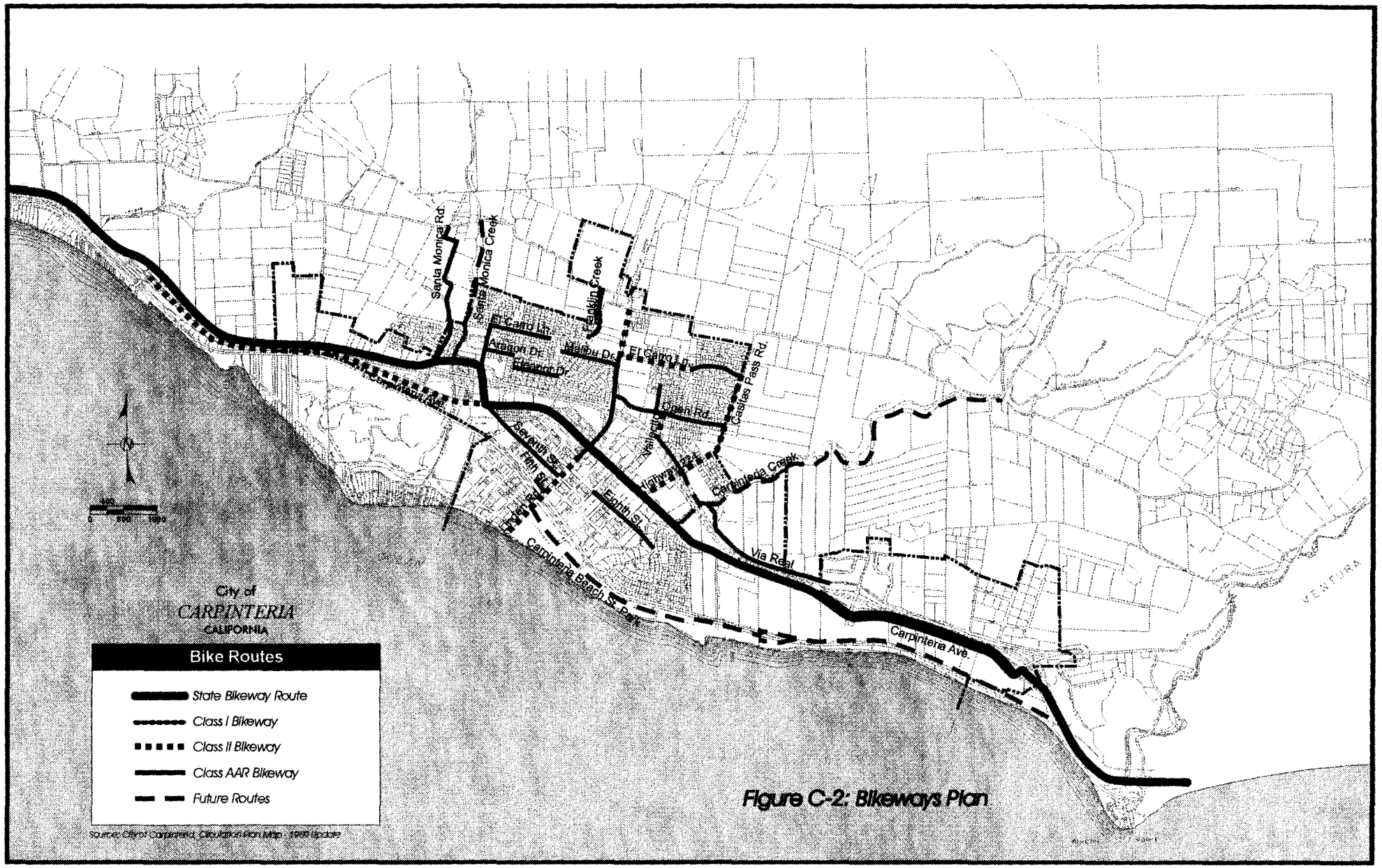
Carpinteria is served by the Santa Barbara Metropolitan Transportation District (SBMTD), a public district serving the south coast of Santa Barbara County. One bus line, Route 20, passes through the city and is routed along Via Real, then south along Santa Ynez to and along Carpinteria Avenue to Camino Carreta. It circles around south of Mark Avenue and returns to Santa Barbara in the reverse direction. On its route, Bus Line 20 makes more than four dozen total stops inbound and outbound Monday through Saturday and about half as many on Sundays.

Bus Line 20 interconnects with the Seaside Shuttle line, local shuttle service currently providing service between residential neighborhoods north of Highway 101 and the Downtown and beach area. The shuttle is electrically powered and runs seven days a week.

Commercial carriers provide bus transportation to and from outlying areas. The bus depot for commercial carriers is centrally located downtown. The carrier, Greyhound Bus Lines, is an intercity operator that provides daily service trips to San Francisco, San Luis Obispo, and Los Angeles.

The Carpinteria Area Rapid Transit (CART) service provides door-to-door demand response service to the general public as well as frail, elderly and handicapped individuals. The City subsidizes a local private paratransit operator to provide door-to-door service for frail, elderly, and handicapped persons in the south coast area, in addition to its fixed route wheel chair accessible services. CART services has only been available on weekdays for four hours per day, two of which are used primarily to transport seniors to a nutrition center; it does not itself offer the community a viable transportation alternative for work trips.

Objective C-7: Build demand for alternative transportation use by increasing ease, effectiveness, and social acceptability, and through foresighted planning.



Source: City of Carpinteria, City Active Plan Map - 1998 Update

Figure C-2: Bikeways Plan

Policies

C-7a. Ensure that major businesses prepare and implement Transportation Systems Management Plans to achieve a reduction in the number of trips generated by their employees and operations by encouraging private sector program elements similar to the following:

- Preferential employee carpool/vanpool parking
- Work-at-home (telecommuting)
- Designation of Company Transportation Coordinator
- The construction of Transit Passenger Shelters (if located along an existing or designed transit route)
- Bus subsidies
- Transit operating subsidies
- Transit pass subsidies
- Buspool or shuttle bus programs
- Vanpool program
- Parking fees
- Showers, lockers and preferred bicycle parking
- Non-peak period shift schedules
- Flexible work hours offered to employees who rideshare
- Provision of luncheon/lounge seating area with vending machines and food preparation facilities
- Other programs and incentives which can feasibly and significantly reduce potential peak period trips.

C-7b. Develop safe and direct pedestrian accessibility between residential areas, schools, parks, and shopping areas in both new and existing urban areas.

C-7c. Provide safe mobility for the physically handicapped through the design of street improvements and public facilities.

C-7d. Practice signal timing that is designed for the safe movement of the aged and the handicapped at locations where such needs exist.

C-7e. Provide continuous sidewalks, where appropriate, for safe pedestrian circulation and consider creative alternatives for such issues.

C-7f. Earmark a larger portion of development impact fees for alternative transportation programs.

C-7g. Create a citywide campaign of prolonged duration promoting alternative transportation.

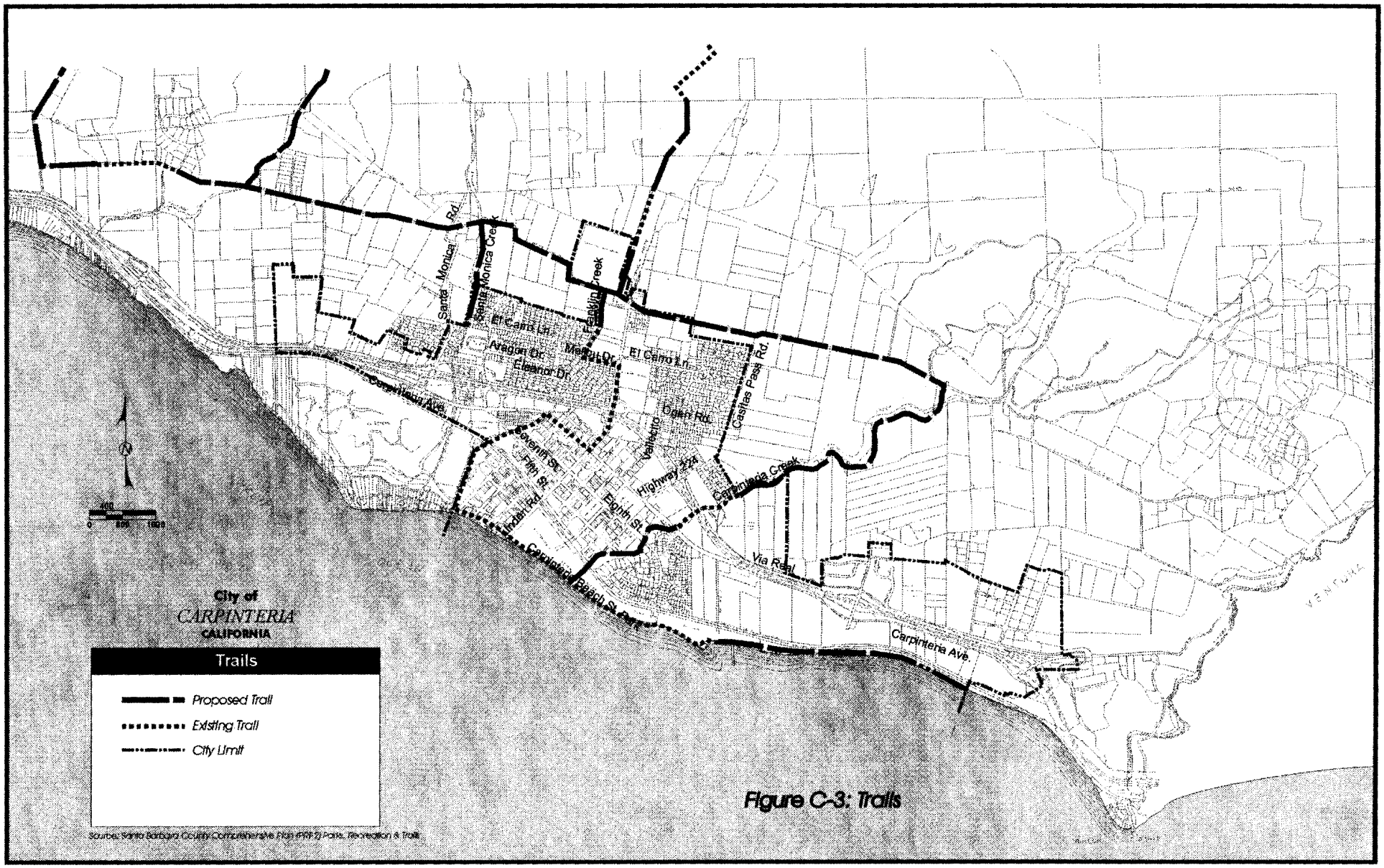


Figure C-3: Trails

Objective C-8: Support and develop safe, direct and well-maintained bicycle and pedestrian systems and recreational boating facilities that serve all segments of the public

Policies:

C-8a. Integrate the development of bicycle routes and pedestrian pathways in additional areas of the city, and encourage the utilization of such routes for commuting as well as recreational purposes.

C-8b. Provide adequate right-of-way and improvements for bicycle lanes, when called for in future street dedications.

C-8c. Provide or require safe and adequate bicycle parking at transportation centers, public parks, recreation areas and other nonresidential locations.

C-8d. Encourage integration of the city's bicycle routes with state and countywide programs.

C-8e. Encourage educational programs on bicycle safety, and complement such programs through bicycle law enforcement.

C-8f. Encourage pedestrian movement by providing pedestrian facilities that are direct and convenient, particularly in the beach and downtown areas.

C-8g. Consider rerouting the Pacific Coast Bikeway to another location parallel to the coastline, such as adjacent to the railroad right of way throughout the city. [5-year]

C-8h. Encourage a bike trail link from Carpinteria to Summerland along the railroad right of way and a coastal link to Ventura paralleling U.S. 101.

C-8i. Inspect, provide, and maintain contiguous bike lanes for a one-half mile radius around each school site.

C-8j. Encourage the School Board to instruct the School District to include bicycle safety as part of the curriculum.

C-8k. Contact the Carpinteria Chapter of the AHA and ask them to include the benefits of bicycling as part of their workplace training program. [2-year]

C-8l. As a requirement of new development, significant attention must be paid to bicycle-friendly infrastructure and the maintenance of nearby old infrastructure.

C-8m. Add more bike lanes to arterial street cross-sections.

C-8n. Develop funding sources for new bicycle infrastructure including diversion of funds from sources currently applied to single occupant vehicle infrastructure.
C-8o. Correct bike lanes at intersections, allowing for straight through bike lanes adjacent to auto lanes, when a right-turn lane exists.

C-8p. Correct pressure sensitive signals to respond to weight of bicyclists.

C-8q. Encourage the placement of bicycle lockers at shopping centers and major traffic areas.

C-8r. Encourage large employers to place bicycle lockers in convenient locations on their premises.

Objective C-9: Promote the use of public transit systems that provide mobility to all city residents, and reduce automobile congestion within the capabilities of the community.

Policies:

C-9a. Continue cooperation with the Santa Barbara Metropolitan Transit District (SBMTD), Caltrans and other transportation agencies, in order to assure that all City residents have adequate access to public transit as an alternative to the automobile.

C-9b. Develop the circulation system in a manner that will maximize route efficiency for transit lines within the city.

C-9c. Coordinate with SBMTD, Caltrans and other transportation agencies in the development of route systems and transfer points.

C-9d. Promote efficient and attractive public transit which maintains acceptable personal safety, and minimizes the disruption of neighbors attributable to transportation facilities and operations.

C-9e. Encourage privately owned transit systems to interface with the public transit systems.

C-9f. Encourage SBMTD and others to develop a variety of public transit modes and schedules coordinated with those of adjacent cities, while meeting residential and seasonal transit needs. Further, support development of a Ventura/Santa Barbara express bus commuter line with stops in Carpinteria.

C-9g. Continue cooperation with SBMTD to ensure frequent, predictable, safe and reliable neighborhood shuttle bus service.

C-9h. Encourage MTD to promote use of Parking Lot 3 as a park and ride lot, and encourage Caltrans to establish and promote its parcel southwest of the Bailard/Highway 101 interchange for a park and ride lot.

C-9i. Work with MTD to promote increased bus use and explore providing expanded inner city/neighborhood shuttle service within the city. [2-year]

C-9j. Encourage the growth of low impact and non-polluting industry, and promote improved congestion management techniques. This may take the form of local business ordinances and might be applied through the permitting process.

C-9k. Provide incentives to businesses that offer flexible shift/start times, compressed work week opportunities, and telecommuting options.

C-9l. Design and place improved signage for parking lots, sites of interest, business districts and recreational areas.

C-9m. Work with SBCAG's Traffic Solutions program to promote and educate citizens and employers about alternative transportation including bicycling, carpooling, vanpooling, buses, telecommuting, staggered start/stop times, compressed work weeks, and other alternatives as they are developed.

C-9n. Require new development plans to include significant attention to alternative modes of transportation.

C-9o. Require well-designed walkways as a condition to new development approval.

C-9p. Establish a regulatory framework for siting antennas and telecommunication equipment. [2-year]

C-9q. Participate in countywide planning for telecommunications.

C-9r. Encourage local businesses to participate in electronic commerce.

Environmental Consequences

Alternative transportation policies encourage alternative transportation modes including Transportation Demand Management (TDM) programs; support and develop bicycle systems, pedestrian, and boating facilities; and promote the use of public transportation systems. The policies are specifically developed to reduce negative environmental effects of transportation that include air pollution, noise, traffic congestion and related effects to human health and safety. Policies would result in a beneficial effect for the environment.

Open Space, Recreation & Conservation

INTRODUCTION

Carpinteria has several natural resources that have local, regional, and statewide significance. These resources include natural and developed open space resources and a variety of natural physical resources. Preservation and conservation of these resources is key to maintaining the natural qualities of the area that create the environmental setting and character of the community. Basic to this goal is providing: clean air, water and soil; adequate protection of plant and animal habitats; maintenance of visual resources; and preservation of special resources including beaches, recreation areas, trails, marshland, creekways and agricultural land.

State law requires that community open space and natural resources be identified and that goals, policies and implementation measures be provided to help the community preserve their resources. The community has identified resources in the city and the Carpinteria Planning Area that require careful management in order to preserve their natural beauty and environmental integrity. These resources fall into three categories which, include:

The Conservation Element is a required element of the General Plan, established to address *"...the conservation, development, and utilization of natural resources..."* (California Government Code, Section 65302(d).

Biological Resource Areas

Carpinteria Bluffs
Carpinteria "*El Estero*" Salt Marsh
Beaches, Tidelands, and Offshore Reefs
Harbor Seal Hauling Grounds
Creekways and Riparian Habitat
Native Plant Communities
Butterfly Habitat

Primary Resources

General Soil Resources and Farmland
Water Resources
South Central Coast Air Basin
Mineral Resources
Visual Resources

Other Resources

Parks and Recreation Areas
Trails and Coastal Access
Culturally Significant Locations

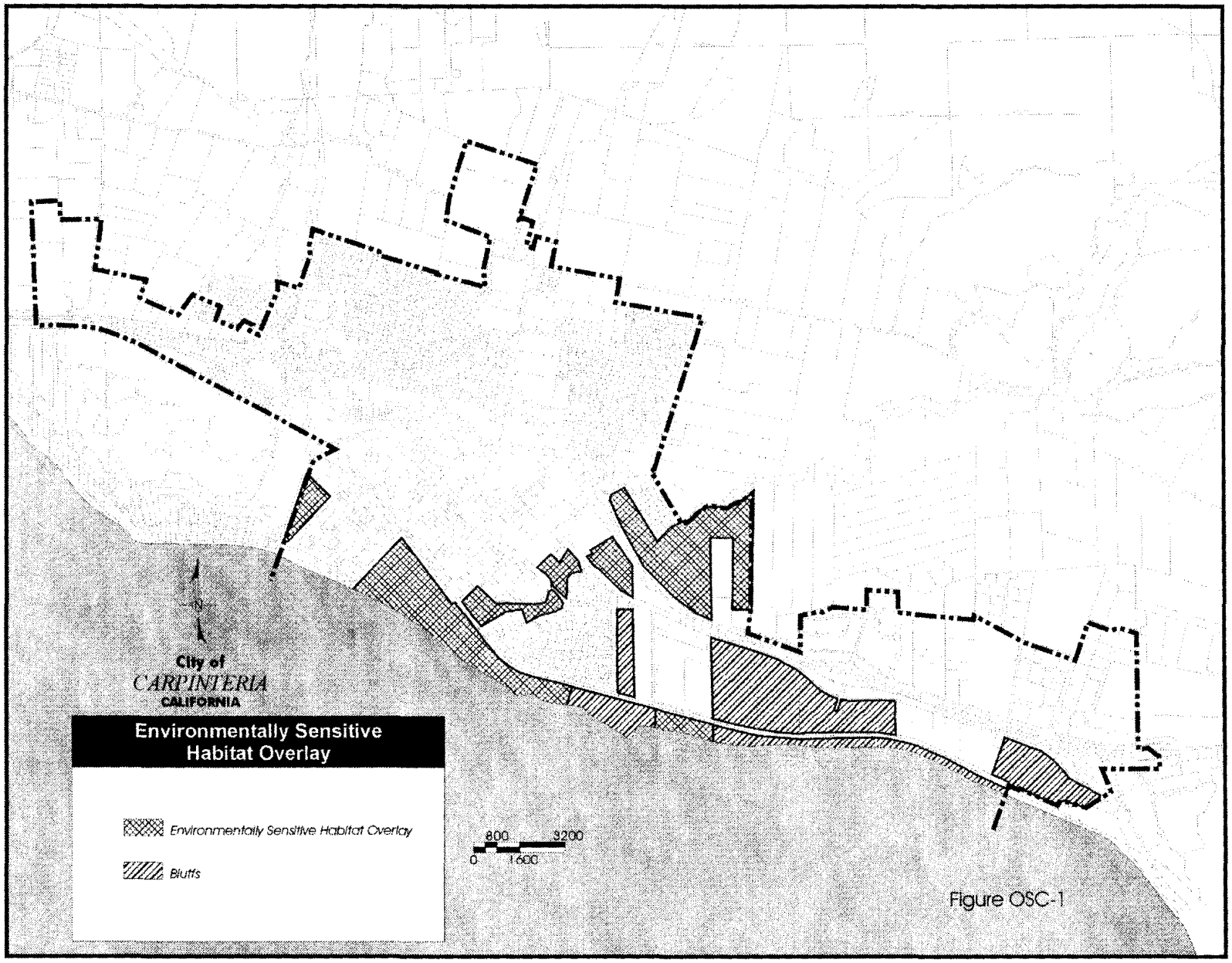
These resources are described in this element along with policies and measures to protect them.

Environmentally sensitive habitat areas are defined in the California Coastal Act as "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and development."

ENVIRONMENTALLY SENSITIVE HABITAT AREAS

The Coastal Act requires that Environmentally Sensitive Habitat Areas (ESHA) be protected from significant disruption of habitat values (see side bar definition and Coastal Act policy references). Table OSC-1 identifies the sensitive habitat types that have been identified as existing in Carpinteria. The Land Use Element includes an ESHA overlay designation that, in conjunction with the policies and implementation measures of this Open Space, Recreation & Conservation Element, identify the location of resources and establish policies and regulations for their conservation. The ESHAs identified on the land use map, Figure LU-1, and the resource maps of various implementation plans including the Carpinteria Bluffs Coastal Access, Recreation and Open Space Master Program and the Management Plan for the Carpinteria Salt Marsh Reserve, provide protection for many important local resources and provide habitat for many species of plants and animals including critical habitat for seven threatened and endangered species (southern Steelhead, Tidewater Goby, western Snowy Plover, southwestern Willow Flycatcher, Belding's Savannah Sparrow, lightfooted Clapper Rail, and Saltmarsh Birdsbeak). The ESHAs of Carpinteria include a diversity and number of habitats and species not commonly found in urban areas and these areas warrant unique measures to ensure adequate protection.

The ESH overlay designations reflected on the land use plan and resource maps are representative of the general location of known habitat. All of the resource areas in the community may not be known and migration of species or discovery of new habitats would result in the need for designation of a new area. A designation on a particular parcel identifies the existence of sensitive habitat in an area, not the extent of the habitat area. The designations generally follow contiguous sections of habitat area such as Carpinteria Creek and Carpinteria Salt Marsh. There has not been an attempt to map isolated, discontiguous pockets of habitat but these areas are acknowledged and proposed for the same protections as larger contiguous sections of habitat area. Therefore, the designations of the land use plan are not definitive and are to be supplemented with subsequent program and project level resource study and mapping.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CARPINTERIA
CALIFORNIA
Environmentally Sensitive Habitat Overlay
Environmentally Sensitive Habitat Overlay
Bluffs
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Figure OSC-1

Table OSC-1: Environmentally Sensitive Habitat Areas

Habitat Type	Area
Wetlands	Carpinteria "El Estero" Salt Marsh, lower Carpinteria Creek
Butterfly Habitat	Salzgeber Meadow, Carpinteria Oil and Gas Plant, other locations throughout the city
Marine Mammal Rookeries and Hauling Grounds	Sandy pocket near Carpinteria Oil and Gas Plant pier on Carpinteria Bluffs
Rocky Points and Intertidal Areas	Carpinteria Bluffs
Subtidal Reef	Carpinteria coast
Kelp Beds	Carpinteria coast
Creeks and Riparian Habitat	Santa Monica Creek, Franklin Creek, Carpinteria Creek, Lagunitas Creek
Significant Native Plant Communities such as coastal sage scrub, riparian scrub, coastal bluff scrub, and native oak woodlands	Carpinteria Bluffs, Carpinteria Creek, other locations throughout the city to be determined on a case-by-case basis as projects are reviewed

Objective OSC-1: Protect, preserve and enhance local natural resources and habitats.

Policies:

OSC-1a. Protect Environmentally Sensitive Habitat Areas from development and maintain them as natural open space or passive recreational areas.

OSC-1b. Prohibit activities, including development, that could damage or destroy biological resource areas.

OSC-1c. Establish and support preservation and restoration programs for natural areas such as Carpinteria Creek, Carpinteria Bluffs, Carpinteria Salt Marsh, seal rookery, Carpinteria reef, Pismo clam beds and the intertidal zones along the shoreline.

Implementation Measures

1. In addition to the policies and implementation measures herein, utilize the California Environmental Quality Act (CEQA) to identify and avoid or reduce

potential impacts to air and water quality, environmentally sensitive habitats, riparian habitats, marine plants and animals, and other environmental resources.

2. Form an Open Space and Conservation Advisory Committee to provide, at the pleasure of the city Council, recommendations concerning preservation and management of local natural resources and habitats. [5-year]

3. Prepare and implement habitat preservation programs with emphasis on preserving identified Environmentally Sensitive Habitat Areas through habitat management and restoration (1-7 years). The programs should include at a minimum:

- Special requirements for development plans which include Environmentally Sensitive Habitat Areas,
- Management practices for protection and restoration of ESH areas, and
- Recognition of the right to maintain existing legal non-conforming development and the ongoing need to protect the public health and safety of those residing in such development.

4. The City shall maintain an Environmentally Sensitive Habitat (ESH) Overlay district within its zoning ordinance with the purpose of protecting and preserving areas in which plant or animal life are either rare or especially valuable because of their role in the ecosystem and which could be easily disturbed or degraded by human activities and development. The intent of the zoning district shall be to ensure that all development on properties subject to the ESHA overlay is designed and carried out in a manner that will provide maximum protection to sensitive resources. The overlay area shall apply at a minimum to those parcels designated with the overlay designation on Figure LU-1, or any parcel located within 250 feet of a parcel so designated, or to any area identified as ESH either on an official resource map adopted by the city or through the city's development review process.

5. Any activity proposed within an ESH area, including maintenance of property improvements such as weeding and brush clearing, tree trimming, and removal of dead or dying plant material ("maintenance"), shall not result in the significant disruption of habitat values and shall require approval from the City Biologist or a determination by the City that the proposed activity is consistent with the habitat management plan adopted by the City for the area. Further, the City shall annually provide notice to the owners of property that include ESH area concerning the limits on activities in ESH areas, the prohibition of any

disruption of habitat values and the procedure for requesting approval of activities potentially affecting an ESH area. Any activities proposed to be undertaken within the creek or below the top of bank must first be approved by the State Department of Fish and Game. For improvements existing prior to adoption of this plan, a maintenance program shall be submitted by the property owner(s) that describes the scope and nature of maintenance activities. The city shall review the program, make any appropriate changes to avoid further disruption of habitat values and shall approve the program. Unless maintenance work is proposed that is outside the scope of the approved program or a State Department of Fish and Game permit is required, no further review by the city shall be required; maintenance activities beyond those stated in the approved program are prohibited.

6. Determine appropriate methods for the preservation of sites that include sensitive biological resources. These methods may include land purchase, tax relief, purchase of development rights, or other methods. Where these methods are not feasible, the city should ensure through permit review that development does not result in any significant disruption of habitat identified on a site or on adjacent sites.

7. Regulate all development, including agricultural development, adjacent to areas designated on the Land Use Plan as habitat areas, adjacent to ocean-fronting parks or recreation areas, or contiguous to coastal waters, to avoid adverse impacts on habitat resources. Regulatory measures include, but are not limited to: setbacks, buffer zones, grading controls, noise restrictions and maintenance of natural vegetation.

8. Prior to issuance of a development permit, all projects shall be found to be in compliance with all applicable habitat protection policies of the General Plan/Local Coastal Plan and implementing policies and regulations of the Coastal Access and Recreation Program, Carpinteria Bluffs Access Recreation Master Open Space Program, and any other implementing plan for these policies.

9. Provide public education and information services on the community's significant natural resources including the creeks, the Carpinteria Salt Marsh, coastal bluff areas, Monarch butterfly habitat, etc., to increase community awareness of sensitive environmental habitats and their value to Carpinteria.

10. Support environmental review and monitoring of natural resources by a qualified biologist on an on-going basis, and as needed for development project review.

Environmental Consequences

The objective and policies are written to provide protection to sensitive open space areas and habitats, to provide comprehensive planning for watersheds, support recreational development in a manner that will not adversely affect the environment, and conserve soils, air and water resources. Implementation measures in the element such as utilization of the California Environmental Quality Act, a watershed management plan, and a creek preservation ordinance would all have positive consequences for the environment.

Carpinteria Bluffs

The Carpinteria Bluffs area is approximately 157 acres, located in the southeast area of town, between the coastline and Highway 101 (see Figure OSC-1). The Bluffs consist of gently sloping, coastal bluff-top grasslands, along approximately 6,000 feet of shoreline. The shoreline has rocky intertidal pools, interspersed with sandy beach areas. The Carpinteria Bluffs are a prime example of undisturbed California coastline, and are among the last remaining coastal open space areas within Santa Barbara County. The Carpinteria Bluffs also provide important public access to the coast for local residents and visitors. Portions of the Bluffs are developed and further development or redevelopment of portions of the Bluffs are anticipated over time making the establishment of policies to protect the environment and character of the place of utmost importance.

The Carpinteria Bluffs plant habitat includes native grasslands and scrub areas predominated by sage and coyote brush. There are numerous sensitive habitats and species that occur on the bluff area. Sensitive plant habitats include: the Central Coast riparian scrub, coastal sage scrub, and coastal bluff scrub. Some of the scrub lands on the eastern side of the bluffs have been degraded as a result of human activity. The Carpinteria Bluffs and adjacent shoreline also host many sensitive animal species, including the white-tailed kite, and the harbor seal. The white-tailed kite forages over the open spaces of the bluffs, while the harbor seal uses the western end of the bluff shoreline as a rookery and haul out area. The harbor seal site is one of only four well established rookeries and haul out areas of the southern California coast and is also unique for its public accessibility.

The *Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program* (prepared by LSA Associates) was adopted in 1995. This section includes policies in support of this implementing document. Other sections of the Open Space and Conservation Element,

including the Harbor Seal Hauling Grounds and Trails, also include policies in support of that program.

The *Open Space Master Program* calls for the protection of coastal sage scrub located adjacent to the bluff edge both north and south of the railroad tracks. This area is the least degraded and will be set aside in the designated open space area. Most of the remaining sections are highly degraded or are too small to support a significant wildlife population.

Objective OSC-2: Preserve and restore the natural resources of the Carpinteria Bluffs.

Policies:

OSC-2a. Maintain the Carpinteria Bluffs Coastal Access, Recreation, and Master Open Space Program.

OSC-2b. Maintain the publicly purchased portion of Bluffs I in public open space in perpetuity.

OSC-2c. Preserve all coastal bluff scrub habitat designated as open space with an appropriate buffer.

OSC-2d. Designate all significant areas of coastal sage and bluff scrub habitat as open space.

OSC-2e. Designate the riparian habitat area as open space with an appropriate buffer.

OSC-2f. Protect significant historical and archaeological resources within the Bluffs Area.

OSC-2g. Offset the impacts of private development to existing opportunities for public access and recreation by requiring that such development include public access and recreational improvements.

OSC-2h. Preserve public enjoyment of Carpinteria Bluff view sheds by ensuring that they are not significantly degraded through development. All development applications shall be required to provide information adequate to identify existing and future public views and to demonstrate how the project proposes to avoid significant disruption of the view sheds identified. The location, size and density of development on the Bluffs shall be determined in part by the view sheds identified and what is necessary to protect them.

OSC-2i. Preserve all windrow trees as one part of a contiguous and naturally preserved open space system

across the whole of the Carpinteria Bluffs. Thinning, pruning and removal of trees shall be limited to what is necessary to maintain the trees in a healthful condition and to remove any hazardous condition. When a tree is approved by the City for removal, it shall be required to be replaced at a ratio appropriate to ensure infill of any gap created in the windrow and with a tree type and size to be approved by the City. Replacement trees that fail to survive within the first five years after planting shall be replaced. Planting of native trees is encouraged, as are programs for phased removal and replacement of tamarisk windrows in favor of native tree windrows. Development or other activity proposed on parcels including windrows shall be set back a minimum of 10 feet from the drip line of the trees and shall not result in compacting of soil or other potential damage to the trees' root system or water source.

Environmental Consequences

The objective and policies for this area include preservation and restoration of coastal sage and bluff scrub, eucalyptus, and riparian vegetation. These policies would provide protection for the Bluffs area and environmental consequences would be positive.

Wetlands

Within the city, the Carpinteria Salt Marsh is the best studied and defined wetland. Other wetlands historically identified but not defined include lower Carpinteria Creek and Higgins Spring at Tar Pits Park. Wetlands are areas of land that are either permanently or seasonally wet and support specially adapted vegetation. They are an important part of complex ecosystems. Wetlands were once thought to be useless land and many were filled and drained including portions of the Salt Marsh in Carpinteria. A better understanding of wetlands along with their continued decline, has led to local, state and federal regulations aimed at the protection of wetlands. The definition of wetland used by the City comes from the California Coastal Act (PRC § 30121) and defines broadly areas that may be determined to be wetlands and are therefore subject to regulation.

This section describes the Carpinteria Salt Marsh wetland and sets out policies and implementation measures for the protection of the unique needs of the Marsh as well as wetlands in general.

Carpinteria Salt Marsh

The Carpinteria Salt Marsh is an estuarine ecosystem within a developed section of the coastal zone. The marsh is a fertile coastal wetland that receives tidal flushing from the ocean and nutrient rich freshwater from the Santa Monica and Franklin Creeks. The mixture of these waters provides a delicate balance of nutrients that support

several coastal wetland species. The estuary covers 230 acres and supports rich and highly important ecosystem function. The estuarine and adjacent palustrine wetlands have been reduced to one-half their extent since they were mapped during an 1869 Coastal Survey.

The majority of the ecosystem (120 acres) occurs within the University of California's Natural Reserve System. The Management Plan for Carpinteria Salt Marsh Reserve, University of California Santa Barbara, sets out a comprehensive plan for the management of the ecosystem. Adjacent to the Reserve to the east is the seven acre Carpinteria Salt Marsh Wetland Park; this portion of the Marsh is within city limits and is an interpretive park with public access and viewing areas. The balance of the Marsh exists on various privately held properties.

The marsh supports many species of plants and animals that occur in no other habitat. According to the Management Plan for the Carpinteria Salt Marsh, at least two endangered bird species, the light-footed Clapper Rail and Belding's Savannah Sparrow, inhabit the marsh along with Salt Marsh Bird's Beak (cordylanthus maritimus), an endangered plant species. At least 190 bird species, 37 fish species, 11 mammal species, 5 herpetofauna species, and over 100 invertrebrates species have been observed, collected, or reported from Carpinteria Salt Marsh. Historical records show 252 species of plants are known to occur at the Marsh and adjacent sand dunes. Of those plants, 104 species (45 percent) are native according to the Management Plan. Since the Salt Marsh serves as a feeding and nesting ground for birds, as well as being home to fish, crustaceans and mollusks, public access is restricted to reduce potential harm to the habitat.

Objective OSC-3: Preserve and restore wetlands such as the Carpinteria Salt Marsh.

Policies:

OSC-3a. The upland limit of a wetland is defined as land where the water table is at, near or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes. When environmental factors may prevent the development of soils and/or vegetation, the presence of surface water or saturated substrate at some time during the year or the location within, or adjacent to, vegetated wetlands or deep water habitats will define their limits. If questions exist, the limit should be determined by a habitat survey made by a qualified biologist.

OSC-3b. Development adjacent to the required buffer around wetlands should not result in adverse impacts including but not limited to sediment, runoff, chemical

and fertilizer contamination, noise, light pollution and other disturbances.

OSC-3c. Provide additional interpretive and trail opportunities to appropriate areas of the salt marsh if possible without creating significant impacts from such improvements.

Implementation Measure

11. Maintain a minimum 100-foot setback/buffer strip in a natural condition along the upland limits of all wetlands unless this would preclude all reasonable use of the affected parcel[4] or unless a smaller setback would carry out the Coastal Act's mandate[5] that Coastal Act policies be implemented in a manner which on balance is most protective of significant coastal resources. No structures other than those required to support light recreational, scientific and educational uses shall be permitted within the setback, where such structures are consistent with all other wetland development policies and where all feasible measures have been taken to prevent adverse impacts. When a setback reduction is necessary, the amount of the reduction shall be the minimum necessary to ensure that all reasonable use of the affected parcel is not taken or to further the Coastal Act's mandate that Coastal Act policies be implemented in a manner which on balance is most protective of significant coastal resources. The minimum setback may be adjusted upward to account for site-specific conditions affecting avoidance of adverse impacts.

Environmental Consequences

Policies and implementation measures for the Carpinteria Salt Marsh Reserve (SMR) include establishment of buffer zones to protect the marsh and limited use of the marsh area. Policy OSC-3b would require development adjacent to the buffer zone not to impact the SMR. Policies and implementation measures would provide protection for the SMR and environmental consequences would be positive.

[4] Implementation of Public Resources Code § 30010.

[5] Expressed in Public Resources Code § 30007.5.

The guiding policies for the protection of land and marine habitats in the coastal zone set forth in the Coastal Act are:

30230. Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of groundwater supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

30236. Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

30240. (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Beaches, Tidelands, & Subtidal Reefs

Beaches, tidelands, and subtidal reefs have habitat and recreational value, and are used by both residents and tourists. Human activity in these areas increases stress on the habitats and can inhibit species reproduction and stability.

The City is unique in that a majority of its land area (4.7 square miles of the total 7.3 square mile area of the city) is in tidelands that extend from the shoreline a distance of two miles offshore. Carpinteria has approximately 2.5 miles of shoreline within the city limits. This includes over one mile of sandy beach under public ownership. The Carpinteria City Beach extends approximately 0.27 miles, from Ash Avenue to Linden Avenue. Carpinteria State Beach Park is located to the east of the city beach, and includes approximately 0.82 miles of coastline, from Linden Avenue to just east of Calle Ocho. Rocky tidelands/tidepools and steep bluffs characterize the remaining beachfront property in Carpinteria. These areas support a wide variety of intertidal sealife.

The Carpinteria Planning Area also includes tidelands and submerged lands, which extend two miles seaward from the mean high tide line between the city's east and west boundaries. The Carpinteria tidepools located off shore of Carpinteria State Beach has the most diverse intertidal habitat south of Point Arguello. Some species uncommon on the south central coast have been sighted in the Carpinteria Reef, including invertebrates, *Elysia* and *Tigripus*.

The Carpinteria Reef, located off of Sand Point is a rocky reef adjacent to the Carpinteria Salt Marsh Reserve (SMR). The habitat provided by this geological feature is situated to interact with the wetlands of the Salt Marsh. The reef provides over five acres of excellent snorkeling, as well as scuba diving, commercial and sport fishing and kayaking opportunities. Exposed in places only at low tides, the reef does have some intertidal characteristics but is largely submerged.

Objective OSC-4: Preserve the biological diversity of shoreline habitats.

Policies:

OSC-4a. Protect the marine resources of the Carpinteria tidepools and Reef and other rocky reefs and intertidal areas. If evidence of depletion of these resources is presented, work with the California Department of Fish and Game to assess the extent of damage and implement mitigating measures.

OSC-4b. Limit activities on public beaches that include or are adjacent to rocky points and intertidal areas to light recreational use (e.g. hiking, biking and jogging).

OSC-4c. Support development of a coastal and marine environment protection plan in coordination with the California Department of Fish and Game, and other state, county, and local agencies.

Implementation Measures

12. In order to prevent destruction of organisms which thrive in intertidal areas, prohibit unauthorized vehicles on beaches.

13. Support enforcement of California Department of Fish and Game Codes and federal marine mammal protection laws.

14. Permit passive or low-impact recreational uses on public beaches.

15. Piers, groins, breakwaters, drainages, seawalls, pipelines and other shoreline structures are only to be used to serve coastal-dependent uses or to protect existing structures or public beaches in danger of erosion, when designed to eliminate or mitigate adverse impacts on local shoreline sand supply, when non-structured alternatives have failed, and when located to avoid significant rocky points and intertidal areas.

16. Prohibit encroachment of above-ground structures or development, except for public health and safety purposes (such as lifeguard facilities), and recreational facilities of a temporary nature (e.g., volleyball nets) on any dry sandy beach within the city's jurisdiction.

17. String-Line Standard. No development, including but not limited to, new construction, additions, remodels, or accessory structures, shall encroach seaward beyond a plane created by extending a straight line between the nearest building corners that are closest to the beach from the existing buildings on either side of the proposed development. Patios, balconies, porches and similar appurtenances, shall not encroach beyond a plane created by extending a straight line between the nearest corners closest to the beach from the existing balconies, porches or similar appurtenances, on either side of the proposed development. If no balcony, porch or similar appurtenance exists on the nearest structure, the plane shall be established from the nearest building corner. If establishing the plane from the nearest structure would preclude reasonable use of a property or is grossly inconsistent with the established line of seaward encroachment,

the Planning Commission or City Council may act to establish an encroachment limit that is consistent with the dominant encroachment line while still limiting seaward encroachment as much as possible.

18. Address the need for additional parking in the city's Tidelands Improvement Plan. Consider using revenues derived from the Plan to finance such improvements.

Environmental Consequences

Policies and implementation measures for this area include restrictions on the location of structures, and limiting activities that would harm the coastal resources. Protection of biologically important intertidal, submerged reef, and wetland areas would help preserve these areas. Policies and implementation measures would provide protection for the beaches, tidelands, and subtidal reefs, and environmental consequences would be positive. To provide long-term regional protection of coastal resources, Carpinteria should work with other jurisdictions along the coast. Activities along the coast in other areas such as Santa Barbara can affect the quality of the coastal environment in Carpinteria. Coordinated regional conservation would be advantageous to meet Carpinteria's conservation goals.

Harbor Seal Rookery & Haulouts

The Harbor Seal Hauling Ground is located in a sandy pocket of beach connected by a sandspit to a shelf-like intertidal outcrop east of the oil and gas plant pier below a portion of the Carpinteria Bluffs (see map, p. 103). In 1990, as many as 315 harbor seals were sighted at this location. The seals use this area as a rookery to bear their young. Entry into this area is restricted by the Carpinteria Municipal Code from December 1 through May 31, since human activity can disturb the harbor seal habitat. Harbor seals are under protection of the Marine Mammal Protection Act.

Objective OSC-5. Protect the Harbor Seal Hauling Ground from human disturbance.

Policies:

OSC-5a. Harbor Seal Hauling Grounds should not be altered or disturbed by recreational, industrial, or any other uses. Emergency maintenance or repair of existing pipelines in the vicinity of the adjacent Carpinteria oil & gas plant pier should be permitted as necessary, as long as disturbances to the harbor seal hauling grounds are minimized. Such repairs should be limited to the period of June 1 to November 30 if possible.

OSC-5b. Permit beach to bluff access at the east and west sides of the seal rookery area to allow beach walkers to bypass the protected area on the bluff top and discourage any violation of the beach closure segment.

Implementation Measures

19. Support Seal Watch or similar volunteer habitat and seal monitoring work that aims to protect existing seal haulouts and rookery and provide public education.
20. Protect the Harbor Seal Hauling Ground by implementation of the following measures

a. Ensure that any proposed use or development adjacent the hauling grounds is of a type, intensity, design and location, that minimizes potential impacts to the harbor seals unless this would preclude all reasonable use of the affected parcel.

b. Prohibit development and activity that could result in noise, vibration, or other disturbance that could result in the degradation of the seal hauling grounds or discourage its ongoing use.

c. Providing public education program and informational signs on-site.

d. Maintaining a 35-foot minimum buffer area on the beach around any animal or area where seals have congregated year round.

e. Extending the beach buffer to 750 feet on either side of the area during pupping season (December 1 through May 31) or such greater period as is established by Council Resolution.

f. Maintaining a minimum 30-foot setback from the edge of the bluff for trails and gathering areas to reduce the visibility of humans and human movement along the bluff edge, except for a designated viewing/blind area.

g. Planting natural vegetation along the bluff edge to form a screen or blind, further minimizing the visibility of human movement.

21. Plant a screen of native, stiff spined shrubs at the overlook to protect the Harbor Seal Hauling Ground from human disturbance.

22. Place interpretive signs at approaches to the seal haulout and rookery to educate visitors about seal population and to warn visitors of seal sensitivity to disturbance.

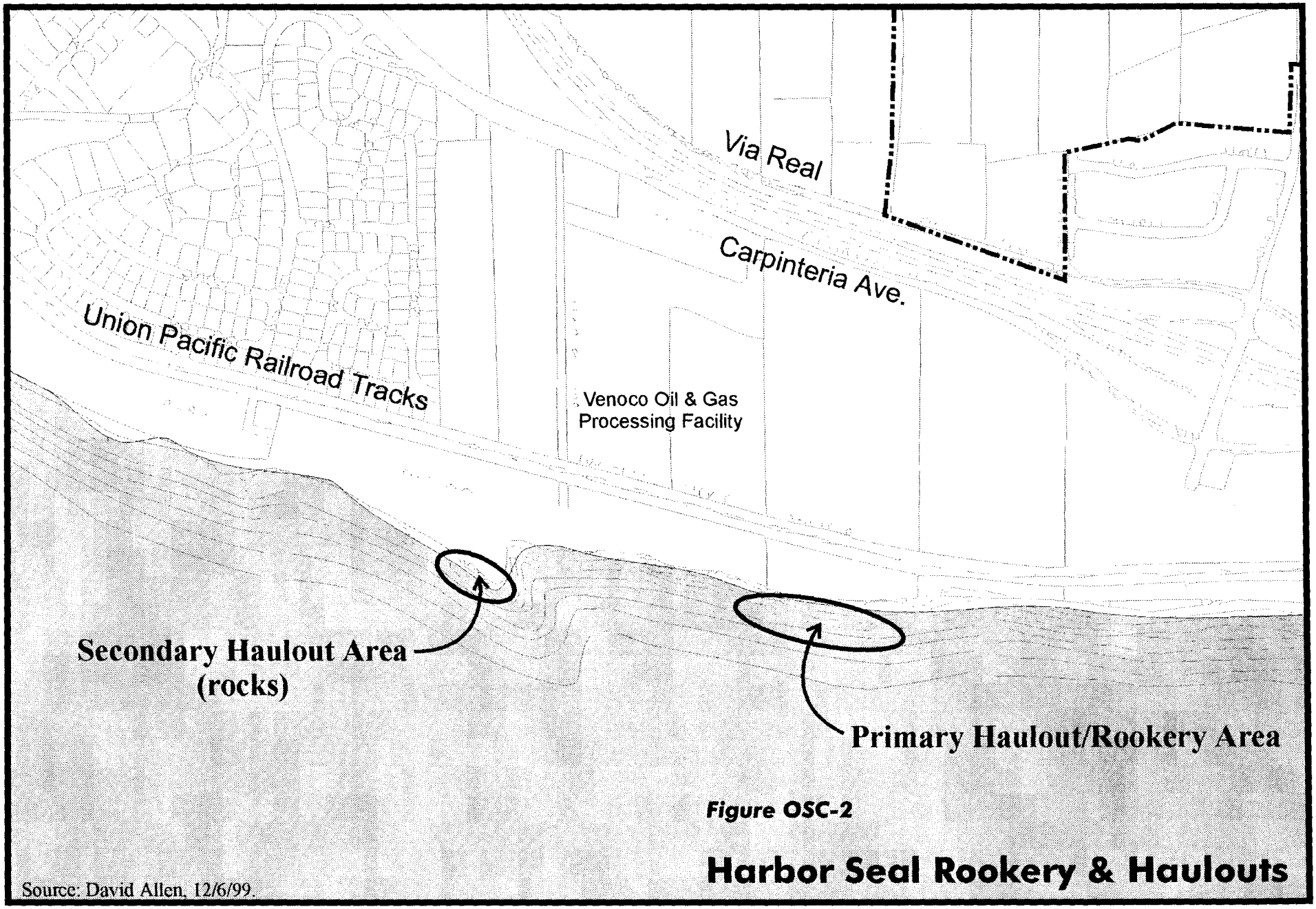

Figure OSC-2

Harbor Seal Rookery & Haulouts

Source: David Allen, 12/6/99.

Environmental Consequences

Policies and implementation measures for the Harbor Seal Hauling Grounds include restrictions on activities in the area including work at the Chevron pier. Buffer zones around the hauling grounds vary in distance depending on the time of year; pupping season requires a greater distance. These policies and implementation measures would provide protection for the harbor seal haulout grounds, and environmental consequences would be positive. Additional provisions may be appropriate for the molting/summer season.

Creekways & Riparian Habitats

The creeks within the Carpinteria Planning Area include Carpinteria Creek, Santa Monica Creek, Franklin Creek, Arroyo Paredon, Garapato Creek, Rincon Creek, Lagunitas Creek and Toro Canyon Creek. Some of these creeks have been channelized within the city limits, including Santa Monica and Franklin Creeks to reduce potential flood hazards. Portions of Carpinteria Creek are linked by retaining walls and bridge abutments to reduce potential flood hazards.

The city's system of creeks provides habitat for plants and animals, scenic beauty, educational opportunities, passive recreation such as walking or hiking trails along creek banks. As discussed in the Safety Element, creeks also provide for flood control.

Carpinteria Creek

Carpinteria Creek is distinct from other creeks within 100 miles north and south. It is one of only a few perennially flowing streams, even in drought years. Its lagoon, extending above Sixth Street, is a rare wetland that harbors an endangered fish, the tidewater goby. Its watershed is among the largest in the Santa Ynez Mountains drainage to the sea, and is a candidate for steelhead trout restoration. This watershed currently supports annual steelhead runs purported to be among the largest in southern Santa Barbara County. The creek's forested banks provide all three of the vegetation habitats -- tall canopy, midstory, and understory -- that serve a wide variety of wildlife, particularly birds. More than 200 bird species, including migratory birds on the Pacific Flyway, have been sighted here, more than at any other coastal spot between Pismo Beach and Huntington Beach. Scientists and birders from far away regularly come to Carpinteria to observe birds that can be found in this distinctive habitat. An endangered species, the southwest willow flycatcher, forages at Carpinteria Creek.

Objective OSC-6: Preserve the natural environmental qualities of creekways in the Carpinteria Planning Area and protect riparian habitat.
Policies:

OSC-6a. Support the preservation of creeks and their corridors as open space, and maintain and restore riparian habitat to protect the community's water quality, wildlife diversity, aesthetic values, and recreation opportunities.

OSC-6b. Protect and restore degraded creeks on City-owned land where protection and restoration does not interfere with good flood control practices.

OSC-6c. When alterations to creeks are permitted by the Coastal Act and policies herein, the creek shall be protected by only allowing creek bank and creek bed alterations where no practical alternative solution is available, where the best mitigation measures feasible have been incorporated, and where any necessary State and federal permits have been issued. Creek alterations should utilize natural creek alteration methods where possible (e.g. earthen channels, bio-technical stabilization). Nothing in this policy shall be construed to require the City to approve creek alterations not otherwise allowed herein or by the Coastal Act.

OSC-6d. Require public or private development to locate development outside creek corridors, established by creek setbacks, except in the following cases:

a. The proposed location is necessary to protect public health and safety.
b. The location is necessary for the construction of new roads, bridges, trails, or similar infrastructure.

OSC-6e. Property including biological resource areas should be designated with a zoning category that allows for the protection of, and public access to, the resource area, such as recreational or community facility zoning. Any development on property including significant biological resource areas should be designed and conducted to protect the resources. Within environmentally sensitive habitat only uses dependent upon those resources shall be allowed and the resources shall be protected against any disruption.

OSC-6f. Carry out and maintain all permitted construction and grading within stream corridors in such a manner so as to minimize impacts on biological resources and water quality such as increased runoff, creek bank erosion, sedimentation, biochemical degradation, or thermal pollution.

Implementation Measures

23. A setback of 50 feet from top of bank of creeks or existing edge of riparian vegetation (dripline), whichever is further, shall be established and maintained for all development, unless this would preclude all reasonable use of the affected parcel[6] or unless a smaller setback would carry out the Coastal Act's mandate[7] that Coastal Act policies be implemented in a manner which on balance is the most protective of significant coastal resources. This setback may be increased to account for site-specific conditions. The following factors shall be used to determine the extent of an increase in setback requirements:

    a. soil type and stability of the stream corridor
    b. how surface water filters into the ground
    c. types and amount of riparian vegetation and how such vegetation
       contributes to soil stability and habitat value
    d. slopes of the land on either side of the stream
    e. location of the 100 year floodplain boundary, and
    f. consistency with other applicable adopted plans, conditions, regulations and/or policies concerning protection of resources.

    Where a setback/buffer strip reduction is necessary, the amount of the reduction shall be the minimum necessary to ensure that all reasonable use of the affected parcel[8] is not taken or to further the Coastal Act's mandate[9] that Coastal Act policies be implemented in a manner that on balance is most protective of significant coastal resources. Where existing buildings and improvements, conforming as to use but nonconforming as to the minimum creek setback established herein, are damaged or destroyed by fire, flood, earthquake or other natural disaster, such buildings and improvements may be reconstructed to the same or lesser size and in the same general footprint location, provided that reconstruction shall be inaugurated by the submittal of a complete construction application within 24 months of the time of damage and be diligently carried to completion.

24. Prior to issuance of a development permit, all projects shall conform with the applicable habitat protection policies including but not limited to the General Plan/Local Coastal Plan, Open Space Bluffs Master Program, Creek Preservation Ordinance, and the Zoning Ordinance.

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[6] The City shall consider PRC Section 30010 in its determination whether all reasonable use has been taken.
[7] Ibid; footnote 4
[8] Ibid; footnote 3
[9] Ibid; footnote 4

25. Prepare and implement a Watershed Management Plan in coordination with the County and Carpinteria Valley Water District with an emphasis on: erosion control, natural waterway restoration and preservation, wildlife habitat restoration, including steelhead runs, and water quality. [5-year]
26. Prohibit all structures within stream corridors except structures for the improvement of fish and wildlife habitat, structures necessary for flood control purposes, (where no other method to protect existing structures in the floodplain is feasible and where protection is necessary for public safety), and bridges and pipelines (where no alternative route/location is feasible and, when supports are located within stream corridor setbacks, such locations minimize impacts on critical habitat),except where this would preclude all reasonable use of the affected parcel. All development shall incorporate the best mitigation measures feasible to minimize impact to the greatest extent.
27. Limit all development within stream corridors, including dredging, filling and grading, to activities necessary for the construction specified in policy # 26 (see above) and to public hiking/biking and equestrian trails. When such activities require removal of riparian plant species, revegetation with local native plants shall be required. Minor clearing of vegetation may be permitted for hiking/biking and equestrian trails.
28. Prohibit further concrete channelization or other major alterations of streams in the city with the exception of natural habitat enhancement projects, or when the City finds that such action is necessary to protect existing structures and that there are no less environmentally damaging alternatives. Where alteration is permitted, best feasible mitigation shall be a condition of the project.
29. Develop a water pollution avoidance education program, which may include obtaining literature from the California Integrated Waste Management Board on how to minimize point and non-point water pollution sources. These materials may be made available at City Hall, including the City Library, Public Works and Finance Department, and may be mailed out to all residents. The City should also develop a drain inlet curb program to deter pollution from being dumped into curb drain inlets. [5-year]
30. In order to protect watersheds, all development will conform to established criteria including but not limited to:
    a. Sediment basins (including debris basins, desiltation basins or silt traps) shall be required in conjunction with initial grading operations and be maintained throughout the development process. All sediment shall be retained on-site unless removed to an appropriate disposal location. All sediment to be used as beach nourishment sediment shall be evaluated for compatibility using the guidelines developed by BEACON or similar agency. If such sediment is declared

incompatible by BEACON or other competent coastal engineer, it may be disposed of at sites other than an approved beach nourishment site.

b. Temporary vegetation, seeding, mulching or other suitable stabilization method shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes in a completed development shall be stabilized immediately with planting.

c. Provisions shall be made to conduct surface water runoff that will occur as a result of development so as to prevent erosion and to protect water quality. Surface water runoff shall be directed through bio-swales, vegetated retention/detention basins, constructed wetlands, stormwater filters, or other areas designed to control erosion and filter stormwater pollutants prior to reaching creeks and the ocean. Drainage devices shall be designed to accommodate increased runoff resulting from modified soil and surface conditions as a result of development.

d. Degradation of the water quality of groundwater basins, nearby streams or wetlands shall not result from development of the site. Pollutants such as chemicals, fuels, lubricants, raw sewage and other harmful waste shall not be discharged into or alongside coastal streams or wetlands during or after construction.

Artemisia californica
Coastal Sage Brush

Eriogonum fasciculatum
Buckwheat

Environmental Consequences

Creekways and riparian habitats have been identified as important biological and hydrological areas. Policies and implementation measures for this area include restrictions and guidelines for any adjacent development and establishment of minimum buffer zones to protect riparian areas. Policies and implementation measures would provide protection for the Bluffs area.

Native Plant Communities

Natural ecological systems composed of native plant species serve many essential functions. They serve as wildlife habitats, providing nesting sites and feeding resources essential to many animals. When native plants are destroyed, introduced species can invade an area and preclude the return of native plants and animals. Many introduced species do not provide suitable habitat or feeding resources for animals. Due to their adaptive abilities, native plants tend to require less water than most introduced species, and contribute to the stabilization of soils on bluffs, hillsides, and watersheds. In addition, native plants are an integral component of the visual landscape that defines the local area. Native plant

communities include: coastal sage; scrub oaks; chaparral; native oak woodland, riparian vegetation and rare plant species, as designated by the California Native Plant Society. Oak trees require special management, since they are easily harmed by surrounding land uses, and grow slowly.

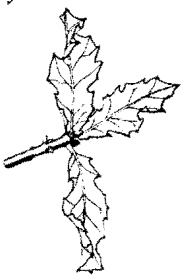
Platanus racemosa
California Sycamore

Objective OSC-7: Conserve native plant communities.

Policies:

OSC-7a. Oak trees and oak woodlands, because they are particularly sensitive to environmental conditions, should be protected.

OSC-7b. When sites are graded or developed, areas with significant amounts of native vegetation should be preserved. Further, planting of native vegetation should be encouraged through development review.

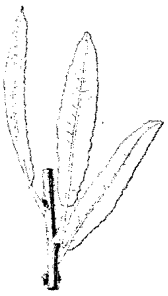


Quercus dumosa
Scrub Oak

Implementation Measures

31. Develop an ordinance for the protection of native oak trees (*Quercus* species). Include provisions for the design and siting of structures to minimize the impact of grading, paving, construction of roads, runoff and erosion on native vegetation. In particular, grading and paving should not adversely affect root zone aeration and stability of native trees.
[5-year]

32. Develop an inventory of native plant communities. [10-year]



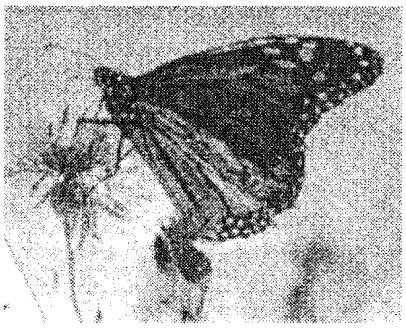
Salix lasiolepis
Arroyo Willow

Environmental Consequences

Policies and implementation measures for native plant communities include protection of oak trees and requirements to preserve native plant communities from development. Measures include restrictions on development in the area of significant native plant communities and oak trees. Policies and implementation measures would provide protection for the native plant communities and environmental consequences would be positive.

Butterfly Habitat

Tagging studies indicate that the Monarch Butterfly (*Danaus plexippus*) migrates southward over long distances to escape cold winters. The Monarchs wintering grounds are areas within a coastal strip extending from Los Angeles to Monterey. These wintering grounds are roosting habitats consisting of a circular configuration of tall



Prime farmland is land best suited for producing seed, feed, forage, fiber and oilseed crops and also available for these uses (the land could be cropland, pasture land, rangeland, forest land or other land but not urban built-up land or water.) It has the soil quality, growing season and moisture supply needed to produce sustained high yields of crops economically when treated and managed, including water management, according to modern farming methods.

Defined by the Farmland Mapping and Monitoring Program, State Department of Conservation, Office of Land Conservation

The following are Coastal Act policies that pertain to land or agricultural resources:

30241. The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

(a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.

(b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

(c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.

(d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.

(e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.

trees, usually eucalyptus, which are essential for a mating phase of the Monarch's life cycle. Such roosting ground exists within the Planning Area, in designated sites in Salzgeber Meadow, the Carpinteria oil and gas plant buffer zone and possibly other locations. During the fall and winter months, the trees are used by massive numbers of Monarchs as communal roosts. These winter clusters represent the most sensitive part of the Monarch's life cycle. Re-population of the species depends upon the mating phase that occurs in these specialized habitats. Little is known about the behavior patterns and migration routes of the Monarch Butterfly; therefore, the habitat is of important scientific, educational and general public interest.

Objective OSC-8: Protect and conserve Monarch butterfly tree habitat.
Policy:

OSC-8a. Protect trees supporting butterfly populations.

Implementation Measure

33. Butterfly trees shall not be altered or removed, except where they pose a serious threat to public health and safety. The City shall determine where a serious threat to public health and safety exists and if necessary shall consult an arborist. Adjacent development shall be designed and set back far enough to protect the quality of the habitat. The minimum setback shall be 50 feet from the dripline of the butterfly trees unless this would preclude all reasonable use of the affected parcel[10] or unless a smaller setback would carry out the Coastal Acts mandate[11] that Coastal Act policies be implemented in a manner that on balance is most protective of significant coastal resources. When a setback reduction is necessary the amount of the reduction shall be the minimum necessary to ensure that all reasonable use of the affected parcel[12] is not taken or to further the Coastal Act mandate[13] that Coastal Act policies be implemented in a manner that is most protective of significant coastal resources. [5-year]

[10] Ibid; footnote 3
[11] Ibid; footnote 4
[12] Ibid; footnote 3
[13] Ibid; footnote 4

Environmental Consequences

Protection of the butterfly roosting trees is the primary goal for the policies and implementation measures. Measures for protecting the butterfly trees include buffer zones and restrictions on any alteration of the trees. Policies and implementation measures would provide protection for the butterfly trees and environmental consequences would be positive.

PRIMARY RESOURCES

General Soil Resources & Farmland

The combination of climatic and soil conditions, as well as the sun-facing slopes found in the Carpinteria Planning Area, render much of the agricultural land "highly productive." Soil characteristics and their respective quality are categorized by several specific criteria, which are defined in Appendix A.

There are many properties within the Planning Area that are under agricultural production and that are highly productive. Agricultural areas provide two important open space functions: maintenance of agricultural soil for use as productive farmland and maintenance of the visual quality of the community.

An important issue for the Carpinteria Valley is the on-going development of greenhouses. Unlike open-field agriculture, greenhouses detract from visual quality by blocking views of open areas. In addition, they often cover prime agricultural soil, since many of them do not use soil beneath the greenhouse footprint. Impacts from greenhouses are discussed in more detail in the Land Use Element.
In 1997, the task force on Land Use and Growth Management identified several issues and priorities related to agricultural land uses that are important for Carpinteria's future. These helped shape the policies below.

Objective OSC-9. Encourage and promote open-field agriculture as an independent, viable industry to meet the needs of present and future populations and to preserve the Carpinteria Valley's rural, open space character.

Policies:

OSC-9a. Maintain a "greenbelt" of open-field agricultural land (without greenhouses) surrounding the city to clearly define the urban growth boundary.

(f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of prime agricultural lands.

30241.5. (a) If the viability of existing agricultural uses is an issue pursuant to subdivision (b) of Section 30241 as to any local coastal program or amendment to any certified local coastal program submitted for review and approval under this division, the determination of "viability" shall include, but not be limited to, consideration of an economic feasibility evaluation containing at least both of the following elements:
(1) An analysis of the gross revenue from the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.

(2) An analysis of the operational expenses, excluding the cost of land, associated with the production of the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.

For purposes of this subdivision, "area" means a geographic area of sufficient size to provide an accurate evaluation of the economic feasibility of agricultural uses for those lands included in the local coastal program or in the proposed amendment to a certified local coastal program.

(b) The economic feasibility evaluation required by subdivision (a) shall be submitted to the commission, by the local government, as part of its submittal of a local coastal program or an amendment to any local coastal program. If the local government determines that it does not have the staff with the necessary expertise to conduct the economic feasibility evaluation, the evaluation may be conducted under agreement with the local government by a consultant selected jointly by local government and the executive director of the commission.

OSC-9b. Support Williamson Act contracts and Farmland Security Zones to help protect open-field agricultural activities.

OSC-9c. Minimize soil erosion during construction and operation of the land use.

OSC-9d. Encourage conservation of agricultural production areas.

OSC-9e. Avoid the conversion of agricultural land to nonagricultural land uses except where conversion meets the criteria established by the Coastal Commission and otherwise is desirable.

OSC-9f. Encourage Santa Barbara County to maintain agricultural field uses of agricultural land within the Carpinteria Planning Area, and to require urban uses to locate within the city.

OSC-9g. In agricultural areas of the Planning Area, encourage centralized transfer areas, warehousing, and shipping facilities in appropriate locations to reduce traffic impacts and land use conflicts.

OSC-9h. Encourage Santa Barbara County to prohibit subdivisions of land that could promote conversion of land in agriculture to other use.

OSC-9i. Discourage further greenhouse development within the city's Planning Area in the County's jurisdiction, on prime or other productive farmland.

Implementation Measures

30242. All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.

30243. The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units of commercial size to other uses or their division into units of noncommercial size shall be limited to providing for necessary timber processing and related facilities.

34. Work with Santa Barbara County to develop a formal agricultural property protection agreement, whereby the City and the County will agree to circulate development proposals within the Carpinteria Planning Area between the two agencies for comments and recommendations. [5-year]
35. Work with Santa Barbara County to develop mutually consistent and beneficial policies for proposed land uses and development on agricultural land in the Planning Area, with the understanding that the preservation and restoration of open-field agricultural land uses in this area is a priority. [5-year]
36. Develop buffer zones to minimize land use conflicts between agricultural operations and urbanized land uses, consistent with County buffer zone regulations.
37. Adopt a Right-to-Farm Ordinance requiring disclosure of agricultural practices to homeowners contiguous to or near farm operations to discourage farm operations complaints. [10-year]
38. The management of agricultural land that includes prime soils shall be consistent with Section 30241 of the Coastal Act. All agricultural land shall be managed consistent with Section 30250

of the Coastal Act and other appropriate coastal policies relative to the preservation of agricultural resources.

Environmental Consequences

Policies and implementation measures have been developed to prevent soil erosion and other disturbances. These measures for soil conservation are specific to preventing soil losses that may occur during development. The policies and implementation measures, to require coverage or erosion control treatment of all areas disturbed for urban uses, would prevent erosion problems. The policies and implementation measures for soil resources would result in a positive environmental effect for soil conservation.

Water Resources

Water resources in the Carpinteria Planning Area include the Carpinteria Groundwater Basin and its watershed area of eight creeks and their tributaries, as well as the Pacific Ocean. Water resources provide places for recreation, scenic areas, and provide for community water use needs. Creek corridors also support riparian habitats and serve as flood control channels for stormwater runoff. Conserving water resources and their environments is important to sustain riparian ecosystems, to support the community's existing population, and to support future growth and development.

The Carpinteria Valley Water District is the water purveyor for the entire Carpinteria Valley, including the city and Planning Area. It encompasses approximately 8,912 acres. It supplies about two thirds or 4,500 acre-feet of the 7,000 acre-feet used in the Carpinteria Valley. The remaining 2,500 acre-feet are pumped from the groundwater basin by private well owners primarily for irrigation purposes.

The CVWD obtains half of its water supplies from District groundwater wells, and about half from Lake Cachuma. As of 1998, CVWD has the option of ordering State water from northern California to supplement its Lake Cachuma water supplies. Water from Lake Cachuma is piped through facilities owned by the federal government, but operated and maintained by the Cachuma Operation and Maintenance Board. This Board is a joint powers agency comprised of five member agencies, including CVWD. Water supplies within the CVWD are delivered to its customers on demand for agricultural, commercial, municipal and industrial water uses.

The Carpinteria groundwater basin underlies the water district boundary, and is approximately 12 square miles, with a capacity of 170,000 acre-feet, and an estimated safe yield of approximately 5,000 acre-feet per year. The District adopted a Groundwater Management

Plan in 1996. The District operates four wells with various capacities, and there are many other private wells operated within the Planning Area, primarily for agricultural purposes. Water runoff from the mountain range provides groundwater basin recharge.

Groundwater quality is generally good, and supply has been relatively stable. However, concentrations of iron and manganese that exceed State standards have been detected at a few locations, and the District has implemented measures to mitigate these problems.

Carpinteria is identified as being a small, coastal community. Protecting the waters off the coast and along Carpinteria's coastline will preserve water quality for recreational uses and marine habitats.

Objective OSC-10. Conserve all water resources, and protect the quality of water.

Policies:

OSC-10a. Minimize the erosion and contamination of beaches. Minimize the sedimentation, channelization and contamination of surface water bodies.

OSC-10b. Continue to support water conservation measures to provide an adequate supply of water to the community. Water conservation may measure as low-flow plumbing fixtures and drought tolerant landscape plans for new development.

Implementation Measures

39. Work with the Carpinteria Valley Water District to implement the Carpinteria Groundwater Management Plan.
40. Work with the Carpinteria Valley Water District to implement CVWD's wellhead protection programs.
41. Provide water conservation public information and educational outreach program to encourage residential participation in water conservation measures in coordination with CVWD.
42. Monitor surface water runoff to identify waterborne pollutants entering the Pacific Ocean. In conjunction with County and CVWD, a Watershed Management Plan should be established to prevent such contamination from occurring.
43. Require that proposals for development include information necessary to determine that an adequate water source exists for the project and that water will be provided without jeopardizing the availability of water to other parts of the community, i.e., a can or will-serve letter from CVWD. Should adequate water to serve all development contemplated in the Land Use Element not be available, the City shall ensure that priority uses identified under the Coastal Act are protected.
44. Encourage CVWD to develop a reclaimed water system and, if available and where such reclaimed water sources can be used pursuant to law, require that new development participate in the extension of the system as necessary to serve the development proposed.
45. Ensure that soil erosion and the off-site deposition of soils is not exacerbated through development.
46. Develop a stormwater discharge/urban runoff program as necessary to comply with the National Pollution Discharge Elimination Systems (NPDES) Act.

Environmental Consequences

Policies and implementation measures have been developed by the CVWD for the groundwater basin to avoid problems with water quality and quantity. Measures taken by CVWD require the planning and conservation of water resources to ensure that water supplies are not contaminated or over-used. These measures will result in a positive effect on water resources for the Planning Area. The City may find it advantageous to include the policies and implementation measures in future watershed management plans.

South Central Coast Air Basin

The Carpinteria Planning Area is in a portion of the South Central Coast Air Basin, under the jurisdiction of the Santa Barbara County Air Pollution Control District (APCD) and has a fairly dry, Mediterranean climate. Precipitation generally occurs between November and April, providing approximately 14 inches of rain annually.

The Planning Area is subject to the development of air pockets, or inversion layers during the summer months of May through October. This inversion layer rests at approximately 1,500 feet, and causes a buildup of ozone in the air that exceed state and federal standards.

The predominant daytime winds are onshore. Occasionally, meteorological conditions create offshore or southeasterly winds. The predominant onshore wind condition helps maintain good air quality by moving air pollution generated in the region to the east.

Many of the mobile emission sources are a direct result of automobile emissions from community roadways and from Highway 101. In addition, continued oil and gas operations located offshore and at the Carpinteria Plant may reduce air quality.

The APCD regulates air quality through its permitting authority over most types of stationary emissions. As part of the APCD's responsibilities, the APCD is required by the State to prepare an Air Quality Attainment Plan (AQAP). The APCD prepared an AQAP in 1991, to bring Santa Barbara County into compliance with state ambient air quality standards for ozone. This plan addressed air pollution reduction through various measures including the reduction of urban sprawl and encouraging mixed use developments. The APCD developed an AQAP Clean Air Plan in 1994, to meet the Federal Clean Air Act requirements. This plan forecasts growth for the Carpinteria area, and provides policies for compliance with federal air quality laws.

Only two sections of the Coastal Act directly address the issue of air quality. Under section 30253, new development shall:

(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.
(4) Minimize energy consumption and vehicle miles traveled.

A number of other sections of the Coastal Act reinforce these policies wither directly or indirectly. Section 30250. urges that new development be located near existing developed areas to prevent excessive sprawl. Section 30252. requires that new development be sited so as to assure the potential for public transit for high intensity uses, and that non-automobile circulation be encouraged within the development. Under Section 30241., protection of agricultural land by establishing stable urban/rural boundaries, limiting conversion of agricultural land and controlling public service and facility extensions further acts to limit

Objective OSC-11: Carpinteria will conduct its planning and administrative activities so as to maintain the best possible air quality.

Policies:

OSC-11a. Carefully review development that will significantly impact air quality.

OSC-11b. Promote the reduction of mobile source emissions related to vehicular traffic (e.g. promote alternative transportation, vanshare, buses).

OSC-11c. Promote use of solar heating and energy efficient building design to reduce stationary source emissions.

OSC-11d. Encourage the improvement of air quality in the Carpinteria Valley by implementing measures in the South Coast Air Quality Attainment Plan. For air quality enhancement, measures will include but not be limited to, measures to reduce dependence on the automobile and encourage the use of alternative modes of transportation such as buses, bicycles and walking.

OSC-11e. Encourage agricultural uses in the Plan Area to use the most energy efficient equipment available and to seek grants available to upgrade existing equipment such as boilers and diesel fueled machinery to equipment that has lower emissions and greater energy efficiency.

Implementation Measures

47. Incorporate the relevant policies and strategies from the Santa Barbara County Air Quality Attainment Plan (AQAP).
48. Cooperate in regional air quality plans, programs and enforcement measures.

Environmental Consequences

The policies and implementation measures for air quality have been developed to reduce air emissions and increase efficiency. Polices and implementation measures to promote alternative "clean" energy, alternative modes of transportation, car pooling and other planning and strategies for improved air quality would benefit the environment.

California Coastal Act §30260.
Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

California Coastal Act §30262.
Oil and gas development shall be permitted in accordance with Section 30260, if the following conditions are met:
(a) The development is performed safely and consistent with the geologic conditions of the well site.
(b) New or expanded facilities related to such development are consolidated, to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduc e the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.
(c) Environmentally safe and feasible subsea completions are used when drilling platforms or islands would substantially degrade coastal visual qualities unless use of such structures will result in substantially less environmental risks.
(d) Platforms or islands will not be sited where a substantial hazard to vessel traffic might result from the facility or related operations, determined in consultation with the United States Coast Guard and the Army Corps of Engineers.
(e) Such development will not cause or contribute to subsidence hazards unless it is determined that adequate measures will be undertaken to prevent damage from such subsidence.

Mineral Resources

Oil is the only mineral resource known in the Planning Area in significant quantities. At this time, oil mining and extraction activities are limited to offshore drilling and extraction platforms, onshore oil storage facilities, a crew boat base, product transportation terminal and a natural gas processing plant. On-shore oil and gas facilities in Carpinteria are largely defunct and are now incompatible with residential neighborhoods that are established.

Objective OSC-12: Maintain an understanding of the oil industry and its exploration objectives.

Policies:

OSC-12a. Remain informed of activities in the oil industry, both plans and regulations.

OSC-12b. Work with the oil and gas plant operator(s) to remove obsolete equipment, to upgrade all facilities to current safety standards, and to consolidate activities in order to eliminate redundancy.

Implementation Measures

49. Maintain liaison with the State Division of Mines, State Lands Commission (SLC), Minerals Management Source (MMS), Department of Oil and Gas and Geothermal Resources (DOG) and monitor state studies.
50. Maintain liaison with the private, county, state, and federal agencies that coordinate resources (oil) industries.

Environmental Consequences

The policies and implementation measures regarding oil resources in Carpinteria are intended to maintain an understanding of oil resources and plan for oil related operations. Policies and implementation measures promote cooperation with oil industry and government officials and incorporate oil resource concerns in to land use planning. These measures would not have negative environmental consequences.

(f) With respect to new facilities, all oilfield brines are reinjected into oil-producing zones unless the Division of Oil and Gas of the Department of Conservation determines to do so would adversely affect production of the reservoirs and unless injection into other subsurface zones will reduce environmental risks. Exceptions to reinjections will be granted consistent with the Ocean Waters Discharge Plan of the State Water Resources Control Board and where adequate provision is made for the elimination of petroleum odors and water quality problems.

Where appropriate, monitoring programs to record land surface and near-shore ocean floor movements shall be initiated in locations of new large-scale fluid extraction on land or near shore before operations begin and shall continue until surface conditions have stabilized. Costs of monitoring and mitigation programs shall be borne by liquid and gas extraction operators.

California Coastal Act §30265.

The Legislature finds and declares all of the following:
(a) Offshore oil production will increase dramatically in the next 10 years from the current 80,000 barrels per day to over 400,000 barrels per day.
(b) Transportation studies have concluded that pipeline transport of oil is generally both economically feasible and environmentally preferable to other forms of crude oil transport.
(c) Oil companies have proposed to build a pipeline to transport offshore crude oil from central California to southern California refineries, and to transport offshore oil to out-of-state refiners.
(d) California refineries would need to be retrofitted if California offshore crude oil were to be used directly as a major feedstock. Refinery modifications may delay achievement of air quality goals in the southern California air basin and other regions of the state.
(e) The County of Santa Barbara has issued an Oil Transportation Plan which assesses the environmental and economic differences among various methods for transporting crude oil from offshore California to refineries.
(f) The Governor should help coordinate decisions concerning the transport and refining of offshore oil in a manner which considers state and local studies undertaken to date, which fully addresses the concerns of all affected regions, and which promotes the greatest benefits to the people of the state.

30265.5. (a) The Governor, or the Governor's designee, shall coordinate activities concerning the transport and refining of offshore oil. Coordination efforts shall consider public health risks, the ability to achieve short- and long-term air emission reduction goals, the potential for reducing California's vulnerability and dependence on oil imports, economic development and jobs, and other factors deemed important by the Governor, or the Governor's designee.
(b) The Governor, or the Governor's designee, shall work with state and local agencies, and the public, to facilitate the transport and refining of offshore oil in a manner which will promote the greatest public health and environmental and economic benefits to the people of the state.
(c) The Governor, or the Governor's designee, shall consult with any individual or organization having knowledge in this area, including, but not limited to, representatives from the following:
(1) State Energy Resources Conservation and Development Commission.
(2) State Air Resources Board.
(3) California Coastal Commission.
(4) Department of Fish and Game.
(5) State Lands Commission.
(6) Public Utilities Commission.
(7) Santa Barbara County.
(8) Santa Barbara County Air Pollution Control District.
(9) Southern California Association of Governments.
(10) South Coast Air Quality Management District.
(11) Oil industry.
(12) Public interest groups.
(13) United States Department of the Interior.
(14) United States Department of Energy.
(15) United States Environmental Protection Agency.
(16) National Oceanic and Atmospheric Administration.
(17) United States Coast Guard.
(d) This act is not intended, and shall not be construed, to decrease, duplicate, or supersede the jurisdiction, authority, or responsibilities of any local government, or any state agency or commission, to discharge its responsibilities concerning the transportation and refining of oil.

Visual Resources

Located on a coastal plain between the Santa Barbara Channel and Santa Ynez Mountains, Carpinteria is afforded unique visual qualities. Carpinteria is dominated by buildings and other man-made elements. The surrounding coastal and foothill areas are characterized by undisturbed natural features (e.g., marshes, bluffs, beaches and parks), as well as by agriculture. Views of these natural areas vary from short-range to long-range and are afforded from public areas, such as streets, highways and open space areas, as well as from private residences and businesses.

The most outstanding panoramic views of the Pacific Ocean and the Channel Islands are from the Carpinteria Bluffs. A footpath wanders along the bluff top from the western portion of the bluffs adjacent to the Carpinteria oil & gas plant to the city's eastern boundary, and continues into unincorporated lands, connecting to Rincon Park as well as County and Rincon State Beaches. From this trail, there are spectacular vista points located at the end of Bailard Avenue in Bluffs Area I, from the back of business park properties in Bluffs Area II, and from the high point on Bluffs Area III. In addition, looking across the freeway, the foothills and mountains form an impressive backdrop to the north.

Preservation of views throughout Carpinteria aids in establishing community identity and promoting aesthetic appeal by providing visual access to landforms, urban forms and environments that are familiar to local residents and unique to the city. Carpinteria's creeks, beaches, open spaces, foothills, agricultural lands, urbanized areas, landscapes and landforms are all potential subjects for scenic views. Scenic views of agriculturally productive land, particularly in the foothills, can be seen from a variety of locations.

Objective OSC-13: Preserve Carpinteria's visual resources.

Policies:

OSC-13a. Preserve broad, unobstructed views from the nearest public street to the ocean, including but not limited to Linden Avenue, Bailard Avenue, Carpinteria Avenue, and U.S. Highway 101. In addition, design and site new development on or adjacent to bluffs, beaches, streams, or the Salt Marsh to prevent adverse impacts on these visual resources. New development shall be subject to all of the following measures

a. Height and siting restrictions to avoid obstruction of existing views of visual resources from the nearest public areas.
b. In addition to the bluff setback required for safety, additional bluff setbacks may be required for oceanfront structures to minimize or avoid impacts on public views from the beach.

Blufftop structures shall be set back from the bluff edge sufficiently far to ensure that the structure does not infringe on views from the beach except in areas where existing structures already impact public views from the beach. In such cases, the new structure shall be located no closer to the bluff's edge than the adjacent structures.

c. Special landscaping requirements to mitigate visual impacts.

OSC-13b. Require new development or redevelopment in the downtown section of Carpinteria to conform with the scale and character of the existing community and consistent with the city's theme of a small beach-oriented community.

OSC-13c. Other than permitted development, discourage activities which, could damage or destroy open space areas, including off-road vehicle use and unauthorized collecting of natural objects.

OSC-13d. Encourage the retention of those portions of creeks within the Planning Area that are unsuitable for active recreational use for use as open space that can provide passive recreational opportunities and protection of habitat.

OSC-13e. Promote the safety of the community through the use of open space lands.

OSC-13f. Where appropriate, use open space lands as buffers for noise and visual nuisances and as transitions between incompatible uses.

OSC-13g. Require new development to protect scenic resources by utilizing natural landforms and vegetation for screening structures, access roads, building foundations, and cut and fill slopes in project design which otherwise complies with visual resources protection policies.

OSC-13h. Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration to the natural terrain.

OSC-13i. Design all new development to fit the site topography, soils, geology, hydrology, and other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Preserve all natural landforms and native vegetation, such as trees. Require all areas on the site not suited to development as evidenced by competent soils, geology and hydrology investigation and reports remain as open space.

OSC-13j. Establish a "night-sky" ordinance that provides standards for the reduction of direct and ambient light in the night sky.

Implementation Measure

51. Amend the Zoning Ordinance to include view preservation design standards including the listing of specific locations where maximum building height and mass standards will be applied, and areas where minimum open space buffers will be required. [5-year]

Environmental Consequences

The City has developed policies and implementation measures to preserve and enhance the visual quality and views within and around the City. Several of the policies would require new development to be reviewed with respect to potential impacts to visual resources. Other policies would promote the protection of open space in Carpinteria. The implementation measure would amend the Zoning Ordinance to include view protection design specifications. Policies and their implementation would work to preserve the visual resources with an emphasis on open space preservation, therefore environmental consequences would be positive.

OTHER RESOURCES

Parks & Recreation

There are several types of recreation oriented open space, including areas that are located in and maintained by the City, private entities, and state or county agencies.

- Public parks: state, county and local,
- Natural areas publicly owned or privately owned with public access easements,
- Undeveloped vacant lots, privately owned,
- Privately owned recreational facilities,
- School playgrounds and ballfields,
- Trails: equestrian, bicycle, jogging and walking, and
- Coastal access and beaches.

Carpinteria has approximately 97.96 acres of city parks within the city boundary (see Table OSC-2). Carpinteria State Beach is also within the city boundary. The State Beach facilities are primarily used by out of town campers and local residents share the beachfront picnicking, restrooms and beach area. Lion's Park (which is privately owned) is within the Planning Area, located in the County and is also used by local residents.

The *Park and Open Space Standards and Guidelines* (1990) of the National Recreation and Park Association (NRPA) provides suggested facility design standards as guidelines that can be adapted to local needs. It suggests park standards and a ratio of park space to population. The NRPA recognizes that parkland standards and needs vary widely for different communities, and that the NRPA design standards are recommended only as suggestions. Actual facility size and standards should be based on current, survey data and parks and recreation needs assessment. The NRPA recommended design standards suggest approximately five-to-eight acres per 1,000 population for Community Parks.

Important factors affecting Carpinteria's park needs are the population, the demographics of the population, especially age, and amount of park space available locally and in the immediate region. Based on the city population of approximately 15,000 (state Department of Finance, January 1, 2000) and approximately 98 acres of parks and open space in the city inventory, there is a ratio of 6.5 acres of space per 1000 population. Although below the ideal offered by the NRPA, the region's wealth of other open spaces (e.g. beaches and mountains) available to the public offer a more accurate perspective of the adequacy of available parks and open space.

The City's parks and recreation system functions under the principle of providing both active and passive recreation. Active recreation areas are typically sited in neighborhood and community parks. Passive recreation areas provide protection for Environmentally Sensitive Habitat Areas and public educational opportunities about the unique coastal resources and often also provide for public access to coastal areas. The City's parks and recreational facilities are planned as a network interconnected by a trail system for pedestrians and bicycles.

Coastal resources are a significant open space resource in Carpinteria. Coastal access is a protected public right specified in the Coastal Act. The Coastal Act protects public access to coastal resources while protecting the environmental quality of coastal resources, especially sensitive habitats.

Other Open Space / Recreational Facilities

There are additional public or private park and recreation facilities available to residents within the Carpinteria Planning Area.

Carpinteria State Beach (84.0 acres). State beach and campground, located along the shoreline of Carpinteria. Includes 262 overnight campsites, picnic areas, beach area, tidepools, swimming, surfing, and Chumash Indian interpretive displays.

Table OSC-2: Park & Recreation Facilities

Park-Recreation Facility	Acres	Facilities
1. Carpinteria City Beach	6.0	▪ Parking lot ▪ Restrooms ▪ Seasonal lifeguard ▪ Boating access
2. El Carro Park	8.3	▪ Playing fields: baseball, soccer, football, bleachers ▪ Parking lot ▪ Restrooms ▪ Playground equipment ▪ Barbeques
3. Memorial Park	1.91	▪ Passive recreation park with playground and picnic tables ▪ Barbeques
4. Heath Ranch Park	2.26	▪ Passive recreation park with playground and picnic tables ▪ Russell Heath Adobe landmark #2 ▪ Historic eucalyptus grove
5. Franklin Creek Park	1.10	▪ Passive recreation park ▪ South terminus of Franklin Creek hiking and biking trail ▪ Swings
6. Monte Vista Park	3.97	▪ Passive recreation park ▪ Playground equipment and picnic tables ▪ 20-station exercise/jogging "gamefield" course
7. Historic Marker Park	0.25	▪ Landscape area with State Historic Landscape Plaque
8. Tar Pits Park	8.79	▪ Beachfront bluff natural area with passive recreation area for hiking, biking and viewing the ocean
9. Salt Marsh Nature Park	7.0	▪ Natural Open Space ▪ Trail and Overlook ▪ Amphitheater
10. Linden Field	5.0	▪ Multi-purpose turf area; City-maintained/State-owned
11. Thunder Bowl Roller Hockey Rink	0.5	▪ Located at City Hall
12. Bluffs Nature Park	52.88	▪ Natural open space ▪ Planned coastal overlook ▪ Planned 6.25-acre multi-use turf area
Total Park Acres	**97.96**	

Lions Park (3.0 acres). Private facility, used by reservation only. Includes barbecues, tables, volleyball, playground, and horseshoe pit.

Los Padres National Forest. The National Forest surrounds the Planning Area to the north of the city and provides hiking trails and camping facilities.

Rincon Beach Park (9.4 acres). County facility located to the south of Carpinteria, includes shoreline, rocky beach, passive recreational park, restrooms, parking lot and picnic tables.

Santa Barbara Polo Field (approximately 48 acres). Privately owned club has riding ring, stables, three polo fields, polo clubhouse, eight tennis courts, tennis clubhouse, tennis swimming pool, 112 condominiums.

Santa Claus Lane Beach. County beach area, with unofficial coastal access to public beach use area. No facilities or parking lot.

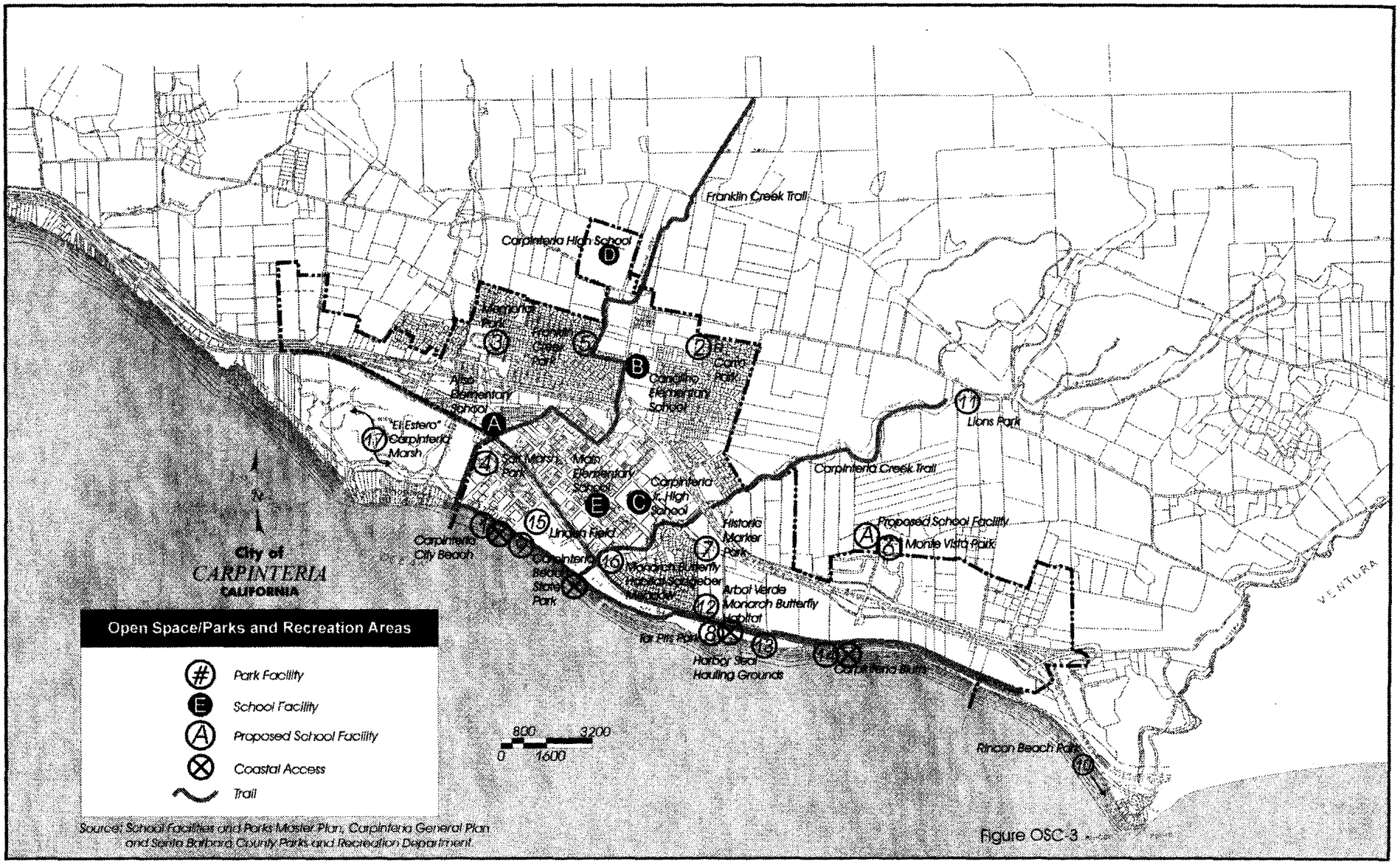
Toro Canyon Park. County park, including ball fields, picnic facilities, barbecues, playground areas, and equestrian facilities.

Vacant Properties. There are several properties interspersed throughout Carpinteria that are zoned for other land uses but that are currently undeveloped, vacant parcels. In the interim, residents use these properties as open space areas to walk through, play in, or simply to enjoy open views of the surrounding area. Vacant parcels also serve as groundwater recharge areas, where water can seep through the soil back into the groundwater basin. An example of such an area is the vacant parcel set aside as a part of the Carpinteria oil & gas plant for an open space buffer. It is located between the former marketing terminal site and the Arbol Verde neighborhood in Bluffs "0", is bounded by a eucalyptus windrow on the east side and inhabited by a variety of trees, some that provide Monarch butterfly habitat.

Schools. Schools provide additional open space and recreational opportunities for residents. Residents use public school playgrounds and ball fields during after school hours for recreational purposes. School playgrounds provide approximately 60 acres of additional open space area for community residents.

Schools within the Carpinteria Planning Area are administered by the Carpinteria Unified School District, and include the following schools (see Figure OSC-2):

A. Aliso Elementary School
B. Canalino Elementary (and Canalino Early Childhood Learning Center and Special Education)
C. Carpinteria Middle School



Source: School Facilities and Parks Master Plan, Carpinteria General Plan and Santa Barbara County Parks and Recreation Department.

Figure OSC-3

D. Carpinteria High School
F. Rincon High School
G. Main Elementary School
H. Summerland Elementary School

During the General Plan visioning process issues were identified to help prioritize park and recreation needs in the community.

Objective OSC-14. Provide for adequate park and recreation facilities to meet the needs of the community.

Policies:

OSC-14a. Increase coastal and recreational access for all segments of the population, including the disabled and elderly, while protecting natural resources, particularly environmentally sensitive habitat areas.

OSC-14b. Provide for passive recreation uses of natural open space areas, such as along creeks and the Bluffs 1 areas, where such uses would not damage the resources being protected.

OSC-14c. Increase opportunities for ocean recreation programs including: kayaking, sailing, snorkeling, and scuba diving through the city Parks and Recreation Department, and by encouraging private development of these activities.

OSC-14d. In a zone extending approximately 250 feet inland from the mean high tide line, priority shall be given to coastal dependent and related recreational activities and support facilities. However, camping facilities should be set back from the beach and bluffs and near-shore areas reserved for day use activities. Recreational activities that are not coastal dependent may be located within this 250-foot zone if the less desirable coastal dependent support facilities (parking, restrooms, etc.) are located inland. In no case shall facilities, except for required structures (i.e. lifeguard towers, volleyball nets, etc.) be located directly on the sandy beach.

OSC-14e. Recreational uses on ocean front land, both public and private, that do not require extensive alteration of the natural environment shall have priority over uses requiring substantial alteration.

OSC-14f. No unrelated development shall be permitted in publicly owned recreational areas except pipelines to serve coastal dependent industrial uses when no alternative route is feasible.

OSC-14g. In implementing all proposals made in the General Plan for expanding opportunities for coastal access and recreation, utilize purchase in fee (simple) only after all other less costly alternatives have been studied and rejected as infeasible. Other alternatives may include: purchase of easements, recreation preserve contracts, and mandatory dedication in connection with development.

OSC-14h. Support habitat preservation by establishing habitat preserves and open space for passive and active recreation by developing programs including, but not limited to: transfer of development rights; conservation easements; land acquisition grants; partnership agreements between private developers, the City, school districts, State Park, and the National Forest; overlay performance zoning; development impact fees for recreational resources and services; and use fees and fines.

Implementation Measures

52. Adopt a management plan for parks and open space that integrates planning for trails, coastal access and recreation, and protection of significant biological resources.
53. Support development of new or expanded park and recreation facilities as demand/need dictates. When latent demand for parks and recreation facilities is identified, adequate parkland and facilities shall be identified and pursued.
54. Continue to update and collect parkland in-lieu, Quimby, and development impact fees to assist the City in acquisition of new parkland to maintain the desired level of service. The minimum level of service shall be 3 acres per 1000 population. Park impact fees shall apply to both commercial/industrial and residential development.
55. The Carpinteria Bluffs Coastal Access, Recreation and Open Space Master Program requires projects on the bluffs to dedicate and construct the onsite portion of the bluff top trail. When a bluff property is developed, a funding program for maintenance of recreational areas should be developed by either forming a new assessment district or revising the existing City Parks Maintenance Fund to include contributions from commercial and industrial development.
56. Develop facilities to improve access to hard sand for handicapped individuals, such as a five foot boardwalk at Linden Avenue to the hard sand to increase public access to the beach.
57. Develop a 10-foot wide access on Ash Avenue for recreational equipment access to the beach.
58. Develop access from Linden Avenue to the State Park restrooms.
59. Support development of a community garden at an appropriate location.

60. Study the feasibility of developing a golf course facility within the Carpinteria Planning Area. [15-year]

Environmental Consequences

The City's policies concerning parks and recreation are intended to improve the recreational opportunities in the city. Recreational improvements generally require open space and are not intensively developed. For these reasons, environmental consequences are generally beneficial. The implementation measures for these policies specify what would be done to develop recreational opportunities for the city.

The majority of the implementation measures would have beneficial environmental effects such as collecting Quimby fees from new development. Implementation measures which discuss the development of a trail from Linden Avenue through the State Park Dunes and outdoor lighting facilities at the High School could have potentially adverse environmental impacts.

There are two primary environmental concerns regarding the implementation measure 58. First during trail construction, wildlife, vegetation and the sand dunes may be adversely affected. Environmental consequences would vary depending on how intensively the trail is developed and its size. For example, use of heavy equipment for construction may result in greater impacts than a crew with hand tools. Similarly, if the trail is wide, fenced, or surfaced, greater impacts may result than if the trail is developed as a dirt or sand path with appropriate erosion control measures.

Once a trail is developed, the other environmental concerns are related to the ecology of the area. With the introduction of people, wildlife patterns and behavior may be adversely impacted. Depending on the location of the trail and the species of plants

Trails & Coastal Access

The City currently has two pedestrian hiking trails located adjacent to Class I bikeway paths along Carpinteria and Franklin Creeks. There are additional informal trails used by residents that extend into Carpinteria Valley and the foothills. These trails do not extend all the way to the coastline. Routes to the coastline from Carpinteria Avenue-south are provided primarily via public streets. Public access to the coast is accommodated by the City and State Beaches, the Carpinteria Salt Marsh Reserve, Tar Pits Park and the Carpinteria Bluffs.

Objective OSC-15: Maintain the existing trail system and provide additional recreation and access opportunities by expanding the trail system.

Policies:

OSC-15a. The City's trail system shall be maintained and expanded upon based upon Figure C-4, the Trails Map, and the Trails Master Plan or similar implementing document.

OSC-15b. Support enhancement of access trails along creekways designated as open space up to the foothills of the Santa Ynez mountain range. This should include exploring trail development for public use along the Edison easement behind Carpinteria High School, ending on the first ridge above the city. This should be linked to the old Franklin trail, leading to the ridge up to East Camino Cielo. Trail restoration and enhancement of easement areas should be pursued to restore the natural beauty along these trails by negotiating with property owners, the school district, and the National Forest, to redesign trails and adopt protective fencing methods.

OSC-15c. Pursue development of a trail and/or boardwalk system along the coastline.

OSC-15d. Creek trails shall be designed and located to prevent any significant direct or indirect adverse impacts on the riparian habitats of the creeks or the Carpinteria Salt Marsh.

Implementation Measures

61. Prepare and adopt a Trails Master Plan that includes a ranking system to identify appropriate locations for new trails and for enhancing the existing trail system. The Plan should include identifying funding, budgeting, and capital improvement resources for trail land acquisition, development and maintenance. The Plan should also identify entities and programs where the City could participate in joint partnerships with other entities such as the school district, the National Forest, County, and private property owners. [5-year]
62. Continue the development of a coastline trail to extend from Carpinteria City Beach to Rincon Beach Park with vertical access points placed as frequently as possible to encourage public access.
63. Conduct a feasibility study on a trail running north/south from Eighth Street to the beach along Carpinteria Creek. The study should include analysis of alternative routes, protection of ESH areas, and the need for a crossing of the railroad track.

64. Prepare a program (including funding, landscaping, maintenance, dedication of easements, etc.) for the development of Carpinteria, Santa Monica and Franklin Creek trails. [10-year]
65. As a part of the development of the trail system, minimize the number of formal rail crossings for pedestrians and improve their safety through crossing controls or other improvements such as fencing and landscaping. Seek joint funding for such improvements from state and federal agencies and the railroad.

Environmental Consequences

The City's objective for trails is to maintain and expand the existing trail system. Trails are typically of low environmental impact if used for passive recreation and constructed with erosion control measures. The City's policies outline areas where trail development should take place and what characteristics should be included into plans. Policy OSC-15b and implementation measures 58 and 59 are specific about the development of a trail along the coastline. This trail would have the potential to disrupt the ecology of sensitive areas in the vicinity of the trail. As described above in Parks and Recreation, construction effects of a trail and the introduction of people in an ecosystem have the potential to degrade the characteristics of that ecosystem. Disruptions to the behavior and processes of flora and fauna and problems such as erosion can have negative environmental consequences. One implementation measure for trails calls for the preparation of a Master Plan for Trails. This Master Plan should include an environmental review to identify potentially negative environmental effects.

Sand dunes could be adversely affected if the trail impedes the morphology of the sand dune system by limiting sand replenishment, altering wind patterns within the dune area, or displacing sand dunes. Fencing and boardwalks with permanent foundations could result in these types of effects.

Use of boardwalks linked by rope or wire that can be easily moved would mitigate these types of effects. It should be noted that while there is a potential for these types of effects, objectives, policies, and implementation measures of the Open Space and Conservation Element, specifically for Beaches, Tidelands, and Subtidal Reefs and other subsequent environmental review would prevent or mitigate these types of effects.

Establishment of outdoor lighting at the High School could have potentially adverse environmental effects. Nighttime lighting could affect the adjacent neighborhood or residences with views of the fields. Light and glare from outdoor lighting can be minimized by the use of hoods on the lamps to reduce spill of light into the sky and louvers within the light fixture to direct light onto the field.

Availability of nighttime hours at the High School for events could increase noise and potentially affect residences in the vicinity of the school. Noise could be expected from traffic and loud voices or possibly loud speakers. Noise would likely be intermittent in nature and would not extend late into the evening. The potential impacts of lighting for the High School should be considered by the City and possibly included as part of the noise ordinance.

Other implementation measures that could indirectly result in adverse environmental effects include studying the feasibility of developing a golf course in the Planning Area. Golf courses use water, pesticides, herbicides, and fertilizers to maintain the quality of the course. Water use should be analyzed for its impact to water resources and supplies of the city. Use of chemicals for maintenance of the greens can have adverse environmental impacts to water quality and other flora and fauna that are exposed to these types of chemicals. If a plan is developed for a golf course, it should be consistent with other objectives in the Open Space and Conservation Element and any other plans, such as a watershed plan. It should be noted that the implementation measure only calls for a feasibility study. This environmental review is intended to identify potential effects that may be considered during the feasibility study or other subsequent environmental review.

Culturally Significant Locations

There are several historically significant locations in the Carpinteria Planning Area. For instance, it was discovered in 1929 during archaeological investigations, that the Carpinteria Marsh Area was once inhabited by Native American cultures,

> *...beginning with the Oak Grove peoples, and concluding with the Chumash Indians, who occupied the marsh from about 500 A.D. until the mid-19th century.* (California Coastal Resource Guide, pg. 256.)

There are also large tarry asphalt deposits beneath the beach and cliff area east of Carpinteria Creek. The Chumash Indians used the tar to seal their canoes and cooking utensils. The City has established four historical landmarks within their boundaries, and the State has established one State Historical Landmark. These include:

City Landmarks

Wardholme Torrey Pine, Carpinteria City Landmark #1, located at: 5160 Carpinteria Avenue.

Heath Ranch Park and Adobe, Carpinteria City Landmark #2, located on Eucalyptus Street. This site was designated as a City Landmark in 1975. It was discovered in the early 1970s during the development of a new housing project. The adobe, now a ruin, is the last adobe in the Carpinteria Valley. It was previously included as part of the Heath residence, a Victorian-era home, in 1881

Site of Original Library, Carpinteria City Landmark #3, located at 892 Linden Avenue.

Palm Trees, Carpinteria City Landmark #4, located on the parkway between 7th and 8th Streets, at the corner of Linden Avenue and 7th Street. The Palms were planted prior to 1912, and were incorporated into the development of the Palms Hotel. The palm trees were designated by the City as a City Landmark in 1977.

Portola Sycamore Tree, Carpinteria City Landmark #5, located at 5300 6th Street, north side of said street approximately 600 feet east of Palm Avenue. It has been estimated that the tree is approximately 200 years. The tree stands approximately 70 feet tall and has a base trunk diameter of 69 inches.

State Landmark

La Carpinteria (1769), California State Landmark #535. Two markers are located at: 956 Maple Avenue, and southeast of Carpinteria Creek bridge on Carpinteria Avenue. Carpinteria State Beach was once the location of a Chumash village, named Mishopshnow. This village was a center for canoe construction, called *tomols*. During the expeditions of Portola, he renamed the village *La Carpinteria*, for "carpenter shop."

Objective OSC-16: Preserve Carpinteria's cultural resources.

Policy:

OSC-16a. Carefully review any development that may disturb important archaeological or historically valuable sites.

Implementation Measures

66. Explore all available measures, including purchase, tax relief, purchase of development rights, etc. to avoid development on important archaeological sites. Where these measures are not feasible and development will adversely affect identified

archaeological or paleontological resources, require adequate mitigation.

67. Prohibit activities, other than development, which could damage or destroy archaeological sites, including off-road vehicle use and unauthorized collecting of artifacts.
68. Review all proposals for development in or adjacent to cultural resource areas for their potential to impact the resource. Give special consideration to development of facilities that enhance the cooperation, enjoyment or maintenance of these areas.
69. Prior to the city granting a development permit, all archaeological sites (or areas near known archeological sites that have been determined though Phase 1 investigation to potentially include cultural or paleontolgical resources) must undergo a subsurface test to determine the integrity and significance of the site. Through the project environmental review process, the disposition and/or preservation of any archaeological sites deemed to have significance as a result of the subsurface testing shall be determined. Preservation of cultural/paleontological resource sites through avoidance shall be preferred, however, other methods of disposition may be approved through the environmental review process as identified in the city's Guidelines for the Implementation of CEQA.
70. A qualified archaeologist and Native American observer (acceptable to the city) shall be retained to monitor grading activities on identified archeological sites and in the vicinity of identified archaeological resources. If cultural artifacts or similar material of potential cultural or paleontological importance, are uncovered during grading or other excavation the following shall occur:
    a. The monitor or archaeologist shall halt the grading or excavation and notify the City.
    b. A qualified archaeologist shall prepare a report assessing the significance of the find and recommending any actions to be taken by the applicant(s) prior to the city granting permission for grading to resume.
    c. The removal of cultural artifacts or other materials shall only occur after preparation of the report and in conformance with the recommendations of the report as approved by the City.

Environmental Consequences

The policies and implementation measures regarding historical resources in Carpinteria are intended to preserve archaeological and historical resources. Policies and implementation measures to preserve historical resources focus on deterring loss of these resources to development and strategies for preservation. These measures would have a positive environmental consequence.

Safety

INTRODUCTION

The purpose of this Safety Element is to adopt policies that will reduce death, injuries, property damage, and the economic and social dislocation resulting from natural hazards.

Several issues related to natural hazards have been identified in the Carpinteria planning area. These issues fall into five categories, including:

Seismically-Induced Hazards
Fault Surface Rupture
Ground Shaking
Liquefaction
Tsunamis

Soil Hazards
Expansive Soils
Soil Settlement
Subsidence
Hydrocompaction

Hazardous Materials
Large Industrial Facilities
Acutely Hazardous Materials
Pesticides
Crude Oil
Transportation Corridors

Slope Stability Hazards
Landslides
Mud and Debris Flows
Rock Falls
Seacliff Retreat

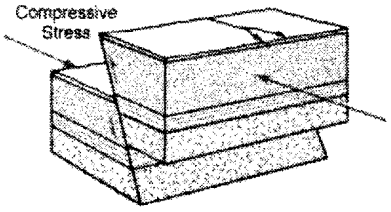
Flood Hazards
Flooding Potential

Fire Hazards
Wildland and Urban Fires
Peakload Water Requirements
Evacuation Routes
Minimum Road Widths
Clearances Around Structures

These 23 key hazards are described below, followed by objectives, policies, and implementation measures designed to aid in reducing or eliminating these hazards.

Section 65302 (g) of the Government Code Section specifies that:

[The general plan shall include a] safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.



SEISMICALLY-INDUCED HAZARDS

Fault Surface Rupture

Faults in the Carpinteria Planning Area include the Carpinteria Fault, the Rincon Creek Fault, the Arroyo Parida Fault, and the Shepard Mesa Fault. These faults are shown on Figure S-1. Based on the State of California Conservation Department, Division of Mines and Geology (CDMG) criteria for classifying the activity level for faults, none of the faults in the planning area are considered "active." However, for planning purposes, all of the above-mentioned faults should be considered potentially active.

There are no Alquist-Priolo Special Studies Zones for the Carpinteria Planning Area. The Alquist-Priolo Special Studies Zones Act requires the State to identify zones around "active" faults (those which have experienced movement within the last 11,000 years) in which special studies are required prior to development. The act prohibits development on the surface trace of active faults to reduce the potential hazards of fault rupture (Carpinteria Bluffs Local Coastal Plan, General Plan Amendment Final EIR, June 1994). No recent movement (within the last 11,000 years), or recent fault rupture, has been identified along the known faults in the planning area to date.

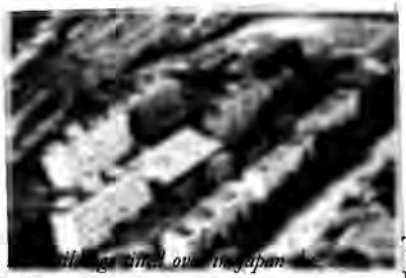
Victorian home tilted by liquefaction.

Ground Shaking

The CDMG has calculated the probabilities for earthquakes in the State of California. The research indicates a 10 percent probability within the next 50 years for an earthquake between magnitudes 6.5 and 7.0 to occur along a fault within 5 miles of the Carpinteria Planning Area. This could result in peak horizontal ground accelerations between 0.4 g to 0.6 g.

Section 65302 (g) of the Government Code Section specifies that:

> The general plan shall include a safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.



High [illegible] liquefaction.

There are no Alquist-Priolo Special Studies Zones for the Carpinteria Planning Area. The Alquist-Priolo Special Studies Zones Act requires the State to identify zones around "active" faults (those which have experienced movement within the last 11,000 years) in which special studies are required prior to development. The act prohibits development on the surface trace of active faults to reduce the potential hazards of fault rupture (Carpinteria Bluffs Local Coastal Plan, General Plan Amendment Final EIR, June 1994). No recent movement (within the last 11,000 years), or recent fault rupture, has been identified along the known faults in the planning area to date.

Sandy [illegible]

Liquefaction

Liquefaction is a phenomenon that occurs when loosely consolidated soils lose their load bearing capabilities during ground shaking and flow in a fluid-like manner. Areas in the city at moderate to high liquefaction potential are shown on Figure S-2.

Tsunami damage in Alaska due to 1964 earthquake.

Tsunamis

Tsunamis, commonly called "tidal waves," are seismic sea waves caused by submarine landslides, volcanic disturbances, or offshore earthquakes. The potential limits of tsunami inundation in the city are shown on Figure S-2.

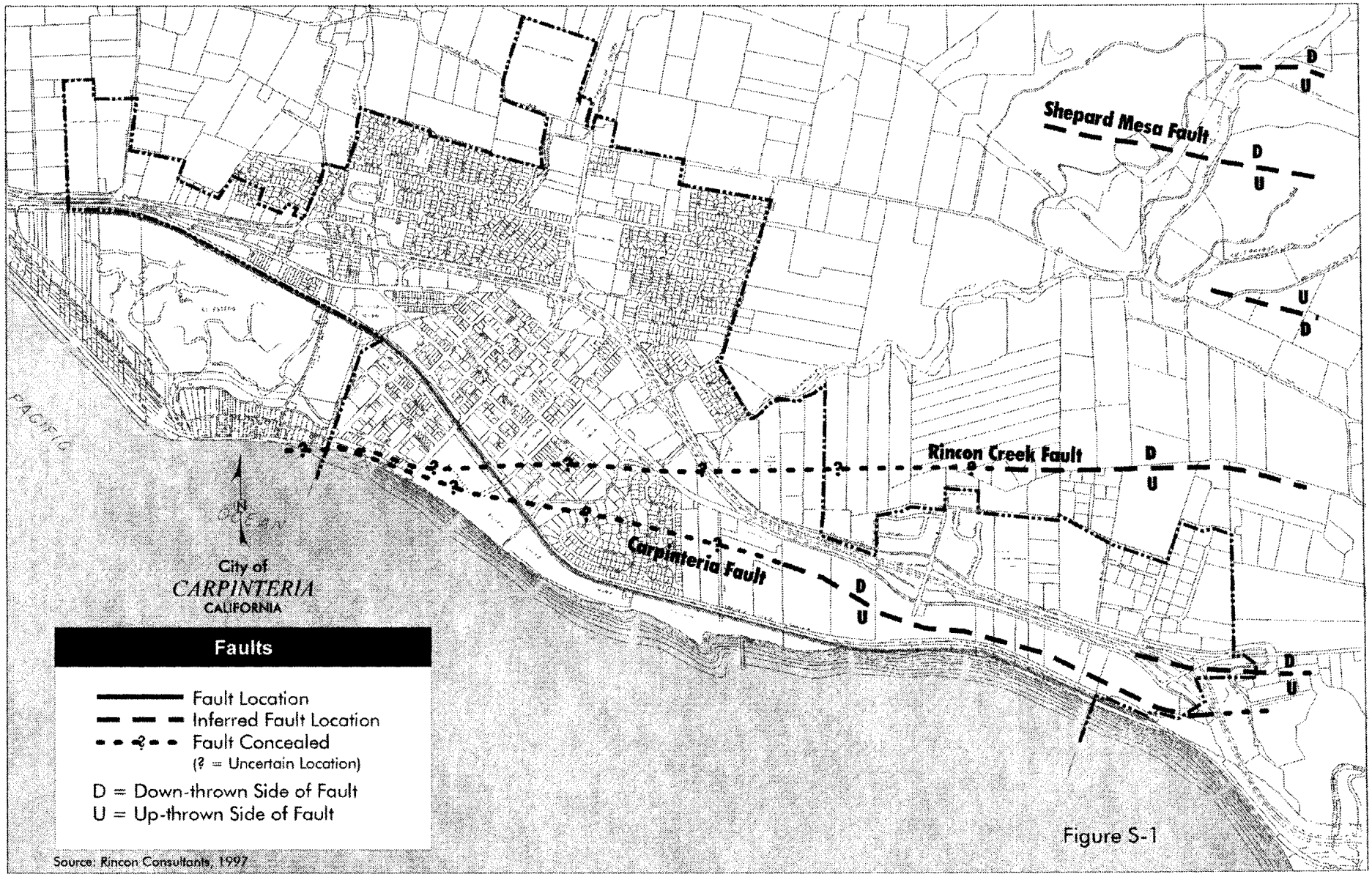


Figure S-1

Source: Rincon Consultants, 1997

Objective S-1: Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from fault surface rupture in the planning area, from ground shaking due to an earthquake along a fault in the planning area or in the region, from seismically-induced liquefaction in the planning area, and from seismically-induced tsunamis.

Policies:

S-1a. Seismic design criteria for habitable building structures, including critical facilities, should utilize the maximum credible earthquake calculated for each of the faults mentioned above, as well as the distance from the building site to each fault, to calculate or determine maximum ground acceleration.

S-1b. When planning coastal installations and developments, a 10-foot high sea wave should be considered and a conservative contour elevation of 40 feet should be used as a basis for establishing the tsunami risk limit.

S-1c. Development in areas identified as having high seismically-induced liquefaction potential shall follow structural engineering foundation design parameters outlined in the Uniform Building Code or obtained through an independent structural engineering study.

Implementation Measures

1. All developments proposed on, or within 100 feet of the trace of the Carpinteria, Rincon Creek, or Shepard Mesa Faults should be required to perform a geologic fault investigation following the Guidelines for Evaluating the Hazard of Surface Fault Rupture outlined in CDMG Special Publication No. 42 (1994), as updated.

2. Site specific geotechnical studies are required to more accurately determine the potential for liquefaction. These studies should be performed prior to new construction and for the retrofit of critical facilities. The studies should include site-specific depth to groundwater and soil composition. Areas having liquefiable sediments should be identified, and structures should be designed to withstand liquefaction.

3. Inundation studies should be performed for any proposed development on seacliff promontories adjacent to narrow or constricted channels. The inundation studies should evaluate the potential limit of runup of ocean waters into the channels based on a minimum 10-foot high tsunami sea wave.

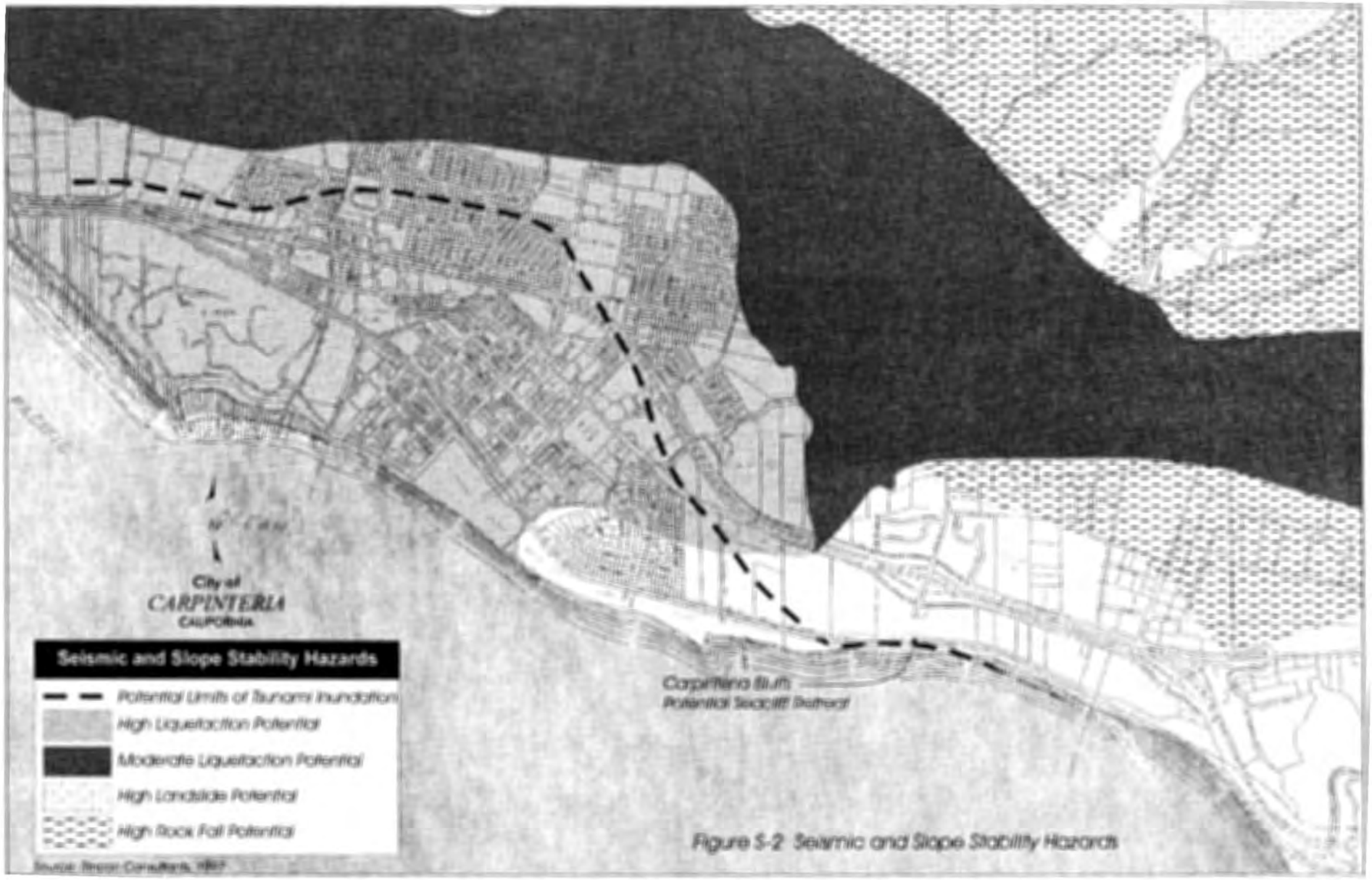


Figure 5-2 Seismic and Slope Stability Hazards

4. An emergency tsunami notification and evacuation program should be initiated for persons inhabiting structures on beachfront and cliff properties. The program should consider education for these property owners, which should include the possible effects of an earthquake with an epicenter located in the Santa Barbara Channel.

SLOPE STABILITY HAZARDS

A large active landslide has been identified on the south-facing bluff slope in the eastern seacliffs in the planning area by Woodward-Clyde in 1985 and by Terratech in 1988 (Carpinteria Bluffs Local Coastal Plan, General Plan Amendment Final EIR, June 1994).

Landslides

Landslides generally occur on steep slopes that have been undercut by erosion or on slopes where the bedding planes of the bedrock are inclined down the slope. Areas of relatively high landslide potential are shown on Figure S-2.

Mud and Debris Flows

Debris and mud flows often occur after periods of precipitation, when water-soaked soil and rock are destabilized by the weight of the water. Often compounding the added weight is erosion of the base of a hill slope. Once the slope becomes destabilized, the water, soil, and mud mass is driven downhill by gravity. Areas susceptible to debris and mud flows correspond to the areas with a high potential for earthquake-induced landslides (see Figure S-2).

Rock Falls

Rock falls are usually triggered by seismically induced ground shaking or by erosional destabilization of a hill slope. Areas prone to rock falls are locally present along the northern and northeastern portions of the planning area (see Figure S-2).

The County of Santa Barbara, in their Seismic Safety and Safety Element, Section IV, Erosion, Processes of Cliff Retreat, suggests that an average rate of bluff retreat is about six inches per year. Thus, over a project lifespan of 100 years, about 50 feet of bluff retreat could be expected on average (assuming that the toe of the bluff remained unprotected). Where the existing railroad right-of-way lies between the uppermost bluff edge and the toe of the bluff, the railroad right-of-way would act as a buffer between the ocean and the bluff top (assuming the railroad right-of-way is maintained and remains in place). In the past, the railroad has taken actions to slow erosion and protect its right-of-way by constructing a seawall to protect the base of the cliff in the eastern portion of the bluff area (*Carpinteria Bluffs Local Coastal Plan*, General Plan Amendment Final EIR, June 1994).

Seacliff Retreat

Seacliffs are present at the Carpinteria Bluffs in the southeastern portion of the planning area, extending to heights of about 80 feet above mean sea level (see Figure S-2). The exposed seacliffs are composed of the Monterey (Modelo) Formation, which is a thinly bedded, hard, siliceous shale. The Monterey Formation readily yields to erosion, slumping, landslides, and other erosional processes. For conservative planning purposes, the seacliffs along the Carpinteria coastline are estimated to be retreating at an average of six inches per year (although actual retreat varies from location to location and from year to year).

Objective S-2: Minimize the potential risks and reduce the loss of life, property and economic and social dislocations resulting from seismically-induced and naturally-occurring landslides, from mud and debris flows, from rock falls, and from seacliff retreat.

Policies:

S-2a. Areas identified on Figure S-2 as High Landslide Potential shall either be designated in an open space zoning category or the potential for landslide will be mitigated through avoiding disturbance of the slope area of the site subject to landslide potential.

S-2b. Building improvements and other development including any irrigated landscape areas shall be setback sufficiently to protect the development and all associated improvements from bluff failure and bluff retreat over a 100-year term.

Implementation Measures

5. Geotechnical investigations shall be performed in areas of high landslide or seacliff (bluff) retreat potential that are proposed to be developed. Calculations shall be performed for areas identified as being prone to landslides to evaluate the factor(s) of safety for existing and proposed slopes in their naturally-occurring state, and during a maximum credible earthquake along the nearest fault. Further, said investigation shall include a determination of the minimum setback for proposed structures and other improvements to be maintained outside of the area subject to bluff retreat over a 100 year term. In the area identified as Carpinteria Bluffs subject to potential seacliff retreat on Figure S-2, existing railroad improvements and cut slopes shall not be expanded or altered. Maintenance or protection proposed for existing slopes shall be reviewed through the coastal development permit process. Slope stabilization techniques (e.g. seawalls and similar structures) should be avoided.

6. Geotechnical investigations shall be performed on hillside properties proposed to be developed. Hillside properties proposed to be developed within or below areas of high rock fall potential should be evaluated for rock fall hazards. Calculations shall be performed for areas identified to be prone to mud flows, debris flows, and/or rock falls to evaluate the necessity for mud flow, debris flow, and/or rock fall diversion walls and/or structures, and for the safety of future inhabitants.

SOIL HAZARDS

Expansive Soils

Expansive soils are those characterized as having a high shrink-swell potential. Areas with high potential for expansive soils are shown on Figure S-3.

Soil Settlement

Settlement is the downward movement of soil or of structures it supports, resulting from a reduction in the voids in the underlying strata. Areas with high soil settlement potential are shown on Figure S-3.

Subsidence

Subsidence is the reduction in volume of a material resulting from an increase in the density of a material. It is generally related to the withdrawal of fluids such as water, oil, or gas from the subsurface. The potential for subsidence in the city is considered minimal, as no recognized subsidence has occurred within the planning area due to either groundwater or oil extraction.

Hydrocompaction

Hydrocompaction occurs in relatively loose, open textured soils above the groundwater table. No areas of hydrocompaction have been identified in the planning area.

Objective S-3: Minimize the potential risks and reduce the loss of property and the economic and social dislocations resulting from expansive soils, soil settlement, subsidence, and hydrocompaction.

Policies:

S-3a. If areas of ground subsidence due to groundwater, oil, or gas withdrawal are identified in the future, these areas should not be developed (if open land) until the City's Water Resource Management Program is reviewed and/or updated cooperatively by the City and the water district to determine appropriate measures for the protection of the groundwater basin, existing water service to the community, and property.

S-3b. All new development will comply with the Uniform Building Code, local City building ordinances, and geotechnical recommendations related to construction in areas identified as having a high potential for expansive soils or soil settlement.

Implementation Measures

7. Geotechnical investigations shall be performed on properties proposed to be developed in areas identified as having high potential for expansive soils or soil settlement.

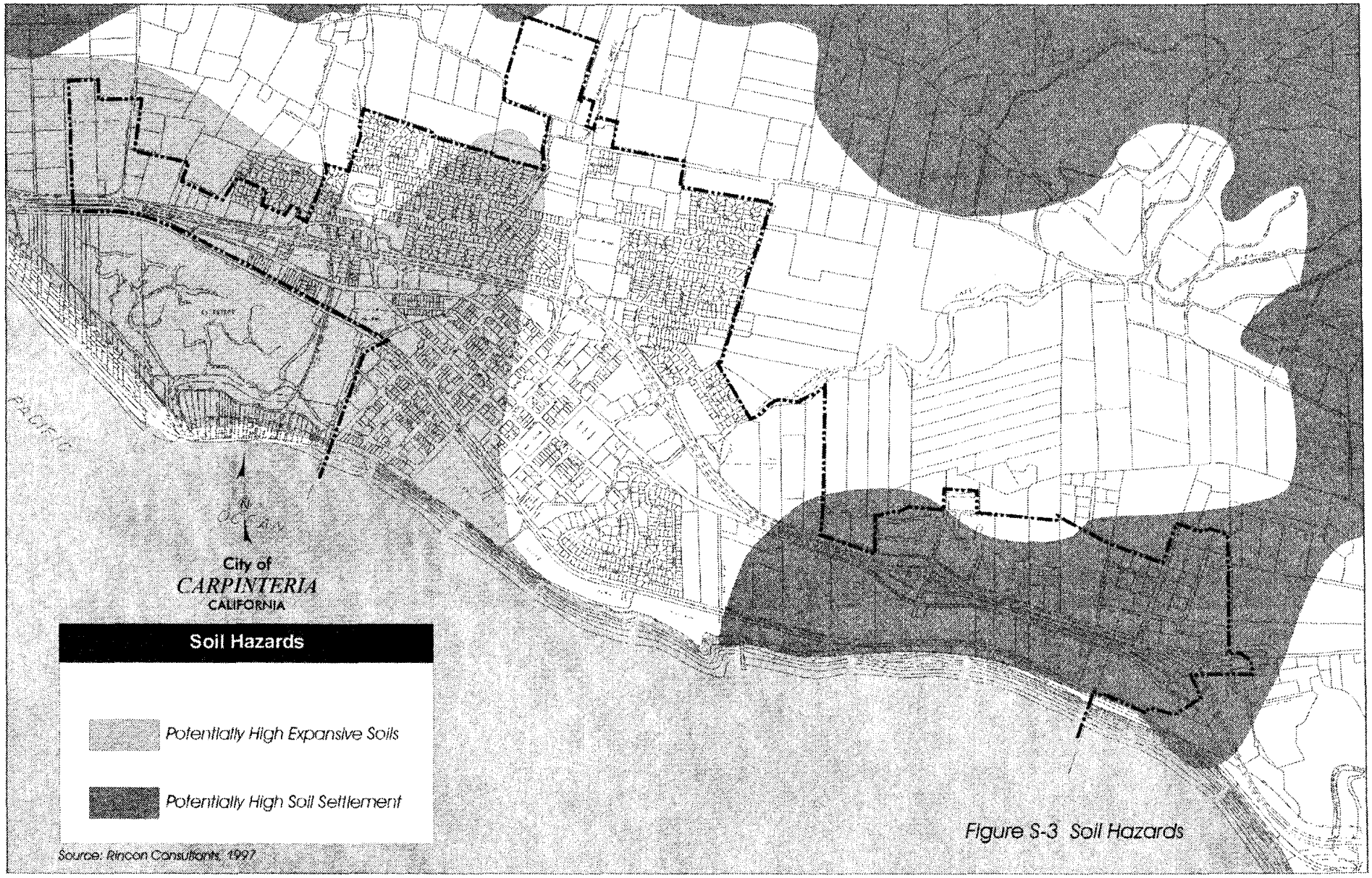


Figure S-3 Soil Hazards

8. Foundation recommendations made by a geotechnical engineer, based on field and laboratory testing and observations, shall be incorporated into the design of any proposed buildings in areas identified as having a high potential for expansive soils or soil settlement.

9. If, during the permitting and/or construction phase of a new development project, in an area not herein identified as having a high potential for expansive soil, soil settlement, or hydrocompaction, soils susceptible to expansion, settlement, or hydrocompaction are encountered, then foundation recommendations should be made by a qualified geotechnical engineer following a site investigation.

FLOOD HAZARDS

Flooding Potential

Flooding in the Carpinteria planning area is generally produced by winter storms occurring between December and March. Several local streams that discharge into the Pacific Ocean cross through the planning area, including Carpinteria Creek, Santa Monica Creek, Franklin Creek, Arroyo Paredo, and Toro Canyon Creek. The Carpinteria, Santa Monica, and Franklin Creeks have been channelized by the Santa Barbara County Flood Control and Water Conservation District, the U.S. Army Corps of Engineers, and the U.S. Soil Conservation Service. The Santa Barbara County Flood Control Engineer has determined that lands above 250 feet elevation in the Carpinteria area would be free from flood hazard in the area of the channelized creeks.

The Federal Emergency Management Agency (FEMA) has established National Flood Insurance Rate Maps (FIRMs), which designate flood zones for the Carpinteria planning area. The maps were last updated for Carpinteria and adjacent areas in September of 1985. Areas within the 100-year flood zone include:

- Areas adjacent to Santa Monica, Franklin, and Carpinteria Creeks;
- The northwest corner of the city; along Highway 101 between Franklin and Carpinteria Creeks;
- Areas along the Pacific Ocean coastline; and
- The area east of the El Estero Marshland, west of Linden Avenue and south of the Union Pacific Railroad.

Winter storms also bring high ocean tides and waves that annually threaten structures adjacent to the city Beach between Linden Avenue and Ash Avenue along Sandyland Avenue. The City has received a permit to annually build a sand berm during winter

months to protect the structures and improvements on private property.

Flood hazard zones in the planning area are shown on Figure S-4.

Objective S-4: Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from flooding.

Policies:

S-4a. All new development proposed in the 100-year floodplain must adhere to the County of Santa Barbara Floodplain Management Ordinance, Chapter 15-A of the County Code.

S-4b. The development of critical facilities within the 100-year floodplain should be discouraged.

S-4c. Setbacks from flood control channels, as determined by the Santa Barbara County Flood Control District, will be required to allow access to maintain and enable proper operation of the channels.

S-4d. The City should conduct a floodplain study for the west end of the planning area and confer with FEMA in an attempt to update the 100- and 500-year flood zones in that area.

S-4e. Further channelization and/or banking of creeks, rivers, or streams in the planning area shall be discouraged. The City shall establish setback guidelines for land use planning purposes along natural creek, river, or stream floodplains, and identify and pursue opportunities to eliminate existing concrete channels and/or banking from creeks, rivers, or streams.

S-4f. Programs and regulations should be developed that are appropriate to respond to the need to protect existing and future private property improvements from winter ocean wave action.

Implementation Measures

10. Compliance with the City's Floodplain Management Measures will be required prior to issuance of building permits for any type of individual development project proposed in the 100-year floodplain.

11. All subdivision projects proposed in the 100-year floodplain must be reviewed by the Santa Barbara County Flood Control District prior to the issuance of grading and/or building permits.

12. The City should initiate a floodplain study for the west end of the planning area, specifically the Beach neighborhood, in order to determine whether the base flood elevations determined by FEMA is accurate.

13. With permission from the Coastal Commission and US Army Corps of Engineers, the City shall construct a sand berm on the City Beach parallel to the homes fronting on the beach to provide a measure of protection for existing and future property improvements from seasonal wave action and to avoid the need for permanent seawalls or similar structures for protection of private property.

14. All new construction or reconstruction, additions and remodels that have a valuation exceeding 50 percent of the valuation of the existing structure, shall be constructed so as to be protected from wave action. A wave action study shall be prepared and submitted to the city as a part of the project application that determines the necessary construction design and technique to protect the structure and prevent impacts to adjacent property.

15. Development applications submitted to the city shall include information adequate to determine compliance with applicable flood and stormwater management programs, polices and regulations. Further, the City shall require development to comply with the following standards unless superceded by a more restrictive standard applicable in the city:

    a. street improvements shall be designed to accommodate flows up to the 10 year storm, flows between the 10 and 25 year storms will be accommodated in an underground system, and safe and acceptable escape routes for the 100 year storm shall be established;

    b. improvements shall be designed to result in no net change from the existing drainage condition (e.g. volume and velocity), as it affects off-site public and private property, to the developed drainage condition, and adequate information shall be provided to the city to demonstrate that there exists a controlled path for runoff to the ocean. Further, where a proposed development site currently contributes to existing degraded drainage conditions and/or an off-site drainage or flooding problem, the proposed development shall include corrective measures as determined appropriate by the City;

    c. all development shall be designed and constructed as necessary to comply with Best Management Practices for nuisance and stormwater runoff and to comply with the

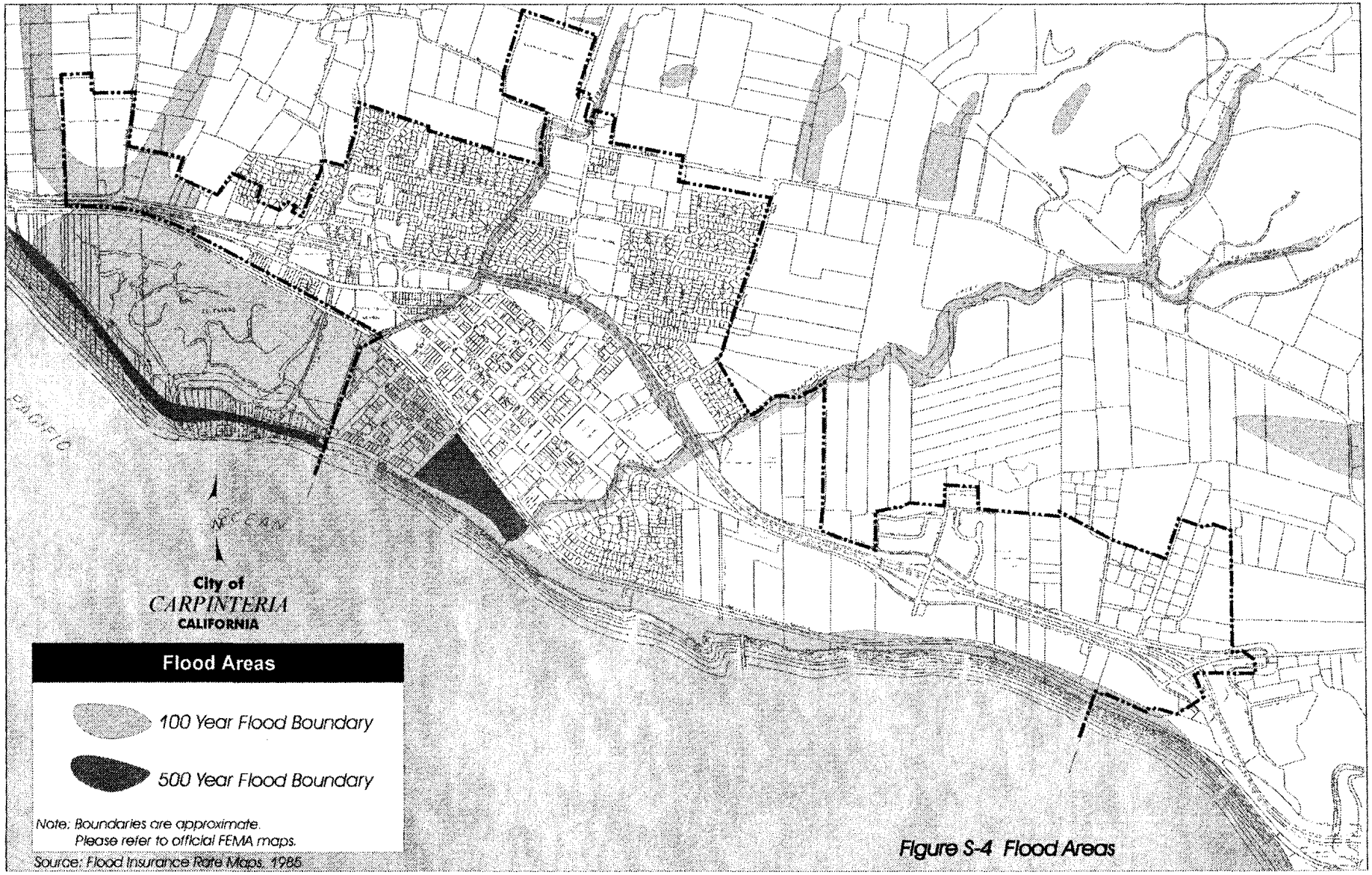


Figure S-4 Flood Areas

requirements of any applicable NPDES permit. Further, all such nuisance and stormwater improvements shall be designed to ensure that the project will not result in a measurable reduction in terrestrial or aquatic habitat carrying capacities due to discharge of project site runoff to creeks, the salt marsh and the ocean.

FIRE HAZARDS

Wildland and Urban Fires

Fire prevention and suppression services are provided in Carpinteria by the Carpinteria-Summerland Fire Protection District, which also has mutual aid agreements with the Ventura County and Santa Barbara County Fire Departments. If the resources of these departments/agencies are depleted, assistance can also be obtained through various state agencies, (Office of Emergency Services, the Department of Forestry and Fire Protection, the State Fire Marshall, and the Department of Fish and Game) and federal agencies (U.S. Forest Service, the National Park Service and Bureau of Land Management, and the Department of Defense).

Urban fires are defined as those fires occurring within the city limits. They are usually residential, commercial, or industrial in nature, and are usually fought by the Carpinteria-Summerland Fire Protection District. Wildland, or brush, fires are defined as those fires occurring in undeveloped areas commonly covered by heavy vegetation, typically in the hills and canyons. The Santa Barbara County Fire Department generally responds to wildland fires outside the urban limit zone defined by the Carpinteria-Summerland Fire Protection District. Fire hazard zones in the planning area are shown on Figure S-5.

Peakload Water Requirements

Peak load water supply standards ensure that sufficient water flow is available to fight fires. The minimum fire flow required is determined by the type of building construction, proximity to other structures, fire walls, and fire protection devices, as specified by the latest version of the Uniform Fire Code.

Evacuation Routes

The Carpinteria-Summerland Fire Protection District, in conjunction with the County of Santa Barbara Sheriff's Department, is ultimately responsible for coordinating evacuation necessitated by an emergency. The main evacuation route from the Carpinteria planning area is U.S. Highway 101. A secondary evacuation route is the Union Pacific Railroad, which parallels U.S. Highway 101. However, the use of the railroad for evacuation would be dependent upon the availability of rail cars for transportation.

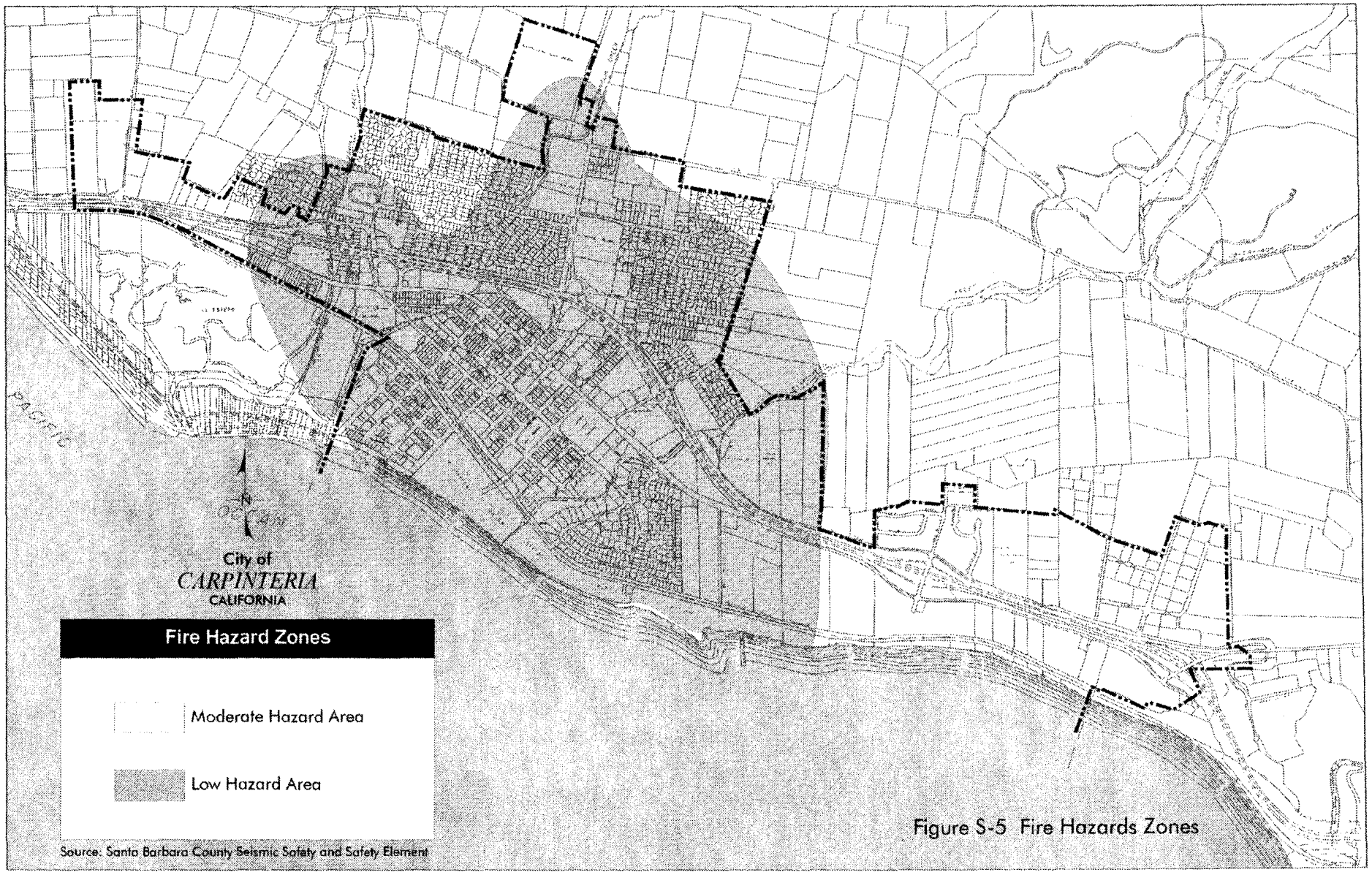


Figure S-5 Fire Hazards Zones

Minimum Road Widths and Clearances Around Structures

The Carpinteria-Summerland Fire Protection District currently adheres to the County of Santa Barbara Private Road and Driveway Standard, Section 8 of the County of Santa Barbara Municipal Code pertaining to minimum road widths and clearances around structures.

Objective S-5: Minimize the potential risks and reduce the loss of life, property and economic and social dislocation resulting from urban and wildland fires.

Policies:

S-5a. All new structures must adhere to the Carpinteria-Summerland Fire Protection District Ordinance and the Santa Barbara County Fire Department Ordinances, where applicable.

S-5b. All new structures, whether within or outside the urban limit zone, must adhere to the city Fire Sprinkler Ordinance.

S-5c. Roads shall be installed or improved to the standards specified in the County of Santa Barbara Private Road and Driveway Standard, Section 8 of the County of Santa Barbara Municipal Code.

S-5d. The City will work in conjunction with the Carpinteria-Summerland Fire Protection District to adhere to, and enforce, all fire codes.

Implementation Measures

16. Applicants for new development projects in Carpinteria must verify that the water purveyor can provide the required volume of water to satisfy the peakload water requirements for the project.

17. Prior to construction of new developments, applicants must submit plans to the Carpinteria-Summerland Fire Protection District.

18. The Carpinteria-Summerland Fire Protection District should be consulted when new development or redevelopment plans are being considered, or when code violation or code enforcement issues arise.

HAZARDOUS MATERIALS

Large Industrial Facilities

Two large industrial facilities and two Carpinteria Valley Water District water treatment plants are located in the planning area. These include the Carpinteria Oil & Gas Plant, the Carpinteria Sanitary District Wastewater Treatment Plant, and the water treatment sites located at 4810 Foothill Road on the Carpinteria High School property and at El Carro Lane and Namouna Street on the El Carro Park property. These facilities may store and/or use flammable hazardous materials/waste, highly toxic and corrosive materials/waste, as well as acutely hazardous materials/waste. A risk assessment performed for the Carpinteria Oil and Gas facility indicates that four types of hazards were possible from the facility: radiant heat from a fire; a flammable gas cloud moving off the Venoco facility; a blast strong enough to rupture eardrums; and a blast strong enough to cause major glass damage. The approximate locations of the large industrial facilities/sites are shown on Figure S-6.

Acutely Hazardous Materials

Twenty-one facilities in the planning area have been identified as handling acutely hazardous materials. Table S-3 in Appendix E for this Safety Element lists the facilities. The approximate locations of the facilities that handle acutely hazardous materials are shown on Figure S-6.

Pesticides

The State Department of Agriculture identifies 132 facilities in the planning area that handle pesticides (see Table S-4 in Appendix E).

Crude Oil

Crude oil activities have occurred onshore, and continue to exist offshore in the Carpinteria area. The State Department of Conservation, Division of Oil, Gas and Geothermal Resources (CDOG) governs crude oil and natural gas activities within California. Maps showing the locations of active, abandoned and idle oil or natural gas wells and facilities are available through the CDOG.

Transportation Corridors

U.S. Highway 101 is the major vehicular transportation corridor through the Carpinteria planning area. Trucks hauling hazardous materials travel along Highway 101 northward and southward. The Union Pacific Railroad is another transportation corridor in the planning area. Freighter rail cars are known to carry hazardous materials through the city. Specifically, jet fuel is transported from Los Angeles northward through the planning area to Vandenberg Air Force Base.

The major crude oil and natural gas pipelines that traverse the planning area are the Rincon crude oil pipeline, and the Sempra Gas Company natural gas pipeline.

Objective S-6: Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from hazardous materials accidents at large industrial facilities, at facilities handling acutely hazardous materials, and along transportation corridors through the planning area.

Policies:

S-6a. The City should maintain lists of facilities in the planning area that involve the use, storage, and/or transportation of hazardous materials.

S-6b. City policies concerning the use, storage and transportation of hazardous materials, and regarding underground or above-ground storage tanks should reflect the County of Santa Barbara and the State Regional Water Quality Control Board policies and requirements.

S-6c. The City should consider the presence of large industrial facilities, facilities that handle acutely hazardous materials or pesticides, and railroad and utilities right-of-ways in land use planning.

Implementation Measures

19. Hazardous materials or wastes stored in closed containers at a facility shall not be within 50 feet of an adjacent property.

20. A development setback of 300 feet shall be established from the perimeter of the Carpinteria Oil and Gas Processing Facility unless it can be demonstrated that a lesser setback will not result in exposure of the public to health and safety risks related to plant activities.

21. Structures located between 300 and 1,000 feet from the perimeter of the Carpinteria Oil and Gas Processing Facility shall be constructed utilizing safety glass that can resist overpressures of 0.75 psig.

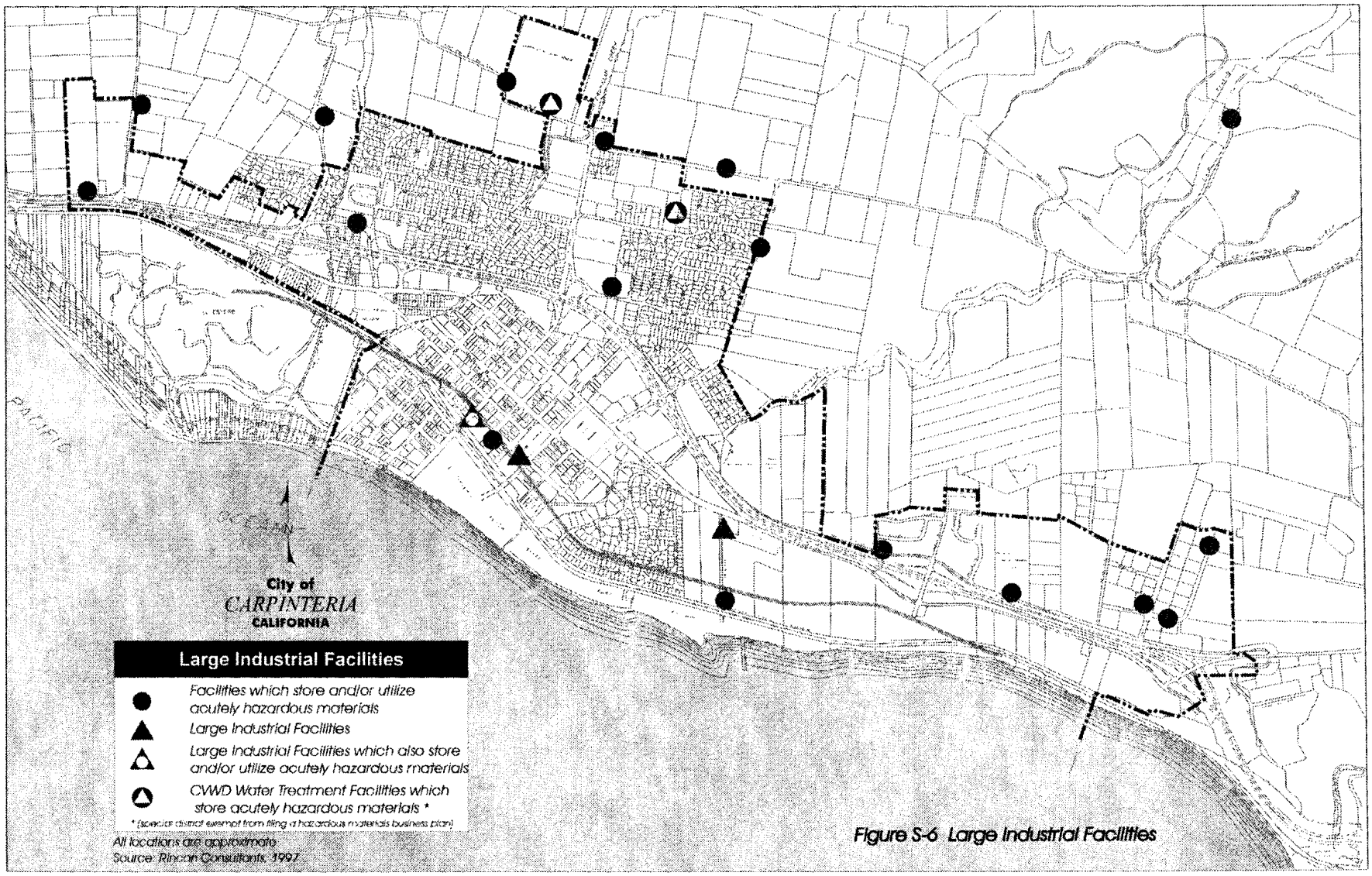


Figure S-6 Large Industrial Facilities

22. Development of parcels that include the Rincon crude oil pipeline, the Gas Company's natural gas pipeline, a railroad right-of-way, or any other corridor or easement that contain similar uses that have the potential for hazardous materials leaks and/or catastrophic events, shall avoid the placement of habitable structures in such close proximity to the lines that public health and safety is put at risk.

23. New residences shall not be located adjacent to known handlers of acutely hazardous materials. Further, prior to development of any site identified as having been used for the storage of hazardous materials or activities involving the use of hazardous materials, the city shall require the developer to submit documentation sufficient to demonstrate that testing has been conducted as necessary to determine the existence and extent of soil and/or groundwater contamination and that based on the results of said testing an appropriate clean-up program is established and completed.

24. The City shall work with the County to ensure appropriate land use and urban development adjacent to active agricultural fields within the planning area. The City, through the State Department of Agriculture, will identify active agricultural fields of particular concern as those handling acutely hazardous pesticides.

25. No structures will be constructed over active or abandoned oil wells unless the oil well(s) have been abandoned or reabandoned per the California Department of Oil, Gas and Geothermal Resources (CDOG) procedures, and under the CDOG's supervision.

26. Train speeds through Carpinteria should be maintained at levels that serve to minimize the potential for derailed train cars to leave the railroad right of way as a result of an accident.

Environmental Consequences

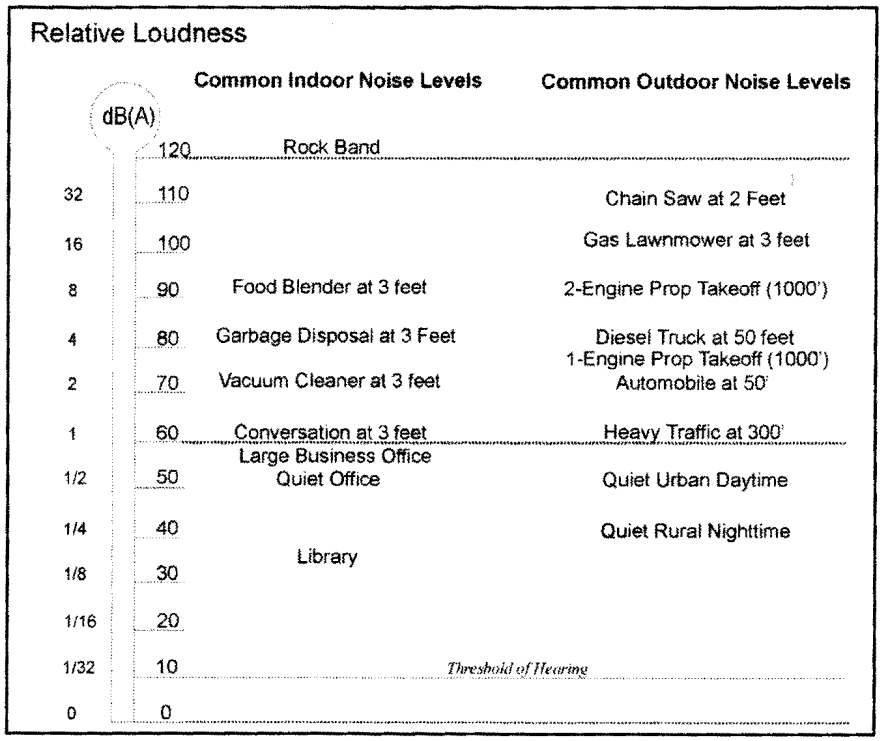
The Safety Element is intended, through adoption of its policies and implementation measures, to reduce death, injuries, property damage and economic and social dislocation from natural and man made hazards. Hazards including seismic, slope-stability, soil, flood, fire, hazardous materials have policies and implementation measures developed to prevent or reduce the risk of such hazards. Specific requirements and recommendations for design criteria and planning are included in the policies and implementation measures of the element. Policies and implementation measures would not directly require development of projects that would negatively affect the environment, such as construction of a seawall or stream channelization. Consequently, these policies and implementation measures would have a beneficial effect on the City.

Noise

INTRODUCTION

The City of Carpinteria is affected by several different sources of noise, including automobile and rail traffic, agricultural and industrial activity, ocean waves and wind, and periodic nuisances such as construction, loud parties, and other events. The Noise Element is intended to identify these sources and provide goals and policies that ensure that noise from these sources does not create an unacceptable noise environment. Controlling noise sources can make a substantial improvement in the quality of life for City residents.

Noise is typically defined as any sound that is undesirable. The level of annoyance that noise causes depends upon several factors including, the magnitude of the noise, the duration of the noise event, and the time at which the noise event occurs. Typical noise levels for some common noise-generating activities are shown below.



The major noise sources in Carpinteria are:

- **Transportation Related Noise Sources** including U.S. Highway 101, Freight and Passenger Railroad Service, and Major Arterial Roads, and

California State Law, Government Code Section 65302(f), requires the preparation and adoption of a noise element that identifies and appraises noise problems in the community. The noise element is required to analyze and quantify, to the extent practicable, all of the following sources:

1. Highways and freeways
2. Primary arterials and major local streets
3. Passenger and freight on-line railroad operations and ground rapid transit systems
4. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
5. Local industrial plants, including, but not limited to, railroad classification yards.
6. Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

- **Other Noise Sources Including Stationary Sources** such as Industrial/Agricultural Noise and Nuisance Noise.

Each of these specific noise sources is described in this element.

Definitions

Noise: Any sound that is undesirable.

Decibel (dB): A logarithmic unit for expressing the relative intensity of sounds.

A-weighted decibel (dBA): The sound level obtained by using the A-weighting filter of a sound level meter, expressed in dB. A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear.

Equivalent Sound Level (Leq): The single steady A-weighted level that is equivalent to the same amount of energy as that contained in actual fluctuating sound over a given period of time. Leq is essentially the average sound level.

Community Noise Equivalent Level (CNEL): The equivalent (or average) sound level during a 24-hour day. The CNEL recognizes that noise occurring at night tends to be more disturbing by adding 5 dB to actual evening (7:00 p.m. to 10:00 p.m.) noise levels and 10 dBA to actual night time (10 p.m. to 7 a.m.) noise levels.

Sensitive Noise Receptor: Those land uses that are typically considered sensitive to noise. The most sensitive uses are generally considered residences, schools, churches, hospitals, and convalescent care facilities.

TRANSPORTATION RELATED NOISE SOURCES

U.S. Highway 101

U.S. Highway 101 crosses the city from northwest to southeast and is the primary source of noise in the city. Current and projected future noise contours from Highway 101 are shown in Figures N-1 and N-2. Construction of a noise barrier along the freeway frontage could reduce noise impacts; however, funding and aesthetic concerns remain an obstacle to construction.

Objective N-1: The City will minimize noise impacts of Highway 101 traffic on residential and other sensitive land uses.

Policies:

N-1a. The City will plan noise-compatible land uses or design developments with noise attenuation features near Highway 101.

N-1b. The City will cooperate with Caltrans to landscape or install mitigation elements along Highway 101 adjacent to residential or noise sensitive uses to reduce noise impacts. Any noise attenuation features should adhere to relevant policies in the city's Community Design Element.

N-1c. The City will work with local and regional transit agencies and businesses to provide public transit services that reduce traffic and minimize traffic's contribution to the noise environment.

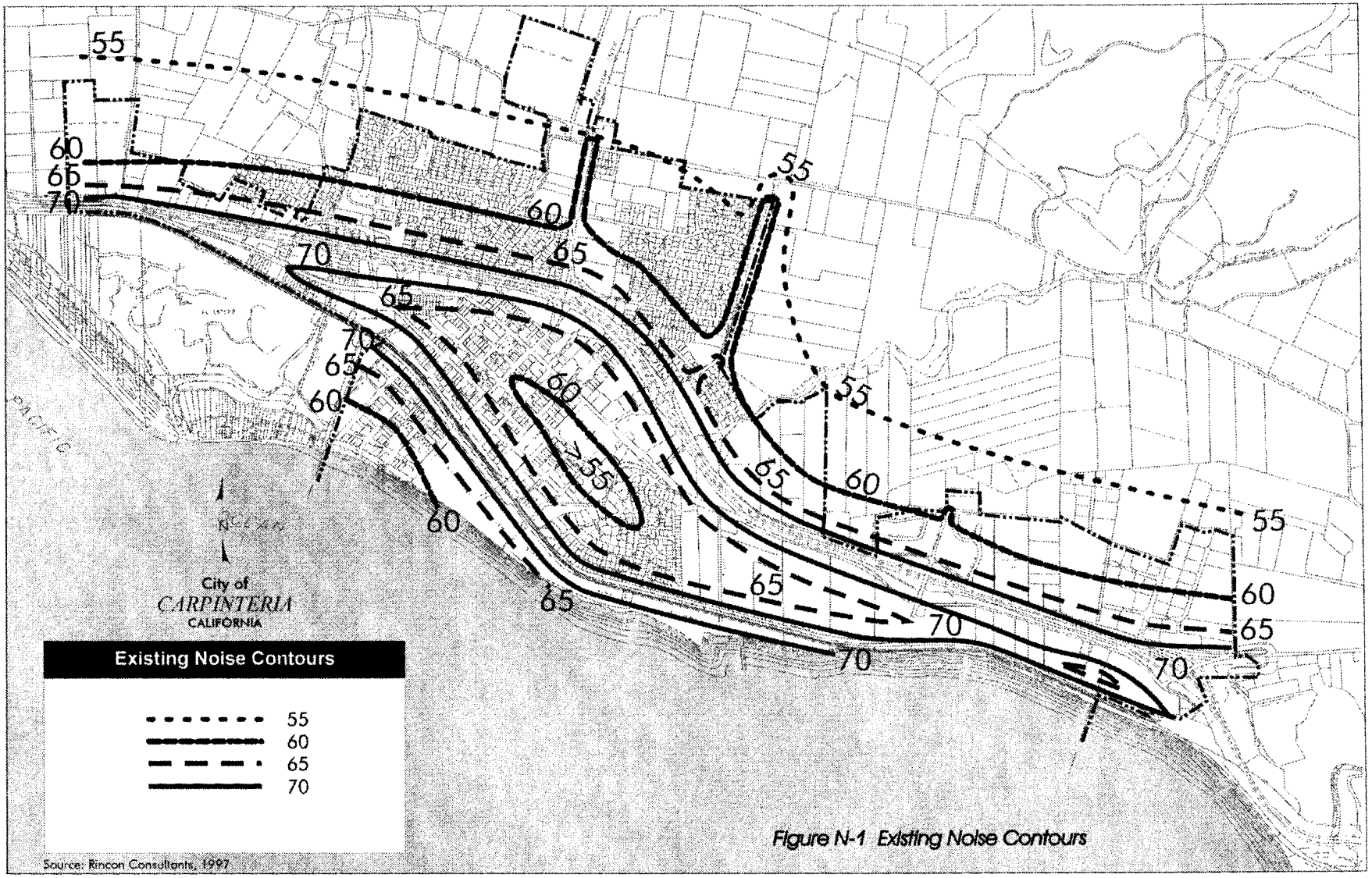
Freight & Passenger Railroad Service

The Union Pacific Railroad parallels Highway 101 as it enters Carpinteria and then generally follows the coastline south of the city. The railroad is the second major source of noise in the city after the highway. Future train traffic through the city will depend upon the demand for such services.

Objective N-2: The City will minimize the noise impacts of the railroad on residential and other sensitive land uses.

Policies:

N-2a. The City will plan noise-compatible land uses near the Union Pacific Railroad.



Source: Rincon Consultants, 1997

Figure N-1 Existing Noise Contours

N-2b. The City will work with railroad operators to install noise mitigation features where operations adversely affect existing adjacent residential or other noise-sensitive uses.

Major Arterial Roads

Carpinteria Avenue, Linden Avenue, Casitas Pass Road, and Via Real are the major roadways in Carpinteria capable of producing noise impacts to sensitive receptors.

Objective N-3: The City will minimize the adverse effects of traffic generated noise from City streets on residential and other sensitive land uses.

Policies:

N-3a. The City will encourage site planning and traffic control measures that minimize the effects of traffic noise.

N-3b. The City will provide for the development of alternative transportation modes such as bicycle paths and pedestrian walkways to minimize automobile traffic in the city.

N-3c. The City will work with local and regional transit agencies and businesses to provide public transit services that reduce traffic and associated noise.

Implementation Measures for Transportation Related Noise Sources:

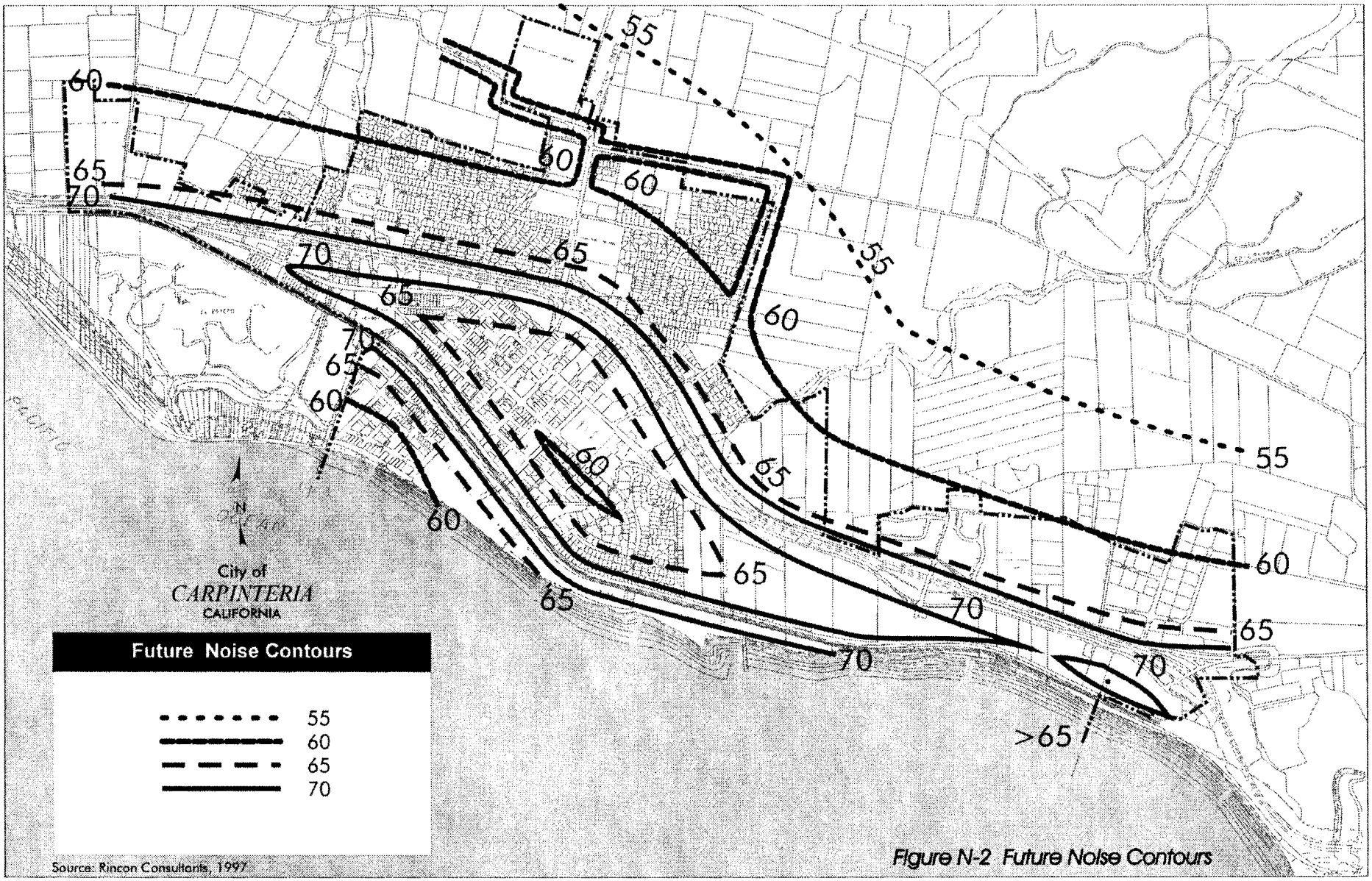
1. The City will use the land use/noise compatibility matrix shown on Figure N-3 to determine the appropriateness of land uses relative to roadway noise.

2. An acoustical study showing the ability to meet state noise insulation standards will be required for any development proposed in an area where noise exceeds the "normally acceptable" level shown on Figure N-3.

3. The City will enforce the California Noise Insulation Standards (Title 25 California Administrative Code) to ensure an acceptable interior noise level of 45 CNEL in habitable rooms.

4. The City will consider the use of alternative paving material and "traffic calming" devices that reduce traffic noise (See the Circulation Element for examples of traffic calming devices).

5. The City and Caltrans will cooperate in the planning of noise attenuation features along Highway 101.



Source: Rincon Consultants, 1997

Figure N-2 Future Noise Contours

6. The City will designate truck routes, limiting trucking through residential areas.

Environmental Consequences

The Noise Element is intended to reduce noise impacts and prevent noise impacts from future noise sources. Many of the policies and implementation measures developed for transportation related noise intend to plan noise compatible land uses together and minimize noise from roads, railroads, industrial, and agricultural sources. These policies would generally have an overall beneficial effect on the City by reducing noise.

Implementation of some noise mitigation measures, such as earthen berms or wood or concrete noise barriers, may result in aesthetic/community design impacts depending on how and where they are implemented. This would be a concern in developing noise mitigation along State Highway 101 where they would be highly visible from the Highway. Designs for noise mitigating barriers would need to be compatible with the Community Design Element. It should be noted that building of barriers would be the least desirable noise mitigation of those described in the Noise Element. Acoustical treatment of buildings and site layout, including setbacks and other buffers, are likely to be more aesthetically compatible with the City. Other noise mitigation measures, such as traffic calming road design or development of bike paths to encourage alternative transportation, may result in environmental impacts primarily due to construction of these measures. Construction may result in temporary noise, air, and traffic impacts.

OTHER NOISE SOURCES, INCLUDING STATIONARY SOURCES

Industrial and Agricultural Noise

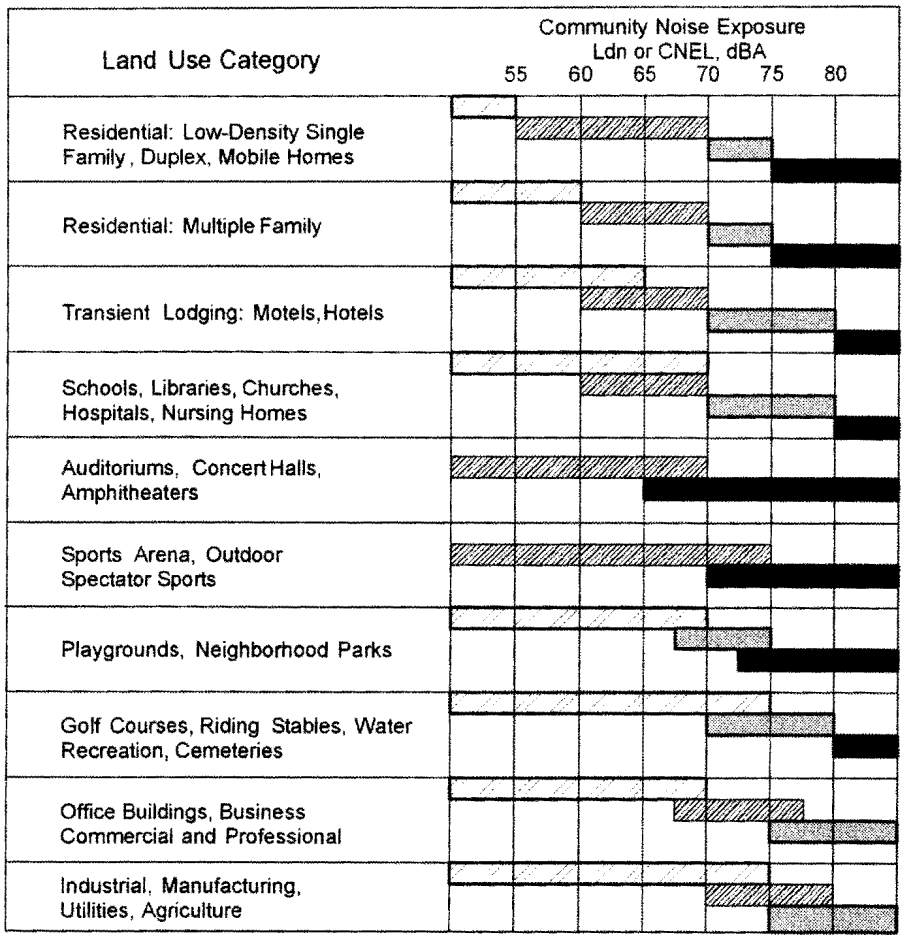
Noise generated by industrial plant operations, heavy equipment, and truck traffic can affect adjacent residential areas and other sensitive land uses. Greenhouse operations and movement of farm equipment and packing operations are also sources of noise likely to continue in the future.

Future industrial and greenhouse development in the city would generally be located away from existing and planned residential and other sensitive uses that would be incompatible with industry.

Figure N-3: Land Use Compatibility Matrix

The matrix below provides guidelines for determining whether or not ambient noise levels are compatible with certain types of land uses. In conjunction with the noise levels shown on Figures N-1 and N-2, it can be used to determine whether new development proposed in Carpinteria is within an acceptable noise environment for the proposed use.

Acceptable Noise Levels



INTERPRETATION

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

Therefore, future noise associated with industrial and greenhouse activities would be expected primarily from sources such as truck traffic serving industrial operations.

Objective N-4: Minimize noise spillover from industrial operations into adjacent residential neighborhoods and other sensitive uses.

Policies:

N-4a. The City will require that automobile and truck access to industrial and commercial properties adjacent to residential areas be located at the maximum practical distance from the residential area.

N-4b. The City will limit the use of motorized landscaping equipment, parking lot sweepers, or other high-noise equipment on commercial properties if their activity will result in noise that adversely affects residential areas.

N-4c. The City will require that the hours of truck deliveries to industrial and commercial properties adjacent to residential uses be limited unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at another hour.

N-4d. The City will work with the agricultural industry and County government to address conflicts on a case-by-case basis and develop noise mitigation as practicable.

Nuisance Noise

The City occasionally receives complaints about individual sources of noise, including loud parties, events and high school football games. Construction activity is also a source of occasional temporary nuisance noise throughout the city. These and other such nuisance noises are common to cities and can be addressed on a case-by-case basis.

Objective N-5: The City will minimize the effects of nuisance noise effects on sensitive land uses.

Policies:

N-5a. The City will address nuisance noise on a case-by-case basis and develop appropriate mitigation measures such as scheduling of events or activities during hours when effects would be minimal.

N-5b. The City will require that construction activities adjacent to sensitive noise receptors be limited as necessary to prevent adverse noise impacts.

N-5c. The City will require that construction activities employ techniques that minimize the noise impacts on adjacent uses.

Implementation Measures

Implementation Measures 1-3 for objective N-3 also apply to stationary and nuisance noise sources. In addition, the following measures will be implemented:

7. The City will establish a noise ordinance in order to be more effective in controlling noise from stationary and nuisance noise sources, including construction activity.

8. All new equipment purchased by the City will meet noise performance standards consistent with the best available noise reduction technology.

Environmental Consequences

These policies are intended to have a positive affect on noise impacts to sensitive receptors. Policies such as N4a, to distance the access points for industrial and commercial land uses away from residential uses and policy N4d, to address agricultural noise issues on a case-by-case basis would have a beneficial effect on sensitive land uses by minimizing noise impacts.

Implementation measures N7 and N8 would establish a noise ordinance and require that new City equipment would meet noise reduction performance standards. These measures would have positive environmental consequences by contributing to the overall reduction in noise for the city.

Noise Evaluation and Mitigation

The following decision tree (Figure N-4) provides a general methodology to be followed in the evaluation of potential noise problems associated with new development in the Carpinteria Planning Area.

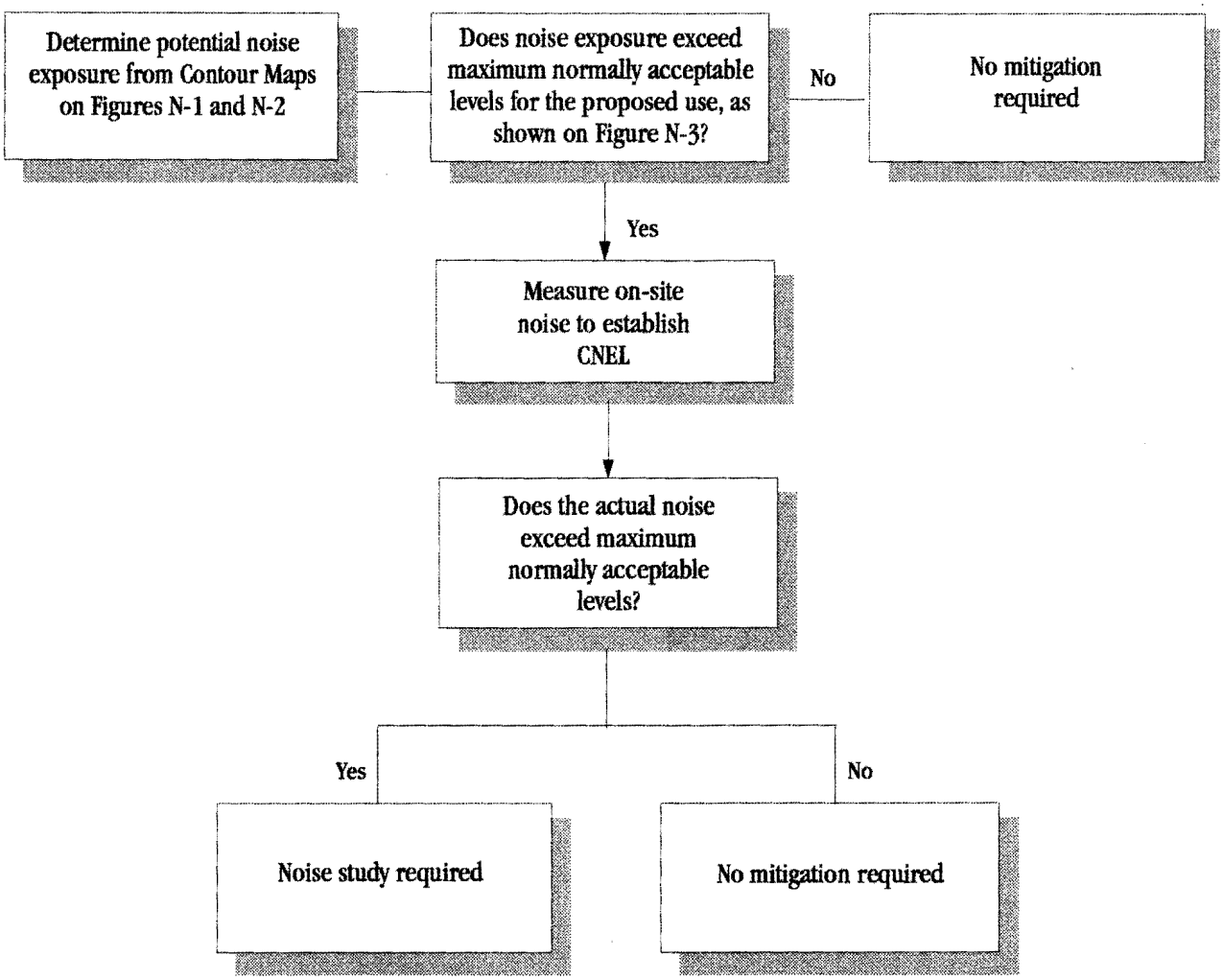
When mitigation must be applied to new development to ensure an acceptable noise environment, the following approaches shall be considered. First preference shall be given to approach (a). Second preference will be given to approach (b). Approach (c) will be used only if neither (a) nor (b) will achieve desired noise conditions.

a. Site layout, including setbacks, open space separation and shielding of noise sensitive uses with non-noise-sensitive uses (see the Community Design Element for examples).

b. Acoustical treatment of buildings (see the Community Design Element for examples).

c. Structural measures Construction of earthen berms or wood or concrete barriers.

Figure N-4: Decision Tree



Public Facilities & Services

INTRODUCTION

Local government is concerned with the task of supplying essential public services, implementing regulations in the interest of public health and safety, and providing for the general welfare of the community. As one of the major responsibilities of local government, planning provides an effective means of integrating the availability of public facilities with the desires and needs of existing and future residents. The purpose of this element is to review the major public and private services and facilities existing in the Carpinteria Planning Area and to relate this information to future needs.

Some of the services and facilities available in the Planning Area are provided by the City. However, there are also a variety of other agencies providing services within the Planning Area. Servicing agencies include public and private utility companies, a number of special districts and the County of Santa Barbara. The decisions and actions of these agencies may influence the physical and economic development of the Planning Area. The following analysis will address the major services: water, sewer, schools, police and fire, leisure services, library, and solid waste. Information is presented to develop goals for serving the health, safety and welfare of both current and future residents of the Carpinteria Planning Area.

The following Coastal Act policies pertain to public facilities and services:

30254. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or established except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

Resource protection and provision of public services are also addressed in other sections of the Coastal Act. Section **30231.** of the Coastal Act requires that depletion of groundwater supplies be prevented. Section **30241.** requires that public service and facility expansions and non-agricultural development do not impair agricultural viability either through increased costs or degraded air and water quality.

DOMESTIC WATER SERVICE

Domestic water service in Carpinteria is subordinate to two components: supply and distribution system. Supply is an issue in much of the South Coast area; the Carpinteria Valley is no exception. Water is supplied by the Carpinteria Valley Water District (CVWD) through line and storage facilities controlled by the district. The District connected to State water in November of 1997.

SANITARY SEWER SERVICES

Wastewater collection and treatment services are managed by the Carpinteria Sanitary District (CSD). This community-wide service agency has the obligation of operating and maintaining this system for the transmission, treatment and disposal of sewage generated within this area. CSD is also responsible for providing treatment to the level necessary to meet various discharge requirements set by the Regional Water Quality Control Board and other state and federal agencies.

Currently, service is provided to areas both within and outside the corporate limits of the city. Sewage generated in this area is conveyed

through district lines to the treatment facility located between Olive and Oak Avenues, south of 6th Street and adjacent to the Union Pacific Railroad. It should be noted that no "nonreclaimable" sewer treatment is available. This is important in the context to limitations on heavier industry uses that often require such services. Appropriately, the land use plan does not encourage those types of uses.

POLICE PROTECTION

Police services within the incorporated City of Carpinteria are provided by the Santa Barbara County Sheriff's Department. Within the State Park police protection is jointly provided by the Santa Barbara County Sheriff's Department and State Park rangers.

Previously, the City's police protection services were provided by the Carpinteria Police Department. During that time, the police department received approximately 550 phone calls per month, of which 180 were written into reports. Carpinteria police records reflect an average of 65 arrests per month, not including 12 drunk driving arrests. Records also indicate 250 parking and moving vehicle citations and 10 auto accidents per month. In general, crime rates are highest for burglary and assault, and lowest for rape, murder or robberies. Burglaries in homes are typically higher during the daytime, and in businesses during the evening hours. Drunk driving and traffic violations are more frequent during the night hours. The police department also actively participated in a number of programs such as: (1) Neighborhood Watch, which is active in (+/-) 16 neighborhoods, with 20 to 25 residents each; (2) school training of youngsters; (3) business training, educating merchants in areas of check acceptance, safety in window displays, etc.; (4) personal crisis consultation in conjunction with local ministers; and (5) cooperation with the State Fish and Game as needed.

FIRE PROTECTION

Under the Fire Protection Law of 1961, the Carpinteria Planning Area is serviced by the Carpinteria-Summerland Fire Protection District. This District covers 40 square miles along the Pacific Ocean. The District is bordered on the east by the Santa Barbara-Ventura county line, and to the west by Montecito. This District provides Carpinteria with an adequate amount of manpower and facilities to service the city in the event of a fire or emergency. There are currently two fire stations that service the city: one within the city (on Walnut Avenue) and one in Summerland, just west of the city.

Current response times range from three minutes (inner city) to five minutes (city periphery). All firemen (full-time and reserves) have EMT-1 training. Though no full-time paramedics are staffed in the District, a private medical service, Mobile Life Services, operates from

within the Carpinteria Fire Stationhouse, providing paramedic and "life essential" services to the city.

Ventura County Engine #25 is available to Carpinteria for first alarm calls through an automatic aid agreement. Through the South Coast Mutual Aid Response agreement, the City may request the assistance of up to 10 fire engines from the Montecito Fire Protection District (to the north). These trucks include a ladder truck, otherwise not available through the District; response times vary from 20 to 30 minutes.

The City has an adequate number and spacing of fire hydrants at present. Hydrants are located in two pressure zones: one south of Sandyland Avenue from Carpinteria City Hall to the County of Santa Barbara, and the second throughout the remainder of the city.

SCHOOLS

Schools within the Carpinteria Planning Area are administered by the Carpinteria Unified School District, which includes Aliso Elementar School, Canalino Elementary (which also includes Canalino Earl Childhood Learning Center and Special Education), Carpinteria Hig School, Carpinteria Junior High School, Main Elementary School an Summerland Elementary School.

LIBRARY SERVICE

The Carpinteria Library is located at 5141 Carpinteria Avenue in Carpinteria and provides service for the city. The library is part of th city of Santa Barbara Central Branch Library District and has been i its present location for 64 years (rebuilt after fire).

SOLID WASTE DISPOSAL

Solid waste produced in the city of Carpinteria is collected by E.J. Harrison and Sons, Inc., located in Ventura. E.J. Harrison and Sons, Inc. provides solid waste collection and disposal for all residential, commercial and industrial areas in the city. Once collected, the solid waste is transported to the Gold Coast Material Recovery Facility and the residual is ultimately deposited in the Simi Valley landfill, 26 miles south of the transfer station.

PARKS AND RECREATION

See the Open Space and Conservation Element for a discussion of park and recreation facilities in the Planning Area.

PUBLIC UTILITIES

Natural Gas

The Southern California Gas Company is the only supplier of natural gas to the city. A franchise fee is paid by the Gas Company to supply the city's gas needs. The Gas Company currently services the city of Carpinteria and will service the outer areas as needed.

The Southern California Gas Company can easily supply natural gas to the outer Planning Area for residential, commercial and industrial use. Inasmuch as the city is not expected to develop heavy industrial uses, new demand for more natural gas is not expected during the life of the General Plan. If, however, heavy industrial uses do increase in the future, an engineering review of natural gas facilities would need to be conducted and the necessary steps for service provision would be taken by the Southern California Gas Company.

Electricity

Electrical service is provided to the city by Southern California Edison (SCE). As the city builds out, SCE will be able to provide additional services as needed.

Telephone

General Telephone Electric (GTE) has historically provided local phone services and will continue to serve the City in the future. Long distance service is available to the public through a variety of phone companies. When the city and its needs expand, the engineering department within GTE will make forecasts and supply the additional phone services. GTE will provide local phone service to the outer areas and long distance services will continue to be provided via several phone companies.

Underground cables are more dominant than overhead lines in Carpinteria and the California Utilities Commission has deemed that cables should be placed underground. There are existing overhead lines in the city that were put up 25 to 30 years ago. Many of these aerials are being replaced with underground cables if the cables are old and replacement is needed, or with new construction.

All new development is required as a condition of approval to underground all utilities.

Cable Television

Cox Cable is the only cable TV franchise company supplying the city with cable TV. When the city expands, further cable TV hookups will be made available.

LOCAL PLANNING ISSUES

Domestic Water Service Issues

Issues related to water service in the Carpinteria Planning Area include:

- Water is a limited resource; therefore, wise allocation of this resource must be made to development uses.
- Empirical data on historic use, available resources, potential new sources and other base data are not always available.
- A cooperative program to develop a database monitoring water resources for the Carpinteria Valley is needed.

Police Protection Issues

Issues related to the provision of police services in the Planning Area relate to City protection during the tourist season.

- Though the County Sheriff's Department staffs personnel generally at a rate of two officers per 1,000 population, the summer seasonal tourists are not added into the resident population figures; yet, the department must provide services year-round. As the city grows, the department will be faced with increasing staff needs to respond to the increasing resident population. There is a need to find solutions for the expected increases in the seasonal tourist population.

Fire Protection Issues

Issues related to potential City growth as identified by the Carpinteria-Summerland Fire Protection District are listed below:

- The City needs to ensure that water pressure and water availability are provided in adequate amounts for all new development.
- As the fire district grows, it will need to provide increased manpower in order to serve effectively.

School Issues

- The existing school system is accommodating students through the use of temporary classrooms. Additional students will continue to overburden the permanent school facilities.
- If student enrollment increases, new facilities will be required.

Objective PF-1: To ensure the provision of adequate water supplies by minimizing consumption and investigating new sources either in existing supply or outside existing sources.

Policies:

PF-1a. The City shall encourage reclamation and groundwater recharge programs (projects) where appropriate.

PF-1b. The City in conjunction with the Carpinteria Valley Water District will establish a database of the most current water resource information and monitor/maintain this baseline data. Further, all development shall comply with the Districts water resource management policies.

PF-1c. The City shall develop fair and consistent procedures that will encourage development proposals most responsive to community goals with regard to protection of water resources.

PF-1d. The City shall reevaluate existing water facility regulations and amend said codes to require new development to utilize water-efficient devices responsive to our water source area.

Objective PF-2: Ensure adequate service systems for the transmission, treatment and disposal of sewage and wastewater generated within this area as well as the disposal of trash, green waste and recyclable material.

Policies:

PF-2a. The City will monitor capacity of the sewer plant to assure adequate service to meet future needs.

PF-2b. The City will maintain open communication with the CSD and coordinate development evaluation as related to this critical service.

PF-2c. The City shall maintain a waste hauling contract that includes provisions sufficient to comply with State law concerning waste stream reduction and shall ensure through the development review process that adequate on-site waste facilities are established and maintained.

PF-2d. The City shall support source reduction and recycling efforts through the use of recycled products in all City departments, whenever economically and technically feasible.

PF-2e. If adequate capacity ceases to be available at the Toland Road or Simi Valley Landfill, the City shall seek other site(s) to accommodate solid waste generated in the city.

Objective PF-3: The City shall strive to maintain the best possible police and fire safety services for the community.

Policies:

PF-3a. The City shall endeavor to monitor relevant statistics and enforcement criteria to assure adequate police service.

PF-3b. The City shall begin evaluation of potential programs that can resolve seasonal tourist-related police service demands.

PF-3c. The City shall cooperate with the fire district for the purpose of determining district needs and to provide development mitigations as indicated by the study.

PF-3d. The City shall strive to increase district/City communication by initiating development review procedures that incorporate district interaction at the earliest times possible.

PF-3e. The City will require that proposed major projects demonstrate adequate fire and police response times and that the stations serving the proposed project have adequate staff and equipment available to serve increased demand.

Objective PF-4: To assist the school district in continued provision of high-quality educational opportunities for all of the community's youth.

Policies:

PF4a. To continue efforts to cooperatively resolve service demands for educational facilities.

PF4b. To encourage school district input to new development proposals by improved review procedures.

PF4c. The City will cooperate with the Carpinteria Unified School District to ensure sufficient capacity for increases in student population caused by future development projects.

Objective PF-5: To provide a high quality and broad range of public services, facilities and utilities to meet the needs of all present and future residents of the Carpinteria Planning Area.

Policies:

PF-5a. The City will strive to maintain adequate library service for the community of Carpinteria.

PF-5b. The City will require proposed new developments to pay a fair share of the cost of needed public facilities and services. Further,

in areas of the city designated for non-residential use but where residential use may be permitted, the City shall monitor total residential development and report annually to the School, Fire, Water and Sanitary districts to permit proper facilities planning by these special districts.

PF-5c. The City will ensure that new development will not adversely impact services and facilities provided to existing development.

PF-5d. Detailed master plans will be prepared for major facilities and service systems.

PF-5e. The City will improve and extend services and facilities to the extent possible, within the limits of available funding.

PF-5f. Carpinteria will focus City funds on service and facilities improvements to meet existing needs prior to committing funds to the extension of services and facilities to new areas.

PF-5g. The City will coordinate with the appropriate agencies/districts and plan for public facilities to be located and sized to discourage expansion of urban development beyond the transition area of the urban/rural boundary.

PF-5h. The City will coordinate with the various public agencies providing services and facilities to encourage the joint use of sites, where feasible, and to otherwise improve the economy of operations.

PF-5i. The City will maintain liaison with the agencies providing public services within the Planning Area.

PF-5j. The City will require specific plans to analyze the proposed areas, needs for public services and facilities, and to provide for those services and facilities.

PF-5k. The City shall require proposed developments to demonstrate that adequate water supply, water systems and sewer facilities are or will be available to serve the project site.

PF-5l. The City will evaluate use of maintenance districts, where appropriate, to fund the ongoing costs of services and facilities.

Objective PF-6: To ensure that new development is adequately served by utilities and does not impact existing service areas in the community.

PF-6a. The ultimate responsibility to ensure that the facilities (including systemwide improvements) needed to support the project are available at the time that they are needed shall be that of the sponsor or development projects.

PF-6b. Development projects shall not result in a quantifiable reduction in the level of public services provided to existing development, nor shall new development increase the cost of public services provided to existing development.

PF-6c. Development projects within Carpinteria shall be required to:

1. construct and/or pay for the new on-site capital improvements that are required to support the project;
2. ensure that all new off-site capital improvements that are required by the project are available prior to certificate of occupancy;
3. be phased so as to ensure that the capital facilities that will be used by the new development are available prior to certificates of occupancy;
4. ensure that, in the event that public services or off-site capital facilities are impacted prior to development, the level of service provided to existing development will not be further impacted by the new development; and
5. provide for the provision of public services, and shall not increase the cost of public services provided to existing development.

PF-6d. In cases where the City and/or special district requires capital facilities needed by development to be oversized, extended, or otherwise built over and above the minimum necessary to serve the development and the cost of such improvements is greater than the project's fair share of those facilities, at the city's discretion, a reimbursement agreement may be established with the developer to allow him to recoup the cost of providing capital facilities beyond the need directly created by his project from subsequent new development.

PF-6e. Where the City determines that a development project could have a negative effect on municipal income, preparation of a fiscal impact analysis will be required of the applicant(s). In addition, the City will require that the development project provide appropriate mitigation for any identified net costs to the city. To determine the true costs and revenue to be generated by a proposed development, a "case study" rather than an "average cost/revenue" approach shall be taken. When a fiscal impact study is required, the report shall present the following information:

1. Projected revenues to be generated annually over a 20 year period, plus cumulative totals;
2. The annual cost of providing public services and maintaining capital improvements over a 20 year period, plus cumulative totals; and
3. A capital improvement/public services financing program defining how the development will pay for needed capital improvements and how any annual net losses that might be identified in the report will be financed by the development.

Environmental Consequences

Policies regarding public facilities are developed to address allocation, infrastructure and demand for services essential to the operation of the city. Policies concerning water and sewer services focus on allocation, planning and monitoring, and conservation. For instance, water policy calls for equitable and effective allocation of water (P-1b), reclamation and groundwater recharge (P-1c), and a water resources information database (PF-1d), among other policies that would encourage positive environmental effects. These policies would not create any direct negative environmental consequences.

With respect to police and fire services, policies are developed to ensure that adequate police and fire services are provided. Polices such as PF-3a, to monitor police and fire department needs, and PF-3e, that requires new developments to demonstrate adequate fire and police services, are anticipated to have a positive effect on the City by monitoring demand.

School related policies are developed to provide the City with adequate educational facilities. Policies such as PF-4a, to resolve service demands cooperatively with developers, and, PF-4b, to encourage school district input to new development proposals, would act to benefit the school services.

The Public Facilities Element of the General Plan requires that facilities be extended and improved. Once the policy is implemented, development of public facilities, such as new school buildings, installations of pipes and other infrastructure, there is a potential to negatively affect the environment. Negative environmental effects from development of public facilities may result in noise, air pollution, traffic, and temporary construction effects. Development of new pipelines for water and sewer could potentially require creek crossings or other infringements on land conservation areas.

Appendix A – General Plan & Local Coastal Plan Program Environmental Impact Report Summary

Cover Sheet

CITY OF CARPINTERIA

General Plan & Local Coastal Plan

Final Environmental Impact Report

This document is a Final Environmental Impact Report (EIR) evaluating the proposed update to the City of Carpinteria General Plan and Local Coastal Plan. The discussions required under the California Environmental Quality Act can be found in the following locations in the General Plan/Local Coastal Plan EIR:

REQUIRED ELEMENTS	DISCUSSION SECTION
Summary	Appendix A – EIR Summary.
Project Description	Appendix C-2.
Environmental Setting	Setting for each environmental issue described in Sections 3.1 through 3.19 of Appendix B – General Plan & Local Coastal Plan EIR.
Consideration and Discussion of Environmental Impacts	Sections 3.1 through 3.19 of Appendix B – General Plan & Local Coastal Plan EIR; "Environmental Consequences" discussion sections throughout General Plan and Local Coastal Plan EIR.
Consideration and Discussion of Significant Environmental Impacts	Sections 3.1 through 3.19 of Appendix B – General Plan & Local Coastal Plan EIR; Significant effects that cannot be avoided are listed in Table A-1 in Appendix A, EIR Summary; Significant irreversible changes are discussed in Section 4.2 of Appendix B; General Plan/Local Coastal Plan Final EIR Summary, Policy Alternative Report; Growth inducing impacts are discussed in Section 4.1 of Appendix B.
Unavoidable Environmental Effects	Section 4.2 of Appendix B – General Plan and Local Coastal Plan EIR.
Discussion of Mitigation Measures Proposed to Minimize Significant Effects	Sections 3.1 through 3.19 of Appendix B – General Plan & Local Coastal Plan EIR; Table A-1 of Appendix A - EIR Summary; Appendix A-2 – Summary of Impacts and Mitigation Measures.
Discussion of Alternatives to the Proposed Project	Section 5.0 of Appendix B – General Plan & Local Coastal Plan EIR; General Plan/Local Coastal Plan Final EIR Sum-mary Policy Alternative Report.
Organizations and Persons Consulted	Section 6.0 of Appendix B – General Plan & Local Coastal Plan EIR.
Discussion of Cumulative Impacts	Sections 3.1 through 3.19 of Appendix B – General Plan & Local Coastal Plan EIR; Appendix A-2 – Summary of Impacts and Mitigation Measures.
Responses to Comments on the Draft EIR	Attached as an appendix to the EIR.
Mitigation Monitoring and Reporting Program	Section 6.0 of Appendix B of the EIR.

General Plan & Local Coastal Plan Final EIR
Summary of Proposed Alternatives and Mitigation Measures

The General Plan & Local Coastal Plan represents the community's collective visioning for preserving and improving the quality of life in the Carpinteria Valley. A successful General Plan update requires public input and consideration and review of public concerns. The City has made every effort to allow public comment and provide a dialogue between City staff and the public. Private citizens, local companies, non-profit organizations and local public agencies presented many ideas and suggestions throughout the General Plan update process. This section summarizes the ideas, proposals and suggestions considered by the City.

1. Sphere of Influence and Housing Element Consistency.

Preparing for future growth was one of the key planning concerns in the General Plan & Local Coastal Plan update ("Update").

According to the most recent Regional Housing Needs Assessment report, the City needed to provide an additional 644 housing units between 1992 and 1997. Although the Housing Element was not part of the Update, the City used the Update process to identify possible residential development sites. To this end, the City studied seven potential expansion areas and considered several rezones within the City.

The City reviewed 12 sites identified in the current Housing Element as potential new housing sites, some of which require expansion of the City's sphere of influence. Since 1992, five of the twelve sites have been developed for a total of 152 units, with an additional 122 units pending before the California Coastal Commission. Although some of the seven remaining sites are still available for residential development, they are not sufficient to meet the 644 unit objective set out in the Regional Housing Needs Assessment report.

Loss of agricultural land was the primary concern related to expanding the City's sphere of influence. The majority of study areas are currently in agricultural use or are zoned for agriculture. Several members of the public opposed conversion of agricultural land to urban uses.

In an effort to provide additional housing and, at the same time, preserve the City's agricultural resources, the Update proposes a compromise position. The proposed Update calls for a very limited expansion of the City's sphere of influence, increases residential density within the existing City limits, and permits limited residential development in some commercial and industrial areas. As a result, the Update mitigates potential project impacts by establishing long-term policies that call for more efficient use of existing land within the City's urbanized area.

2. Land Use Changes.

As part of the Update, the City revised its land use map to ensure consistency between current land uses and zoning designations. The Update proposes the redesignation of 15 sites. The Highway 101 freeway corridor and the Union Pacific Railroad corridor are the largest areas to be redesignated. The freeway, which previously had no designation, has been designated as a Transportation Corridor in order to provide policies for future development of the freeway in a manner consistent with the City's General Plan. The railroad corridor, which was previously not designated in most areas, has been designated to be consistent with adjacent land uses. Similar to the freeway corridor, the Update proposes to designate the railroad corridor at this time so that any future use is consistent with the City's General Plan and Local Coastal Plan policies. The Update redesignates several other sites in an effort to cure minor inconsistencies between current land use designations and zoning.

3. Conversion of Agricultural Land

The Update considered the conversion of agricultural land to urban uses so the City can meet its mandated housing allocation. The Update reviewed several different conversion proposals. The City Council and Planning Commission received numerous public comments on this subject. Many citizens and local agricultural organizations opposed the large-scale conversion of farm land. The City's original proposal included an aggressive expansion of the City's urban limits north to Foothill Road. After extensive public debate and consideration of public comment, the City selected a less intrusive alternative. The proposed alternative greatly reduces the expansion area and provides housing opportunities within the existing City limits. While the alternative does call for the conversion of some agricultural lands (approximately 34 acres) it is a substantial reduction from the original proposal. The reduced conversion area, coupled with the new residential development standards within the City's existing urban boundaries, allows the City to meet its state-mandated housing allocation while preserving the majority of its agricultural resources.

4. Environmentally Sensitive Habitat Setbacks

The City's current Local Coastal Plan includes policies and regulations intended to preserve Environmentally Sensitive Habitat (ESH). While these policies and regulations are adequate, the Update provided the City an opportunity to reevaluate the effectiveness of these policies and regulations. ESH protection is of great local concern. The Carpinteria community has always taken great pride in its natural resources, including the Carpinteria Creek and Carpinteria Salt Marsh. As a result, many citizens, citizen groups, and property owners provided the City with proposed revisions to the EHS setback policy. The current ESH policy calls for 20-foot setbacks with the ability to adjust the setback depending on any unique site conditions. The majority of proposals called for an increase in the setback and clarification of the existing setback policy. The City considered several alternatives that addressed the size of the setback, as well as exceptions to the setback requirements.

The City ultimately selected an alternative that substantially increases the setback and clarifies the standard of review. The Update proposes a 50-foot setback from ESH, which can only be reduced under limited circumstances. The City selected these changes in an effort to protect its natural resources while respecting the fact that the majority of ESH occurs within the City's urban setting. The proposed ESH policy will ensure the long-term protection of ESH while respecting the rights of property owners located within ESH and ESH setbacks.

5. Circulation Element

Future freeway construction and intercity truck traffic received considerable public comment during the Update process. Citizens voiced concerns about future interchange construction along Highway 101 and truck traffic through residential neighborhoods. Since Highway 101 divides the City, any future construction is of great concern. The Update provides a clear standard of review to determine the potential impacts future projects may have to existing intersections. In addition, the Update clarifies Level of Service Standards and provides valuable information for the design of future highway improvements.

In response to public concern regarding truck traffic compatibility, the Update proposes a truck route policy. Traffic safety and compatibility on residential roads, narrow two lane streets and other areas throughout the City that are incompatible with truck traffic were of primary concern. The City also considered the ability of local businesses to ship and receive goods with ease and efficiency. The City believes the Update proposal balances safety concerns and commercial interests. The proposed truck route policy protects residential neighborhoods, while providing safe and efficient routes through the City.

6. Community Design

Carpinteria is a small beachside community with unique neighborhoods, districts, and street corridors. Carpinteria's citizens made it clear throughout the Update process that they wish to preserve the City's charm and character. Based on public comment and its own review of the General Plan, the City determined that the City's current policies do not completely reflect the community's vision for the City. In response, the Update proposes a new community design element. The City believes that a new element is an appropriate way to promote the City's orderly growth. The policies, objectives and implementation measures contained in the new Community Design Element reflect the public comments received during the Update.

General Plan & Local Coastal Plan
Program Environmental Impact Report Summary

This section summarizes the characteristics of the proposed project, the environmental impacts, mitigation measures, and long-term impacts of development.

PROJECT SYNOPSIS

Project Description

The project is an update of the City of Carpinteria's General Plan and Local Coastal Plan. The project management of its resources. document is a combined General Plan and Local Coastal Plan ("the Plan") that has been developed pursuant to California Law (Government Code Sections 65300, et seq., and Public Resources Code 30000 et seq., respectively). The procedure followed for the preparation of the combined Plan was based upon the State of California General Plan Guidelines and Title 14, Division 5.5 of the California Code of Regulations, Sections 13506 through 13514. The Plan includes all required elements of a general plan with the exception of the housing element, which is not being updated as a part of this project. The mandatory elements that are a part of the Plan include Land Use, Circulation, Open Space, Conservation, Noise and Safety. The Plan also includes Community Design, Recreation, and Public Facilities and Services elements. The Plan includes policies and implementation measures that serve as the City's Land Use Plan for the implementation of the policies of Chapter 3 of the California Coastal Act of 1976 concerning coastal resources, hazard areas, coastal access and priority uses. The Plan includes a map of proposed urban boundaries and planned land uses as well as Goals, Objectives, Policies and Implementation Measures that will serve to govern the growth of the City and the

The location and extent of the project area is illustrated on page 17 of the Plan. The Plan area includes all of the incorporated City limits of the Carpinteria as well as surrounding areas of the unincorporated Carpinteria Valley.

ALTERNATIVES

Three alternatives to the proposed project were selected for consideration. The alternatives include:

No Project Alternative (No Build). Under this alternative, no additional development would occur in the City or planning area. This no new development alternative would have no impact, either adverse or beneficial, upon environmental conditions in the Carpinteria Planning Area. Assuming that all issue areas are of equal importance, this alternative would be considered environmentally superior to the proposed project. However, prohibiting further development may have the potential to increase development pressure outside the City's Sphere of Influence.

No Project (Current General Plan). This alternative considers adopting no General Plan Update, but allowing buildout under the current General Plan. Because the land use pattern of the Draft General Plan Update is identical to that of the current General Plan, the only difference in overall buildout would be the elimination of the seven sphere of influence study areas. By eliminating the proposed sphere study areas, this

alternative would eliminate the project's significant and unavoidable impact to prime farmland. Reducing overall buildout as compared to the Draft General Plan Update would also incrementally reduce impacts in issue areas where impacts are primarily a result of population growth. On the other hand, land use compatibility and aesthetic impacts would be slightly greater under this alternative.

Reduced Study Area I. This alternative considers adoption of the Draft Land Use Element and other General Plan elements without sphere study areas 1, 4, 5, 6, and 7, which are in agricultural production. The primary purpose of this alternative is to address the impact to agriculture that could occur as under the proposed project. This alternative would eliminate the significant unavoidable impact to farmland in the sphere expansion areas, although conversion of the 32-acre Creekwood site could still occur. The overall reduction in development potential would also incrementally reduce impacts in other issue areas. Land use compatibility and aesthetic impacts would be similar to those of the proposed project, although the farmland preservation may be considered an additional aesthetic benefit.

Reduced Study Area II. This alternative considers adoption of the Land Use Element and other General Plan elements that emerged as the preferred alternative following the release of the Draft EIR for public review. Since this alternative has emerged as the preferred alternative, its impacts are summarized along with those of the original proposal in Table A-1. There are three primary areas of difference between this alternative and the project alternative studied in the Draft General Plan/Local Coastal Plan and EIR:

a. This alternative, as compared to the original proposal studied in the Draft EIR, avoids to the greatest degree feasible the potential impacts to agriculture that would result from the possible expansion of the City's sphere of influence. As such, this alternative would eliminate sphere study areas 3, 4, 5 and 7 and portions of 1 and 6. This would avoid the significant impact identified in the EIR relating to conversion of the sphere expansion areas, although conversion of four sites that are either in agricultural use or proposed to be designated for other use than Agriculture, (the 32-acre Creekwood site, 15 acre Whitney site, the 3.8 acre Cravens Lane site, and the seven acre East Valley school site) could still occur. Although agricultural impacts would be less than under the original proposal, this loss of agricultural land would be an unavoidably significant impact of this alternative. The overall reduction in development potential would incrementally reduce impacts in other issue areas as well and would not create any additional significant impacts beyond those identified for the original proposal. Land use compatibility and aesthetic impacts would be similar to those of the originally proposed project, although the preservation of more farmland may be considered an additional aesthetic benefit.
b. This alternative includes new land use policies that allow for expanded housing opportunties in areas designated for commercial and industrial use (See Objective LU-6, Policies LU-6a and LU-6b and the associated Implementation Measure). The result of these policies is projected to add the potential for 212 units to the City's buildout projection under the existing Land Use Element.
c. The alternative selected also differs from the project alternative in that it includes changes to existing land use designations. Sixteen sites in total are proposed to be redesignated. The purpose of most of the changes is to ensure consistency with the City's zoning map. The following is a list of the parcels proposed for change along with a description of the change in designation:

    1. Parcels 001-180-049, 052, 053, 055, 017, 015, 013; 001-170-012
    (South of Carpinteria Ave, North of the Railroad, East and West of Bailard Ave, known as "The Bluffs"). Currently designated as Planned Unit Development (PUD) in the General Plan and Local Coastal Plan, changed to Open Space/Recreation (OSR).

    2. Parcel 001-180-062
    (North of "The Bluffs", east of Bailard, South of Highway 101, known as the Farmer parcel). Currently designated as Planned Unit Development (PUD) in the General Plan and Local Coastal Plan, changed to Research Development Industrial (RDI).

3. Parcel 001-070-052
(North of Via Real, East of Rancho Granada Mobile Home Park, South of Carpinteria Creek, known as Creekwood). Currently designated as Medium Density Residential (MDR) in the General Plan and Agriculture (A1-10) in the Local Coastal Plan, changed to Low Density Residential (LDR).

4. Parcels 003-470-001, 013
(West of Ash Ave, South of Third St, East of Carpinteria Marsh, known as the Carpinteria Salt Marsh Nature Park). Currently designated as Planned Unit Development (PUD) in the General Plan and Local Coastal Plan, would be changed to Open Space/Recreation (OSR) in the updated GP/LCP.

5. Parcel 001-070-012
(Immediately North of Highway 101, East of Casitas Pass Rd, West of Carpinteria Creek, known as the Whitney property). Currently designated as Medium Density Residential (MDR) in the General Plan and Agriculture (A1-5) in the Local Coastal Plan, changed to a uniform Agriculture (AG) designation.

6. Parcel 001-170-021
(South of City Hall, South of the railroad tracks, adjacent to Casitas Pier). Currently designated as Park/Open Space (P/OS) in the General Plan and Coastal Dependent Industry (CD) in the Local Coastal Plan, changed to a uniform Coastal Dependent Industrial (CDI) designation.

7. Parcels 004-104-001 through 004-104-027
(East of Linden Ave, North of Ogan Rd, South of Canalino School, known as Pacific Village). Currently designated as Medium Density Residential (MDR) in the General Plan and Single-Family Residential (SFR) in the Local Coastal Plan, changed to a uniform Low Density Residential (LDR) designation.

8. Parcel 003-161-001
(South of Ogan Rd, North of Highway 101, East of Linden Ave). Currently designated as Low Density Residential (LDR) in the General Plan and Public Utility (UT) in the Local Coastal Plan, changed to a uniform Public Facility (PF) designation.

9. Parcel 003-590-051
(East of Santa Ynez, North of Highway 101, West of Chaney Ave, South of Dahlia Ct). Currently designated as Parks/Open Space (P/OS) in the General Plan and Medium Density Residential (MDR) in the Local Coastal Plan, changed to a uniform Medium Density Residential (MDR) designation.

10. Parcel 004-011-043
(East of Sterling, West of Franklin Creek). Currently designated as Low Density Residential (LDR) in the General Plan and Parks/Open Space (P/OS) in the Local Coastal Plan, changed to a uniform Open Space/Recreation (OSR) designation.

11. Parcel 004-013-027
(North of Via Real, East of Cravens Ln, West of Franciscan Village). Currently designated as Medium Density Residential (MDR) in the General Plan and Planned Unit Development in the Local Coastal Plan, changed to General Commercial (GC).

12. Parcels 003-313-007 through 003-313-010 and 003-314-002, 003, 004
(East of Linden Ave and Cactus Ln, West of Maple Ave, North of Sixth St, South of Citrus Pl, known as East Side Downtown Residential). Currently designated as Medium Density Residential (MDR) in the General Plan and Local Coastal Plan, changed to General Commercial (GC).

13. Union Pacific Railroad Right-of-Way
Previously undesignated land use, as well as Commercial (C) land use designation near Linden Ave in the General Plan and Local Coastal Plan, are changed to reflect the land use designations immediately adjacent to the Railroad Right-Of-Way. Moving east to west these designations include General Commercial (GC), Research Development Industrial (RDI), Open Space/Recreation (OSR), Planned Unit Development (PUD), Coastal Dependent Industrial (CDI), OSR, Low Density Residential (LDR), Public Facility (PF), GC, General Industrial (GI), GC, OSR, Medium Density Residential (MDR), PF, MDR, and GC.

14. Parcels 004-105-007, 008, 010 and 003-314-005, 006, 007
(North of the Railroad, East of Linden Ave, South of Seventh St, West of Palm Ave). A new land use policy applies to these parcels. This policy expands the Residential Overlay District (R-Overlay) on these particular parcels that are currently designated as Industrial (IND) in the General Plan and Local Coastal Plan.

15. Parcels 003-242-033, 002, 003, 025, 026, 007, 005, 007 and 003-110-009, 014, 015, 008
(Adjacent to Carpinteria Ave, East of Reynolds Ave, North of Ninth St, West of Franklin Creek, South of Highway 101). New Land Use Element Policy expands use of the Residential Overlay in Commercial zoning districts to include these parcels.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table A-1 identifies the environmental impacts and proposed mitigation measures of the original proposal that was the subject of the Draft EIR and the Reduced Study Area II alternative that emerged as the preferred alternative during the public review process for the General Plan/Local Coastal Plan. Impacts are categorized by classes. Class I Impacts are defined as significant and unavoidable adverse effects that require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and require findings to be made under Section 15091 of the *State CEQA Guidelines*. Class III impacts are considered less than significant impacts, and Class IV are beneficial impacts. Impacts are identified by class in Table A-1. Please note that there are no Class II, significant but mitigable impacts listed. This is because all of the policies recommended in the Draft EIR to mitigate potentially significant impacts have been incorporated into the current version of the General Plan. With inclusion of these policies in the General Plan itself, all of the Class II impacts identified in the Draft EIR have been reduced to Class III impacts. The only significant impact associated with either the original proposal or the Reduced Study Area II alternative (which, as discussed above, has emerged as the preferred alternative) is the Class I, unavoidably significant impact relating to agricultural land conversion. The Mitigation Monitoring Program has been included in Appendix B.

Table A-1: Summary of Environmental Impacts and Mitigation Measures

Class I – Unavoidable Adverse Impacts	
Impact	**Mitigation Measures**
Land Use	
Agricultural Conversion. The original proposal could convert up to 184 acres of agricultural land to urban uses; the Reduced Study Area II alternative could convert up to 43 acres of agricultural land.	Policies and implementation measures call for the maintenance of a green belt, Williamson Act contracts, prevention of agricultural and residential land use conflicts, zoning, working with the County to preserve agricultural lands (see Section 3.8, Land Use). Nevertheless, the conversion of prime agricultural land on the Creekwood property and/or in the Sphere of Influence expansion areas would constitute a significant and unavoidable impact.
Class III - Less Than Significant Impacts	
Geologic Processes	
Topography and Landforms. Development under either the original proposal or the Reduced Study Area II alternative could alter topography and result in soil compaction and erosion	Policies and implementation measures call for preservation of views, protection of visual and biological resources, designs that are compatible with the natural terrain, and design that minimizes grading and other site preparation (see Section 3.1).
Seismic, Geologic, and Soil Hazards. Additional development under either the original proposal or the Reduced Study Area II alternative would increase potential for ground rupture, liquefaction, rock fall, tsunami inundation, and soil expansion and settlement	Policies and implementation measures call for design criteria for earthquake related hazard, setbacks from hazard areas, avoidance of hazard areas.
Air Quality	
Both the original proposal and the Study Area II alternative are considered consistent with the Clean Air Plan.	Open Space, Recreation & Conservation Element, Circulation Element, and Community Design Element policies include discouraging development that would affect air quality, use of alternative transportation, and energy efficient building design.
Water	
Surface Water Flooding. Additional development under either the original proposal or the Study Area II alternative would increase potential exposure to flooding.	Safety Element policies include adherence to ordinances, discouraging development within flood zones, setbacks from channels, and study of flood plains (see Section 3.3).
Groundwater. Development under either the original proposal or the Reduced Study Area II alternative would increase demand on groundwater supplies.	Open Space, Recreation & Conservation Element policies call for adherence to the safe yield, restrictions on private wells, confirmation of reserves before permitting a new use, and improvements to water quality (see Section 3.3).
Biological Resources, Flora	
Development associated with either the original proposal or the Reduced Study Area II alternative could	Open Space, Recreation & Conservation Element policies call for restoration and protection of creek corridors, protection of El Estero Marsh through setbacks and other limitations, consideration of oak trees in development, and development of an oak tree

increase runoff, potentially polluting El Estero Marsh, and development could adversely affect oak trees in Expansion Area 6.	ordinance.
Biological Resources, Fauna	
Development under either the original proposal or the Reduced Study Area II alternative could increase runoff, potentially polluting El Estero Marsh.	Open Space, Recreation & Conservation Element policies and additional measures that would mitigate impacts to the fauna are described above and in Section 3.4.
Noise	
Roadway and Railroad Traffic Stationary Sources, and Nuisance Future development under either the original proposal or the Reduced Study Area II alternative could be exposed to traffic noise exceeding normally acceptable levels; noise from industry, agriculture, and nuisance sources could increase.	Draft Noise Element policies and implementation measures include noise compatible land use design, noise attenuation measures, traffic reduction, truck routes away from sensitive uses, cooperation with the agricultural industry to minimize farm noise, scheduling of outdoor events at appropriate times, and establish a noise ordinance (See Section 3.6).
Light and Glare	
Development under either the original proposal or the Reduced Study Area II alternative would potentially increase light and glare throughout the City.	*Community Design Element policies would ensure that lighting impacts remain at acceptable levels.*
Natural Resources	
Oil resources would not be affected by increased development under either the original proposal or the Reduced Study Area II alternative.	No mitigation measures are required.
Risk of Upset	
Development has the potential to increase hazardous materials use and transport under either the original proposal or the Reduced Study Area II alternative.	Draft Safety Element policies call for upgrading policies for use, storage and handling, of hazardous materials. City policies reflect County and State policies, and consider compatibility of land uses (see Section 3.10).
Population	
Population growth under the original proposal or the Reduced Study Area II alternative could create land use conflicts, increase demand for services, and affect attainment of air quality goals. Elimination of most of the potential Sphere of Influence expansion areas under the Reduced Study Area II alternative would minimize the potential for conflicts with agricultural lands.	Effects of population growth are addressed in various General Plan Elements, as discussed in Sections 3.2, Air Quality; 3.8, Land Use, 3.13, Transportation/ Circulation, 3.14, Public Facilities and Services, and 3.16, Utilities. No additional mitigation measures are required (see Section 3.11).
Housing	
Growth would increase the demand for housing in the City. The original proposal would accommodate up to 734 new housing units; with the allowance for residential	Existing Housing Element policies require the General Plan and Zoning Ordinance to provide for housing needs, a variety of housing types, and locating housing near services and facilities (see Section 3.12).

development in some commercial and industrial areas, the Reduced Study Area II alternative would accommodate up to 432 new units.	
Transportation and Circulation	
Increased development under either the original proposal or the Reduced Study Area II alternative would affect traffic operations throughout the City.	Master Facility Plan and the Draft Circulation Element plans and policies state that the City will work with Caltrans and the County to improve freeway related problems, consider all possible funding sources, and implement and require that new projects meet City plans (see Section 3.13).
Public Services	
Police Protection. Growth under either the original proposal or the Reduced Study Area II alternative would incrementally increase demand for police services.	Public Facilities & Services Element policies include encouraging monitoring of relevant performance standards, evaluation of season demands, location of new developments within adequate response times (see Section 3.14). Significant impacts are not anticipated.
Fire Protection Services. Growth under either the original proposal or the Reduced Study Area II alternative would result in an increased demand for fire protection services	Public Facilities & Services Element policies include City assessment of the fire district's needs, regulation enforcement, and improvement of communication with the fire district (see Section 3.14). Significant impacts are not anticipated.
Schools. Growth that could occur under either the original proposal or the Reduced Study Area II alternative would increase enrollment in the Carpinteria Unified School District.	Public Facilities & Services Element policies would require cooperative efforts between the City and CUSD, encourage school district involvement in development proposals and planning (see Section 3.14). Significant impacts are not anticipated with imposition of standard school impact fees on new development.
Library Service. Growth under either the original proposal or the Reduced Study Area II alternative would increase demands on library services.	A Public Facilities & Services Element policy encourages the City to maintain adequate service.
Parks and Recreation. New development under either the original proposal or the Reduced Study Area II alternative would increase demand for park and recreation facilities.	Open Space, Recreation and Conservation Element policies include requiring improved access to coastal areas, passive recreation in natural areas, increased ocean and coastal oriented activities, and development of potential funding sources.
Energy	
Energy demands of additional development under either the original proposal or the Reduced Study Area II alternative could be	No mitigation measures are required

accommodated.	
Utilities	
Power and Natural Gas. Additional power and natural gas demands associated with either the original proposal or the Reduced Study Area II alternative could be accommodated.	No mitigation measures would be required.
Communications Systems. Additional communication systems demands associated with either the original proposal or the Reduced Study Area II alternative could be accommodated.	No mitigation measures would be required for communication systems.
Water. Additional water demand associated with either the original proposal or the Reduced Study Area II alternative could be accommodated.	Open Space, Recreation & Conservation Element and Public Facilities & Services Element policies include evaluation of new development, no exceedance of the groundwater safe yield, allocation between the County and City, water conservation and supply programs, and requiring projects to demonstrate the adequacy of water supplies (see Section 3.16).
Sanitary Sewer Service. New development associated with either the original proposal or the Reduced Study Area II alternative would increase the amount sewage generation.	Public Facilities & Services Element policies include monitoring of the capacity of the treatment plant, and coordination of system improvements with new development (see Section 3.16).
Stormwater Drainage. Runoff would increase with additional impervious surface area under either the original proposal or the Reduced Study Area II alternative.	Open Space, Recreation & Conservation Element and Safety Element policies include adherence to the County flood plain ordinance, and setbacks from creeks (see Section 3.16).
Solid Waste. Solid waste generation would increase with growth under either the original proposal or the Reduced Study Area II alternative. However, adequate landfill capacity is available to accommodate waste generated in the City.	Compliance with Public Facilities Element policies PF-2(c) through PF-2(e) would minimize solid waste generation and, if necessary, identify additional solid waste disposal facilities. The following policies and implementation measures are recommended.
Human Health	
Impacts related to hazardous materials are discussed under Risk of Upset.	Implementation of Safety Element Policies would mitigate risks to human health (see Section 3.10).
Aesthetics	

Sensitive Viewing Corridors. Development has the potential to affect sensitive viewing corridors under either the original proposal or the Reduced Study Area II alternative. The Reduced Study Area II alternative would minimize such impacts by eliminating several potential sphere expansion areas.	Community Design, Land Use, and Circulation Element policies and principles include requirements to control land uses in these corridors, developments must address scenic resources, preservation of ocean and mountain views, and planning for scenic routes (see Section 3.18).
Cultural Resources	
Future development under either the original proposal or the Reduced Study Area II alternative could potentially affect identified and unidentified cultural resources.	Draft Land Use Element policies and implementation measures include discouraging development on important archaeological or historically significant resources and City review of proposed projects in or adjacent to resources (see Section 3.19). With these policies, significant impacts are not anticipated.
Class IV - Beneficial Effects	
Aesthetics	
the original proposal or the ıative would be required to visual quality.	The Community Design Element addresses specific design needs of the various neighborhoods and districts of the City. Implementation of design guidelines would benefit the visual quality of the City (see Section 3.18).
Community Character. Development under either the original proposal or the Reduced Study Area II alternative would be expected to conform with the character of the community. The Reduced Study Area II alternative would further minimize impacts to the Carpinteria Valley's agricultural character.	Community Design Element policies would address new development and require conformance to the small town character of the City (see Section 3.18).

APPENDIX B – General Plan Local Coastal Plan Environmental Assessment

1.0 INTRODUCTION

This appendix is the Environmental Assessment portion of the program environmental impact report (EIR) that examines the environmental effects of the proposed update to the GENERAL PLAN and LOCAL COASTAL PLAN of the City of Carpinteria General Plan. The document has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) and the *State and Local CEQA Guidelines.*[14] According to Section 15168(a) of the *State CEQA Guidelines*, a program EIR should be prepared on a series of actions that can be characterized as one large project. A general plan update is the type of project for which the use of program EIRs is specifically intended.

Section 15166 of the *State CEQA Guidelines* states that the requirements for preparing an EIR on a local general plan, element, or amendment thereof will be satisfied by using the general plan as the EIR with no separate EIR document if:

- *The general plan addresses all the points required to be in an EIR by Article 9 of the Guidelines; and*
- *The document contains a special section or cover sheet identifying where the general plan document addresses each of the points required.*

To this end, this proposed Draft General Plan Update includes all of the environmental analysis required under CEQA and no separate EIR has been prepared., The environmental analysis of each of the Draft General Plan elements is contained in this appendix and within the text of the elements themselves. Within the individual Elements, other than the Land Use Element, a part of the environmental analysis that discusses the potential for the element policies and implementation measures to have environmental consequences is found in gray shaded boxes entitled "Environmental Consequences." All of the elements other than Land Use are specifically intended to avoid environmental effects associated with land development that could be accommodated under the Draft Land Use Element. Therefore, rather than creating environmental impacts, the other General Plan elements primarily serve to alleviate potential environmental impacts.

The Draft Land Use Element, on the other hand, has a somewhat different role in that it specifically allows for development within the City's planning area. Consequently, unlike the other General Plan elements, it facilitates development rather than placing restrictions on development to minimize environmental or other effects. The effects of buildout under the Draft Land Use Element are therefore analyzed in greater detail in this appendix and summarized within the text of the Draft Land Use Element itself.

The City of Carpinteria is the lead agency for the proposed General Plan Update. Because the City is within the Coastal Zone, the California Coastal Commission is a responsible agency for the project.

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[14] The City of Carpinteria has adopted an Environmental Thresholds Manual for the "environmental review of project proposals." The manual is dated and is primarily applicable to specific development projects, as opposed to a General Plan update. It is recommended that the manual be updated with current information, and new thresholds as identified in the General Plan update. The manual is referenced herein where applicable.

Since the public circulation of the Draft EIR, the community has engaged in substantial dialogue about the Draft General Plan and the various alternative plans. As a result of this additional discussion, a number of minor text changes to the General Plan were made and a revised Land Use Plan emerged as the preferred Plan. It was determined that none of the text changes from the Draft Plan studied in the Draft EIR would create additional significant environmental effects. To the contrary, the text changes were generally intended to provide for greater protection of environmental resources. Similarly, the Land Use Plan that emerged through the planning process reduces environmental effects as compared to the plan studied in the Draft EIR by eliminating several areas from the proposed Sphere of Influence for the City, thus avoiding the possibility of conversion of those areas from agricultural to urban uses. The specific changes associated with that alternative (Reduced Study Area II) are discussed in Section 5.4.

2.0 PROJECT DESCRIPTION

The text of the Draft Land Use Element is included in the Draft General Plan. In summary, the Draft Land Use Element allows for possible buildout within the existing City limits, as well as in seven study areas adjacent to, but outside the current City limits. The proposed land use designations for the entire City are shown on Figure LU-1 of the Draft Land Use Element, while the seven possible study areas are shown on Figure LU-3 of the Draft Land Use Element (attached). Maximum possible buildout under the proposed land use designations is shown in Table 1 below.

Table 1: Residential Buildout Potential Under the Draft Land Use Element

Land Use Type	Infill Potential (existing City limit)	Study Area Potential	Maximum Buildout Potential
Single Family Residences	111	437[b]	548
Multi-Family Residences	186	0	186
Total	**297[a]**	**437**	**734**

[a] *Based upon currently vacant residentially designated land in the City, from the existing Housing Element.*
[b] *Assumes 4.6 dwelling units per acre in the 16 acres of developable land designated Low Density Residential (study areas 1, 4, and 5) and 2 units per acre in the 182 acres designated Rural Residential (study areas 1, 3, 6, and 7).*

Section 15130 of the *State CEQA Guidelines* requires that EIRs address cumulative impacts using a list of past, present, and reasonably anticipated future projects or a summary of projections contained in a general plan or related planning document. Because the proposed project is a General Plan Update, impacts associated with buildout under the proposed General Plan Update represent the cumulative scenario; therefore, no separate discussion of cumulative impacts is necessary.

3.0 IMPACT ANALYSIS

3.1 GEOLOGIC PROCESSES

Setting

Current geologic conditions in the Carpinteria Planning Area are discussed in the Draft Safety Element and associated Technical Appendix. Potential geologic hazards present in portions of the planning area include fault rupture, ground shaking, liquefaction, landsliding, soil expansiveness, and tsunami inundation.

Impacts and Mitigation Measures

Topography/Landforms. Construction that could occur in the future in accordance with the Draft Plan may require excavation and grading. Such activities could change the topographic relief in some portions of the City, and could also result in compaction, displacement, and other disruption of the soil. Development could result in localized wind or water erosion of soils, or contribute to adverse impacts from additional permeability and runoff.

Various General Plan policies would determine the appropriate intensities of development for different parts of the planning area to avoid substantial topographical alteration. Individual projects will be reviewed for specific impacts and appropriate mitigation measures. The Open Space, Recreation and Conservation Element includes a number of policies to minimize aesthetic effects and hazards relating to grading. These include the following:

OSC-13g. Require new development to protect scenic resources by utilizing natural landforms and vegetation for screening structures, access roads, building foundations, and cut and fill slopes in project design which otherwise complies with visual resources protection policies.

OSC-13h. Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration to the natural terrain.

OSC-13i. Design all new development to fit the site topography, soils, geology, hydrology, and other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Preserve all natural landforms and native vegetation, such as trees. Require all areas on the site not suited to development as evidenced by competent soils, geology and hydrology investigation and reports remain as open space.

Implementation of these Open Space, Recreation & Conservation Element policies is anticipated to fully mitigate impacts relating to changes in topography. No additional mitigation is required.

Seismic, Geologic, and Soil Hazards. None of the faults that traverse the Carpinteria Planning Area are considered active (see text of the Draft Safety Element). However, the inferred locations of both the Rincon Creek and Carpinteria Faults pass through the City, as shown on Figure S-1 of the Safety Element. The Rincon Creek Fault crosses the northern portion of Study area 7. Therefore, future development in this area would potentially be subject to hazards relating to surface rupture in the event of an earthquake on the Rincon Creek Fault.

Ground shaking on the order of 0.4 g to 0.6 g has a 10% probability to occur in the Carpinteria Planning Area within the next 50 years. Shaking of this order would result from an earthquake between magnitudes 6.5 and 7.0 along a fault within five miles of the planning area (California Division of Mines and Geology, 1996).

Other potential geologic hazards include liquefaction, tsunami inundation, and landsliding/rock fall. The locations of risk from each of these hazards are shown on Figure S-2 of the Draft Safety Element. High potential for seismically induced liquefaction is present throughout much of the planning area, including portions of five of the seven possible Sphere of Influence study areas. Much of the western part of the City is within the potential limit of tsunami inundation, which is estimated to be at least to 40 feet above

sea level. Areas of relatively high landslide, and rock fall potential are primarily located in the northern portion of the planning area, outside areas of current or planned urban development. However, much of proposed study area 7 is within an area of high rock fall potential.

Potential soil hazards in the planning area include expansiveness and settlement. Areas with high potential for expansiveness are located in the western portion of the planning area and include parts of the Beaches, Downtown, Concha Loma, and Santa Monica/Canalino/El Carro land use districts (see Figure S-3 of the Draft Safety Element). Part or all of study areas 1, 2, and 3 also have high soil expansiveness potential. Areas with high potential for soil settlement include the eastern portion of the City, as well as in the mountainous northern portion of the planning area (see Figure S-3 of the Draft Safety Element). All of study area 5 and a portion of study areas 6 and 7 have high soil settlement potential.

The policies of the Safety Element include measures to reduce death, injuries, property damage, and the economic and social dislocation resulting from natural and man-made hazards. These include the following:

- **Policy S1a** requires that seismic design criteria for habitable building structures be determined based on the maximum ground acceleration anticipated at the project site utilizing the maximum credible earthquake calculated for area faults, as well as the distance from the building site to each fault.
- **Policy S1b** establishes the tsunami risk limit, utilizing a contour elevation of 40 feet above sea level when planning coastal installations and developments.
- **Policy S1c** requires that new developments in areas identified as having high liquefaction potential follow structural engineering foundation design parameters outlined in the Uniform Building Code or obtained through a structural engineering study.
  - **Policy S2a** requires that areas currently identified as landslide terrain be designated open space or that landslide potential be mitigated through current engineering design.
  - **Policy S2b** requires setbacks from the bases of slopes for habitable structures in future development projects.
  - **Policy S3a** prohibits the development of areas identified as having high ground subsidence until a study of the Carpinteria Groundwater Basin is performed to identify the storage capacity, safe yield, and current usage of groundwater.
  - **Policy S3b** requires that all new development comply with the Uniform Building Code, local City building ordinances, and geotechnical recommendations relating to construction in areas identified as having high potential for soil settlement.

Implementation of these policies would be expected to reduce seismic hazards to acceptable levels.

3.2 AIR QUALITY

Setting

The physical and regulatory air quality setting of the City of Carpinteria and the County of Santa Barbara are described in detail in the 1994 Clean Air Plan (CAP), which is incorporated by reference. The 1994 Clean Air Plan is available for review at local libraries, Carpinteria City Hall, and at the Santa Barbara County Air Pollution Control District at 26 Castilian Drive B-23, Goleta, California. The following is a brief summary of the information in that document and other pertinent materials.

The United States Environmental Protection Agency (USEPA) is the federal agency designated to administer air quality regulation, while the Air Resources Board (ARB) is the state equivalent in the California Environmental Protection Agency. Local control in air quality management is provided by the ARB through county-level Air Pollution Control Districts (APCDs). The ARB has established the air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. Carpinteria is located in the South Central Coast Air Basin under the jurisdiction of the Santa Barbara County APCD.

The nearest air monitoring station to the project site is located on Gobernador Canyon Road, about 1 mile northeast of the site. This station measures ozone and nitrogen dioxide, with additional air pollutant monitoring reflective of the general area conducted in Santa Barbara (W. Carrillo Street). Table 2 summarizes the annual air quality data for 1994 through 1996 for the local airshed.

The primary pollutant of concern in Carpinteria is ozone, a secondary pollutant that is not produced directly, but rather is formed by a reaction between NO_x and reactive organic gases (ROG) in the presence of sunlight. Reductions in ozone concentrations are dependent on reducing the amount of these precursors. The major sources of ozone precursor emissions in Santa Barbara County are motor vehicles, the petroleum industry, and solvent usage (paint, consumer products, and certain industrial processes).

Impacts and Mitigation Measures

Because the proposed project is an update of the Carpinteria General Plan rather than a specific development project, the 25 pounds per day significance thresholds adopted by the Santa Barbara County APCD for individual projects do not apply. Rather, the impact of the General Plan Update is considered significant if buildout under the plan would be inconsistent with the land use and population forecasts contained in the CAP. The Santa Barbara County Association of Governments (SBCAG) provides these forecasts.

Table 2: Air Quality Standard Exceedances, 1994-1995

Pollutant	1994	1995
Ozone, ppm - Worst Hour (Goleta-Fairview)	0.13	0.12
Number of days over State standard (>0.09 ppm)	3	3
Number of days over Federal standard (>0.12 ppm)	1[a]	3
Carbon Monoxide, ppm – Worst 1 Hour/8 Hours (Santa Barbara)	5.0/2.8	4.0/1.8
Number of days over State standard (>20.0/9.0 ppm)	0/0	0/0
Number of days over Federal standard (>35.0/9.0 ppm)	0/0	0/0
Nitrogen Dioxide, ppm – Worst Hour (Goleta-Fairview)	0.09	0.05
Number of days over State standard (>0.25 ppm)	0	0
Particulate Matter <10 microns, $\mu g/m^3$ Worst 24 Hours (Santa Barbara)	57	129
Number of samples over State standard (>50 $\mu g/m^3$)	5	2
Number of samples over Federal standard (>150 $\mu g/m^3$)	0	0
Annual Geometric Mean (State standard = 30$\mu g/m^3$)	30.6	28.5
Annual Arithmetic Mean (Federal standard = 50$\mu g/m^3$)	32.6	30.9

Source: ARB, Annual Air Quality Data Summaries.
[a] County Summary. Goleta-Fairview data not available.

As shown in Table 1 in Section 3.0, *Project Description*, the Draft Land Use Element would accommodate up to 734 new dwelling units at full buildout. Based upon the current citywide average of 2.85 residents per unit (California Department of Finance, 1997), this would translate to a population increase of 2,091.

When added to the current population of 14,618 (California Department of Finance, 1997), the citywide population at buildout would be 16,709. This is within the SBCAG projected population of 17,559 in the year 2015 (SBCAG, 1994). Therefore, the Draft Land Use Element is considered consistent with CAP population projections.

The Draft Open Space, Recreation & Conservation Element includes objectives, policies and implementation measures that address air quality concerns. These include the following:

- **Objective OSC-11** states that Carpinteria will conduct its planning and administrative activities so as to maintain the best possible air quality.
- **Policies OSC-11a** through **OSC-11e** discourage development that would adversely affect air quality, promote the reduction of motor vehicle traffic and associated emissions, promote the use of solar heating and energy efficient building design, encourage implementation of local Air Quality Attainment Plan control measures, and encourage agricultural users to minimize air pollutant emissions.
- **Implementation Measures 47** and **48** call for the incorporation of relevant policies and strategies of the Santa Barbara County CAP and cooperation in regional air quality plans, programs, and enforcement measures.

The Draft Circulation Element also includes a range of objectives and policies designed to encourage the use of alternative modes of transportation. Implementation of these policies would be expected to reduce motor vehicle travel in favor of walking and bicycling, thereby reducing overall emissions associated with motor vehicle use. These include the following:

- **Objective C-7** calls for the City to increase the use, effectiveness, and social acceptability of alternative modes of transportation. Specific policies would require the implementation of transportation system management plans by major employers (C-7a), development of pedestrian accessibility between residential areas, schools, parks, and shopping areas (C-7b), improvement of streets and other facilities to improve mobility for the aged and handicapped (C-7c and C-7d), provision of continuous sidewalks (C-7e), increased funding for alternative transportation programs (C-7f), and creation of a citywide campaign to promote alternative transportation (C-7g).
- **Objective C-8** calls for the development of bicycle systems and pedestrian facilities. Specific policies would require improvements to bicycle lanes and paths (C-8a, C-8b, C-8c, C-8d, C-8g, C-8h, C-8i, and C-8m), improvements to other bicycle facilities (C-8l, C-8p, C-8q, C-8r), education programs on bicycling (C-8e, C-8j, and C-8k), improvements to pedestrian facilities (C-8f), and development of additional funding sources for bicycle infrastructure (C-8n).
- **Objective C-9** calls for the promotion of public transit use. A number of specific policies are directed at improving service and increasing transit ridership. Refer to the Draft Circulation Element for specific policies.

The Community Design Element also includes a number of principles and policies that encourage the use of alternative transportation modes. These include the following:

- **Objective CD-4** states that neighborhood streets, pedestrian paths, and bicycle paths should be planned as a system of fully connected and interesting routes that should discourage high-speed vehicular traffic for the safety and enjoyment of residents and pedestrians.
- **Policies CD-8f** states that the existing network of lanes, trails, and pedestrian ways should be preserved, reinforced, and extended.

The Community Design Element also contains numerous policies relating to improving the pedestrian/bicycle network in individual communities within the City. See the Community Design Element for specific policies.

Implementation of recommended General Plan policies as they relate to future development projects in Carpinteria would be expected to reduce air emissions associated with buildout under the Plan to within or below Santa Barbara County APCD projections.

3.3 WATER

Setting

Surface Water/Flooding. Information on flood conditions in the Carpinteria Planning Area is presented in the Safety Element and associated background report. Flooding in the planning area is generally produced by winter storms occurring between the months of December and March. Several local streams that discharge into the Pacific Ocean cross through the planning area. These include Carpinteria Creek, Santa Monica Creek, Franklin Creek, Arroyo Paredon, and Toro Canyon Creek. The Carpinteria, Santa Monica, and Franklin Creeks have been channelized by the Santa Barbara County Flood Control and Water Conservation District, the U.S. Corps of Engineers, and the U.S. Soil Conservation Service. The Santa Barbara County Flood Control Engineer has determined that lands above 250 feet elevation in the Carpinteria area would be free from flood hazard in the area of the channelized creeks.

Groundwater. The Carpinteria groundwater basin underlies the planning area. Its capacity is 170,000 acre-feet, while the safe annual yield from the basin is about 5,000 acre-feet. Groundwater quality is relatively good, although high concentrations of iron and manganese have been found in a few locations. Groundwater is further discussed in the Draft Open Space, Recreation & Conservation Element.

Impacts and Mitigation Measures

Surface Water/Flooding. Portions of the planning area that are subject to flood hazards are shown on Figure S-4 of the Draft Safety Element. Areas located within the Federal Emergency Management Agency (FEMA) 100-year flood zone include:

- *Areas adjacent to Santa Monica, Franklin, and Carpinteria Creeks;*
- *The northwest corner of the City; along Highway 101 between Franklin and Carpinteria Creeks;*
- *Areas along the Pacific Ocean coastline; and*
- *The area east of the El Estero Marshland, west of Linden Avenue and south of the Southern Pacific Railroad.*

Development in these areas would be subject to flood inundation during a 100-year storm event. In addition, further development in the planning area would be expected to increase community-wide impervious surface area, thereby increasing overall runoff into area creeks during major storms. This could increase flood potential in other parts of the planning area.

Study area 5, on the east side of the City, drains into a pipe along Via Real that empties to Carpinteria Creek. Study area 7, also on the east side of the City, drains indirectly to Carpinteria Creek, primarily along driveways and small drainage ditches to Bailard Avenue and then to Via Real.

The City's Drainage Master Plan indicates that the Via Real storm drain may need to be extended farther east on Via Real to Poplar Street if development in this area of the City increases. If these study areas

are developed, drainage facilities may need to be further extended. The extent of new drainage facilities will depend on the intensity of future development.

Study area 2, on the west side of the City, drains through a channel on the southeast portion of the area and into a culvert that runs though the under Via Real and Highway 101. This drainage system has experienced some culvert plugging from silt. Improvements for this drainage system to alleviate drainage problems are planned for 1998.

The Draft Safety Element contains several policies to mitigate flood hazards in the planning area. These include the following:

- **Policy S4a** requires that all new development proposed in the 100-year flood zone must adhere to the County of Santa Barbara Flood Plain Management Ordinance, Chapter 15-A of the County Code.
  - **Policy S4b** discourages development of critical facilities within the 100-year flood zone.
- **Policy S4c** requires setbacks from flood control channels, as determined by the Santa Barbara County Flood Control District, to allow access to maintain and enable proper operation of the channels.
- **Policy S4d** requires that the City conduct a flood plain study for the west end of the planning area and confer with FEMA in an attempt to update the 100- and 500-year flood zones in that area.
- **Policy S4e** requires the City to establish a policy preventing further channelization and/or banking of other creeks, rivers, or streams within the planning area. The policy should include setback guidelines for land use planning purposes along natural creek, river, or stream flood plains, and descriptions of opportunities to eliminate existing concrete channels and/or banking from creeks, rivers, or streams.
- **Policy S4f** recommends development of programs to respond to the need to protect existing and future private property improvements from winter ocean wave action.

Groundwater. Buildout under the Draft Plan would increase community-wide water demand by an estimated 600 acre-feet per year. This increased demand would have the potential to adversely affect local groundwater supplies, depending upon the source of water to serve new development. The Draft Open Space, Recreation & Conservation Element has one policy to minimize the effects of increased water demand on local groundwater supplies:

- **Policy OSC-10b** states that the City should continue to support water conservation measures.

Implementation of the subordinate measures would be expected to mitigate impacts to the Carpinteria groundwater basin. No significant impacts to groundwater are anticipated as a result of implementation of the General Plan.

3.4 BIOLOGICAL RESOURCES (FLORA)

Setting

As described in the General Plan Open Space, Recreation and Conservation Element, the Carpinteria area has a wide variety of habitats, including El Estero salt marsh, tidal zones, dunes, riparian habitat, and native plant communities. Many of these habitats are located on or near the coast. Several streams flow south from the mountains through the planning area to the Pacific Ocean. These include Carpinteria Creek, Santa Monica Creek, Franklin Creek, Arroyo Paredo Creek, Rincon Creek, Garapato Creek, and

Toro Canyon Creek. Many of the creeks in the City, including Franklin Creek and Santa Monica Creek, are channelized for flood control purposes.

Vegetation. The Carpinteria area supports mainly chaparral vegetation types, especially on the dry hills to the north of the City. The dominant chaparral community is coastal sage scrub, which includes Black sage (*Salvia mellifera*), Coyote Brush (*Baccgaris pilularis*), and Lemonadeberry (Rus intergrifloia).

Several tree species are present within the stream corridors that cross the City. The dominant species include the California Bay (*Umbellularia californica*), willows (Salix, spp.) big leaf maples (*Acre macrophyllum*), western sycamore (Plantanus racemosa), and coast live oak (*Quercus agrifolia*).

The understory of riparian areas consists of a mix of native and invasive exotic plants. Native dominant understory plants include wild blackberry (*Rubus ursinus*), poison oak (*Toxicodendron diversilobum*), mugwort (*Artemisia douglasiana*), elderberry (*Sambucus maxicanum*), willow smartweed (*Persicaria lapathifolium*), and nettle (*Urtica holosericea*). Non-native plants include bermuda grass (*Cynodon dactylon*), cocklebur (*Xanthium strumarium*), giant reed (*Arundo donax*), and noxious castor bean (*Ricinus communis*).

Habitats found on the coast of Carpinteria include intertidal zones, marshes, and coastal bluff communities. The intertidal zones support various types of algae and seaweeds.

The El Estero Marsh is an important habitat located west of the City. The 230-acre marsh supports freshwater species including willows alkali bulrushes, and cattails and saltwater species of pickleweed, saltgrass, saltbush, alkali heath, sea bite, and the endangered Salt Marsh Bird's Beak (*Cordylanthus maritimus*).

The Carpinteria Bluffs area encompasses about 157 acres located southeast of the City. Bluff area habitat contains native grassland, and scrub communities, including the Central Coast riparian scrub, coastal sage scrub, and coastal bluff scrub.

Impacts and Mitigation Measures

Development that could occur within the current City limits under the Draft Plan would primarily consist of infill residential, commercial, and light industrial development in already urbanized areas. Such development would not be expected to adversely affect important biological habitats or plant species. Further, infrastructure improvements, including roads and bridges, that are planned for in the Draft Plan do not have the potential to adversely affect important biological habitats when developed subject to the policies and implementation measures established for such development.

The proposed study areas, located along the northern edges of the Carpinteria City limits, are primarily in agriculture or developed with greenhouses. Such uses have limited the value of these areas as natural habitat. Vegetation in these areas is typically controlled through manual removal and herbicides to reduce the loss of crops and nursery plants.

Study areas 2 and 3 are, however, near or adjacent to stream corridors (see Figure S-4), while the northern edge of area 7 has a small area with oak trees. Area 2 is located west of Santa Monica Creek and area 3 is located between Santa Monica Creek and Franklin Creek. Area 2 is currently in residential land use, and would not be expected to change; area 3 is primarily developed with greenhouse agriculture; and area 7 is currently an orchard. Potential impacts in each of these areas are discussed below.

Study areas 2 and 3. Development of agricultural land into residential land uses can increase impervious surface and result in greater runoff that can carry sediment and degrade stream water quality. These effects can negatively affect vegetation within stream corridors, as well as the marshes and coastal habitats into which the streams empty.

Because both Santa Monica and Franklin Creeks are completely channelized from Foothill Road to El Estero Marsh, neither has biological value. Both streams do, however, empty into the 230-acre El Estero Marsh, a State designated Environmentally Sensitive Habitat Area (ESHA). As discussed in the Draft Open Space, Recreation and Conservation Element, the marsh provides important habitat to a variety of plant and animals. The marsh ecology could potentially be affected by increased sedimentation and polluted runoff from study areas 2 or 3. Of particular concern for El Estero marsh is the Salt Marsh Bird's Beak, an endangered plant species.

The following Draft Open Space, Recreation & Conservation Element policy is specifically intended to mitigate potential impacts relating to urban runoff:

- Policy OSC-6d **requires public or private development to locate development outside creek corridors, established by creek setbacks, except when a location is necessary for protection of public health and safety or the location is necessary for infrastructure.**

In addition, several other Draft Open Space, Recreation and Conservation Element policies would restore stream corridors (Policies OSC 6a – OSC 6f), **protect the El Estero Marsh** (Policies OSC 3a- OSC 3b), **and provide protection within ESHAs** (Policies OSC-1a and OSC-1b). **These policies would mitigate effects of development, restore creek corridors, develop new standards for development in riparian and watershed areas, and preserve El Estero Marsh.**

Implementation of proposed policies would be expected to mitigate the impact of urban runoff in El Estero Marsh.

Study Area 7. Study area 7 includes small groves of oak trees near existing homes and along the north edge of the Study area. These oak trees could be damaged or lost if this area is developed for more intensive purposes. The Draft Open Space, Recreation and Conservation Element indicates that oak trees require special management since they are easily harmed by surrounding land uses. Encroaching development and over-watering that results from landscape irrigation could harm the roots of oaks.

The Draft Open Space, Recreation and Conservation Element includes specific policies to protect oak trees. These include the following:

- **Policy OSC-7a** states that oak trees, because they are particularly sensitive to environmental conditions, should be protected.
- **Policy OSC-7b** states that when sites are graded or developed, areas with significant amounts of native vegetation should be preserved.

The element also states that an oak tree ordinance should be developed that would include provisions for the design and siting of structures to minimize the impact of grading and other development. With implementation of these policies, impacts to oak trees would be avoided.

3.5 BIOLOGICAL RESOURCES (FAUNA)

Setting

The coastal areas of Carpinteria contain a variety of habitats, including intertidal zones, riparian, marshes, coastal bluffs, and coastal chaparral communities. The intertidal zones support a range of species, including of barnacles (*Balanus glandula*) , limpets (*Colusella digitalis*) mussles (*Mytilus californianus*), and various types of anemones and sea stars.

The Carpinteria coast is also home to the harbor seal hauling grounds at the base of the Carpinteria Bluffs. The white-tail kite also uses the open spaces of the bluff's grasslands and scrub to forage. The coastal waters, wetland and streams are important to a variety of fish species, including the endangered Steelhead Trout (*Oncorrhynchus mykiss*), which uses the upper portions of Carpinteria Creek, and the Tidewater Goby *(Eucyclogobius newberryi)*, which uses the El Estero Marsh. Off shore, the Carpinteria Reef is the most diverse habitat south of point Arguello. The reef includes many fish species, including opaleye and halfmoon and the *Elysia* and *Tigripus* invertebrate species.

Stream corridors in Carpinteria are habitat for a number of bird species, including various warblers, the chat, willow flycatcher, cuckoo, and swift. The Monarch Butterfly uses the coastal areas of Carpinteria as wintering grounds and can be found in large number s in trees in Salzgeber Meadow near Carpinteria Creek and in the Chevron buffer zone, also known as Arbol Verde. The winter clusters of the butterflies represent the most sensitive period of the Monarch's life cycle.

In addition to those discussed above, several species of particular importance occur in the planning area, as listed in Table 3.

Table 3: Sensitive Fish and Wildlife Species Potentially Occurring in Project Area

Species	Scientific Name	State Status	Federal Status
Tidewater Goby	Eucyclogobius newberryi	E	E
Steelhead Trout	Oncorrhynchus mykiss	CSC	PE
Southwestern pond turtle	Clemmys marmorata pallida	CSC	C2
Two-striped garter snake	Thamnophis hammondii	CSC	C2
Beldings Savannah Sparrow	Passerculua sandwichensis beldingi	CSC	None
Willow flycatcher	Empidonax traillii extimus	E	PE
Light-footed clapper rail	Rallus longirostris levipes	E	E
Least Bell's vireo	Vireo belli pusillus	E	E
Tricolored blackbird	Agelaius tricolor	CSC	C2
Loggerhead shrike	Lanius ludovicianus	CSC	C2
Yellow warbler (nesting)	Dendroica petechia brewsteri	CSC	None
Sharp-shinned hawk	Accipiter striatus	CSC	None
Cooper's hawk (nesting)	Accipiter cooperi	CSC	None
Merlin	Falco columbarius	CSC	None
Yellow-billed cuckoo (nesting)	Coccyzus americanus occidentalis	SE	None
Yellow-breasted chat (nesting)	Icteria virens	CSC	None
Black swift (nesting)	Cypseloides niger	CSC	None
Vaux's swift	Chaetura vauxi	CSC	None
Virginia's warbler	Vermivora virginiae	CSC	None
Spotted bat	Euderma maculata	CSC	C2
Pacific western big-eared bat	Plecotus townsendii townsendii	CSC	C2

E=Endangered; T=Threatened; PE=Proposed Endangered; CSC= California Species of Special Concern; C2=Category 2
[a] California Department of Fish and Game (August 1994), Special Animals and (January 1995), Endangered and Threatened Animals of California.

Impacts and Mitigation Measures

Future development within the current City limits would primarily consist of infill development in already urbanized areas. Such development would not be expected to significantly affect biological habitats.

As discussed in Section 3.4, *Flora*, study areas 2 and 3 are located near or adjacent to stream corridors that empty into El Estero Marsh, a State designated ESHA. The marsh, which is important habitat to a variety of animal species, could potentially be affected by increased sedimentation and polluted runoff from study areas 2 or 3.

Of particular concern for El Estero marsh is the tidewater goby (*Eucyclogobius newberryi*), a Federal and State designated Endangered fish. Increased sedimentation from development is potentially detrimental to the shallow tidewater goby breeding beds. In addition to the goby, two endangered bird species, the light-footed clapper rail (*Rallus longirostris levipes*) and Belding's savanna sparrow (*Passerculua sandwichensis beldingi*), inhabit the marsh.

The Draft Open Space, Recreation & Conservation Element includes several policies specifically intended to mitigate biological habitat impacts relating to urban runoff. These are

discussed in Section 5.4, *Flora*. With implementation of these policies, no significant impacts to local fauna are anticipated.

3.6 NOISE

Setting

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). A doubling of sound energy is equivalent to an increase of 3 dB. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes are generally not perceived. Typical ambient sounds range from 30 dBA (very quiet) to about 85 dBA (very loud). Typical exterior ambient noise levels away from obvious noise sources are about 50 to 55 dBA.

There are many rating scales for noise, the most widely-used being the Day-Night Average Level (Ldn) and Community Noise Equivalent Level (CNEL). Both methods aggregate noise levels over a 24-hour period, accounting for the annoying effects of sound, particularly at night. In general, interior sound levels exceeding 45 dBA CNEL are considered intrusive. Typical building construction materials filter out about 20 dBA. Based on the Draft Noise Element, exterior sound levels up to 70 dBA CNEL are conditionally acceptable for housing, lodging, or meeting facilities, provided adequate building design and construction materials are used to reduce interior noise levels. The Environmental Thresholds Manual sets this level at 65. The conditionally acceptable exterior noise level for commercial and office buildings is 77 dBA CNEL.

The primary source of noise affecting the City is traffic using U.S. Highway 101. The Union Pacific Railroad corridor carries freight and passenger trains that also produce substantial noise. Other less prominent noise sources within the City include the use of equipment associated with agricultural or industrial uses. See the Draft Noise Element for more information regarding the existing noise environment in the City.

Impacts and Mitigation Measures

Buildout under the Draft Plan would increase ambient noise levels in Carpinteria, both in the short-term (construction noise) and long-term (traffic noise). Additional commercial and industrial development could include truck loading and warehouse areas, both of which could contribute to overall noise increases in the planning area.

Roadway and Railroad Traffic Noise. Figure N-2 of the Draft Noise Element shows projected noise contours in the planning area upon full buildout of the Draft Plan. These projections are based on anticipated traffic increases, which in turn are based on the ultimate land use pattern of the City and surrounding communities. The projected noise contours are generally similar to the existing noise contours, with noise levels in excess of 70 dBA CNEL experienced only near U.S Highway 101 and the Union Pacific rail line. Future residential development within the 55 dBA CNEL contour, which encompasses much of the planning area, would have the potential to be exposed to noise exceeding "normally acceptable" levels.

The Draft Noise Element includes a number of policies to minimize the impacts of traffic noise on nearby land uses. These include the following:

- **Policy N-1a** states that the City will plan noise-compatible land uses or design developments with noise attenuation features near U.S. Highway 101.
- **Policies N-1b and N-2b** encourages the City's cooperation with public and private transportation agencies (Caltrans, railroad operators) to ensure that appropriate noise mitigation measures are installed along U.S. Highway 101 and the rail line. Such measures could include berms and other noise barriers as appropriate.
- **Policies N-1c and N-3c** encourage cooperation with transit providers to increase their services, with the goal of reducing the automobile trips that generate noise.
- **Policy N-3a** encourages site planning and traffic control measures that reduce speeds, which in turn would reduce traffic-generated noise.
- **Implementation Measures 1 through 6** further refine the above policies by outlining the procedures necessary to ensure less than significant noise levels on a project-by-project basis. For example, these measures establish Figure N-3 of the Draft Noise Element as the basis for noise thresholds in the City. These measures also require enforcement of California Noise Insulation Standards to ensure acceptable indoor noise levels. Other measures suggest physical alterations to roadways and traffic patterns to reduce noise, including alternative paving materials and "traffic calming" devices that slow auto speeds. Another measure requires the City to establish truck routes that avoid residential areas.

The Noise Element also includes a "decision tree" that outlines the procedure for evaluating individual projects, and their potential exposure to significant noise sources. If it is determined that excessive noise levels could adversely affect a new development, non-structural measures (such as setbacks) are identified as the preferred method of mitigation. If this approach would be inadequate, acoustical treatment of buildings would be the secondary option. Only as a last resort should berms or structural noise barriers be considered.

Implementation of these Draft Noise Element policies is anticipated to reduce impacts to resulting from roadway and rail noise to a less than significant level. No additional mitigation is required.

Stationary Source Noise. Noise generated by industrial plant operations, loading docks and truck traffic can affect adjacent residential and other sensitive land uses. Farm equipment and agricultural packing operations can have a similar effect.

Future industrial and agricultural development in the City would generally be located away from existing and planned noise-sensitive land uses. Consequently, only truck traffic associated with such uses is anticipated to create potential noise impacts.

The Draft Noise Element includes a number of policies to minimize the impacts of industrial and agricultural noise on nearby land uses. These include:

- **Policy N-4a** requires that truck access to non-residential operations be oriented away from noise-sensitive land uses.
- **Policy N-4b** discourages the use of motorized landscaping and cleaning equipment on commercial properties to avoid impacts to nearby residential uses.
- **Policy N-4c** discourages nighttime truck deliveries for commercial and industrial operations near residential land uses.

- **Policy N-4d** encourages the City's cooperation with the agricultural industry to minimize noise impacts from farm operations.
- **Implementation Measure 6** requires the City establish designated truck routes to avoid impacts to residential neighborhoods.

Implementation of these Draft Noise Element policies is anticipated to reduce impacts to resulting from stationary source noise to a less than significant level. No additional mitigation is required.

Nuisance Noise. The City occasionally receives complaints about individual noise sources, including loud parties, events and high school football games. Construction activity is also a source of occasional temporary nuisance noise throughout the City. These noise sources are most effectively addressed on a case-by-case basis.

The Draft Noise Element includes a number of policies to minimize the impacts of nuisance noise on nearby land uses. These include the following:

- **Policy N-5a** encourages scheduling of outdoor events at times that will minimize noise impacts to nearby residents.
- **Policy N-5b** requires that construction activity be timed to minimize impacts to nearby noise-sensitive land uses.
- **Policy N-5c** requires that construction activities use equipment and techniques that minimize noise generation. To that end, implementation measure Nh requires that all new equipment purchased by the City meets noise performance standards consistent with the best available technology.
- **Implementation Measure 7** requires the City establish a noise ordinance to better address the issues described in the Noise Element.

Implementation of these *Noise Element* policies is anticipated to reduce impacts to resulting from stationary source noise to a less than significant level. No additional mitigation is required.

3.7 LIGHT AND GLARE

Setting

Typical sources of light and glare include street lights, lighted parking lots, and lighted signs on commercial structures. The football stadium at Carpinteria High School is another primary source of light while games are in progress. At this time, no existing sources are perceived as a substantial nuisance or safety hazard to nearby residents or motorists. See the Draft Community Design Element for more information regarding this topic.

Impacts and Mitigation Measures

Buildout under the Draft Plan would increase nighttime ambient lighting and daytime glare potential throughout the City. Increased lighting could come from streetlights, parking lot lights, and signs on building establishments. Increased glare could come from building materials, roofing materials and windows reflecting sunlight.

Several policies within the Draft Community Design Element and Draft Land Use Element encourage site planning and lighting techniques that would indirectly minimize the potential for light and glare impacts. Such methods include setbacks, building orientation, separation of incompatible land uses, use of low intensity lighting, and orientation and design of lighting to avoid spillover onto adjacent

properties. The Draft Community Design Element also encourages the use of street trees and non-reflective building materials, both of which would reduce glare impacts.

3.8 LAND USE

Setting

Current Land Use. The current land use pattern in Carpinteria is described in the Draft Land Use Element. The area south of U.S. 101 consists of a mix of uses, including commercial retail development, residential development of varying densities, and two areas of industrial development. The area north of U.S. 101 is almost exclusively residential in character. The only exceptions are two small commercial pockets in the west end of the City and an industrial area at the City's east end..

In general, land use compatibility conflicts are minimal throughout the community. The most significant existing sources of compatibility problems are noise associated with traffic on U.S. 101 and the interface between residential areas and greenhouses/agriculture north of the freeway.

Farmland Classification. In Santa Barbara County, the U.S. Soil Conservation Service Important Farmlands Inventory (IFI) system is used to inventory lands considered to have agricultural value. This system classifies land based upon the productive capabilities of the land, rather than the mere presence of ideal soil conditions. Land is divided into several categories of diminishing agricultural importance.

The areas considered to have the highest agricultural potential are classified as Prime or of Statewide Importance. Prime farmland includes areas with irrigated soils (Class I and II) at least 40 inches deep, a water holding capacity of at least 4 inches, and with the capability of producing sustainable high yield crops. Farmland of Statewide Importance is land other than Prime that has a good combination of physical and chemical characteristics, but without minimum soil depth and water holding capacity requirements.

Other productive farmlands are classified as Unique, or of Local Importance. Unique farmland is land other than prime or statewide importance that supports high value food and fiber crops. Farmland of Local Importance includes dry farming and other non-irrigated lands. Lands that have lesser agricultural potential are classified as "Grazing", "Urban" or "Other." The latter classification includes areas that are generally unsuitable for agriculture because of geographic or regulatory constraints.

Impacts and Mitigation Measures

Land Use Designation Changes. The Draft Land Use Element does not propose any land use designation changes and would therefore continue the current land use pattern throughout most of the City. Although conflicts would be minimal, the proposed land use plan would accommodate additional residential development near U.S. 101, as well as adjacent to greenhouses and agricultural land at the City's northern fringe. Noise could be a concern for residences in either of these locations, while safety concerns may exist in new residential development near agricultural land due to the use of pesticides and other agricultural chemicals.

The Draft Noise Element contains several policies and implementation measures that address noise from U.S. 101 through the use of site planning, use of sound attenuating building materials, and, if necessary, noise barriers (see Section 3.6, *Noise*). In addition, the Draft Open Space, Recreation & Conservation Element includes a number of policies that address potential noise and safety conflicts between agricultural and urban uses, as discussed below. Implementation of these policies would be expected to mitigate any compatibility impacts relating to noise or safety.

With respect to agricultural conversion, the 32-acre Creekwood property that is within the existing City limits could be converted to a residential use under this alternative. The Creekwood site is considered Prime farmland and no mitigation is available to offset the loss of such farmland. Therefore, conversion of this agricultural site is considered an unavoidably significant impact of the project.

Study Areas. Six of the seven planned study areas (areas 1, 3, 4, 5, 6 and 7) are currently occupied by agricultural land. Areas 1, 4, and 7 are primarily orchards, area 3 is primarily in greenhouses, while Area 5 is primarily in row crops. Combined, these areas make up about 184 acres of agricultural land. Therefore, future annexation and conversion of these areas to urban use would result in a net loss of agricultural productivity in the Carpinteria Valley. In accordance with the *State CEQA Guidelines*, the conversion of prime agricultural lands to urban use is considered a significant impact of buildout under the Draft Land Use Element.

It is anticipated that all of the study areas, if converted to urban use at some point in the future, would be developed with residential uses. In the case of study area 3, the conversion of greenhouses to residential use may reduce compatibility conflicts with adjacent residential uses. The introduction of new residential development adjacent to farmland in areas 1, 4, 5, 6 and 7 would be at very low densities that would create a transition/buffer between more intensive residential and agricultural uses, thus reducing potential conflicts and helping to stabilize the urban-rural boundary.

The Draft Land Use Element includes policies to minimize impacts to agriculture, as well as to minimize compatibility conflicts between urban and agricultural uses. These include recognizing the economic and aesthetic importance of agriculture, continue the recognition of agriculture as a priority for water allocation, and require buffering of agriculture from residential uses..

The Draft Open Space, Recreation & Conservation Element also contains several policies and implementation measures relating to the preservation of agricultural land. These include the following:

- **Policy OSC-9a** calls for maintenance of a greenbelt of agricultural land surrounding the City to clearly define the urban growth boundary.
- **Policy OSC-9b** calls for the maintenance of Williamson Act contracts to help protect agricultural activities.
- **Policies OSC-9d, OSC-9e, OSC-9f, OSC-9h,** and **OSC-9i** encourage the conservation of agricultural production, call for avoiding the conversion of agricultural land to non-agricultural uses, and discourage further greenhouse development.
- **Policy OSC-9g** encourages locating central transfer areas, warehousing, and shipping facilities in locations that avoid land use conflicts in agricultural areas.
- **Implementation Measure 34** calls for the City to work with Santa Barbara County to develop a formal agricultural property protection agreement.
- **Implementation Measure 36** calls for reduction of compatibility conflicts between agricultural and urban uses through various techniques, including development of buffer zones between agricultural and urban areas.
- **Implementation Measure 38** encourages management of agricultural lands in a manner consistent with applicable Coastal Act policies.

Implementation of the policies of the Land Use and Open Space, Recreation & Conservation Elements would minimize the potential for future impacts to agriculture in the Carpinteria Valley. Nevertheless, the conversion of prime agricultural land that could occur in study areas 1, 4, 5, 6 and 7 and on the

Creekwood site would constitute a significant and unavoidable impact of buildout under the Draft Land Use Element.

3.9 NATURAL RESOURCES

Setting
Oil is the only mineral resource known to be present in substantial quantities within the Carpinteria Planning Area. Oil extraction activities in the planning area consist of offshore drilling and extraction platforms, onshore oil storage facilities, a crew boat base, a product transportation terminal, and a natural gas processing plant.

Impacts and Mitigation Measures
Infill development that would be accommodated under the Draft Land Use Element would not be expected to affect the operation of any oil extraction, storage, or processing activities in the City. Because no oil extraction, storage, or processing activities are located of the possible study areas, buildout of these areas would not affect oil resources.

No mitigation measures are required.

3.10 RISK OF UPSET

Setting
The Draft Safety Element provides information on potential risks to public safety from hazardous materials. Two large industrial facilities, the Chevron Oil Company Processing facility and the City of Carpinteria Wastewater Treatment Plant, are currently present in the planning area. In addition, 21 planning area facilities have been identified as handling acutely hazardous materials, while 132 facilities handle pesticides regulated by the State Department of Agriculture. The locations of major industrial facilities within the planning area are shown on Figure S-6 of the Draft Safety Element.

U.S. Highway 101 and the railroad are the main corridors through Carpinteria. Freighter rail cars are known to carry hazardous materials through the City. Crude oil and natural gas pipelines are present in the southeastern portion of the Planning Area.

Impacts and Mitigation Measures
Development that would be accommodated under the Draft Plan would have the potential to increase risks associated with hazardous material use and transport in two ways. First, buildout of the community as allowed under the Draft Land Use Element would increase the citywide population by about 12%. Thus, there would be an overall increase in potential exposure to hazards associated with existing facilities. Second, although the Draft Land Use Element is not anticipated to accommodate new large industrial facilities, the general increase in commercial and light industrial activity in the community would incrementally increase the use of potentially hazardous materials. Therefore, the overall potential for accidental spills would be expected to increase to some degree.

The following policies, as outlined in the Draft Safety Element, are specifically intended to address risks relating to hazardous materials use, storage and transportation:

- **Policy S6a** recommends maintenance and upgrade of policies concerning the use, storage, and transportation of hazardous materials within the City Planning Area.

- **Policy S6b** states that the City policies concerning hazardous materials should reflect the County of Santa Barbara and the State Regional Water Quality Control Board policies and requirements.
- **Policy S6c** states that the City should consider the presence of large industrial facilities, facilities that handle acutely hazardous materials or pesticides, and railroad and utilities right-of-ways in land use planning.

Implementation of these policies would reduce risks associated with hazardous materials use to acceptable levels. No significant impacts are anticipated. Potential risks associated with specific facilities involving the use of hazardous materials that are proposed in the community in the future would be subject to separate environmental review.

3.11 POPULATION

Setting

The City's current population is about 14,600 (California Department of Finance, 1997). Since 1992, the population has increased by about 500, a relatively slow 0.7 percent average annual growth rate. See the Draft Housing Element for more information regarding population and related housing issues.

Impacts and Mitigation Measures

Buildout under the Draft Land Use Element would result in an estimated population increase of about 2,900 people. This represents an increase of about 12% over the current City population of 14,618. Although population growth would not in itself create physical effects to the environment, it could result in secondary impacts. First, such growth could affect the attainment of regional air quality goals. It could also result in additional land use compatibility conflicts and increased traffic congestion. Additional population growth could also result in increased demand for public services and utilities.

Section 3.2, *Air Quality*, discusses potential impacts related to the attainment of regional air quality plans. Land use and traffic issues are discussed in Sections 3.8 and 3.13, respectively. The provision of public services and public utilities are discussed in Sections 3.14 and 3.16, respectively. Policies described in those sections would address impacts related to population growth. Section 4.1, *Growth-Inducing Impacts*, further discusses the growth-inducing implications of extending infrastructure and providing increased levels of public services.

No mitigation measures are required beyond the policies included in the above-referenced sections of the EIR and relevant General Plan elements.

3.12 HOUSING

Setting

The City of Carpinteria currently has approximately 5,583 housing units, about evenly divided between single-family and multi-family dwellings (State Department of Finance, 1997). The current vacancy rate of 9.24% is the highest of any city in the County, possibly due to the high number of seasonally occupied vacation homes in the City. Very little new housing development has taken place in recent years. Since 1992, only 64 new homes have been constructed, an average of about 13 per year since that time (State Department of Finance, 1997).

Based on current zoning, there is sufficient vacant land for an estimated additional 297 units. Based on recent growth rates, full buildout of this area would not occur in the immediate future.

Based on the SBCAG Regional Housing Needs Assessment, the City will need to provide 644 dwelling units to serve various income levels between 1992 and 1999. Because only 64 units have been constructed since 1992, an additional 580 dwelling units would be necessary to reach this regional goal. The Draft Housing Element contains additional information regarding the City's regional fair share allocation to meet affordable housing goals.

Impacts and Mitigation Measures

Growth that could be accommodated under the Draft Land Use Element would increase demand for housing in the City. Based on the anticipated land use pattern within the proposed sphere study areas, as well as infill potential within the City limits, an estimated 734 dwelling units could be accommodated. The Draft Housing Element includes targets for the City's fair share allocation to provide adequate housing to address forecasted regional growth. Under guidelines set forth by SBCAG, an additional 580 dwelling units would be required by 1999 to meet regional goals. At this time, there is not adequate residentially designated land available to meet this goal. Only about 297 homes could be constructed under current zoning. Buildout under the Draft Land Use Element would address this shortfall by allowing adequate residentially designated land.

It should be recognized that even though adequate residentially designated land would be made available under the Draft Land Use Element, there is no guarantee that regional goals will be met. Market demand and local growth control initiatives could keep development at lower levels than anticipated under the SBCAG *Regional Growth Forecast.* Based on recent slow growth patterns in the City, it is probable that such goals will not be met.

The City's existing Housing Element (1995, pages VI-5 through VI-6) has policies related to the provision of adequate housing stock including:

- Require that the City's General Plan and zoning ordinance provide adequate land to meet the City's housing need through 1999, including appropriate sites for very low, low, moderate and above moderate income levels.
- Require that a variety of housing types be constructed.
- Ensure that new housing is appropriately located with respect to public and private facilities, such as schools, and that City services are adequate to meet the City's regional fair share allocation.

Implementation of these Existing Housing Element (1995) policies is anticipated to reduce impacts related to providing an adequate and serviceable housing stock to a less than significant level. No additional mitigation is required.

The Existing Housing Element (1995) also addresses affordability, including several goals and policies to ensure housing is available or a variety of income levels. Additional goals are included to address other objectives, such as the needs of the disabled, the use of energy-conserving materials in housing construction. Environmental review contained within the Housing Element evaluates the effects of such policies, which in general are intended to lessen potential environmental impacts. No additional mitigation measures are required.

3.13 TRANSPORTATION/CIRCULATION

Setting

Automobiles are the primary form of transportation for most types of trips in Carpinteria, although the City's bikeway system has become increasingly important as an alternative. The City's circulation system is described in detail in the Draft Circulation Element. U.S. 101 is the only freeway in the City, serving as the principal intercity highway. Traffic flow is generally good on the six-lane portion at the eastern edge of the City, but degrades during peak traffic periods on the four-lane portion through the City. Other important regional roads include State Routes 150, 192, and 224. Important arterial roadways providing local access include Carpinteria Avenue, Linden Avenue, Casitas Pass Road, and Mark Avenue. Although most arterials in the City operate acceptably, several of the freeway interchanges have been cited as having confusing and inefficient designs that cause poor operation during peak traffic periods.

Impacts and Mitigation Measures

Full buildout under the Draft Land Use Element would increase the City's population by an estimated 12%. This increase, in combination with cumulative increases in traffic associated with regional growth, would result in an overall increase in traffic levels throughout the City. Most affected by general increases in traffic associated with buildout within the existing City limits would be U.S. 101 and major arterials that accommodate through traffic.

Buildout of the proposed sphere study areas would affect traffic operations, particularly in the northern portion of the City. Specific roads that could experience substantial traffic increases as a result of buildout of the proposed study areas include the following:

- Craven Lane and El Carro Lane would be expected to receive additional traffic as a result of buildout of area 1.
- Santa Ynez Avenue, Foothill Road, and Linden Road would be expected to receive additional traffic as a result of buildout of area 3.
- Foothill Road, Linden Road, and Casitas Pass Road would be expected to receive additional traffic as a result of buildout of area 4.
- Via Real, Bailard Avenue, and Casitas Pass Road would be expected to receive traffic from buildout of area 5 (several environmental documents prepared for the City have identified the need for improvements to the Bailard Avenue overcrossing at U.S. 101).
- Via Real, Bailard Avenue, Mark Avenue, and State Highway 150 would be expected to receive traffic from buildout of area 7.

Both the City's Master Facility Plan (July 1993) and the Draft Circulation Element include numerous plans and policies to address current and projected future traffic problems in the City. The Master Facility Plan includes the reconfiguration and reconstruction of the Bailard Avenue-U.S. 101 interchange, the Casitas Pass Road/U.S. 101 interchange, the Linden Avenue/U.S. 101 interchange, and the Highway 150/U.S. 101 interchange. Draft Circulation Element policies designed to improve citywide traffic circulation include the following:

- **Policies C-1a**, **C-1b**, **C-1c,** and **C-1d** state that the City will work with the County and Caltrans to improve freeway overcrossings and to resolve freeway access and interchange problems.

- **Policy C-3a** through **C-3l** provides for a variety of mechanisms to improve and monitor traffic flow throughout the City.

The Element also includes numerous policies to encourage the use of alternative transportation modes by improving bicycle, pedestrian, and public transit facilities and service. See the Circulation Element for a complete listing of policies relating to alternative modes.

Implementation of the Draft Circulation Element policies, in combination with the specific interchange improvements contained in the City's Master Facility Plan, would be expected to mitigate the traffic impacts of future development in the City. Development of specific road improvements to mitigate the impacts of future development proposals would not be appropriate at this time. Specific improvements will need to be developed as needed in conjunction with future development plans.

3.13 PUBLIC FACILITIES & SERVICES

Setting

This section analyzes impacts to police protection, fire protection, schools, libraries, and medical services.

Police Protection. The County Sheriffs Department provides police services in the City of Carpinteria. The Santa Barbara County Sheriff's Department serves unincorporated areas. These agencies operate independently within their respective service areas.

The department generally receives about 550 phone calls each month, of which about 180 are written into reports. Records indicate about 65 arrests each month. In general, crime rates are highest for burglary and assault, with relatively lower rates for more violent crimes.

The police department actively participates in several community-oriented programs, including Neighborhood Watch, school training of youngsters, and merchant training to help local businesses avoid becoming crime victims.

Fire Protection. The Carpinteria-Summerland Fire Protection District provides service to the greater Carpinteria area. The District is bordered on the east by the Santa Barbara-Ventura County line, and on the west by the community of Montecito. The District currently provides the City with an adequate amount of manpower and facilities in the event of an emergency. There are two fire stations that serve the City: one within Carpinteria (on Walnut Avenue), and the other in Summerland, just west of the City.

Current response times range from three to five minutes. All firemen (full-time and reserves) have EMT-1 training. Though no full-time paramedics are staffed within the District, a private medical service, Mobile Life Services, operates from within the Carpinteria Fire Station, providing paramedic and "life essential" services to the City.

Ventura County Engine #25 is available to Carpinteria for first alarm calls through an automatic aid agreement. Through the South Coast Mutual Aid response agreement, the City may request the assistance of up to 10 fire engines from the neighboring Montecito Fire Protection District. These trucks include a ladder truck, a piece of equipment not otherwise available through the District. Response times from the Montecito Fire Protection District range from 20 to 30 minutes.

Schools. The Carpinteria Unified School District administers public schools in the planning area. The District's facilities include one high school (Carpinteria High School), one middle school (Carpinteria Middle School), and four elementary schools (Aliso, Canalino, Main and Summerland). Canalino Elementary School also includes the Canalino Early Childhood Learning Center and Special Education facility.

The District is currently undertaking plans to reorganize its facilities. Two new schools will be constructed, one in Summerland, the other in Carpinteria. The new Summerland school would replace the existing elementary school in that community, and would be located on a larger parcel of land to facilitate expansion. The new school in Carpinteria would replace Main Elementary School. The existing Main Elementary School is located adjacent to Carpinteria Middle School, and would provide additional space as an expansion of the middle school, integrated into that facility. That facility would house the 6th grade students of Carpinteria Middle School. All elementary schools would become grade K-5, a change from the current grade K-2 (Canalino) and 3-5 (Aliso, Main) configuration within the southern part of the district. Summerland Elementary School would remain grade K-5.

Table 4 shows the current enrollment and capacity of schools within the District. As indicated, each school in the CUSD is currently overenrolled. Portable classrooms are currently used throughout the district to address existing overenrollment.

Library Service. The Carpinteria Library is located at 5141 Carpinteria Avenue. The library is part of the City of Santa Barbara Central Branch Library District and has been in its present location since 1933. Based on input from library staff, the facility is too small to handle current demands, and has inadequate parking for patrons (O'Reilly, 1997). There are no immediate plans for expansion, although there is some potential on-site to increase the size of the building, which seats about 33. Funding is currently provided primarily by Santa Barbara County, with a small amount from the City of Carpinteria.

Table 4: Carpinteria USD Facility Enrollment and Capacity

Facility	Location	1997 Enrollment	Capacity	Percent of Capacity
Carpinteria High School (9-12)	Carpinteria	822	748	110%
Carpinteria Middle School (6-8)	Carpinteria	703	539	130%
Aliso Elementary (3-5)	Carpinteria	395	389	102%
Canalino Elementary (K-2)	Carpinteria	784	766	102%
Main Elementary (3-5)	Carpinteria	315	261	121%
Summerland Elementary (K-5)	Summerland	58	50	116%
TOTAL		**3,077**	**2,753**	112%

Source: Bob Keating, Director of Curriculum and Instruction, Carpinteria USD. Enrollment figures are as of December 1997. Capacity figures are as of 1996.

Parks and Recreation. Carpinteria currently has 11 parks totaling approximately 42.3 acres within its boundaries. The largest of these are oriented toward the ocean, and include the Carpinteria City Beach (6.0 acres) and the beachfront bluff area (8.79 acres) (see page OSC-29 of the Draft Open Space, Recreation and Conservation Element for a complete listing of these facilities). This acreage does not include Carpinteria State Beach, which is an 84-acre regional facility serving the City. City residents also use Lions Park, but this privately owned 3-acre facility is located in an unincorporated portion of the County.

In addition to formal parkland, there are many other recreational facilities that serve the City's residents. These include other nearby beaches, golf courses, school fields, and the Los Padres National Forest. Page OSC-30 of the Draft Open Space, Recreation and Conservation Element provides a complete listing.

Impacts and Mitigation Measures

Police Protection. Growth that could be accommodated under the Draft Land Use Element would increase demand for police protection services. Potential buildout could accommodate a population increase of about 1,700, a 12% over the current population of 14,600. Based on the Department standard of 1 officer per 500 population, demand for about additional six officers would be anticipated. The following Draft Public Facilities & Services Element policies address impacts regarding police protection.

- **Policy PF-3a** encourages the City to monitor relevant statistics and enforcement criteria to assure adequate police services.
- **Policy PF-3b** requires the City to evaluate potential programs that can resolve seasonal tourist-related police service demands.
- **Policy PF-3e** requires that developers demonstrate that their proposals are within adequate response times to law enforcement.

Implementation of these policies is anticipated to reduce impacts related to providing police protection services to a less than significant level. Implementation of Policy PF-3a should account for the increased demand anticipated upon buildout of the Draft Land Use Element, to ensure that adequate funding sources are identified to meet this demand. No additional mitigation is required.

Fire Protection. Growth under the General Plan would result in increased demand for fire protection services. Although there are currently no adopted manpower standards for the City, it is anticipated that new development would require additional personnel and equipment to maintain the current level of service. Other issues of concern include the need to provide adequate water pressure and availability to effectively fight fires. In addition, there is inadequate equipment to fight fires in buildings greater than three stories in height.

The following Draft Public Facilities & Services and Safety Elements policies address impacts regarding fire protection.

- **Policy PF-3c** requires the City to cooperate with the fire district to assess the needs of the district.
- **Policy PF-3d** requires the City to improve communication with the district by initiating development review procedures that involve the district at the earliest possible time.
- **Policy PF-3e** requires that developers demonstrate that their proposals are within adequate response times to fire stations.
- **Policies S-5a and S-5b** require all new structures meet applicable ordinances and codes.
- **Policy S-5c** ensures that roads are designed to accommodate emergency vehicles per County requirements.
- **Policy S-5d** requires the City to cooperate with the fire district to ensure enforcement of applicable fire codes.

Implementation of these policies is anticipated to reduce impacts related to providing fire protection services to a less than significant level. Implementation of Policy PF-3c should account for the increased demand anticipated upon buildout of the Draft Land Use Element, to ensure that adequate funding sources are identified to meet this demand. No additional mitigation is required.

Schools. New development that would be accommodated under the Draft Land Use Element would increase enrollment at the already overenrolled CUSD. Based on standard student generation rates, about 889 new students would be generated upon buildout of the Draft Land Use Element. Table 5 shows the projected enrollment in the district. Assuming that no additional schools are built, enrollment will continue to exceed capacity.

Table 5: Projected Enrollment at Buildout

Facility	1997 Enrollment	Anticipated Increase *	Projected Enrollment
Carpinteria High School	822	120	942
Carpinteria Middle School	703	106	809
All Elementary Schools	1,552	255	1,807
TOTAL	**3,077**	**481**	**3,558**

** Assumes 0.2 high school students, 0.176 middle school students, and 0.425 elementary school students per new residence.*

The following Draft Public Facilities & Services Element policies would address potential impacts to schools caused by new development:

- **Policy PF-4a** requires cooperative efforts between the City and school district to resolve demands for educational services.
- **Policy PF-4b** encourages school district input to new development proposals.
- **Policy PF-4c** requires the City to cooperate with Carpinteria USD to ensure sufficient capacity for increases in student population caused by future development projects.

Implementation of these policies is anticipated to reduce impacts related to providing educational services. Implementation of Policies PF-4a and 4c should account for the increased demand anticipated upon buildout of the Draft Land Use Element, to ensure that adequate funding sources are identified to meet this demand.

Under recent court decisions, school districts can require additional mitigation beyond the required development fees ($1.84 per square foot), if necessary, to mitigate physical project impacts to schools, provided that the General Plan includes language that additional fees would be necessary (the "Mira Rule"). It is presumed that local school districts would enforce applicable fees as appropriate, which would mitigate impacts to school capacity associated with Draft Land Use Element buildout.

Library Service. Buildout under the Draft Land Use Element would increase demand for library services within the City. The existing facility is inadequate to meet current demands, which would call for a 7,300-square foot building based on a standard planning ratio of 0.5 square feet of library per capita. With a projected buildout population estimated at 16,328, the library should be about 8,200 square feet to adequately handle demand.

The Draft Public Facilities & Services Element includes the following policy to address impacts to libraries:

- **Policy PF-5a** encourages the City to maintain adequate library service for the citizens of Carpinteria.

Implementation of this policy is anticipated to reduce impacts related to providing library services. The inclusion of a policy (see discussion under School impacts) to establish a comprehensive fee system to include libraries would ensure that library space remains adequate.

Parks and Recreation. Full buildout under the Draft Land Use Element would increase demand for parks and recreational facilities in the City. Existing City parks and recreation facilities provide a ratio of park lands to population of 2.89 acres per 1,000 people (the State Beach and Lions Park are not included in this calculation). New development would increase demand for these facilities.

The Draft Open Space, Recreation & Conservation Element includes several policies to address this impact:

- **Policy OSC-14a** requires improved public access to coastal recreational areas.
- **Policy OSC-14b** provides for passive recreation uses of natural open space areas, provided natural resources are not damaged.
- **Policy OSC-14c** encourages increasing ocean-oriented recreational opportunities.
- **Policies OSC-14d and 14e** encourage recreational opportunities along coastal areas, including the beach.
- **Policies OSC-14g and 14h** describe potential funding sources for recreational opportunities, and programs to enhance existing recreation.
- **Policies OSC-15a, 15b and 15c** encourage the development of trail facilities throughout the City, as well as the enhancement of existing trails.
- **Implementation Measures 52** through **65** provide for the development of new recreational facilities, parks and trails throughout the City, and identify funding sources for these facilities.

Implementation of these policies and measures would ensure the provision of recreational facilities as the City builds out. No additional measures would be required.

3.15 ENERGY

Setting

Southern California Edison provides electrical power to the City while the Southern California Gas Company provides natural gas service. The City currently has adequate supplies of both electricity and natural gas and is anticipated to have adequate supplies for future development.

Impacts and Mitigation Measures

Additional development that would be accommodated under the Draft Land Use Element would increase citywide energy demand but would not be expected to require the development of new sources of energy or use energy in a wasteful manner. New homes and other future developments are expected to incorporate energy efficient designs, in accordance with Title 24 of the California Administrative Code. No significant impacts to energy resources are anticipated.

With implementation of policies in the General Plan, energy demand would be reduced to the degree feasible. No significant impacts are anticipated.

3.16 UTILITIES

Setting

Power and Natural Gas. Southern California Edison provides electricity for the City. SCE anticipates that it will be able to provide power to the expansion of the City over the next 20 years.

The Southern California Gas Company, through a franchise agreement with the City, provides natural gas. Three major gas lines pass through Carpinteria for supply to Santa Barbara north to Paso Robles.

Communications Systems. General Telephone Electric provides phone service for the City of Carpinteria. Several different companies provide long distance phone service. As the City expands, GTE will respond to the new demand. A majority of the phone lines in the City are underground and current City policy requires undergrounding of all new lines.

Water. The Carpinteria Valley Water District (CVWD) provides the domestic water supply for the City. Water is a limited resource in Santa Barbara County and the City has a water allocation program to address this issue. The system incrementally issues annual allocations of water by land use category on a quarterly basis for approved development. Water is distributed throughout the City by a line and storage system. The City's current water delivery system is considered adequate (Becker, 1998).

The CVWD has a supply of about 2,813 acre-feet of water per year for the Carpinteria Planning Area from Lake Cachuma. The District also operates three wells that draw from the Carpinteria groundwater basin, which has a safe yield of about 5,000 acre-feet per year. In addition, about 2,000 acre-feet per year have been allocated to the City from the State Water Project. This allocation has not yet been used by the City and is currently being held as a reserve supply (Hamilton, 1998).

Sanitary Sewer Service. The Carpinteria Sanitation District (CSC) manages wastewater collection and treatment services in the City. In this capacity, the CSC is responsible for maintenance of the collection system and treatment plant, as well as disposal of treated wastewater. Sewage generated in the City is conveyed through district lines to the treatment facility located at 5300 Sixth Street.

The treatment plant was recently upgraded and has a current permitted capacity of 2.0 million gallons per day (mgd). The plant treats about 1.5 mgd of sewage; therefore, there is currently about 0.5 mgd of excess capacity. Based upon a generation rate of 285 gallons per day of sewage per residence (Meiko, 1998), the excess capacity would be enough to serve about 1,750 single-family homes.

Storm Water Drainage. Several creeks cross through the planning area and discharge into the Pacific Ocean. These include Carpinteria Creek, Santa Monica Creek, Franklin Creek, Arroyo Paredo, and Toro Canyon Creek. These drainages constitute the backbone of the City's storm drain system. The Santa Barbara County Flood Control and Water Conservation District, the U.S Army Corps of Engineers, and the U.S Soil Conservation Service have channelized the Carpinteria, Santa Monica, and Franklin Creeks.

The City currently experiences some areas of localized flooding during large storms. These include the north end of Craven's Lane and the area east of the El Estero Marshland, west of Linden Avenue and south of the Union Pacific Railroad (Fry, 1998).

Solid Waste. Solid waste disposal service for the City is provided through a contract with E. J. Harrison and Sons, Inc. Solid waste generated in Carpinteria is collected by E. J. Harrison and Sons, Inc. It is then taken to the Gold Coast transfer station, and finally disposed of at the Toland Road Landfill in Ventura County per an agreement with the Ventura County Board of Supervisors.

Toland Road landfill is operated by the Ventura Regional Sanitation District (VRSD) and is expected to be in operation until 2027, when it reaches it will reach its volume limit. The landfill receives between 900 to 1,500 tons of solid waste daily. When the landfill reaches its 1,500 tons per day limit, solid waste is taken to either the Simi Valley Landfill or the Chiquita. Canyon Landfill located near the Ventura County/ Los Angeles County line east of Piru. The District has a 50 tons per day limit on waste coming in from Carpinteria.

Impacts and Mitigation Measures

Power and Natural Gas. Development that would be accommodated under the Draft Land Use Element would increase demand for electrical power by about 12%. SCE indicates that it can meet this level of demand. Infill development within the existing City limit would receive electrical service from existing power lines. All possible study areas are immediately adjacent to areas that already have service; therefore, required extensions of service would be minimal. No significant impacts to electrical power service are anticipated.

At buildout under the Draft Land Use Element, citywide natural gas demand would increase by about 20% over current demand. SCG indicates that it expects to be able to meet this level of demand (Peterson, 1998). Future infill development could be served by existing natural gas lines. Possible study areas could be served with minor extensions of existing lines. No impact to natural gas service would be anticipated.

No mitigation measures would be required.

Communications Systems. Buildout under the Draft Land Use Element would increase citywide demand for communication service. However, any new development could be connected to the existing phone system without significant alterations to the system or interruptions to service (Hermann, 1998). No impact to communications would be anticipated.

No mitigation measures would be required.

Water. As shown in Table 1 of Section 3.0, *Project Description*, Draft Land Use Element buildout would accommodate an estimated 600 new residences. The standard single family home uses about 1 acre-foot of water per year. For buildout, it is then estimated about 600 acre-feet of water would be needed per year to serve the expanded population.

Table 6 shows the current and future (2020) demand and supply for the City of Carpinteria. As indicated, buildout under the Draft Land Use Element would consume about half of the current surplus

Table 6: Water Supply and Demand at General Plan Buildout

Current Supply	Acre Feet
Groundwater	**5,000**
Cachuma Planning Total	**2,813**
State Water	**2,000**
Total	9,813
Current Demand	
Private Wells (ag. use)	**2,480**
District Municipal and Industrial Sales	**2,520**
District Agricultural Sales	**2,324**
Total	7,324
Total Uncommitted Water Surplus (Supply minus demand)	2,489
General Plan Buildout Demand Increase	***600***
Uncommitted Water Surplus at General Plan buildout (Surplus minus buildout demand)	1,899

Note: Supply and demand information obtained from the Carpinteria Valley Water District

of water available to the City. However, an uncommitted water surplus estimated at 1,899 acre-feet per year is expected to remain at buildout. Therefore, water supplies are considered adequate to serve the level of development that would be accommodated under the Draft Land Use Element.

It should also be noted that conversion of study areas 1, 3, 4, 5, 6 and 7 to urban use would reduce agricultural water demand in the Carpinteria Valley. Therefore, the overall increase in water demand presented in Table 5 likely overstates the actual net increase in demand.

The Draft Open Space, Recreation and Conservation and Public Facilities & Services Elements include policies that would minimize impacts to water supply:

- **Policy OCS-10b** encourages improvements in water quality and conservation for the community water supply.
- **Policies PF1a** through **PF1f** encourage a range of ideas for conserving water, including reclamation, groundwater recharge, monitoring of water resources, and update of water regulations and codes.
- **Policy PF5k** states that the City will require proposed developments to demonstrate that adequate water supply and water systems are or will be available to serve the project site.

Implementation of these water supply policies would be anticipated to mitigate possible impacts to water supply. No additional mitigation is required.

Sanitary Sewer Service. Full buildout under the Draft Land Use Element would add an estimated 734 residences. This amount of new development would generate an estimated 209,190 gallons per day (0.209 mgd) of sewage, which is within the available capacity of 0.5 mgd. Therefore, upgrades to the City's wastewater treatment plant are not expected to be necessary in the future as the City approaches buildout.

The Draft Public Facilities & Services Element includes several policies to mitigate potential impacts to the sanitary sewer system, including:

- **Policies PF2a** states that the City will monitor capacity of to sewer plant to assure adequate service.
- **Policy PF2b** states that the City will coordinate the evaluation of new development with the CSD.
- **Policy PF5k** requires that developers demonstrate the adequacy of sewer facilities to meet the needs of planned development.

With implementation of these policies, the City would be able to plan for possible sewer system upgrades as needed. Therefore, impacts to the local sewer system are not anticipated.

Storm Water Drainage. Infill development within the existing City limits may incrementally increase surface runoff to local drainages; however, because the city is largely built out, no significant increase in runoff is anticipated. Any incremental increases associated with individual development projects would be addressed on a case-by-case basis.

Development in the study areas may also increase impervious surface area, thereby resulting in greater runoff during storms. The amount of runoff and extent of impact to the City's storm water drainage system from development in study areas would depend upon the type and size of future developments.

Conversion of agricultural lands in study areas 3 and 6 are the largest areas and would have the greatest potential for significant increases in runoff. Runoff from these areas would affect Santa Monica, Franklin, and Carpinteria Creeks. Santa Monica and Franklin Creeks currently experience some localized flooding.
The City and Santa Barbara County Flood Control District currently plan four drainage improvements in the City, primarily to improve drainage on the west side of the City for the Franklin Creek and Santa Monica Creek drainage areas. These improvements will take place over the next few years and would be expected to alleviate current drainage problems.

Both the Draft Open Space, Recreation and Conservation Element and the Draft Safety Element include policies designed to mitigate potential impacts relating to storm drainage:

- **Policies S4a**, **S4b**, **S4c**, and **S4d** require adherence to the County flood plain ordinance, discourage development within flood plains, encourage setbacks from channels, and encourage flood plain studies to update flood zones.
- **Policy S4e** discourages further channelization or banking of creeks in the planning area, requires the City to establish setback guidelines, and encourages the identification and pursuit of opportunities to remove existing concrete channels.
- **Policy OSC-5b** encourages protection and restoration of creeks where it would not interfere with good flood control practices.
- **Policies OSC-5c** and **OSC-5d** state that creeks should only be altered if no other solution is available and require setbacks from creeks.

These policies would contribute to mitigation of impacts associated with increased runoff, as well as secondary impacts to biological resources associated with channelization of creeks for flood control.

Implementation of the policies contained in the Draft Safety and Open Space, Recreation and Conservation Elements would be expected to mitigate impacts to the local drainage system.

Solid Waste. Based upon a rate of three pounds of solid waste generated per person per day, buildout of the Draft Land Use Element would be expected to generate an additional 1,145 tons of solid waste annually, or about 3.1 additional tons on a daily basis. The Toland Road Landfill has adequate capacity to accommodate such an increase. In addition, the Public Facilities Element includes policies (PF-2(c) through PF-2(e)) designed to minimize solid waste generation and provide for additional solid waste disposal facilities in the event when capacity no longer remains at the Toland Road Landfill. Therefore, impacts relating to solid waste disposal are not considered significant.

3.17 HUMAN HEALTH

Setting

Existing facilities involving the use of hazardous materials are described in the Draft Safety Element and in Section 3.10, *Risk of Upset.*

Impacts and Mitigation Measures

Impacts relating to the use, storage, and transport of hazardous materials are discussed in Section 3.10, *Risk of Upset.* A number of Draft Safety Element policies pertaining to hazardous material safety are described in that section. With implementation of those policies, no significant risks to human health are anticipated.

3.18 AESTHETICS

Setting

Carpinteria is a small beach town in a rural setting. The City's coastal setting is framed by the foothills of the Santa Ynez Mountains and the Pacific Ocean, and includes natural coastal terrain and agricultural lands. The City itself is composed of several distinct and unique neighborhoods and districts that are defined by a well-connected network of streets and open spaces. The physical center of the City is the downtown district by the beach, around which the neighborhoods and other districts are arrayed. A complete discussion of these districts and neighborhoods can be found in the Draft Community Design Element.

U.S. Highway 101 is the major public viewing corridor traversing the City. The highway affords excellent views of the mountains and ocean, as well as views of the agricultural land that surrounds the City itself. Foothill Road (State Route 192) runs north of, and parallel to, the freeway. Its elevated location at the base of the foothills allows for excellent ocean views to the south, across the City. Within the core of the City, Linden Avenue is the primary north-south roadway from which views of the downtown, ocean, and hillsides are possible. Carpinteria Avenue is a major east-west roadway from which motorists and pedestrians can view the surrounding natural and built environment.

Several areas within the City are particularly noteworthy for their high visual quality. The Carpinteria Bluffs include substantial undeveloped area, much of which supports natural coastal sage and other sensitive habitats. As one of the primary access areas to the beach, the Bluffs are particularly sensitive visually.

The Downtown/Old Town subarea is the heart of the City, containing most of the civic and commercial functions, as well as several vital residential neighborhoods. This area is bounded by U.S. Highway 101 on the north, the railroad tracks on the south and southwest, and Carpinteria Creek on the east. The Downtown/Old Town subarea has the interconnected street network structure of a true town and a variety of distinctive building types fronting onto traditional, pedestrian-oriented streets.

Impacts and Mitigation Measures

Sensitive Viewing Corridors. Buildout under the Draft Land Use Element would accommodate new development, particularly within several proposed Sphere of Influence study areas that are currently either developed with greenhouses (area 3) or agriculture (areas 1, 4, 5, and 6). Study areas 5 and 6 are highly visible from the freeway, which is a sensitive viewing corridor. Development within these areas could therefore result in visual impacts. Development in study areas 3 and 4 would be highly visible from Foothill Road, another sensitive public viewing corridor. In these areas, development could potentially block or alter the ocean views from Foothill Road.

Infill development in portions of the City could also affect public viewing corridors. Urbanized development within the Carpinteria Bluffs would be visible from the freeway, the Union Pacific rail line, and along portions of the beachfront below the bluffs. Development in this area could alter views from these locations. At several locations just north of U.S. Highway 101, additional multi-family residential and industrial development would be highly visible from the freeway. In particular, the areas east of Carpinteria Creek and the far western edge of the City could experience such development.

The following Draft Land Use Element, Community Design Element, and Circulation Element policies address potential impacts relating to viewing corridors:

- **Policy CD-8e** ensures that major north-south streets be designed to preserve views of the ocean and hills to the north.

Implementation of this policy, in addition to the general principles underlying these elements, would minimize impacts to viewing corridors. No significant impacts are anticipated.

Urban Design. In the absence of appropriate urban design criteria, development that could be accommodated under the Draft Land Use Element has the potential to be insensitive to the need for high quality architectural design, landscaping, and public art. It could also result in visually intrusive features, such as inappropriate signs.

The Draft Community Design Element is specifically intended to address such impacts, and nearly all of its policies are intended to guide high quality architecture, site design, and landscape and hardscape elements. The policies within the Community Design Element address the specific design needs of the various neighborhoods and districts of the City, as well as public spaces and streets. Building orientation, heights, and materials are specified, and intended to ensure compatibility with neighboring land uses while enhancing the visual quality of the City. See the Draft Community Design Element for the complete text of these policies, which are broad and comprehensive in scope. No additional mitigation measures are required for urban design impacts.

Community Character. New development that could be accommodated under the Draft Land Use Element would incrementally alter the small town character of the City to a more urban environment. However, most of the new development anticipated under the element would either be infill or limited expansion into the areas immediately north of the freeway and adjacent to existing developed areas. In such cases, the expansion would be visually consistent with existing development, and would not fundamentally alter the small town character of the City.

The Draft Community Design Element specifically addresses such issues. Generally speaking, all of the policies of that element collectively contribute to mitigating this potential impact. However, several specific policies within the both the Draft Land Use Element and Draft Community Design Element directly address potential impacts to the character of the City. In general, the policies require logical, sustainable development that preserves the essential elements of the City and provides its character, including the architecture, coastal orientation, open space amenities, and distinct physical setting. See the Land Use and Community Design Elements for a complete listing of relevant policies.

These policies adequately address potential impacts to the City's small town character. No additional mitigation measures are necessary.

3.19 CULTURAL RESOURCES

Setting

A number of historical properties are found in Carpinteria. The City has established four historical landmarks, while the State of California has established one landmark. These landmarks, described in detail in the Draft Open Space, Recreation & Conservation Element, include:

- Wardholme Torrey Pine, Carpinteria City Landmark #1
- Heath Ranch Park and Adobe, Carpinteria City Landmark #2
- Site of Original Library, Carpinteria City Landmark #3
- Palm Trees, Carpinteria City Landmark #4
- La Carpinteria, California State Landmark #535

Archaeological resources are present in the City as well. According to a records search conducted by the California Archaeological Inventory Information Center at the University of California, Santa Barbara, 25 archaeological surveys have been conducted in the City, revealing 20 archaeological sites.

Impacts and Mitigation Measures

Development that would be accommodated under the Draft Land Use Element would not be expected to directly affect any of the identified historic resources in the City. Future development throughout the City would have the potential to affect both identified and as yet unidentified archaeological resources. However, the Draft Land Use Element includes a policy several implementation measures specifically intended to ensure that important resources are not affected by future development. These include the following:

- **Policy OSC-16a** discourages development on important archaeological or historically valuable sites.
- **Implementation Measures 66-70** provide several specific measures to avoid impacts to important archaeological sites, including investigation prior to grading activity, review of development proposals, and possible purchase of important sites.

These measures would generally be expected to avoid impacts to cultural resources.

4.0 LONG-TERM IMPACTS

This section includes the CEQA-required discussions of growth inducing impacts, significant irreversible environmental changes, and ways in which the project may have short-term benefits to the detriment of long-term productivity. Although the primary focus of these discussions is on buildout of the Draft Land Use Element, the analysis considers the overall effects of the entire General Plan Update.

4.1 GROWTH INDUCING IMPACTS

The Draft Land Use Element would accommodate up to 734 new residences throughout the City. It is the specific purpose of the draft plan to accommodate orderly economic and population growth in Carpinteria. Consequently, plan adoption could indirectly induce both population and economic growth in the City, although the level of growth would depend upon a variety of factors, including the local economy and associated demand for housing in the area.

Five of the six areas proposed for expansions of the City's sphere of influence are currently either farmland or greenhouses but could be developed with residential uses under the Draft Land Use Element. Therefore, plan adoption could induce growth in these areas. As discussed in Section 3.8, *Land Use*, conversion of prime farmland in areas 1, 4, 5, 6 and 7 would be considered a significant and unavoidable impact of the proposed project. On the other hand, by including several policies to limit further encroachment into agricultural areas (see the Draft Open Space, Recreation & Conservation Element), the draft plan would limit future growth in outlying agricultural areas of the Carpinteria Valley and associated loss of farmland.

4.2 SIGNIFICANT IRREVERSIBLE CHANGES

Policies contained within the Draft General Plan would generally mitigate impacts associated with development that would be accommodated under the Draft Land Use Element. As envisioned in the plan, the community would retain its small beach town character while accommodating limited population growth and encouraging viable economic development. In a general sense, adoption of the draft plan would not be expected to significantly alter the character or environment of the Carpinteria Valley.

Buildout in accordance with the plan would, however, irreversibly increase the consumption of non-renewable resources such as oil and natural gas. Possible expansions of the City's sphere of influence and subsequent annexation would also irreversibly convert up to about 90 acres of farmland to urban uses, a portion of which is designated as prime farmland. As discussed in Section 3.8, *Land Use*, this conversion is considered a significant and unavoidable impact of the proposed project. It should be recognized, however, that numerous Draft General Plan policies would discourage further annexation or conversion of farmland to urban use (see the Draft Open Space, Recreation & Conservation Element).

4.3 SHORT-TERM USES VS. LONG-TERM PRODUCTIVITY

The Draft General Plan is specifically intended to provide for the planned and orderly development of the City in order to ensure its long-term productivity. The policies contained in the plan are designed to provide for growth that will allow continued economic prosperity while preserving the overall character of the Carpinteria Valley. Therefore, project implementation would serve to benefit the long-term productivity and sustainability of the community.

5.0 ALTERNATIVES

As required by Section 15126(d) of the *State CEQA Guidelines*, this EIR examines a range of reasonable alternatives to the proposed project. Alternatives examined include the CEQA-required "no build" alternative, buildout under the current Land Use Element, and two reduced Sphere of Influence study area alternatives, one of which emerged as the preferred General Plan over the course of the planning and environmental review process (see Section 5.4 for a discussion of this alternative).

5.1 NO PROJECT (NO BUILD)

Under this alternative, no additional development would occur in the City or planning area. Consequently, none of the development that would be accommodated under the Draft Land Use Element would occur and none of the policies contained in any of the General Plan elements would be implemented.

Because this alternative would involve no new development, it would have no impact, either adverse or beneficial, upon environmental conditions in the Carpinteria Planning Area. Therefore, the significant and unavoidable impact to agriculture that would occur in study areas 1, 4, 5, 6 and 7 under the Draft Land Use Element would not occur, nor would the mitigable impacts related to biological and cultural resources, transportation, air quality, noise, utilities, public services, geology, and hazards. Conversely, none of the aesthetic improvements that could occur through implementation of the Community Design Element would occur under this alternative. Similarly, neither the planned improvements to the City's circulation system planned as part of the Draft Circulation Element nor the recreational improvements proposed as part of the Draft Open Space, Recreation & Conservation Element would occur.

Assuming that all issue areas are of equal importance, this alternative would be considered environmentally superior to the proposed project. Nevertheless, it must be recognized, that, with the exception of impacts to agriculture, all impacts associated with buildout of the Draft Land Use Element can be mitigated. Failure to adopt the General Plan Update would preclude any of the public improvements proposed in the update. It should also be recognized that prohibiting any further development in the City may have the potential to increase development pressure outside the City's Sphere of Influence. Development in such areas rather than within the City limits would conflict with both current City and County of Santa Barbara land use policy.

5.2 NO PROJECT (CURRENT GENERAL PLAN)

This alternative would considers adopting no General Plan Update, but allowing buildout under the current General Plan. Because the land use pattern of the Draft General Plan Update is identical to that of the current General Plan, the only difference in overall buildout would be the elimination of the six sphere of influence study areas. This would reduce overall residential buildout by about 303 units as compared to the Draft General Plan Update, which represents a 51 percent reduction in additional residential development potential.

By eliminating the proposed study areas, this alternative would eliminate the significant and unavoidable impact to prime farmland associated with possible conversion of areas 1, 4, 5, 6 and 7 to urban uses. In addition, reducing overall buildout as compared to the Draft General Plan Update would incrementally reduce impacts in issue areas where impacts are primarily a result of population growth. These include public services (police, fire, schools, libraries), utilities (water, sewer, storm drains), traffic, and traffic-related air quality and noise. Although the proposed project's impacts in each of these areas could be mitigated, this alternative's impact would be incrementally lower. It should also be noted that the current City Circulation Element includes several planned roadways north of U.S. 101 that would be eliminated under the Draft Circulation Element Update. The elimination of these roadways may funnel more traffic onto existing roadways in the future (notably, Casitas Pass Road), thereby increasing traffic

congestion on the existing circulation system. In addition, the reduction in overall population growth could incrementally reduce impacts relating to geologic, fire, and risk of upset hazards. Again, although project impacts could be mitigated, this alternative's potential impact in each of these areas is considered slightly lower.

Impacts in the areas of land use compatibility and aesthetics would, however, be considered slightly greater under this alternative. If the City continues to implement the current General Plan, none of the urban design policies recommended in the Draft Community Design Element would be adopted. Therefore, the beneficial land use and aesthetic effects associated with implementation of the design concepts included in the Draft General Plan Update would not be realized. In addition, because study area 3 would not be converted from greenhouse use to urban development under this alternative, ongoing compatibility issues between existing greenhouse operations and adjacent residences would continue. This is considered a potentially significant and unavoidable land use conflict of this alternative.

5.3 REDUCED STUDY AREA I

This alternative considers adoption of the Draft Land Use Element without sphere study areas 1, 4, 5, 6 and 7. All other General Plan elements would be identical to those contained in the Draft General Plan. Removal of the five study areas would reduce citywide residential development potential by about 216 units, a 36% reduction as compared to residential development potential under the proposed project. The primary purpose of this alternative is to address the impact to agriculture that could occur as a result of conversion of agricultural lands outside the current City limits to urban uses.

By removing study areas 1, 4, 5 6 and 7 from the proposed sphere of influence, this alternative would eliminate the significant and unavoidable impact relating to the conversion of prime farmland to urban uses in these areas. Nevertheless, the 32-acre Creekwood property that is within the existing City limits could be converted to non-agricultural uses under this alternative. Because the Creekwood site is considered Prime farmland and no mitigation is available to offset the loss of such farmland, conversion of this agricultural site is considered an unavoidably significant impact of this alternative.

The overall reduction in development potential would incrementally reduce impacts in such issue areas as public services, utilities, traffic, air quality, noise, and geologic and risk of upset hazards. Land use compatibility and aesthetic impacts would be similar to those of the proposed project, although the preservation of additional farmland as compared to the proposed project may be considered an additional aesthetic benefit.

5.4 REDUCED STUDY AREA II

This alternative considers adoption of the revised Land Use Element without sphere study areas 3, and 4, and portions of 6 and 7. Study area 5 was determined to already be a part of the City's Sphere of Influence. The revised Annexation proposal includes four separate areas that illustrated on Figure LU-3 (page 19) of the land use element. This alternative also includes policy guidance for expanding allowances for residential uses in non-residentially designated areas. The plan calls for use of the Residential Overlay zone over certain parcels designated for industrial or commercial uses that would permit residential-only use to be developed. The plan also establishes policy that would permit mixed-use development in the industrial and commercial land use/zoning categories of the city. Both of these new allowances are aimed at increasing housing growth opportunities in the largely built-out community in locations that would have the dual benefit of reducing job generation and therefore housing demand. This scenario represents key components of General Plan/Local Coastal Plan that has emerged as the preferred alternative following public review of the Draft General Plan and EIR that strikes a balance between the City's built environment, protection of coastal resources, and improving the areas

jobs/housing balance. The alternative represents a shift in focus from a reliance on speculative future annexations as a means to accommodate new growth to encouraging more realistic housing growth through infill, densification, and mixed-use projects. The new policies discussed above that increase housing growth opportunities in built areas of the community would accommodate an estimated 212 additional infill units. Overall, this alternative would accommodate up to an estimated 432 residential units over the buildout of the existing City land use plan.

By removing much of study area from consideration for inclusion in the City's Sphere of Influence, this alternative would eliminate the significant and unavoidable impact relating to the conversion of prime farmland within these areas to urban uses. Nevertheless, three other sites that are currently either in agricultural use or are designated for such use under County or City land use plans, including the 32-acre Creekwood site, would continue to create an unavoidably significant impact based on the Reduced Study Area II alternative.

The overall reduction in development potential would incrementally reduce impacts in such issue areas as public services, utilities, traffic, air quality, noise, and geologic and risk of upset hazards. Land use compatibility and aesthetic impacts would be similar to those of the proposed project, although the preservation of additional farmland as compared to the proposed project may be considered an additional aesthetic benefit. Inclusion of the residential overlay in certain industrial and commercial districts would have the potential to create additional compatibility conflicts in these areas; however, appropriate siting and design of residential structures would minimize such conflicts. Although this alternative represents a reduction in overall housing growth potential, because the City has so small a potential for growth under any realistic build-out scenario, the reduction is not expected to have a measurable effect on the areas housing prices due to a limitation on the supply of housing. In any case, the potential economic effect of the land use plan would not be considered a significant environmental impact under CEQA.

6.0 MITIGATION MONITORING PROGRAM

6.1 Responsibility. The Policies and Implementation Measures of the General Plan are monitored by the Department of Community Development through annual review with the Planning Commission and City Council in an Annual Report. The Annual Report is also mandated by State law to be sent to the State Department of Housing and Community Development. The Department implements the policies and implementation measures of the Plan primarily in two ways.

6.2 Program Implementation. Policies of the Plan in some cases call for the creation of new programs to carry out the policies of the Plan. The Plan includes time frames for implementation of such programs that range from 2-15 years. The Department reviews these policies annually with the City's Planning Commission and City Council and determines whether they will be included in the City's Annual Work Program and to which Department the work will be assigned for follow through.

6.3 Project Implementation. Policies and Implementation Measures also include guidance and standards for the physical development of the City. The Plan includes both direction for regulations to be implemented and specific standards that are to be used in conjunction with other City development regulations as the standard of review for development projects. The Department of Community Development, Planning Division, conducts project review including the preparation of the requisite environmental clearance documentation. Through these processes the policies and standards of the General Plan/Local Coastal Plan are implemented. Both the Planning Commission and City Council review their effectiveness annually as a part of the City's General Plan Annual Report.

7.0 REFERENCES/PERSONS CONTACTED/PREPARERS

7.1 REFERENCES

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7.2 PERSONS CONTACTED

Becker, Louise, Wastewater Operations Manager, Carpinteria Sanitary District
Dankowitch, Jim, Santa Barbara County Association of Governments
Edmonson, Stephanie, Planner, City of Carpinteria
Fry, John, Santa Barbara County Flood Control District
Hamilton, Charles, Carpinteria Valley Water District
Hermann, Barry, Senior Engineer, GTE, Inc.
Jenning, Justin, Central Coast Information Center, Department of Anthropology, University of California, Santa Barbara
Peterson, Larry, Southern California Gas Company
Severn, Ray, City of Carpinteria, Community Development Director

7.3 PREPARERS

Rincon Consultants, Inc. prepared this EIR for the City of Carpinteria under subcontract to Crawford Multari Clark & Mohr. Persons involved in data gathering analysis, project management, and quality control include:

City of Carpinteria Planning Staff
Joe Power, AICP, Project Manager
Duane Vander Pluym, D.Env., Principal
John Rickenbach, AICP, Senior Associate
Stephen Harrington, MES, Associate
John Johnson, Graphic Designer
Stephanie Vasconcellos, Associate (former employee)

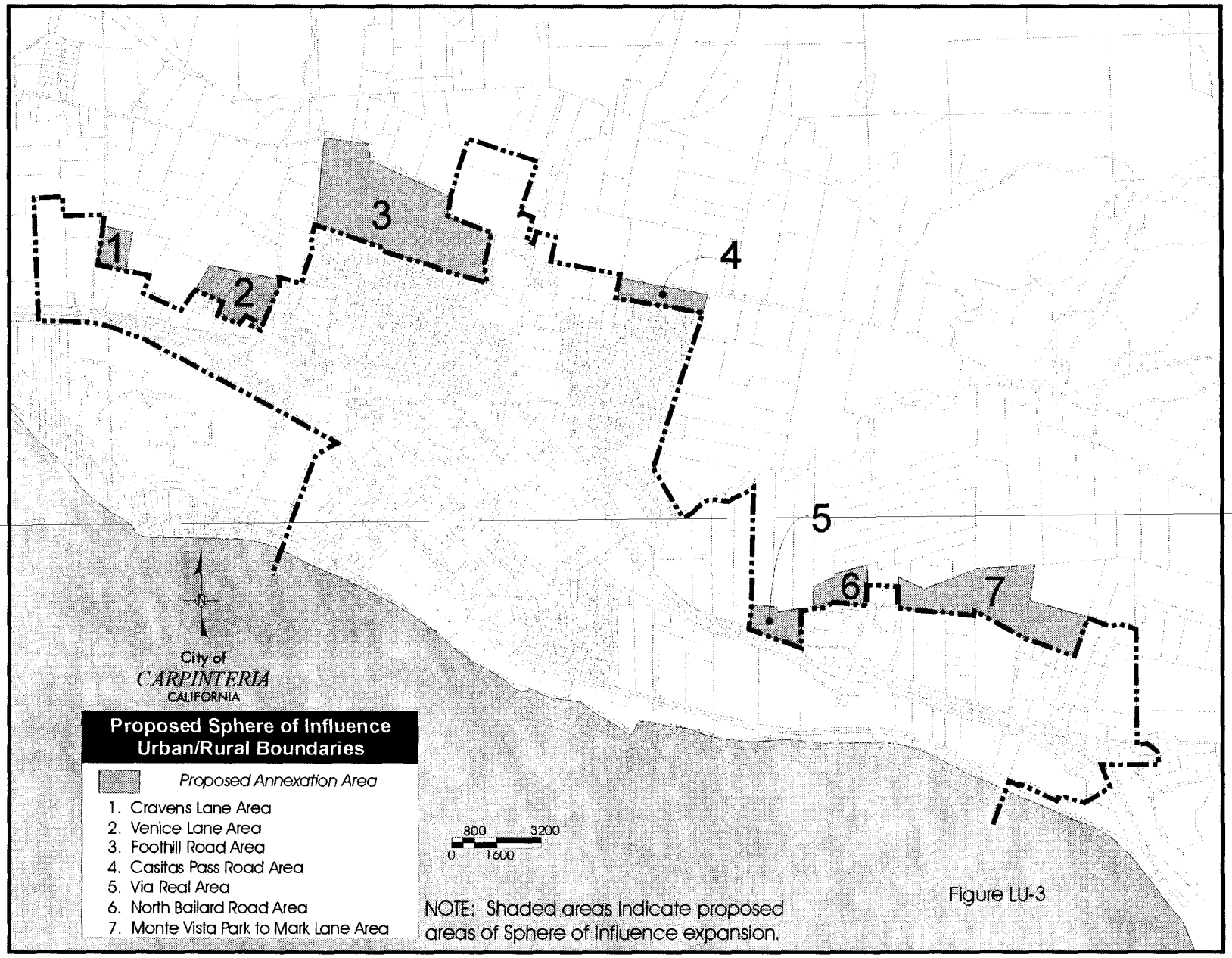
1
2
3
4
5
6
7
N
City of
CARPINTERIA
CALIFORNIA
Proposed Sphere of Influence
Urban/Rural Boundaries
Proposed Annexation Area
1. Cravens Lane Area
2. Venice Lane Area
3. Foothill Road Area
4. Casitas Pass Road Area
5. Via Real Area
6. North Bailard Road Area
7. Monte Vista Park to Mark Lane Area
800
3200
0
1600
NOTE: Shaded areas indicate proposed areas of Sphere of Influence expansion.

Figure LU-3

APPENDIX C: INITIAL STUDY /NOTICE OF PREPARATION

Notice of Preparation of a Draft Environmental Impact Report for the City of Carpinteria General Plan/Local Coastal Plan Update

Lead Agency:

City of Carpinteria
Community Development Department
5775 Carpinteria Avenue
Carpinteria, California 93013

Contact:
Ray S. Severn, Jr., Community Development Director

Consulting Firm:

Rincon Consultants, Inc.
790 East Santa Clara Street
Ventura, California 93001

Contact:
Joe Power, AICP, Planning Manager

Summary: The City of Carpinteria will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. We request your agency's input as to the scope and content of environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. The EIR is intended to serve as an information document to inform decision-makers and the general public of the environmental consequences of the proposed action.

Your input is important because your agency may need to use the EIR when considering permitting or any other approval activities that it may have in connection with the proposed project. Attached for your use are copies of the project description, a project map, and the initial study prepared for this project, which identifies the issues currently slated for analysis in the EIR. Copies of the Draft General Plan will be available at the City of Carpinteria.

Due to the time limits mandated by State law, your response to this notice must be sent at the earliest possible date but ***not later than 30 days from receipt of this notice.***

Please send your response to Ray Severn at the address shown above. We will need to know the appropriate contact person in your agency.

Project Title: City of Carpinteria General Plan and Local Coastal Plan Update

Project Location: City of Carpinteria, Santa Barbara County, California

Project Description: The proposed project is an update of the City of Carpinteria's General Plan and Local Coastal Plan. The General Plan addresses the community's vision for development during the planning horizon, identified as the year 2020. The General Plan includes a map of proposed urban boundaries and planned land uses. It also contains goals, objectives and policies that will govern the growth of the City of Carpinteria and the management of its resources. The General Plan update includes extensive revisions of the seven mandated elements and the creation of two optional elements as follows: Land Use, Community Design, Circulation, Open Space & Conservation, Housing, Noise, Safety, and Public Facilities. The Housing Element was recently adopted, and will be not undergo substantive changes. It will, however, be reformatted to be consistent with the other proposed elements.

An important feature of the General Plan is that accommodates several future annexations to the City. The six annexation areas are all north of U.S. Highway 101, on the northern edge of the City, and encompass a total of 48.3 acres. The annexations would be adjacent to the City's Canalino/Santa Monica, El Carro to Carpinteria Creek, and East of Creek land use districts. The intent of including the proposed annexations is to make land available for future growth.

In addition to allowing buildout of the annexation areas, the General Plan allows for buildout of vacant and under-developed lands within the City limits. Policies contained in the General Plan are directed at improving the livability of existing neighborhoods and supporting local planning efforts to improve the community.

Approved By:

CITY OF CARPINTERIA

Ray S. Severn, Jr.
Community Development Director
805-684-5405

Signature Date

Prepared By:

RINCON CONSULTANTS, INC.

Joe Power, AICP
Planning Manager
805-641-1000

Signature Date

CITY OF CARPINTERIA
INITIAL ENVIRONMENTAL STUDY

I. BACKGROUND

1. Proponent: City of Carpinteria

2. Address: 5775 Carpinteria Avenue
Carpinteria CA 93013

3. Staff Contacts: Ray Severn, Community Development Director
(805)684-5405, ext. 401
Fred Goodrich, Principal Planner
(805) 684-5405, ext. 407
Lorena Gutierrez, Community Development Technician
(805)684-5405, ext. 410

4. Project Description:

The proposed project is an update of the City of Carpinteria's General Plan and Local Coastal Plan. The General Plan addresses the community's vision for development during the planning horizon, identified as the year 2020. The Plan includes a map of proposed urban boundaries and planned land uses, as well as goals, objectives and policies that will govern the growth of the City of Carpinteria and the management of its resources. The General Plan update includes revisions to all seven mandated elements, including Land Use, Circulation, Conservation, Open Space, Noise, Safety, and Housing. It also includes a new Community Design Element.

The General Plan would accommodate several annexations to the City (see Figure 1). The six annexation areas are all north of U.S. Highway 101, on the northern edge of the City, and encompass a total of 48.3 acres. The intent of including the proposed annexations is to recognize areas that already serve as extensions of the City and to allow logical growth in areas contiguous to the existing City limit.

In addition to allowing buildout of the annexation areas, the General Plan allows for buildout of vacant and under-developed lands within the City limits. Policies contained in the General Plan are directed at improving the livability of existing neighborhoods and supporting local planning efforts to improve the community.

The following table provides an indication of the new development buildout potential of the General Plan Update.

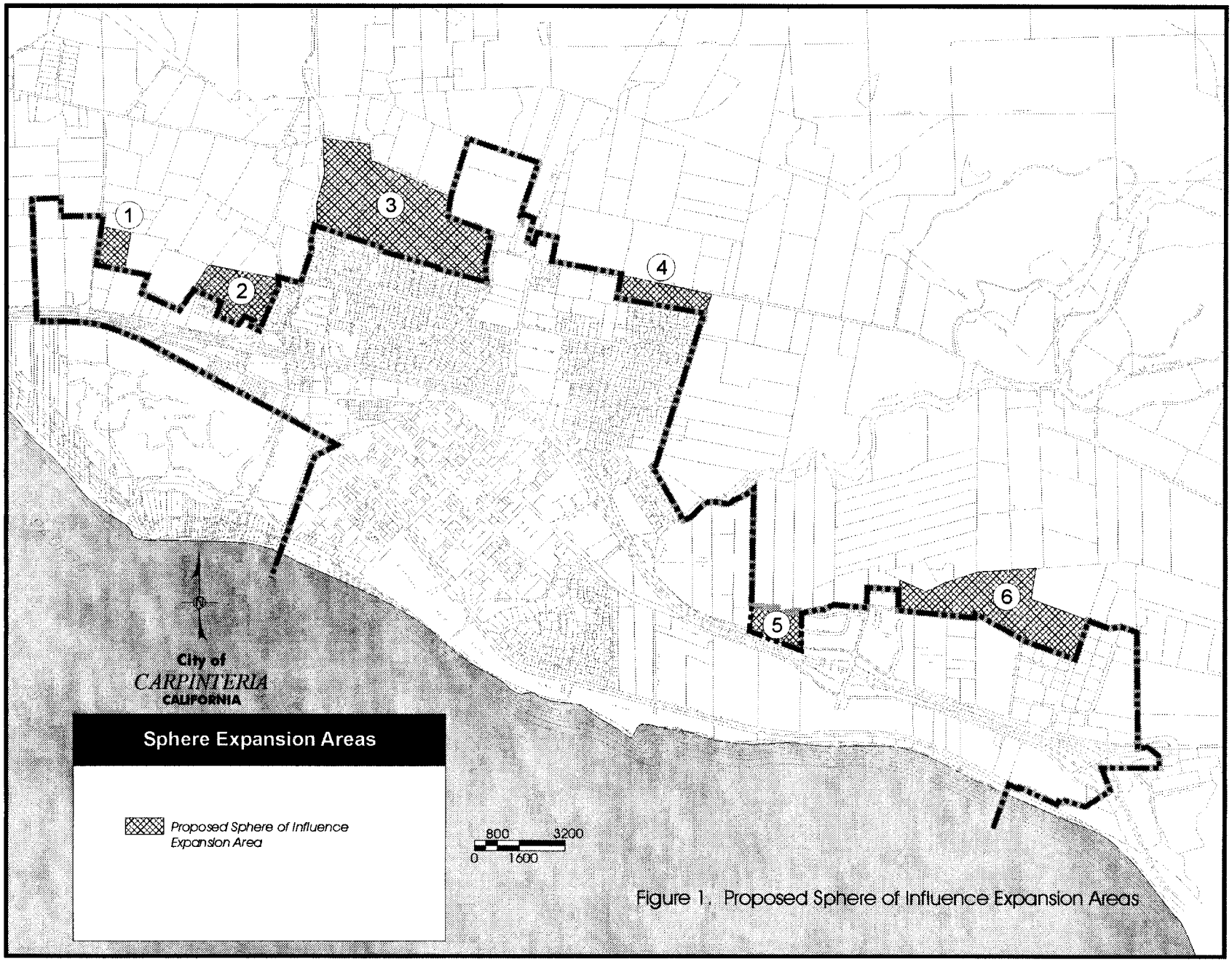

Figure 1. Proposed Sphere of Influence Expansion Areas

II. ENVIRONMENTAL SETTING

1. Existing Conditions

The project area comprises all of the urban uses designated by the City of Carpinteria for the land area within the City's corporate boundaries. City land uses include a range of primarily urban types, including residential, commercial, industrial, and institutional. Surrounding land uses within unincorporated Santa Barbara County include a range of low intensity rural development, including agriculture and open space. The Pacific Ocean is located south of the City.

2. Existing Plans, Policies, Ordinances, and Map Designations

The existing map designations for the project area are noted below:

Note Assessors Parcel Numbers (as applicable)	Coastal Plan	General Plan	Zoning
N/A	N/A	N/A	N/A

*Includes CA (Coastal Appeals), S (Specific Plan), ESH (Environmentally Sensitive Habitat), and FH (Flood Hazard) overlay zones
**Includes all of the overlay zones above, except the Specific Plan overlay zone

3. Services and Utilities:

The project area is served by the following Public Agencies and Utility Providers:

	Agency/Utility
Water	Carpinteria County Water District
Sewer	Carpinteria Sanitary District
Storm Drainage	City of Carpinteria Public Works
Streets	City of Carpinteria Public Works
Solid Waste Disposal	City of Carpinteria/Channel Disposal
Police	County Sheriffs
Fire	Carpinteria-Summerland Fire Protection District
Parks and Recreation	City of Carpinteria Parks and Recreation
Planning	City of Carpinteria Community Development
Electricity	Southern California Edison
Natural Gas	Southern California Gas
Telephone	General Telephone
Transit	Metropolitan Transit District

4. Affected Parcels:

The project area includes the following parcels as listed on the Santa Barbara County Master Property Roll:

Assessor's Parcels within project area	Assessor's Parcels within 300' of the project area
Entire City planning area	Entire City planning area

*APN = Assessor's Parcel Number

III. ENVIRONMENTAL IMPACTS

IMPACT CATEGORIES
Significant Impact - Known significant environmental impact
Potential Impact - Potentially significant impacts which need further review to determine level of impact significance
Insignificant Impact - Impacts not considered significant

(Explanations of responses follow each section. Supplemental information may be attached.)

1. GEOLOGIC PROCESSES IMPACT Will project result in:	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Unstable earth conditions or in changes in geologic substructures?		X	
b. Disruptions, displacements, compaction or overcovering of the soil?		X	
c. Change in topography or ground surface relief features?		X	
d. The destruction, covering or modification of any unique geologic or physical features?		X	
e. Any increase in wind or water erosion of soils, either on or off the site?		X	

f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?		X	
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?		X	

Geologic Processes Impact Section Notes

1a, 1b, 1,c, 1d, 1e, 1f, 1g: *Potentially Significant.* Implementation of the General Plan could result in some changes in topography in the planning area. It could also result in development of some areas that are subject to unstable earth conditions or other seismic hazards. Excavation and grading activities have the potential to modify unique physical features and increase wind or water erosion. If development occurs near creek areas, changes in siltation or erosion may occur due to changes in runoff patterns. Site-specific grading studies, soil reports, hydrology studies, and geology reports will be required prior to construction to determine potential impacts.

Impacts related to geologic hazards will be evaluated in the EIR.

2. AIR QUALITY IMPACT REVIEW Will project result in:	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Substantial air emissions or deterioration of ambient air quality?		X	
b. The creation of objectionable odors?			X
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?			X

Air Quality Impact Section Notes

2a: *Potentially Significant.* The increase in development and population anticipated under the General Plan would increase traffic and associated air emissions. This issue will be evaluated in the EIR.

2b, 2c: *Insignificant.* Development is not expected to create objectionable odors. Development will not be of sufficient size or intensity to alter air movement, moisture, or temperature of the area.

Impacts related to regional air quality will be evaluated in the EIR.

3. WATER IMPACT **Will project result in:**	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?			X
b. Changes in absorption rates, drainage patterns, or the rate of and amount of surface runoff?		X	
c. Alterations to the course or flow of flood waters?		X	
d. Change in the amount of surface water in any water body?		X	
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?		X	

Water Impact Section Notes

3a: *Insignificant.* Development accommodated by the proposed General Plan would not be of sufficient intensity to alter the direction of water movement.

(More on following page)

3. WATER IMPACT (Continued) **Will project result in:**	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
f. Alteration of the direction or rate of flow of ground waters?		X	
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?		X	
h. Substantial reduction in the amount of water otherwise available for public water supplies?		X	
i. Exposure of people or property to water related hazards such as flooding or tidal waves?		X	

Water Impact Section Notes

3b, 3c, 3d, 3e, 3f, 3g, 3h, 3i: *Potentially Significant.* The development of previously undeveloped areas could cause changes in drainage patterns and surface runoff. Development could also alter the course of flood waters. Runoff could also alter the water quality of the receiving water body. The expected growth in population could increase groundwater withdrawals and reduce the quantity of local groundwater supplies. Increases in private uses of groundwater could potentially reduce the amount of water otherwise

available for public water supplies. Development that occurs adjacent to low-lying areas, such as streams and creeks, could expose people or property to flood hazards.

Impacts related to water use, water quality, and flood hazards will be evaluated in the EIR.

4. BIOLOGICAL RESOURCES FLORA (PLANT SPECIES) IMPACTS Will project result in:	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?		X	
b. Reduction of the numbers of any unique, rare or endangered species of plants?		X	
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?		X	
d. Reduction in acreage of any agricultural crop?		X	

Flora (Plant Species) Impact Section Notes:

4a, 4b, 4c, 4d: *Potentially Significant.* Development under the proposed General Plan could cause a reduction in the diversity or number of plant species found in the planning area. Similarly, development has the potential to reduce the number of unique, rare, or endangered species, and could introduce new species of plants through ornamental landscaping or other habitat disturbances. Implementation of the proposed General Plan would accommodate development in several areas slated for annexation, some of which currently support agricultural uses. Development in these areas could result in the reduction of crop acreage.

Impacts to plant life, including agricultural resources, will be evaluated in the EIR.

5. BIOLOGICAL RESOURCES FAUNA (ANIMAL SPECIES) IMPACTS Will project result in:	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?		X	
b. Reduction of the numbers of any unique, rare or endangered species of animals?		X	
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?		X	
d. Deterioration of fish and/or wildlife habitat		X	

Fauna (Animal Species) Impact Section Notes:

5a, 5b, 5c, 5d: *Potentially Significant.* Development under the proposed General Plan could cause a reduction in the diversity or number of animal species found in the planning area. Similarly, development has the potential to reduce the number of unique, rare, or endangered species, and could introduce new species to the area as a result of the introduction of domestic animals. Development has the potential to affect fish and wildlife habitat, particularly if water quality and quantity in adjacent streams are affected.

Impacts to animal life will be evaluated in the EIR.

6. NOISE IMPACT	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Will the proposal result in increases in existing noise levels?		X	
b. Will the proposal result in exposure of people to severe noise levels?			X

Noise Impact Section Notes:

6a: *Potentially Significant.* New development under the proposed General plan would result in noise increases, both in the short-term (construction noise) and long-term (traffic noise). New development could also be exposed to existing noise, particularly from U.S. Highway 101.

6b: *Insignificant.* New development under the General Plan would not include land uses that could generate severe noise levels, such as those associated with airports, military facilities, and auto racing facilities.

Noise impacts from construction, increased traffic, and industrial/commercial facilities will be evaluated in the EIR.

7. LIGHT AND GLARE IMPACT	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
Will the proposal produce new light or glare?		X	

Impact Section Notes:

Potentially Significant. New development could introduce new sources of light and glare, either from building lighting, reflective materials, or lighting in parking areas or on streets.

This issue will be evaluated in the EIR.

8. LAND USE	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
Will the proposal result in a substantial alteration of the present or planned land use of an area?		X	

Impact Section Notes:

Potentially Significant. Development accommodated under the proposed General Plan would alter the existing land use pattern of the City, particularly along the rural fringes north of U.S. Highway 101. In addition, infill development would intensify the existing land use pattern of the City, and may give rise to land use conflicts relating to noise, light and glare, and aesthetics.

Land use issues will be evaluated in the EIR.

9. NATURAL RESOURCES	Significant Impact	Potential Impact	Insignificant Impact
a. Will the proposal result in increased rate of use of any natural resources?		X	
b. Will the proposal result in substantial depletion of any nonrenewable natural resource?		X	

Impact Section Notes:

9a, 9b: *Potentially Significant.* Development accommodated under the proposed General Plan would require the use of natural resources, including oil and natural gas. However, the rate of consumption of these non-renewable materials would not substantially increase as a result of development. While development will require energy, new sources of energy to serve this project would not likely be required.

Impacts related to energy consumption will be evaluated in the EIR.

10. RISK OF UPSET	Significant Impact	Potential Impact	Insignificant Impact
a. Will the proposal involve a risk of an explosion or the release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?		X	
b. Will the proposal involve possible interference with an emergency response plan or an emergency evacuation plan?		X	

Impact Section Notes:

10a, 10b: *Potentially Significant.* Proposed development could result in an increase in the number of trucks carrying hazardous materials, including oil and chemicals, although such increases are related more to the overall increase in development intensity, rather than any specific land use. Increased traffic and new development could alter existing emergency response plans in place by the City.

The potential to introduce hazardous materials and affect emergency response plans will be evaluated in the EIR.

11. POPULATION	Significant Impact	Potential Impact	Insignificant Impact
Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?		X	

Impact Section Notes:

Potentially Significant. Buildout under the proposed General Plan would result in an estimated population increase of about _____, about ____% more than the current City population of 14,600. Such growth could affect the attainment of regional air quality plans. The project may also result in land use and traffic patterns that induce additional growth.

The EIR will evaluate potential growth-inducing aspects of the General Plan, as well as the consistency of projected growth with regional air quality plans.

12. HOUSING	Significant Impact	Potential Impact	Insignificant Impact
Will the proposal affect existing housing or create a demand for additional housing?		X	

Impact Section Notes:

Potentially Significant. The expected population and employment growth under the proposed General Plan would create an increased demand for housing in the City.

The EIR will evaluate impacts related to housing, including the provision of as variety of housing types for a variety of household income levels.

13. TRANSPORTATION/CIRCULATION Will proposal result in:	Significant Impact	Potential Impact	Insignificant Impact
a. Generation of substantial additional vehicular movement?		X	
b. Need for private or public road maintenance, or need for new road(s)?		X	
c. Effects on existing parking facilities, or demand for new parking?		X	
d. Substantial impact upon existing transportation systems?		X	
e. Alterations to present patterns of circulation or movement of people and/or goods?		X	
f. Alteration to waterborne, rail or air traffic?			X
g. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?		X	

Impact Section Notes:

13a, 13b, 13c, 13d, 13e, 13g: *Potentially Significant.* Development accommodated under the proposed General Plan would generate additional traffic. This additional traffic would affect the demand for parking facilities and impact local and regional transportation systems. The increased traffic anticipated under the proposed General Plan could increase traffic hazards to vehicles, bicyclists or pedestrians. It may also affect existing circulation patterns.

13f: *Insignificant.* Proposed development under the General Plan is not likely to affect the regional demand for rail or air traffic, nor would it impact existing rail or airport facilities.

The EIR will evaluate transportation impacts, particularly with regard to increased traffic associated with development. The analysis will also evaluate impacts to pedestrian and bicycle trail systems.

14. PUBLIC FACILITIES AND SERVICES Will the proposal have an effect upon, or result in a need for new or altered governmental facilities or services in any of the following areas:	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Fire protection?		X	
b. Police protection?		X	
c. Schools?		X	
d. Parks or other recreational facilities?		X	
e. Maintenance of public facilities, including roads?		X	
f. Other governmental services?		X	

Impact Section Notes:

14a-f: *Potentially Significant.* The growth anticipated under the proposed General Plan would result in increased demand on existing police and fire protection services, schools, parks and other recreational facilities.

The proposed project's impacts to existing police and fire protection services, schools, parks, and recreational facilities will be evaluated in the EIR.

15. ENERGY Will the proposal result in:	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Use of substantial amounts of fuel or energy?		X	
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?		X	

Impact Section Notes:

15a, 15b: *Potentially Significant.* Development under the General Plan could require the use of substantial amounts of energy, including electricity and natural gas. While there would be an increased demand on energy resources, it is not likely that new sources of energy would be required to serve buildout under the General Plan.

The EIR will evaluate the impact to energy resources, and estimate the amount of natural gas and electricity required at full buildout under the General Plan.

16. UTILITIES **Will the proposal result in a need for new systems, or substantial alterations to the following utilities:**	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Power or natural gas?		X	
b. Communications systems?		X	
c. Water?		X	
d. Sewer or septic tanks?		X	
e. Storm water drainage?		X	
f. Solid waste and disposal?		X	

Impact Section Notes:

16a-f: *Potentially Significant.* The growth anticipated under the General Plan may result in the need for additional public utility facilities. While potential impacts are possible for all utilities, the development of substantial new infrastructure is generally associated with water, wastewater, and solid waste utilities. The specific impact to those utilities is not yet known. Impacts to water, wastewater and solid waste infrastructure will be evaluated in the EIR.

The EIR will evaluate impacts to water, wastewater and solid waste facilities that serve the planning area.

17. HUMAN HEALTH IMPACTS	**Significant Impact**	**Potential Impact**	**Insignificant Impact**
a. Will the proposal result in creation of any health hazard or potential health hazard (excluding mental health)?			X
b. Will the proposal result in exposure of people to potential health hazards?		X	

Impact Section Notes:

17b: *Potentially Significant.* Development under the proposed General Plan has the potential to expose new residents to health hazards, including contaminated soils or groundwater associated with past development. Development near rail corridors could expose people and property to hazards associated with spills from rolling stock using the corridor. The degree of impact would be a function of the location of new development. The Safety Element of the General Plan addresses potential impacts, and includes mitigation for new development accommodated under the Land Use Element.

17a: *Insignificant.* The provisions of the General Plan would not create any health hazards or potential health hazards.

The EIR will evaluate health and safety impacts that new development could be exposed to within the planning area.

18. AESTHETICS	Significant Impact	Potential Impact	Insignificant Impact
Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?		X	

Impact Section Notes:

Potentially Significant. Development under the General Plan would alter the current built environment. Policies contained in the Community Design Element would be expected to address aesthetic impacts. Nevertheless, new development could be visually intrusive, depending on its location and size.

The EIR will evaluate potential aesthetic impacts resulting from development under the proposed General Plan.

19 CULTURAL RESOURCES	Significant Impact	Potential Impact	Insignificant Impact
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?		X	
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?		X	
c. Does the proposal have the potential to cause a physical change, which would affect unique ethnic cultural values?			X
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?			X

Impact Section Notes:

19a, 19b: *Potentially Significant.* Much of the area slated for development has not yet been surveyed for cultural resources. Consequently, development under the General Plan could impact known or unknown archaeological resources. In addition, development could affect existing historic resources, depending on the location and intensity of development. Such impacts would also depend on whether new development would include alteration of existing historic resources.

19c, 19d: *Insignificant.* As a General Plan, the proposed project guides future land development, but does not specify the precise type and location of development. Such development, if constructed in accordance with local applicable ordinances, would not affect unique cultural or ethnic values, nor would it impact religious uses in place within the City.

The EIR will address potential impacts to archaeological and historic resources that could occur within the planning area.

MANDATORY FINDINGS OF SIGNIFICANCE	Significant Impact	Potential Impact	Insignificant Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X	
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)		X	
c. Does the project have impacts that are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)		X	
d. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X	

Note: Listed references are available for public review at the City of Carpinteria Community Development Counter, located in the City Hall Lobby, 5775 Carpinteria Avenue.

IV. ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation:

_ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

_ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.*

_ I find the project may have a significant effect on the environment. With additional information (studies) relating to certain impacts, it may be possible to find that there will not be significant impacts in this because mitigation measures can be added to the project. Without said information (studies) and mitigation measures, the project may have a significant effect on the environment and an environmental impact report will be required.

X find the proposed project WILL have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Initial Study Prepared by:

_____

Date Signature

Name/Title:_____

CITY OF CARPINTERIA
5775 Carpinteria Avenue
Carpinteria CA 93013

Appendix D:
Notice of Availability and State Clearinghouse Documents

CITY OF CARPINTERIA
5775 CARPINTERIA AVENUE
CARPINTERIA, CA 93013
(805) 684-5405

NOTICE OF AVAILABILITY

OF GENERAL PLAN /LOCAL COASTAL PLAN UPDATE &
DRAFT ENVRONMENTAL IMPACT REPORT
(State Clearing House # 1997121111)

A Draft Environmental Impact Report has been prepared for the project and is available, along with all documents referenced in the DEIR, at City Hall, 5775 Carpinteria Avenue, Carpinteria, California, beginning February 1, 2000. The comment period on the DEIR begins on February 1, 2000 and ends at 5:00 p.m. on March 24, 2000. There are no listed toxic sites within the Planning Area. The DEIR identifies the conversion of prime farmland as a significant and unavoidable impact of the proposed project. A separately noticed public meeting for soliciting comments on the DEIR will be held during the comment period.

Copies of the document can be obtained at:

City of Carpinteria
Community Development Department
5775 Carpinteria Avenue
Carpinteria, CA 93013
$25.00 a copy

Anyone interested in this matter is invited to comment on the document by written response to the address above or by personal appearance at the hearings. Persons wishing to appear at the hearings should contact Dave Durflinger at (805) 684-5405 ext. 410.

Dave Durflinger
Community Development Director

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STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
GOVERNOR

Loretta Lynch
DIRECTOR

ACKNOWLEDGEMENT OF RECEIPT

DATE: February 28, 2000

TO: Dave Durflinger
City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, CA 93013

RE: CITY OF CARPINTERIA GENERAL PLAN AND LOCAL COASTAL PLAN
SCH#: 1997121111

This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date: February 15, 2000
Review End Date: March 30, 2000

We have distributed your document to the following agencies and departments:

California Coastal Commission
California Highway Patrol
Caltrans, District 5
Department of Fish and Game, Region 5
Department of Housing and Community Development
Department of Parks and Recreation
Department of Water Resources
Native American Heritage Commission
Office of Historic Preservation
Public Utilities Commission
Regional Water Quality Control Board, Region 2
Regional Water Quality Control Board, Region 3
Resources Agency
State Lands Commission

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period.

Thank you for your participation in the State Clearinghouse review process.

RECEIVED
MAR 01 2000
CITY OF CARPINTERIA
COMMUNITY DEVELOPMENT DEPT.

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
916-445-0613 FAX 916-323-3018 WWW.OPR.CA.GOV/CLEARINGHOUSE.HTML

Document Details Report
State Clearinghouse Data Ba

SCH#	1997121111
Project Title	General Plan/Local Coastal Plan Update & Draft Environmental Impact Report
Lead Agency	Carpinteria, City of

Type	*air* Draft EIR
Description	The comprehensive update of the City's Land Use and planning Policies

Lead Agency Contact

Name	Dave Duellinger		
Agency	City of Carpinteria		
Phone	(805) 684-5405 ext. 414	*Fax*	
email			
Address	5775 Carpinteria Avenue		
City	Carpinteria	*State* CA	*Zip* 93013

Project Location

County	SANTA BARBARA		
City	CARPINTERIA		
Region			
Cross Streets			
Parcel No.			
Township	*Range*	*Section*	*Base*

Proximity to:

Highways	101
Airports	
Railways	U.P. R. R.
Waterways	
Schools	
Land Use	

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Coastal Zone; Forest Land/Fire Hazard; Flood Plain/Flooding; Geologic/Seismic; Job Generation; Housing; Minerals; Noise; Public Services; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 5; Department of Housing and Community Development; Regional Water Quality Control Board, Region 3; Native American Heritage Commission; Regional Water Quality Control Board, Region 2; Public Utilities Commission; State Lands Commission; Department of Conservation

Date Received 02/15/2000 *Start of Review* 02/15/2000 *End of Review* 03/30/2000

Note: Blanks in data fields result from insufficient information provided by lead agency.

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
GOVERNOR

Loretta Lynch
DIRECTOR

March 31, 2000

RECEIVED
APR 03 2000
CITY OF CARPINTERIA
COMMUNITY DEVELOPMENT DEPARTMENT

Dave Durflinger
City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, CA 93013

Subject: General Plan/Local Coastal Plan Update & Draft Environmental Impact Report
SCH#: 1997121111

Dear Dave Durflinger:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on March 30, 2000, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the eight-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Senior Planner, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
916-445-0613 FAX 916-323-3018 WWW.OPR.CA.GOV/CLEARINGHOUSE.HTML

i.

Appendix E: Safety Element Technical Background Information

Seismically-Induced Hazards

Fault Surface Rupture and Ground Shaking

The locations of the faults within the planning area are shown on Figure S-1. Appendix C of Fault-Rupture Hazard Zones in California, Special Publication 42 by the CDMG (Hart, 1994), provides guidelines for evaluating the hazard of surface fault rupture at a site. According to the guidelines, certain geologic investigative methods are more helpful than others in locating faults and evaluating the timing of activity.

Generally, the more recent the faulting the greater the probability for future faulting. Faults with a known historic activity during the last 200 years have a greater probability for future activity than faults classified as Holocene (activity within the last 11,000 years). The development of a new fault or reactivation of a long-inactive fault is relatively uncommon, and in general is not a concern in planning site development.

More detailed investigations should be made for hospitals, high-rise buildings, and other critical or sensitive structures, than for low-occupancy structures. Geologic methods utilized to locate existing faults and evaluate the timing of their activity include:

- Direct Field Observation
  1. Observing geologic units faulted in a trench or road cut and identifying their ages
  2. Observing fault-related geomorphic (topographic) features
  3. Mapping, both on and beyond the site, geologic and soil units, geologic structures, geomorphic features, springs, and deformation of manmade structures due to fault creep
  4. Detailed and direct observation of trenches and other excavations which permits observation of continuously exposed geologic units, soils and structures
  5. Drilling borings and excavating test pits to permit collection of data on geologic units and groundwater at specific locations

- Review of Available Information
  1. Observing fault-related geomorphic features, vegetation, soil contrasts, and other lineaments of possible fault origin on aerial photographs or on remotely obtained images
  2. Reviewing published and unpublished literature and records concerning geologic units, faults, ground-water barriers, and other factors

- Other Methods
  1. Geophysical investigations
  2. Aerial reconnaissance
  3. Geodetic and strain measurements
  4. Radiometric analysis

Liquefaction

Lateral spread is the movement of blocks of ground as a result of liquefaction in a subsurface layer. During liquefaction of a subsurface layer of sediment into a fluid mass, gravity can cause the mass to

flow down slope. Examples of this include movement into a cut slope such as a river channel, irrigation channel, or a storm drain. Lateral spread typically occurs on gentle slopes ranging from 0.3 degrees to 3 degrees. Ground movement of several feet to tens of feet is possible. Lateral spread is particularly destructive for pipelines, utilities, bridge piers, and other structures having shallow foundations.

Ground oscillation may take place where liquefaction occurs at depth and where the ground slope is too gentle for lateral spreading. When deeper zones liquefy, overlying sediments that are not liquefied can decouple and differentially move. Manifestations of ground oscillation include a ground wave, ground settlement, and opening and closing of fissures.

Flow failure occurs when blocks of ground are decoupled from underlying sediment and move downslope. Flow failures occur on slopes greater than 3 degrees. These blocks can be quite large, from tens of feet to several miles in length and width. Underwater flow failures can also generate tsunamis. Flow failures constitute the greatest hazard produced by liquefaction.

Loss of bearing strength can occur under a structure when the underlying soil liquefies. Large movement in the soil column is possible, allowing for structures to settle, tip, or float upwards.

Silty sand deposits have the greatest potential for liquefaction. Gravelly sand or deposits containing less than 15 percent clay are less likely to liquefy, and bouldery and cobbly gravels or deposits containing more than 15 percent clay are not known to liquefy (Tinsley, et al., 1985).

Depth to groundwater influences the susceptibility for liquefaction. Where groundwater is within 10 feet from ground surface, the susceptibility is very high. For groundwater between 10 and 40 feet, the susceptibility is high. For groundwater at 40 to 50 feet below grade, the susceptibility is low, and for groundwater deeper than 50 feet, the susceptibility is very low.

The magnitude and duration of ground shaking also has an influence on the susceptibility of liquefaction. The larger the magnitude of an earthquake, the greater the distance at which liquefaction is observed. Similarly, the longer the duration of shaking, the greater the distance at which liquefaction is observed.

The Seismic Hazard Mapping Act was established in 1990 by the CDMG, following the devastating 1989 Loma Prieta earthquake. The purpose of the Seismic Hazard Mapping Act is to encourage land-use management policies and regulations that will reduce and mitigate earthquake hazards, and assist cities and counties in preparing their general plans. The Act calls for the delineation of seismic hazard zones that identify areas of high potential for ground failures such as amplified ground shaking and liquefaction. The purpose of the seismic hazard zones is to show local officials where geotechnical investigations should be required prior to the issuance of a construction permit. The liquefaction zone hazard zone criteria, based on the Seismic Hazard Mapping Act, are shown in Table E-1.

Table E-1: Liquefaction Zone Criteria

Geologic Unit	Depth to Groundwater	
	Greater than 40 feet	Less than 40 feet
Qa, Qg	low	high
all other	low	low

Source: State of California, Department of Conservation, Division of Mines and Geology Special Publication 116, The Northbridge, California, Earthquake of 17 January 1994, 1995

Based on the CDMG Seismic Hazard Mapping Act (1990), and the geologic maps for the Carpinteria and White Ledge Peak Quadrangles (Dibblee, 1986, 1987), areas within the city of Carpinteria and the

surrounding planning area that fall into a high hazard category for liquefaction due to seismically-induced ground shaking are shown on Figure D-1.

Slope Stability Hazards

Landslides

The Seismic Hazard Mapping Act discussed above also calls for the delineation of seismic hazard zones that identify areas of high potential for ground failures such as earthquake-induced landslides. The landslide hazard zone criteria, based on the Seismic Hazard Mapping Act criteria, are shown in Table E-2.

Table E-2: Landslide Zone Criteria

Strength Category*	Slope Category			
	0 to 25% (0 - 4:1)	25% to 50% (4:1 - 2:1)	50% to 67% (2:1 - 1.5:1)	> 67% (> 1.5:1)
A (strong)	low	low	low	high
B (moderate)	low	low	high	high
C (weak)	low	high	high	high

* The Strength Category is based on the lithology, past performance, and structural features of geologic units identified on source maps.

Source: State of California, Department of Conservation, Division of Mines and Geology Special Publication 116, *The Northridge, California, Earthquake of 17 January 1994*, 1995.

Based on this criteria, the geologic maps for the Carpinteria and White Ledge Peak Quadrangles (Dibblee, 1986, 1987), and the topographic maps for the Carpinteria and White Ledge Peak Quadrangles (USGS, 1988), areas within the city of Carpinteria and the surrounding planning area that fall into a high hazard category for landslides due to seismically-induced ground shaking are shown on Figure S-1.

Mud Flows, Rock Falls, and Seacliff Retreat

In general, the areas most susceptible to debris and mudflows correspond to the areas with a high potential for earthquake-induced landslides as shown on Figure S-1. The areas most susceptible to rock falls and seacliff retreat are also shown on Figure S-1.

Soil Hazards

Expansive Soils

Soils with a high clay content, and a moderate to high shrink-swell potential, can be derived from weathering and erosion of many different rock types. The chemical breakdown of certain minerals through the weathering process can produce a clay soil in an area underlain with bedrock. In the planning area zones of soil with a high shrink-swell potential, as described in the Soil Survey of Santa Barbara County (Edwards, et al., 1970), generally correspond with mapped outcrops of claystone, siltstone, and shale as mapped by Dibblee (1986 and 1987). The areas of potentially highly expansive soil are shown on Figure S-2. Large-scale expansive soil problems should not be an issue in the study area provided that adequate soils and foundation studies are performed prior to construction and that UBC guidelines are followed.

Soil Settlement

Natural soils that are potentially susceptible to settlement can be found in the Carpinteria planning area. The areas with high potential for settlement are shown on Figure S-2.

Settlement hazards can occur in areas with permeable alluvial deposits, where fill is improperly placed, and in areas where construction occurs across a cut/fill boundary. Areas of poorly consolidated

sediments should be engineered to support the weight of a structure that is to be built on the site. In areas of fill, the fill should be compacted to adequately support the proposed development, and structures should not be placed partially on cut and partially on fill unless specifically designed by civil and structural engineers. Large-scale settlement problems should not be an issue in the study area provided that adequate soils and foundation studies are performed prior to construction and that UBC guidelines are followed.

Subsidence

The extraction of groundwater from an aquifer beneath an alluvial valley can result in subsidence, or settlement, of the alluvial soils. The factors which influence the potential occurrence and severity of alluvial soil settlement due to groundwater withdrawal include: degrees of groundwater confinement; thickness of aquifer systems; individual and total thickness of fine-grained beds; compressibility of the fine-grained layers; probable future depth of wells; and probable future decline in groundwater levels.

Oil extraction sometimes also results in overlying soil settlement or differential subsidence. The Carpinteria area has not had significant subsidence problems due to oil extraction, primarily because oil operations are predominantly offshore.

As yet, no recognized subsidence has occurred within the study area due to either groundwater or oil extraction. Accordingly, the potential for subsidence in the study area is considered to be minimal. If present, these hazards would be predominantly manifested in areas of unconsolidated alluvium within the current city boundaries, and to the north and west of the city.

Flood Hazards

Development within the city of Carpinteria is primarily on a low-lying alluvial area with a sandy shoreline fronting onto the Santa Barbara Channel within the Pacific Ocean. The watershed is defined by the Santa Ynez Mountains to the north. Several streams cross through the Carpinteria area and drain into the Pacific Ocean: Carpinteria Creek; Franklin Creek; Santa Monica Creek; Arroyo Paredon; and Toro Canyon Creek.

Flood hazard areas of the city of Carpinteria are subject to periodic inundation which can result in destruction of property, loss of life, health and safety hazards, and disruption of commerce and governmental services. Encroachment onto floodplains, such as artificial fills and structures, reduces the capacity of the floodplain and increases the height of flood water upstream of the obstructions. Floodplain management involves the balancing of economic gain associated with land development within the floodplain against the increased flood hazard.

The Federal Emergency Management Agency (FEMA) establishes base flood heights for 100-year and 500-year flood zones. The 100-year flood zone is defined as the area that could be inundated by the flood which has a one percent probability of occurring in any given year. The 500-year flood is defined as the flood with a 0.2 percent probability of occurring in any given year.

Figure S-3 illustrates areas of the city that could be inundated by the 100- and 500-year flood. Carpinteria, Santa Monica, and Franklin Creeks have been improved by the Santa Barbara County Flood Control and Water Conservation District, the U.S. Corps of Engineers, and the U.S. Soil Conservation Service. According to the Santa Barbara County Flood Control Engineer, lands above 250 feet elevation within the city limits of Carpinteria should be free from flood hazard. The most problematic drainage area is the low-lying coastal area near the El Estero marsh.

Major development in or near the El Estero marsh should not be considered without resolution of the flood and/or drainage problems. Future land development near Arroyo Paredon or Toro Canyon Creek will need to consider the flooding potential and possible improvements needed along these creeks.

Flood Control and Prevention

Flood hazards may be alleviated through a variety of measures, some corrective and some preventive. Corrective measures include warning and relief programs, flood-proofing of existing structures, and the construction of flood control works. Preventive measures include public acquisition of floodplain lands, public information programs, development policies and regulations.

Flood control prevention is the responsibility of the Santa Barbara County Flood Control and Water Conservation District. The District has the authority to maintain and construct flood control facilities on all major channels.

On the Federal level, the regulations of the National Flood Insurance Program (NFIP), which is administered by the Federal Insurance Administration (a component of the Federal Emergency Management Agency), require that communities adopt land use restrictions for the 100-year floodplain in order to qualify for Federally-subsidized flood insurance. The program requires that residential structures be elevated above the level of the 100-year flood and that other types of structures be floodproof. The NFIP was established by Congress with the passage of the National Flood Insurance Act of 1968. The NFIP was broadened and modified with the passage of the Flood Disaster Protection Act of 1973 and other legislative measures.

Fire Hazards

Wildland Fires

The principal effects of brush fires include loss of vegetative ground cover, increased erosion, loss of building structures, loss of utilities, and loss of life. Loss of the vegetative ground cover can result in damage to valuable recreational and open space areas. However, many of the plant and animal associations in the natural communities have adapted themselves to a fire-climax cycle, and will naturally generate themselves through fire. Hence, they generally are not permanently affected.

Loss of vegetative cover results in secondary erosional impacts, especially in steeply sloped hillside areas. When a slope is burned over by a fire of intense heat, a chemical reaction in the soil takes place which makes it less porous. As the rains of winter come, rain water runs off and causes mudslides and mudflows. Properties not affected directly by the fire may be damaged or destroyed by the effects of increased runoff due to brush fire.

The loss of man-made improvements in the brush covered areas constitute most of the dollar loss from fires. Losses along this line include homes, barns and sheds, utility lines and facilities. The loss of valuable watershed area combined with the actual suppression costs also are major determinants of the total dollar costs of any fire. The potential for loss of life is the most dangerous aspect of brush fires. Occasionally, trapped residents are injured or killed when there is no warning of the impending disaster, or when they simply refuse to evacuate their homes in the face of the fire. However, the largest loss of life occurs to the professional fire fighters who are killed while fighting brush fires, which have a highly unpredictable nature, or in other accidents during the support operations necessary to suppress the fire.

As the populations of California cities continue to grow, more and more people are encroaching into what firefighters call the urban/wildland interface, the perimeter of urban areas adjacent to wildlands.

According to California Department of Forestry and Fire Protection (CDF) statistics, since 1980 more than 5,000 structures have been damaged in wildland fires, triple the amount of damage that occurred in the previous 15-year period. Some of the more recent devastating examples of this phenomenon include:

> Santa Barbara: Painted Cave Fire of June 1990, which swept across almost 5,000 acres of coastal hillsides, destroying more than 600 houses.
> Oakland/Berkeley: 1991 Fire covering over 1,600 acres, decimated entire neighborhoods, killing 25 people, destroying 2,900 homes, and leaving more than $1.5 billion in property damage.
> Malibu to Laguna Beach: A series of fires in the fall of 1993, which killed three people and destroyed over 1,000 homes.

Many homes in the Carpinteria planning area, predominantly those north of Foothill Road, are located along the urban/wildland interface. Figure S-4 presents the fire hazard areas. The level of hazard is based largely upon the type of ground cover, the slope of the ground, and the ability of fire crews and engines to access the area.

Fire Hazard Reduction

Experienced firefighters believe they can no longer protect homes and lives as well as they did in the past with fuel loading causing such catastrophic fires (Gilmer, 1994). It is up to the homeowners living on the urban/wildland interface to establish defensible space. Defensible space describes a band of managed vegetation around a home that stops the movement of fire by denying fuel. Natural vegetation plays an important role in erosion control. The goal is to obtain a balance between fire hazard reduction and erosion control. Defensible space also provides a place where fire fighters can do their jobs without unnecessary risk to themselves. According to the CDF, as many as 80 percent of the homes lost to wildfires in the past could have been saved if the owners had followed a few simple fire safe practices. Some of these fire safe practices include:

- *Use of fire resistant landscaping. Fire resistant plants are those with low growth habit (generally less than 18 inches in height), low fuel volume, and high moisture content. Such plants offer far less fuel than upright woody shrubs.*
- *Irrigation and maintenance of landscaping. A fire resistant plant will lose this quality if allowed to dry out. Maintenance insures the effectiveness of the fire resistant landscape by retaining proper spacing between plants and removing dead/ dry vegetation.*
- *Use of fire-retardant roofs. Untreated wood shake roofs provide fuel for an advancing fire. Class A roofs provide the most protection. These include: clay tile, concrete tile, fibrous cement shake, metal tile, and fiberglass composition shingles.*

The Carpinteria-Summerland Fire Protection District has adopted the County of Santa Barbara Fire Department's Fire Hazard Reduction Program, as well as initiated the following City ordinances related to fire reduction:

1. *Within the urban limit zone, all facilities larger than a single-family residence must be equipped with fire sprinklers.*
2. *Outside of the urban limit zone all facilities, including single-family residences, must be equipped with fire sprinklers.*
3. *Smoke detectors must be present in all building structures.*
4. *The Fire Protection District must have access to all roof areas.*
5. *All roofing must be constructed of fire retardant materials.*

Peakload Water Requirements

According to the Carpinteria Valley Water District, the Carpinteria Groundwater Basin has a storage capacity and safe yield large enough to supply water, during peakload water requirements, for the current population and new development.

In addition, the majority of the wells currently used for groundwater supply are located in the city limits. In addition, the groundwater from these wells is pumped to the city's main distribution system, and directly to residents in the downtown area. The groundwater from the other wells is pumped into the South Coast Conduit and eventually to the Carpinteria Reservoir. The Carpinteria Reservoir water is a back-up supply of groundwater which is only used as needed, and is fed through pipelines to the city by gravity flow.

The Carpinteria Valley Water District owns the fire hydrants in the city, but the hydrants are used as needed by the Carpinteria-Summerland Fire Protection District. The Carpinteria Valley Water District and Carpinteria-Summerland Fire Protection District work in conjunction to evaluate the need for water reservoirs on properties where other sources of water are not available for fire fighting purposes.

Appendix F: Glossary of Planning Terms

ABBREVIATIONS

ADT:	Average daily trips made by vehicles or persons in a 24-hour period
BMR:	Below-market-rate dwelling unit
CBD:	Central Business District
CC&Rs:	Covenants, Conditions, and Restrictions
CDBG:	Community Development Block Grant
CEQA:	California Environmental Quality Act
CHFA:	California Housing Finance Agency
CIP:	Capital Improvements Program
CNEL:	Community Noise Equivalent Level
dB:	Decibel
dBA:	"A-weighted" decibel
EIR:	Environmental Impact Report (State)
EIS:	Environmental Impact Statement (Federal)
FAR:	Floor Area Ratio
FEMA:	Federal Emergency Management Agency
FHWA:	Federal Highway Administration
FIRM:	Flood Insurance Rate Map
FmHA:	Farmers Home Administration
GMI:	Gross Monthly Income
HCD:	Housing and Community Development Department of the State of California.
HUD:	U.S. Dept. of Housing and Urban Development
JPA:	Joint Powers Authority
LAFCo:	Local Agency Formation Commission
L_{dn}:	Day and Night Average Sound Level
L_{eq}:	Sound Energy Equivalent Level
LOS:	Level of Service
NEPA:	National Environmental Policy Act
OPR:	Office of Planning and Research, State of California
PUD:	Planned Unit Development
SRO:	Single Room Occupancy
TDM:	Transportation Demand Management
TDR:	Transfer of Development Rights
TSM:	Transportation Systems Management
UBC:	Uniform Building Code
UHC:	Uniform Housing Code
UMTA:	Urban Mass Transportation Administration
VMT:	Vehicle Miles Traveled

DEFINITIONS

Access/Egress. The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

Acres, Gross. The entire area of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net. The portion of a site that can actually be built on. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Adaptive Reuse. The conversion of obsolete or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Adverse Impact. A negative consequence to the physical, social, or economic environment resulting from an action or project.

Affordable Housing. Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.

Agency. The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Air Pollution. Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Alley. A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

Alluvial. Soils deposited by stream action.

Alquist-Priolo Seismic Hazard Zone. A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

Ambient. Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, v. To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment. (1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Aquifer. An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological. Relating to the material remains of past human life, culture, or activities.

Architectural Control; Architectural Review. Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

Area - Median Income. As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development (HUD), "area" means metropolitan area or non-metropolitan county. In non-metropolitan areas, the "area median income" is the higher of the county median family income or the statewide non-metropolitan median family income.

Arterial. Medium-speed (30-40 m.p.h.), medium-capacity (10,000-35,000 average daily trips) roadway which provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Assisted Housing. Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed

pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

Automobile-intensive Use. A use of a retail area that depends on exposure to continuous auto traffic.

Base Flood. In any given year, a 100-year flood that has one percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Bed and Breakfast. Usually a dwelling unit, but sometimes a small hotel, which provides lodging and breakfast for temporary overnight occupants, for compensation.

Below-market-rate (BMR) Housing Unit. Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. The U.S. Department of Housing and Urban Development sets standards for determining which households qualify as "low income" or "moderate income."

Bicycle Lane (Class II facility). A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility). A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility). A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways. A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Blight. A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility.

Buffer Zone. An area of land separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.

Building. Any structure used or intended for supporting or sheltering any use or occupancy.

Building Height. The vertical distance from the average contact ground level of a building to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the mean height level between eaves and ridge for a gable, hip, or gambrel roof. The exact definition varies by community. For example, in some communities building height is measured to the highest point of the roof, not including elevator and cooling towers.

Buildout. Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

Business Services. A subcategory of commercial land use which permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting services; protective services; equipment rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

California Environmental Quality Act (CEQA). A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

California Housing Finance Agency (CHFA). A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans. California Department of Transportation.

Capital Improvements Program (CIP). A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carbon Dioxide. A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon Monoxide. A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Carrying Capacity. The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. May also refer to the upper limits beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. Carrying capacity usually is used to determine the potential of an area to absorb development.

Census. The official decennial enumeration of the population conducted by the federal government.

Central Business District (CBD). The major commercial downtown center of a community. General guidelines for delineating a downtown area are defined by the U.S. Census of Retail Trade, with specific boundaries being set by the local municipality.

Channelization. (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

City. City with a capital "C," generally refers to the government or administration of the City of Carpinteria. City with a lower case "c" may mean any city, or may refer to the geographical area of a city.

Clustered Development. Development where a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining open space.

Collector. Relatively-low-speed (25-30 m.p.h.), relatively-low-volume (5,000-20,000 average daily trips) street which provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Combined Sewer/Combination Sewer. A sewerage system that carries both sanitary sewage and stormwater runoff.

Commercial. A land use classification which permits facilities for the buying and selling of commodities and services.

Community Development Block Grant (CDBG). A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Noise Equivalent Level (CNEL). A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park. Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Commute-shed. The area from which people do or might commute from their homes to a specific workplace destination, given specific assumptions about maximum travel time or distance.

Comparison Goods. Retail goods for which consumers will do comparison shopping before making a purchase. These goods tend to have a style factor and to be "larger ticket" items such as clothes, furniture, appliances and automobiles.

Compatible. Capable of existing together without conflict or ill effects.

Condominium. A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")

Congestion Management Plan (CMP). A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt and annually update a Congestion Management Plan.

Congregate Care. Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities. (See "Community Care Facility.")

Conservation. The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the general plan.

Consistent. Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

Convenience Goods. Retail items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping.

Covenants, Conditions, and Restrictions (CC&Rs). A term used to describe restrictive limitations which may be placed on property and its use, and which usually are made a condition of holding title or lease.

Critical Facility. Facilities housing or serving many people which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac. A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cumulative Impact. As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

dB. Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA. The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication. The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be

used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city.

Dedication, In lieu of. Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Defensible Space. (1) In fire fighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas. (2) In urban areas, open spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.

Density, Residential. The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross," and "Developable Acres, Net.")

Density Bonus. The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus. (See "Development Rights, Transfer of.")

Density, Employment. A measure of the number of employed persons per specific area (for example, employees/acre).

Density Transfer. A way of retaining open space by concentrating densities-usually in compact areas adjacent to existing urbanization and utilities-while leaving unchanged historic, sensitive, or hazardous areas. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop.

Design Review; Design Control. The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control.")

Destination Retail. Retail businesses that generate a special purpose trip and which do not necessarily benefit from a high-volume pedestrian location.

Detention Dam/Basin/Pond. Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate which will not exceed the carrying capacity of the channel downstream. Often, the basins are planted with grass and used for open space or recreation in periods of dry weather. In the other type, most often called a **Retention Pond**, the water is held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a **Water-Spreading Dam** or **Dike** because its main purpose is to recharge the undergroundwater supply. Detention dams are also constructed to trap sediment. These are often called **Debris Dams.**

Developable Acres, Net. The portion of a site which can be used for density calculations. Some communities calculate density based on gross acreage. Public or private road rights-of-way are not included in the net developable acreage of a site.

Developable Land. Land which is suitable as a location for structures and which can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Developer. An individual who or business which prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development. The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Development Fee. (See "Impact Fee.")

Development Rights. The right to develop land by a land owner who maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts. (See "Interest, Fee" and "Interest, Less-than-fee," and "Development Rights, Transfer of [TDR].")

Development Rights, Transfer of (TDR). Also known as "Transfer of Development Credits," a program which can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts. (See "Development Rights.")

Discourage, v. To advise or persuade to refrain from.

Discretionary Decision. As used in CEQA, an action taken by a governmental agency which calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Distribution Use. (See "Warehousing Use.")

Diversion. The direction of water in a stream away from its natural course (*i.e.*, as in a diversion that removes water from a stream for human use).

Duplex. A detached building under single ownership which is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit. A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement. Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation. A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land), or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Easement, Scenic. A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

Elderly Housing. Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them. (See "Congregate Care.")

Emergency Shelter. A facility which provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs. (See "Homeless" and "Transitional Housing.")

Eminent Domain. The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard. The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species. A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environment. CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR). A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Environmental Impact Statement (EIS). Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions which significantly affect the environment.

Erosion. (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Exaction. A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils. Soils which swell when they absorb water and shrink as they dry.

Export-employment Use. An activity which produces and/or distributes goods and services for export to firms and individuals outside of the city (or county). (See Economic Base.)

Fair Market Rent. The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Family. (1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Farmers Home Administration (FmHA). A federal agency providing loans and grants for improvement projects and low-income housing in rural areas.

Fast-food Restaurant. Any retail establishment intended primarily to provide short-order food services for on-site dining and/or take-out, including self-serve restaurants (excluding cafeterias where food is consumed on the premises), drive-in restaurants, and formula restaurants required by contract or other arrangement to offer standardized menus, ingredients, and fast-food preparation.

Fault. A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible. Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).

Feasible, Technically. Capable of being implemented because the industrial, mechanical, or application technology exists.

Field Act. Legislation, passed after a 1933 Long Beach earthquake that collapsed a school, which established more stringent structural requirements and standards for construction of schools than for other buildings.

Finding(s). The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone. An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Fire-resistive. Able to withstand specified temperatures for a certain period of time, such as a one-hour fire wall; not fireproof.

Flood, 100-Year. The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM). For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floodplain. The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the floodplain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floodplain Fringe. All land between the floodway and the upper elevation of the 100-year flood.

Floodway. The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area Ratio (FAR). The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net square feet of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross square feet of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 square feet of floor area; an FAR of 2.0 would allow 20,000 square feet; and an FAR of 0.5 would allow only 5,000 square feet Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Footprint; Building Footprint. The outline of a building at all of those points where it meets the ground.

Freeway. A high-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads" which are now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

Gateway. A point along a roadway entering the city at which a motorist gains a sense of having left the environs and of having entered the city.

General Plan. A compendium of a city's or a county's policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has 7 mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."

Geologic Review. The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

Geological. Pertaining to rock or solid matter.

Goal. A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

Granny Flat. (See "Second Unit.")

Grasslands. Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

Greenhouse Effect. A term used to describe the warming of the Earth's atmosphere due to accumulated carbon dioxide and other gases in the upper atmosphere. These gases absorb energy radiated from the Earth's surface, "trapping" it in the same manner as glass in a greenhouse traps heat.

Groundwater. Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge. The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks which provide underground storage ("aquifers").

Growth Management. The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See "Congestion Management Plan.")

Guidelines. General statements of policy direction around which specific details may be later established.

Habitat. The physical location or type of environment in which an organism or biological population lives or occurs.

Handicapped. A person determined to have a mobility impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Hazardous Material. Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High-Occupancy Structure. All pre-1935 buildings with over 25 occupants, and all pre-1976 buildings with more than 100 occupants.

High Occupancy Vehicle (HOV). Any vehicle other than a driver-only automobile (*e.g.*, a vanpool, a bus, or two or more persons to a car).

Highway. High-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Highways may cross at a different grade level.

Hillsides. Land which has an average percent of slope equal to or exceeding fifteen percent.

Historic; Historical. An historic building or site is one which is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation. The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Home Occupation. A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

Homeless. Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, Section

65583(c)(1) requires all cities and counties to address the housing needs of the homeless. (See "Emergency Shelter" and "Transitional Housing.")

Hotel. A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where no provision is made for cooking in any individual guest room or suite.

Household. All those persons—related or unrelated—who occupy a single housing unit. (See "Family.")

Householder. The head of a household.

Households, Number of. The count of all year-round housing units occupied by one or more persons. The concept of *household* is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development Department of the State of California (HCD). The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Element. Article 10.6 of the California Government Code requires each city and county to prepare and maintain a current Housing Element as part of the community's General Plan in order to attain a statewide goal of providing "decent housing and a suitable living environment for every California family." Under State law, Housing Elements must be updated every five years.

Housing and Urban Development, U.S. Department of (HUD). A cabinet-level department of the federal government which administers housing and community development programs.

Housing Unit. The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit," "Family," and "Household.")

Impact. The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee. A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000 *et seq.* specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Implementation. Actions, procedures, programs, or techniques that carry out policies.

Improvement. The addition of one or more structures or utilities on a vacant parcel of land.

Incubator Space. Retail or industrial space that is affordable to new, low-margin businesses.

Industrial. The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Industrial Park; Office Park. A planned assemblage of buildings designed for "Workplace Use." (See "Workplace Use.")

Industry, Basic. The segment of economic activity that brings dollars to a region from other areas. Traditional examples are manufacturing, mining and agriculture. The products of all of these activities are exported (sold) to other regions. The money thus brought into the local economy is used to purchase locally-

provided goods and services as well as items that are not available locally and which must be imported from other regions. Other, less traditional examples of basic industry are tourism, higher education, and retirement activities that also bring new money into a region.

Industry, Non-basic. The segment of economic activity that is supported by the circulation of dollars within a region. Examples are the wholesale, retail, and service functions that supply goods and services to local sources of demand such as businesses, public agencies, and households.

Infill Development. Development of vacant land (usually individual lots or left-over properties) within areas which are already largely developed.

Infrastructure. Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

In Lieu Fee. (See "Dedication, In lieu of.")

Institutional Use. (1) Privately owned and operated activities which are institutional in nature, such as hospitals, museums, and schools; (2) churches and other religious institutions; and (3) other nonprofit activities of an education, youth, welfare, or philanthropic nature which can not be considered a residential, commercial, or industrial activity.

Inter-agency. Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

Interest, Fee. Entitles a land owner to exercise complete control over use of land, subject only to government land use regulations.

Interest, Less-than-fee. The purchase of interest in land rather than outright ownership; includes the purchase of development rights via conservation, open space, or scenic easements. (See "Development Rights," "Easement, Scenic," "Lease," and "Leasehold Interest.")

Intermittent Stream. A stream that normally flows for at least thirty (30) days after the last major rain of the season and is dry a large part of the year.

Issues. Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio. The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Joint Powers Authority (JPA). A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Land Banking. The purchase of land by a local government for use or resale at a later date. "Banked lands" have been used for development of low- and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.

Landmark. Refers to a building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government.

Landscaping. Planting-including trees, shrubs, and ground covers-suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Landslide. A general term for a falling mass of soil or rocks.

Land Use. The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Classification. A system for classifying and designating the appropriate use of properties.

Land Use Element. A required element of the General Plan which uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space.

Land Use Regulation. A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

L_{dn} Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

L_{eq} The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The L_{eq} is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS). (1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

Level of Service A - Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B - Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C - Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D - Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E - Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F - Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

(2) Some communities in California are developing standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans."

Linkage. With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction. The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo). A five-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members

generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include members who are directors of special districts.

Lot. (See "Site.")

Lot of Record. A lot which is part of a recorded subdivision or a parcel of land which has been recorded at the county recorder's office containing property tax records.

Low-income Household. A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

L_{10} A statistical descriptor indicating peak noise levels-the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities.

Maintain, v. To keep in an existing state. (See "Preserve, v.")

Manufactured Housing. Residential structures which are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD). (See "Mobile Home" and "Modular Unit.")

May. That which is permissible.

Median Strip. The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mercalli Intensity Scale. A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Mineral Resource. Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Minimize, v. To reduce or lessen, but not necessarily to eliminate.

Mining. The act or process of extracting resources, such as coal, oil, or minerals, from the earth.

Minipark. Small neighborhood park of approximately one acre or less.

Ministerial (Administrative) Decision. An action taken by a governmental agency which follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

Minor Stream. An intermittently flowing stream or a permanent stream with low flow during all or part of the year.

Mitigate, v. To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mixed-use. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home. A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities;

and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park under a lease with a minimum period of one year. (See "Manufactured Housing" and "Modular Unit.")

Moderate-income Household. A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area" and "Low-income Household.")

Modular Unit. A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. A modular unit does not have any chassis or permanent hitch to allow future movement. (See "Mobile Home" and "Manufactured Housing.")

Motel. A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation. Quite often, provision is made for cooking in individual guest rooms or suites. Motels generally provide guest parking in proximity to the guest rooms. (See "Hotel.")

Multiple Family Building. A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Must. That which is mandatory.

National Ambient Air Quality Standards. The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA). An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program. A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act. A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and which authorized grants-in-aid for preserving historic properties.

National Register of Historic Places. The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Need. A condition requiring supply or relief. The City may act upon findings of need within or on behalf of the community.

Neighborhood Park. City-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Neighborhood Unit. According to one widely-accepted concept of planning, the neighborhood unit should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school-age child; there would be no through traffic uses. Limited industrial or commercial would occur on the perimeter where arterials intersect. This was the model for American suburban development after World War II.

Noise. Any sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation. Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour. A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-attainment. The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Non-conforming Use. A use which was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

Objective. A specific statement of desired future condition toward which the City will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the "objectives," principles, standards, and proposals of the general plan. "The addition of 100 units of affordable housing by 1995" is an example of an objective.

Office Park. (See "Industrial Park.")

Office Use. The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Official County Scenic Highway. A segment of state highway identified in the Master Plan of State Highways Eligible for Official Scenic Highway Designation and designated by the Director of the Department of Transportation (Caltrans).

Open Space Land. Any parcel or area of land or water which is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance. A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Outdoor Recreation Use. A privately or publicly owned or operated use providing facilities for outdoor recreation activities.

Overlay. A land use designation on the Land Use Map, or a zoning designation on a zoning map, which modifies the basic underlying designation in some specific manner.

Ozone. A tri-atomic form of oxygen (O_3) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Para-transit. Refers to transportation services and which operate vehicles, such as buses, jitneys, taxis, and vans for senior citizens, and/or mobility-impaired.

Parcel. A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parking, Shared. A public or private parking area used jointly by two or more uses.

Parking Area, Public. An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management. An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, non-peak period users, and short-term users. (See "High Occupancy Vehicle" and "Transportation Demand Management.")

Parking Ratio. The number of parking spaces provided per 1,000 square of floor area, *e.g.*, 2:1 or "two per thousand."

Parking Space, Compact. A parking space (usually 7.5 feet wide by 16 feet long when perpendicular to a driveway or aisle) permitted in some localities on the assumption that many modern cars are significantly smaller, and require less room, than a standard automobile. A standard parking space, when perpendicular to a driveway or aisle, is usually 8.5 feet wide by 18 feet long.

Parks. Open space lands whose primary purpose is recreation. (See "Open Space Land," "Community Park," and "Neighborhood Park.")

Parkway. An expressway or freeway designed for non-commercial traffic only; usually located within a strip of landscaped park or natural vegetation.

Parkway Strip. A piece of land located between the rear of a curb and the front of a sidewalk, usually used for planting low ground cover and/or street trees, also known as "planter strip."

Patio Unit. A detached single family unit typically situated on a reduced-sized lot, which orients outdoor activity within rear or side yard patio areas for better utilization of the site for outdoor living space.

Payback Period. The number of years required to accumulate savings equal to the value of a proposed investment.

Peak Hour/Peak Period. For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

Performance Standards. Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Planned Community. A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions, and restrictions by a master community association.

Planned Unit Development (PUD). A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning and Research, Office of (OPR). A governmental division of the State of California which has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in ing General Plans.

Planning Area. The Planning Area is the land area addressed by the General Plan. Typically, the Planning Area boundary coincides with the Sphere of Influence which encompasses land both within the city Limits and potentially annexable land.

Planning Commission. A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Policy. A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Pollutant. Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose

Pollution. The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Pollution, Non-Point. Sources for pollution which are less definable and usually cover broad areas of land, such as agricultural land with fertilizers which are carried from the land by runoff, or automobiles.

Pollution, Point. In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Poverty Level. As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index which provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Preserve, n. An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural preserve. (See "Agricultural Preserve" and Protect.")

Preserve, v. To keep safe from destruction or decay; to maintain or keep intact. (See "Maintain.")

Principle. An assumption, fundamental rule, or doctrine that will guide general plan policies, proposals, standards, and implementation measures. The State Government Code (Section 65302) requires that general plans spell out the objectives, "principles," standards, and proposals of the general plan. "Adjacent land uses should be compatible with one another" is an example of a principle.

Professional Offices. A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

Program. An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Pro Rata. Refers to the proportionate distribution of the cost of infrastructure improvements associated with new development to the users of the infrastructure on the basis of projected use.

Protect, v. To maintain and preserve beneficial uses in their present condition as nearly as possible. (See "Enhance.")

Public and Quasi-public Facilities. Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Ranchette. A single dwelling unit occupied by a non-farming household on a parcel of 2.5 to 20 acres that has been subdivided from agricultural land.

Rare or Endangered Species. A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Recreation, Active. A type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive. Type of recreation or activity which does not require the use of organized play areas.

Recycle, v. The process of extraction and reuse of materials from waste products.

Redevelop, v. To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional. Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad homogeneous area.

Regional Park. A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Regulation. A rule or order prescribed for managing government.

Rehabilitation. The repair, preservation, and/or improvement of substandard housing.

Residential. Land designated in the city's General Plan and zoning ordinance for buildings consisting only of dwelling units. May be vacant or unimproved. (See "Dwelling Unit.")

Residential, Multiple Family. Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-family. A single dwelling unit on a building site.

Resources, Non-renewable. Refers to natural resources, such as fossil fuels and natural gas, which, once used, cannot be replaced and used again.

Restore, v. To renew, rebuild, or reconstruct to a former state.

Restrict, v. To check, bound, or decrease the range, scope, or incidence of a particular condition.

Retention Basin/Retention Pond. (See "Detention Basin/Detention Pond.")

Retrofit, v. To add materials and/or devices to an existing building or system to improve its operation or efficiency.

Rezoning. An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Richter Scale. A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Rideshare. A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Ridgeline. A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-way. A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Lands. Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Riparian Vegetation. Vegetation normally found along the banks of streams, creeks, and rivers.

Risk. The danger or degree of hazard or potential loss.

Runoff. That portion of rain or snow which does not percolate into the ground and is discharged into streams instead.

Sanitary Sewer. A system of subterranean conduits which carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (which carry surface water) and septic tanks or leech fields (which hold refuse liquids and waste matter on-site).

Scenic Highway Corridor. The area outside a highway's right-of-way that is generally visible to persons traveling on the highway.

Scenic Highway/Scenic Route. A highway, road, drive, or street which, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980s, general plans in California were required to include a Scenic Highways element.

School District Lands. Properties owned by public school districts and used for educational, recreational, and administrative purposes.

Second Unit. A Self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Section 8 Rental Assistance Program. A federal (HUD) rent-subsidy program that is the main source of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seismic. Caused by or subject to earthquakes or earth vibrations.

Senior Housing. (See "Elderly Housing.")

Seniors. Persons age 62 and older.

Septic System. A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See "Sanitary Sewer.")

Setback. The horizontal distance between the property line and any structure.

Settlement. (1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. Differential settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part.

Shall. That which is obligatory or necessary.

Shared Living. The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by Section 1566.3 of the California Health and Safety Code.

Shopping Center. A group of commercial establishments, planned, developed, owned, or managed as a unit, with common off-street parking provided on the site.

Should. Signifies a directive to be honored if at all possible.

Sign. Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or man-made landscape.

Signal Preemption. A system used by emergency vehicles, public transit vehicles and/or trains to change signal phasing from red to green assigning immediate right-of-way for a specific purpose.

Significant Effect. A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Siltation. (1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.

Single-family Dwelling, Attached. A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. (See "Townhouse.")

Single-family Dwelling, Detached. A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use. (See "Family.")

Single Room Occupancy (SRO). A single room, typically 80-250 square feet, with a sink and closet, but which requires the occupant to share a communal bathroom, shower, and kitchen.

Site. A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot. (See "Lot.")

Slope. Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil. The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solar Access. The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

Solid Waste. General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Specific Plan. Under Article 8 of the Government Code (Section 65450 *et seq*), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Speed, Average. The sum of the speeds of the cars observed divided by the number of cars observed.

Speed, Critical. The speed which is not exceeded by 85 percent of the cars observed.

Sphere of Influence. The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standards. (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions-for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Storm Runoff. Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Stream. Watercourses, including major and minor streams, drainageways, and small lakes, ponds, and marshy areas through which streams pass.

Stream, Major. A continuously flowing water body, i.e. perennial streams.

Stream Buffer. A designated width of land adjacent to the stream which is necessary to protect biological productivity, water quality, and hydrological characteristics of the stream. A stream buffer is measured horizontally from the banks or high water mark of the stream lanward.

Stream Corridor. A stream and its minimum prescribed buffer strip.

Street Furniture. Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.

Street Tree Plan. A comprehensive plan for all city street trees which sets goals for solar access, and standards for species selection, maintenance, and replacement criteria, and for planting trees in patterns that will define neighborhood character while avoiding monotony or maintenance problems.

Streets, Local. (See " Streets, Minor.")

Streets, Major. The transportation network which includes a hierarchy of freeways, arterials, and collectors to service through traffic.

Streets, Minor. Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

Streets, Through. Streets which extend continuously between other major streets in the community.

Structure. Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision. The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subdivision Map Act. Division 2 (Sections 66410 *et seq*) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Subregional. Pertaining to a portion of a region. The Golden Triangle is a subregional task force.

Subsidence. The gradual settling or sinking of an area with little or no horizontal motion. (See "Settlement.")

Subsidize. To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing. Residential dwellings which, because of their physical condition, do not provide safe and sanitary housing.

Substantial. Considerable in importance, value, degree, or amount.

Topography. Configuration of a surface, including its relief and the position of natural and man-made features.

Tourism. The business of providing services for persons traveling for pleasure, tourism contributes to the vitality of the community by providing revenue to local business. Tourism can be measured through changes in the transient occupancy tax, or restaurant sales.

Townhouse; Townhome. A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate

utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association. (See "Condominium.")

Traffic Model. A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

Transit. The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit-dependent. Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, para-transit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

Transit, Public. A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transitional Housing. Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Homeless" and "Emergency Shelter.")

Transportation Demand Management (TDM). A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM). A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Heritage. Trees planted by a group of citizens or by the City in commemoration of an event or in memory of a person figuring significantly in history.

Trees, Landmark. Trees whose size, visual impact, or association with a historically significant structure or event have led the City to designate them as landmarks.

Trees, Street. Trees strategically planted—usually in parkway strips, medians, or along streets—to enhance the visual quality of a street.

Trip. A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin—often from home, but not always), and one "attraction end," (destination). (See "Traffic Model.")

Trip Generation. The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route. A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Undevelopable. Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the city are designated as "undevelopable" by the City.

Undue. Improper, or more than necessary.

Uniform Building Code (UBC). A national, standard building code which sets forth minimum standards for construction.

Uniform Housing Code (UHC). State housing regulations governing the condition of habitable structures with regard to health and safety standards and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban Design. The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban/Rural Boundary. A boundary line shown on the land use plan map which delineates areas intended for urban land uses; i.e. residential, commercial, industrial, etc., and areas designated for rural land uses, principally agricultural and low-density residential. Areas contiguous to the boundary provide a transition/buffer between urban and rural and the potentially incompatible characteristics of each.

Urban Open Space. The absence of buildings or development, usually in well-defined volumes, within an urban environment.

Urban Sprawl. Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development.

Use. The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City's zoning ordinance and General Plan land use designations.

Use, Non-conforming. (See "Non-conforming Use.")

Use Permit. The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Utility Corridors. Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement.")

Vacant. Lands or buildings which are not actively used for any purpose.

Variance. A departure from any provision of the zoning requirements for a specific parcel, except use, without changing the zoning ordinance or the underlying zoning of the parcel. A variance usually is granted only upon demonstration of hardship based on the peculiarity of the property in relation to other properties in the same zone district.

Vehicle-Miles Travelled (VMT). A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-income Household. A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

View Corridor. The line of sight-identified as to height, width, and distance-of an observer looking toward an object of significance to the community (*e.g.*, ridgeline, river, historic building, etc.); the route that directs the viewers attention.

Viewshed. The area within view from a defined observation point.

Volume-to-Capacity Ratio. A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

Warehousing Use. A use engaged in storage, wholesale, and distribution of manufactured products, supplies, and equipment, excluding bulk storage of materials which are inflammable or explosive or which present hazards or conditions commonly recognized as offensive.

Wastewater Irrigation. The process by which wastewater that has undergone primary treatment is used to irrigate land.

Watercourse. Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Watershed. The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse which drains into a lake, or reservoir.

Waterway. (See "Watercourse.")

Wetlands. Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils." Wildlife Refuge

An area maintained in a natural state for the preservation of both animal and plant life.

Wildlife Refuge. An area maintained in a natural state for the preservation of both animal and plant life.

Workplace Use. The combination of a variety of businesses, from office to research and development to light industry to warehousing, located in structures built with open floor plans, so as to leave most interior improvements to the tenants to design to their needs. (See also "Industrial Park.")

Zero Lot Line. A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone, Combining. A special purpose zone which is superimposed over the regular zoning map. Combining zones are used for a variety of purposes, such as airport compatibility, floodplain or wetlands protection, historic designation, or special parking regulations. Also called "overlay zone."

Zone, Interim. A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed; generally assigned during General Plan preparation to provide a basis for permanent zoning.

Zone, Study. (See " Zone, Interim.")

Zone, Traffic. In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning. The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning Bonus. (See "Zoning, Incentive.")

Zoning District. A designated section of the city for which prescribed land use requirements and building and development standards are uniform.

Zoning, Exclusionary. Development regulations which result in the exclusion of low- and moderate-income and/or minority families from a community.

Zoning, Incentive. The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits-such as preservation of greater than the minimum required open space, provision for low- and moderate-income housing, or plans for public plazas and courts at ground level-are included in a project.

Zoning, Inclusionary. Regulations which increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.

Zoning Map. Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

RECEIVED
JAN 12 1995
CALIFORNIA
COASTAL COMMISSION
SOUTH CENTRAL COAST DIST

ANNOTATED
CITY OF CARPINTERIA
COASTAL PLAN
AS AMENDED BY LCPA 93-700

JANUARY 1980
JULY 25, 1994

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.

Planning Department
5775 Carpinteria Avenue
Carpinteria, CA 93013
(805) 684-5405

EXHIBIT NO.
APPLICATION
CPN-MAJ
EXISTING

City of Carpinteria

City Council

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John K. Fukasawa
David G. Lawrence
Thomas N. Lewis
Ruben Organista

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Photography

Photograph © 1978 Ron Morgan

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This plan was prepared through a joint program with the County of Santa Barbara. The project staff included Kirvil Skinnarland, Project Director, Paul M. Relis, Susan Van Atta, Gene Bazan and Gregg Kantor; support services were provided by Dorothy Capes, Graciella Campos, and Don Krueger.

Many members of the community contributed to the development of this plan through their expertise in specific policy areas as well as general advice. The project staff wish to express their appreciation to all of the individuals who provided this valuable assistance.

RESOLUTION NO. 1019

A RESOLUTION OF THE CARPINTERIA CITY COUNCIL
APPROVING AND ADOPTING THE CITY OF CARPINTERIA
LOCAL COASTAL PLAN PURSUANT TO THE
CALIFORNIA COASTAL ACT OF 1976

WHEREAS, in accordance with California Public Resources Code Section 30000, et. seq., The California Coastal Act, a Local Coastal Plan for the City of Carpinteria was prepared; and

WHEREAS, said City of Carpinteria Local Coastal Plan was subjected to duly advertised public hearings before the City Planning Commission and City Council in addition to numerous public workshops at the Staff, Commission and Council levels; and

WHEREAS, the Carpinteria City Planning Commission on August 20, 1979, did recommend the Proposed Local Coastal Plan to the City Council for approval; and

WHEREAS, the City Council passed, approved, and adopted the Local Coastal Plan on August 27, 1979; and

WHEREAS, the South Central Coast Regional Commission approved, with conditions, the adopted Local Coastal Plan on December 15, 1979; and

WHEREAS, the California Coastal Commission found no substantial issue with the adopted Local Coastal Plan as approved with conditions by the South Central Coast Regional Commission, thereby confirming and certifying the South Central Coast Regional Commission's approval of said Local Coastal Plan, on January 22, 1980; and

WHEREAS, the adopted Local Coastal Plan has now been amended to include the conditions for approval required by the South Central Coast Regional Commission and the California Coastal Commission.

NOW, THEREFORE, the Carpinteria City Council hereby resolves that:

1. The City of Carpinteria Local Coastal Plan as amended to incorporate the conditions for approval by the South Central Coast Regional Commission and California Coastal Commission as attached hereto is hereby approved and adopted.

2. The City Council certifies that it is the intention of the Council to carry out the provisions of the Local Coastal Plan in a manner fully in conformity with the California Coastal Act of 1976 (PRC Section 30000, et. seq.).

PASSED, APPROVED AND ADOPTED this 14th day of April, 1980, by the following called vote:

AYES: COUNCILMEMBER: ORGANISTA, LEWIS, LAWRENCE, FUKASAWA, WULLBRANDT

NOES: COUNCILMEMBER: NONE

ABSENT: COUNCILMEMBER: NONE

Mayor, City of Carpinteria

ATTEST:

City Clerk, City of Carpinteria

I hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held the 14th day of April, 1980.

City Clerk, City of Carpinteria

CITY OF CARPINTERIA

ADOPTED GOALS AND POLICIES*

1. To encourage a range of housing types, styles, and costs to suit the varying needs and desires of the elderly, low income individuals, and other economic groups in our society.

2. To encourage the protection and preservation of agriculture.

3. To encourage and direct economic growth within the real limitations of available natural and man-made resources.

4. To maintain a balance between the demand for services, the availability of these services, and the resources of the City.

5. To maintain a physical environment which contributes to and enhances the quality of life.

6. To encourage and promote high quality health care for all population groups within the planning area.

7. To continue developing and promoting an effective transportation system that provides a variety of services.

*As adopted by the City Council on January 27, 1978.

Table of Contents

		Page
Preface		
Chapter 1:	The Coastal Act	
1.1	History	1
1.2	Goals, Priorities, and Policies	2
1.3	Implementation	3
Chapter 2:	The Local Coastal Program (LCP)	
2.1	The LCP Planning Process	5
2.2	The Land Use Plan	7
2.3	The Land Use Plan Map	8
Chapter 3:	The Resource Protection and Development Policies	
3.1	Introduction	10
3.2	Development	11
3.3	Hazards	23
3.4	Visual Resources	30
3.5	Housing	33
3.6	Industrial and Energy Development	41
3.7	Coastal Access and Recreation	51
3.8	Agriculture	64
3.9	Environmentally Sensitive Habitat Areas	71
3.10	Historical and Archaeological Resources	82
3.11	Air Quality	84
3.12	Availability of Resources and Service System Capacities	86
CARPINTERIA BLUFFS LCPA 93-700		
Appendix A	Definitions and Background Data	A-1
Appendix B	Land Use Classification System	B-1
Appendix C	References	C-1

1.1 HISTORY

Historically, land use in the California coastal zone has been regulated by local governments under the provisions of State Planning and Zoning Law. This enabling legislation mandates local governments to prepare general plans and zoning to ensure orderly physical growth and development within their jurisdictions as well as the protection of public health, safety, and welfare.

Traditional local control over regulation of land use in the coastal zone was substantially modified with the passage of The California Coastal Zone Conservation Act (Proposition 20) by the voters of California on November 7, 1972. The forces leading to the passage of this landmark initiative were complex. The key factor, however, was the visible deterioration of the coastal environment due to increasing development pressures from a growing population. Under Proposition 20, the California Coastal Zone Conservation Commission and six Regional Coastal Commissions were created and given a dual mandate of preparing a statewide "comprehensive enforceable plan for the orderly, long-range conservation and management of the coast" and regulating development while this plan was being prepared. From 1973 to 1975, the Coastal Commissions, both Regional and State, held literally hundreds of hearings on the evolving plan. The California Coastal Plan was submitted to the legislature on December 1, 1975. During the 1976 legislative session, several coastal bills were introduced, all modifying to some extent the Coastal Plan. By the summer of 1976, SB 1277, the California Coastal Act, emerged from both houses as the basis of California's Coastal Zone Management Program. SB 1277 was amended by a trailer bill, AB 2948, which was itself amended by AB 400. On January 1, 1977, the Coastal Act and other legislation came into effect, establishing a permanent coastal management program for California.

1.2 GOALS, PRIORITIES, AND POLICIES

In enacting the Coastal Act, the Legislature established the following goals for future activity in the coastal zone:

(a) Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.

(b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.

(c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.

(d) Assure priority for coastal-dependent development over other development on the coast.

(e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The heart of the Coastal Act is found in Chapter 3, Coastal Resources Planning and Management Policies. These policies constitute the standards that local plans must meet in order to be certified by the State as well as the yardstick for evaluating proposed developments within the coastal zone. Topics covered by coastal policies include: beach access, low and moderate income housing, recreation, marine environment, environmentally sensitive habitat areas, agriculture, visual resources, and coastal dependent and industrial development. In essence, these policies are the rules for future growth and development in the coastal zone.

The Act also attempts to establish a framework for resolving conflicts among competing uses for limited coastal lands. The policies which spell out priority uses constitute this framework. The Coastal Act places as its highest priority the preservation and protection of natural resources including environmentally sensitive habitat areas, i.e., wetlands, dunes, and prime agricultural lands. In the case of habitat areas, only uses dependent on these resources are allowed within such areas. For agricultural land, the intent of the Act is to keep the maximum amount of prime land in production. On lands not suited for agricultural use, coastal dependent development (i.e., development that requires a site on or adjacent to the sea to be able to function at all) has the highest priority. Public recreational uses have priority on coastal sites which are not habitat areas and not needed for coastal dependent uses. For sites that are not reserved for habitat preservation, agriculture, coastal dependent uses, or public recreation, private development is permitted. However, visitor-serving commercial recreation has priority over private residential, general industrial and general commercial development. These priorities must be reflected in the land use plans prepared by local governments.

1.3 IMPLEMENTATION

Each of the 15 counties and 53 cities along the California coast is required by the Coastal Act to prepare a Local Coastal Program (LCP). The LCP consists of "a local government's land use plans, zoning ordinances, zoning district maps, and implementing actions which, when taken together, meet the requirements of, and implement the provisions and policies of (the Coastal Act) at the local level." (30108.6) The land use plan means the "relevant portions of a local government's general plan, or local coastal element, which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions." (30108.5) The zoning ordinances and district maps are the legal tools for implementing the land use plan. The Coastal Act also requires each LCP to "contain a specific public access component to assure that maximum access to the coast and public recreation areas is provided." (30500(a)) In addition, the local land use plans are required to consider uses of more than local importance. (30501(c)) As noted in the LCP Regulations,* such uses generally include: (1) state and federal parks and recreation areas and other recreational facilities of regional or statewide significance; (2) military and national defense installations; (3) major energy facilities; (4) state and federal highways and other transportation facilities (e.g., railroads and airports) or public works facilities (e.g., water supply or sewer systems) serving larger-than-local needs; (5) general cargo ports and commercial fishing facilities; (6) state colleges and universities; and (7) uses of larger-than-local importance, such as coastal agriculture, fisheries, wildlife habitats, or uses that maximize public access to the coast, such as accessways, visitor-serving developments, as generally referenced in the findings, declarations, and policies of the California Coastal Act of 1976.

The land use plans and zoning, after receiving local review and approval, must be submitted to the Regional and State Coastal Commissions. The Commissions must make the finding that the land use plan is consistent with the policies of Chapter 3 of the Act. The zoning and implementing ordinances are then reviewed to determine conformance with the approved land use plan.

After certification of the land use plan and zoning components of the LCP, the review authority for new development within the coastal zone which is now vested in the Coastal Commission will be returned to local government. The local government, in issuing coastal development permits after certification, must make the finding that the development is in conformity with the approved LCP. Any amendments to the LCP will have to be approved by the State Coastal Commission.

After certification of the LCP's, the Regional Coastal Commissions will be phased out. The State Coastal Commission will, however, continue to

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*LCP Regulations, adopted by the Coastal Commission on May 17, 1977.

exercise permit jurisdiction over certain kinds of developments (i.e., development in the State Tidelands), and will continue to hear appeals and review amendments to certified LCP's. Only certain kinds of developments can be appealed after a local government's LCP has been certified; these include:

(1) Developments approved by the local government between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance.

(2) Developments approved by the local government not included within paragraph (1) of this subdivision located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, stream, or within 300 feet of the top of the seaward face of any coastal bluff.

(3) Developments approved by the local government not included within paragraph (1) or (2) of this subdivision located in a sensitive coastal resource area if the allegation on appeal is that the development is not in conformity with the implementing actions of the certified local coastal program.

(4) Any development approved by a coastal county that is not designated as the principal permitted use under the zoning ordinance or zoning district map approved pursuant to Chapter 6 (commencing with Section 30500).

(5) Any development which constitutes a major public works project or a major energy facility.

The State Commission is also required to review periodically the progress of local governments in carrying out the Coastal Act. This review is to occur at least once every five years.

CHAPTER 2:
THE LOCAL COASTAL PROGRAM (LCP)

2.1 THE LCP PLANNING PROCESS

The coastal planning process for the local area began in 1975 when the South Central Regional Coastal Commission supported a pilot implementation study for the coastal zone of Santa Barbara County. The City of Carpinteria endorsed this undertaking, although it did not participate in the project. At that time, the City's coastal zone extended roughly 1,000 yards inland from the mean high tide line.

As a result of the Coastal Act of 1976, the coastal zone boundary was expanded to take in the entire City as well as the agricultural lands of the Carpinteria Valley. Thus, the mandate of the Coastal Act, requiring coastal cities and counties to prepare LCP's, significantly affected the planning process of the City and the adjacent unincorporated area. In January 1977, the City elected to particpate in a joint program with the County to develop its coastal plan.

Since that time, the land use plan has evolved in two phases. The first phase, January to June 1977, concentrated on developing a framework for involving the public and affected agencies in the planning process, preparing a sound data base for land use decisions related to recreation, access, and environmentally sensitive habitats, and included a preliminary study of greenhouses and agriculture in the Carpinteria Valley.

The second phase (July 1977 - December 1979) involved preparation of two drafts of the land use plan: the pre-hearing draft (November 1978) and the hearing draft (May 1979). Formal public hearings were then conducted on the hearing draft of the plan before joint sessions of the Planning Commission and the City Council on June 18, June 25, July 2, and July 9, 1979. The Planning Commission and City Council continued to deliberate on the plan throughout July and part of August, and on August 27, 1979, the City Council passed a resolution to adopt the coastal plan as amended. The plan was then submitted to the South Central Coastal Commission, and after two public hearings on the plan, the Commission approved it with conditions on December 15, 1979. Finally, on January 22, 1980, the California Coastal Commission certified the land use plan, completing the approval process.

Following distribution of the prehearing draft of the plan in November 1978, extensive opportunities for public review and comment were provided through public workshops and meetings with affected agencies and citizens' groups. Earlier opportunities for public participation were also provided. A four-session Coastal Planning Series was conducted in the spring of 1978, sponsored by the Continuing Education Division of Santa Barbara Community College. The series provided an orientation session on the requirements of the Coastal Act and presentations on four of the major coastal planning issues for the City and County: recreation and access, environmentally sensitive habitats, energy development, and agriculture. A fifth session (workshop) was held in the City of Carpinteria to provide a forum for discussion of the City's specific planning issues. Early in the land use planning process, an Agricultural Advisory Committee was formed to assist staff in studying the complex nature of agriculture in the Carpinteria Valley. The Committee met

regularly during the fall and winter of 1977-78 to critique LCP draft reports. Finally, staff have given numerous briefings before meetings of the City Council, Planning Commission, and Community Services Commission to provide information about the development of the plan and to elicit public input.

2.2 THE LAND USE PLAN

The purpose of the land use plan is to show the principal permitted use of the land while protecting coastal resources, providing for greater access and recreational opportunities for the public's enjoyment, and allowing for orderly, well-planned urban development. The plan incorporates, to the maximum extent possible, the City's plans and policies which are consistent with the Coastal Act. Where inconsistencies have been identified, modifications and revisions have been made. In most cases, the policies of the land use plan represent additions to existing City policy required to carry out the goals of the Coastal Act. Following adoption of the plan, the City's existing General Plan and zoning ordinances will need to be modified to incorporate these additional policies.

The land use plan has two components: the map and the text. The land use plan map shows the kinds, location, and intensity of land uses proposed for the City. The text provides a discussion of the issues and problems that need to be addressed and the ensuing policy framework within which the land uses shown on the map may be implemented. These policies, along with the policies from Chapter 3 of the Coastal Act, will constitute the decision rules for evaluating projects after certification of the land use plan.

It is, of course, anticipated that the land use plan will need revision from time to time in accordance with changing conditions. The Coastal Act requires that certified plans be reviewed at least once every five years to determine whether the program is being effectively implemented in conformity with the policies of the Act. Local recommendations for revisions of the certified land use plan could be considered as part of the five-year review process or they could be initiated by the City at any time, subject to the approval of the State Commission.

2.3 THE LAND USE PLAN MAP

The land use plan maps reveal two levels of information. The base maps show principal land use designations such as agriculture, commercial, residential, and industrial. The second level of information is contained in overlay maps, which are placed over the base maps as a means of showing where potential constraints on development may exist, i.e., flood hazards and environmentally sensitive habitats.

The key to the maps is the land use classification system which is defined in Appendix B. This system is used for both City and County areas; only those designations appropriate for land uses within the City are shown on the City's map. Policies that are associated with the overlay designations (Environmentally Sensitive Habitat Area and Flood Hazard) are included in Section 3.3.

For the most part, the land uses proposed on the land use plan map are consistent with the City's existing zoning. Changes in existing land use designations are proposed only where necessary to carry out the policies of the land use plan, e.g., to maximize opportunities for public access and recreational use of the shoreline, to preserve prime agricultural lands, to protect environmentally sensitive habitat areas, etc.

North of U.S. 101, the existing residential zoning for the Reeder parcels (APN 1-080-01, 02, 30, 35, and 36) has been changed to agriculture. This change is necessary to sustain the agricultural use of these parcels, since soils are prime and the area is contiguous with some of the best agricultural lands in the Carpinteria Valley.

~~South of U.S. 101, other changes are necessary to address the policies of~~ the land use plan because of the area's direct association with ~~the shore~~line and beaches. ~~On Carpinteria Bluffs a planned unit development~~ is proposed for the Chevron and ~~Exxon parcels and specific conditions for the~~ provision of open space, i.e., a public park and hiking~~/biking~~ trail, community recreational facilities, and protection of ~~identified~~ view corridors are called for. Further east, infilling ~~of industrial~~ park uses is proposed between existing uses and the ~~eastern extent~~ of the bluffs is designated for visitor-serving commercial, ~~replacing the present PUD zoning.~~

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Another change along the shoreline concerns the Murvale property which extends from the present eastern boundary of the State park, including Chevron's parking lot and pier, to the Exxon parcel on the bluffs. Because portions of this area have historically been used by the public for access to the beach and informal recreation, the westerly section (approximately eight acres) has been designated for low intensity recreational uses (subsurface and surface rights will be granted to the industry to operate and maintain existing pipelines in this area). The remaining portion of the property has been designated as proposed public open space with coastal dependent use permitted on an interim basis.

Since the area west of Ash Avenue borders Carpinteria Marsh and, also, adjoins the beach at the tip of Ash Avenue, resource protection and opportunities for recreational use must be addressed in future land uses. The land use plan calls for a determination by January 1, 1985, as to whether this area may be restored as a full-functioning tidal marsh and to what extent the area lies within the public trust. The possibility of public acquisition of the area will also be explored during this time frame. However, if these issues are not resolved by the 1985 deadline, the plan would permit a combination of residential and recreational uses, with conditions for development that would prevent adverse impacts on Carpinteria Marsh.

Overall, under the land use plan, the number of potential additional housing units that would theoretically be possible in the City would be reduced from 2,686 units permitted under existing zoning to ~~1,155~~ 898. This reduction is principally the result of the changes proposed for the bluffs area, the Reeder parcels, and the area adjacent to the Carpinteria Marsh.

CHAPTER 3:
THE RESOURCE PROTECTION AND DEVELOPMENT POLICIES

3.1 INTRODUCTION

The policies established by the Coastal Act focus on the protection of coastal resources and the regulation of development in the coastal zone. The resource protection policies govern land resources, which include environmentally sensitive habitat areas and prime agricultural lands, recreational resources, the marine environment (i.e., streams, wetlands, and coastal waters), scenic resources such as views to and along the ocean, and air quality. The stress of these policies is on resource conservation. Coastal Act development policies govern all aspects of development including land divisions, industrial development, and new and/or expanded public works facilities. The emphasis of the development policies is on encouraging well-planned and orderly development which is compatible with resource protection and conservation.

The text and the policies set forth in this chapter are, in many respects, the core of the land use plan. They establish the parameters for evaluating development projects within the coastal zone, and set forth the measures that the City should take to achieve the degree of resource protection required by the Coastal Act. Furthermore, they will serve as the foundation for developing the ordinances that will implement the land use plan.

The chapter is organized into major topics which reflect the principal coastal resource protection and development issues in the City of Carpinteria. Each section is prefaced with pertinent policies from the Coastal Act which provide the basis for discussion of local issues and the proposed policies of the land use plan. In the discussion of planning issues, areas where current City practices and regulations fall short of, or conflict with, the provisions of the Coastal Act are identified. Finally, each topic area is concluded with recommended policies that will bring the City into conformity with the Coastal Act.

POLICIES

Policy 1-1: The City shall adopt the policies of the Coastal Act (Public Resources Code Sections 30210 through 30263) as the guiding policies of the land use plan.

Policy 1-2: Where policies within the land use plan overlap, the policy which is the most protective of resources i.e., land, water, air, etc., shall take precedence.

Policy 1-3: Where there are conflicts between the policies set forth in the land use plan and those set forth in any element of the City's existing General Plan or existing regulations, the policies of the land use plan shall take precedence.

3.2 DEVELOPMENT

3.2.1 COASTAL ACT POLICIES

There are many sections of the Coastal Act that address, either directly or indirectly, the issue of development.* Only those policies that are not addressed in other sections of the plan are included here.

> 30250. (a) New development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases, for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.
> (b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

> 30252. The location and amount of new development should maintain and enhance public access to the coast by: (1) facilitating the provision or extension of transit service; (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads; (3) providing non-automobile circulation within the development; (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation; (5) assuring the potential for public transit for high-intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.

3.2.2 PLANNING ISSUES

The policies of the Coastal Act require that new development be concentrated within existing developed areas to avoid costly urban sprawl and to protect coastal resources such as prime agricultural lands, the scenic quality of rural lands, habitat areas, etc. The Act specifies that development adjacent or proximate to environmentally sensitive habitat areas be designed to avoid adverse impacts; that development be sited so as to avoid risks to life and property due to natural hazards; and that coastal visual resources be protected by careful placement and design of new development.

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*In the Act, development is broadly defined to include the placement of or construction of any solid material or structure; land division; removal of major vegetation other than for agricultural purposes, kelp harvesting, or timber operations. Refer to Appendix A for this and other definitions.

The Act also requires that public works facilities (water, sewer, and roads) be adequate to serve new developments. Each of these development-related issues is treated in subsequent sections of the land use plan (Sections 3.3 through 3.12). This section focuses on the need for additional development standards for the City's large, undeveloped coastal areas.

3.2.3 PLANNED UNIT DEVELOPMENT DESIGNATION

The purpose of the Planned Unit Development designation is to ensure well-planned development of large lots that would be appropriate for a combination of land uses, i.e. visitor-serving commercial, open space, residential, etc., and which are subject to environmental constraints (i.e. geologic or flood hazards) or have important resource value (habitats, scenic qualities, significant vegetation, archaelogical resources, etc.). It is the intent of this designation to avoid the resource degradation that often results from piecemeal development of large lots. It is also the intent to allow for flexibility and innovativeness in design. All areas designated in the land use plan for Planned Unit Development shall be subject to the following policies.

Policy 2-1: The entire site shall be planned as a unit. Prior to approval of any lot splits or development, the applicant shall submit a site plan showing the ultimate development of the site, including lot lines and circulation pattern, and a general indication of the location of all structures. This plan shall be reviewed by the Planning Commission.

Policy 2-2: Use of flexible and innovative design concepts shall be required to accomplish all of the following goals:

(a) protection of the scenic qualities of the site;

(b) protection of coastal resources, i.e., habitats, streams, archaeological sites, etc.;

(c) avoidance of siting of structures on hazardous areas; and

(d) provision of public open space, recreation, or beach access.

Policy 2-3: Permitted uses shall include:

(a) residential units, either attached or detached;

(b) recreational facilities, including but not limited to tennis courts, swimming pools, playgrounds, and parks for the private use of the prospective residents;

(c) open space;

(d) commercial recreational facilities (private or public) that are compatible with the proposed residential units;

(e) in especially scenic coastal areas, visitor-serving commercial facilities, i.e., a motel or restaurant. The

City shall reserve the right to reduce the residential density to accommodate facilities that provide overnight lodging, if necessary.

(f) convenience establishments of a commercial and service nature such as a neighborhood store designed and built as an integral part of the general plan of development for the Planned Unit Development and providing facilities primarily designed to serve the needs of prospective residences. The architectural style or design of the buildings shall complement the existing style and character of the area.

Policy 2-4: In the case of residential development the City shall specify the maximum density of development permitted under the Planned Unit Development designation at the time this designation is adopted for a particular parcel(s) unless already specified in the land use plan. Determination of an appropriate density shall take into account all of the factors listed in Policy 2-2 and shall be compatible with the density and character of surrounding land uses.

Policy 2-5: The amount of public, private, and common open space in a Planned Unit Development shall be specified in the development plan. The required amount of common open space shall be at least twenty (20) percent of the gross area. The City shall determine the amount of public open space required for coastal access and recreation and protection of public views, if not specified elsewhere in this plan, but in no case shall it be less than twenty (20) percent of the gross area.

Open space shall be defined as follows:

(a) Public open space shall include but not be limited to public parks and parking lots, beaches, access corridors such as bike paths, hiking or equestrian trails, usable natural areas, and vista points which are accessible to members of the general public. Public open space shall not include areas which are unusable for recreational purposes, i.e., private or public streets, private parking lots, hazardous areas such as steep slopes and bluff faces, etc.

(b) Common open space shall include but not be limited to recreational areas and facilities for the use of the prospective residents of the project such as tennis courts, swimming pools, playgrounds, community gardens, landscaped areas for common use, or other open areas of the site needed for the protection of the habitat, archaeological, scenic, or other resources. Common open space shall not include driveways, parking lots, private patios, and yards, or other developed areas.

(c) Private open space shall include but not be limited to patios, decks, and yards for the private use of the residents of individual units.

~~9.2.4 PROPOSED LAND USES FOR CARPINTERIA BLUFFS~~

The undeveloped portion of the Carpinteria bluffs within the City limits includes the Exxon parcels (APN 1-170-10,13); the Chevron parcels (APN 1-170-9,12; 1-180-13, 15, 17, 49, 50, 53, 55); a one-acre parcel east of Bailard Avenue under separate ownership (APN 1-180-52); two "island" parcels located between U.S. 101 and Carpinteria Avenue; and several non-contiguous parcels further east (APN 1-180-19, 21, 32, 33). The Exxon and Chevron parcels collectively provide some 72 acres of contiguous open lands. Two vacant parcels further east (approximately 3 acres each) alternate with existing industrial park uses; a narrow band of land between the railroad and the mean high tide line provides the only linkage between these undeveloped parcels and other sections of the bluffs. Just inside the City's eastern boundary is another vacant parcel (APN 1-210-20), which is contiguous with the unincorporated parcels (APN 1-210-13, 16, 23, 24) currently owned by Hancock and Ferry. These parcels comprise approximately 24 acres. Thus, the bluffs can be viewed as three planning subareas as shown on Figure 1: the Exxon and Chevron parcels (Area I - 72 acres); the partially developed industrial park area bounded by the 7-Up bottling facility and Infrared Industries (Area II); and another block of 24 undeveloped acres bordering Infrared and extending into the unincorporated area (Area III).

All of the bluff parcels within the City are currently zoned for Planned Unit Development (PUD) with the exception of the Exxon parcels, which are zoned for a combination of industrial, residential, and open space uses. Under the PUD zone, residential, commercial, and industrial uses are permitted.

The resources of the area include a low tide beach at the base of the bluffs, extending from the Chevron pier to Rincon Point, intertidal pools, and harbor seal hauling grounds on a pocket of dry sandy beach in the vicinity of the pier. Protection of these habitat resources is addressed in Policies 9-8 through 9-12. The upland terrain is a mixture of undulating grassy fields, some flat, barren areas, and steep knolls in the easternmost section. A row of eucalyptus trees lines a portion of the Chevron property, buffering it from the railroad. Dry sandy beaches exist to the west at Carpinteria State Beach Park and City Beach, and to the east at the County's Rincon Park. An access road extends from the bluffs to the beach on the Exxon parcel, providing the only access to the beach from Carpinteria bluffs. Since the beach below the bluffs is usable at low tide only and contains sensitive habitat areas, provision for major public access and recreational use of the beach is not proposed in the land use plan for the area. Instead, the plan emphasizes coastal-related recreational use of the upland area.

Above and to the west of Rincon Beach County Park, the railroad winds its way along the first tier of bluffs and climbs to the blufftop along the Chevron and Exxon parcels. The railroad is a barrier and potential liability for access to the bluff edge throughout the area. However, an existing footpath spans the entire length of the bluffs ~~(east to west), paralleling the bluff edge north of the railroad right~~

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CARPINTERIA BLUFFS

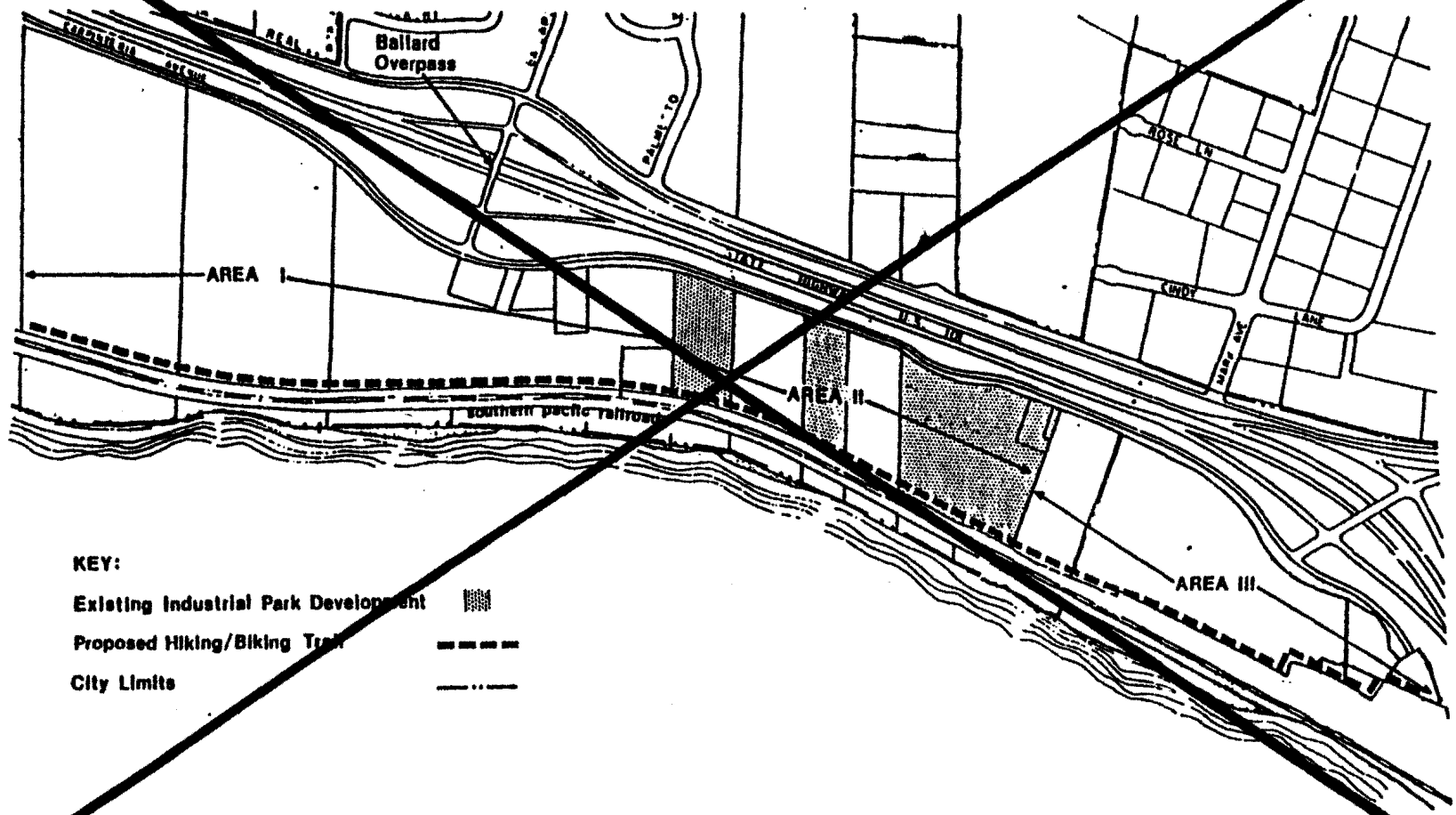

FIGURE 1

[redacted] frequent intervals along this path, as well as impressive views of the foothills and Santa Ynez Mountains.

The northern boundaries of all of the parcels on Carpinteria bluffs front Carpinteria Avenue, which connects the area with the downtown commercial section of the City. In addition, the bluffs have direct access to Highway 101 via the Bailard Avenue interchange, and to Highway 150 (to Ojai) via the Camino Carreta interchange, a decided advantage for visitor-serving and highway-oriented commercial ventures.

The agricultural potential of the bluffs is severely restricted because of the area's non-prime soils, on-shore wind conditions, and surrounding urban uses. Consequently, the entire bluffs area from the existing Chevron oil processing and storage facility to the unincorporated Hancock and Ferry parcels has been included within the urban boundary (see Figure 2, Section 3.8).

While there are no major constraints to urban development on the bluffs, factors such as the presence of the Red Mountain Earthquake Fault and bluff erosion will need to be addressed in future development projects (see Policies 3-4 to 3-10).

The Carpinteria bluffs are a valuable coastal resource because of the area's adjacency to the ocean, the scenic quality and open space which the bluffs provide for the surrounding urban area, and the opportunities afforded for coastal-related recreation. Future piecemeal development should be prevented and a coordinated plan for the total area developed so that individual projects will be designed to complement each other. To this end, in addition to the land uses designated for each subarea of the bluffs (see below), conditions for development are set forth (Policies 2-6 through 2-17). These land uses and standards for development will work together to ensure an appropriate level of beach access, opportunities for local as well as visitor-serving recreation, the maximum amount of open space, protection of the visual and scenic qualities of the site, and provision of new housing opportunities.

AREA I - LAND USE

In the pre-hearing and hearing drafts of the land use plan, two alternatives were proposed for Area I: public open space and recreation, and planned development. To implement the public open space and recreation alternative, it was noted that the City would have to act as the lead agency in seeking public funds to acquire all or portions of the area. Given that public funds are very limited for the acquisition of open space and that other beach areas within the City have higher priority for acquisition at this time (see Policy 7-5), the planned unit development alternative was selected as the best alternative for Area I, with dedication of open space and provision of public recreational facilities a condition for any development that should occur.

Excluding the public acquisition alternative, planned unit development (PUD) would be the most appropriate land use designation for this area of the bluffs because of the area's ability to support a variety of uses, [redacted]

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~~In addition, a minimum of three acres shall be developed~~ for visitor-serving commercial uses (see Appendix B for land use definition).

Policy 2-11: At least 40 percent of the gross area shall be retained in public and common open space (see Policy 2-5). As part of the public open space requirement, a shoreline park, approximately 200 feet in width, located north of the Southern Pacific Railroad and running east/west, shall be provided. Dedication of the hiking/biking trail required under Policy 2-7(a) may also be counted toward the public open space requirement. The costs of improving the park and the trail shall be borne by the applicant.

Common open space in Area I shall include the development of public recreational facilities (e.g., olympic-size swimming pool, racquetball, handball, tennis courts, etc., or any combination of such facilities). These facilities shall be made available for use by the general public.

Concerning the lands to be dedicated between the Southern Pacific Railroad and the mean high tide line under Policy 2-7(c), the dry sand beach and bluff face shall not be credited toward either public or common open space. The approximately 4.13 acres of the Exxon parcel (APN 1-170-10) located south of the railroad may be retained as public open space or developed for visitor-serving uses, e.g., a restaurant, subject to a conditional use permit. If visitor-serving development is permitted on this parcel, the area shall not be credited toward meeting open space requirements. In addition, the height, scale, and design of the development shall be compatible with the character of the surrounding natural environment. The need for this provision for possible visitor-serving uses on the Exxon parcel shall be re-evaluated when the land use plan is reviewed in five years.

Policy 2-12: To preserve open space and minimize the impact of development on views to the ocean and foothills from the proposed trail and from Carpinteria Avenue, flexible design including the clustering of units, use of single story units, spacing of units, and setbacks shall be used to the maximum extent possible. (See also Section 3.4, Policy 4.1.)

Policy 2-13: Existing trees, including the eucalyptus trees along the bluff edge, groves of internal trees and trees adjacent to Carpinteria Avenue shall not be removed except where they pose a safety hazard, or when it is determined that their removal is necessary in keeping with good landscaping practices.

Area III

Policy 2-14: In keeping with the intent of this section, moderate scale overnight lodging facilities shall be permitted.

Policy 2-15: Permitted uses shall include a hotel, motel, or lodge with restaurant(s), tourist commercial, and other visitor-serving amenities. The design and scale of the development shall be ~~compatible with the surrounding area.~~

DELETED BY LCPA 93-700

~~Policy 2-16: A visitor serving development which does not at least in part require a coastal location in order to operate shall not be permitted.~~

DELETED BY LCPA 93-700

~~Policy 2-17: The applicant shall provide a safe, public access to Rincon County Park from the proposed development, if feasible, and shall improve the hiking/biking trail required under Policy 2-7(a) as part of the development project.~~

3.2.5 DEVELOPMENT ADJACENT TO CARPINTERIA MARSH

The area bounded by the City's existing western limits, Third Street, and Ash Avenue (APN 3-461-01, 3-462-01, 3-470-01, 13) borders Carpinteria Marsh, a major coastal wetland (see Section 3.9). Development in this area will, therefore, be affected by Habitat Policies 9-1 to 9-5 of the land use plan. While a 100-foot buffer is required around the upland limits of all wetland habitats in the coastal zone (Policy 9-4), the actual location of this buffer for Carpinteria Marsh has not been established. Field work will be necessary to determine the upland limits of the marsh and whether portions of the parcels west of Ash Avenue fall within the required buffer. In any case, new development in the area west of Ash Avenue will need to be sited and designed so that adverse impacts (i.e., water runoff, noise, access by pedestrians, dogs, and cats) on the marsh are prevented (Policy 9-5).

The northerly parcels in this area (APN 3-461-01 and 3-462-01) are no longer subject to flooding, since fill dirt has been deposited in the area, raising the ground elevation. This area could be restored as a fully functioning tidal marsh by removing previously placed fill and allowing tidal inflow (California Department of Fish and Game). However, in their present condition, these parcels could support a more intensive type of development than the parcels to the south (APN 3-470-01, 13), which are still susceptible to flooding during some seasons of the year.

The southern tip of this area is contiguous with the beach. Ash Avenue is one of four streets in the southwestern section of the City that terminate at the beach. Limited public parking is provided at these points and along other public streets in the vicinity. Recently, local residents have expressed a need for additional parking and restroom facilities in the beach area (the closest public restrooms are at the State Beach Park).

Because of the area's association with Carpinteria Marsh and, at the same time, its proximity to the beach and potential for recreational support uses, additional conditions for future development and use of this area are needed.

POLICIES

Policy 2-18: The City shall pursue available funding sources (including Coastal Conservancy) to determine the extent to which the area bounded by Ash Avenue, Third Street, and the City's western boundary may reasonably be restored as a fully-functioning tidal marsh and to what extent this area lies within the public trust. Pending the results of these determinations, the City shall pursue funds for public acquisition of the area, if necessary, by no later than

January 1, 1985. If the City is unable to make the above determinations and/or acquire the area by January 1, 1985, Policies 2-19 through 2-25 shall apply.

Policy 2-19: Planning for the area bounded by the City's existing western boundary, Third Street, and Ash Avenue shall be coordinated. A "specific plan" (ref. Sections 65450 and 65451 of the Government Code) shall be prepared and environmental review of the plan shall be conducted prior to preparation of a development plan. Policies 2-19 through 2-25 shall be addressed in the specific plan for the area.

Policy 2-20: Since the ground elevation of the northerly parcels (APN 3-461-01 and 3-462-01) is above flood level, these parcels should be developed for residential use of moderate density, maximum 12 units per acre. Development should be clustered along Ash Avenue and open space should be provided along the City's western boundary to serve as a buffer around the marsh.

Policy 2-21: Because the southern parcels (APN 3-470-01, 13) are subject to flooding at certain times of the year and are located close to the beach, these parcels should be designated for recreational use. The development plan shall include preservation of a passive water-oriented open space on the west with parking and restroom facilities located along Ash Avenue.

Policy 2-22: As a condition to development, field work conducted by a qualified biologist will be necessary to establish the upland limits of Carpinteria Marsh in the area west of Ash Avenue and determine whether portions of this area fall within the limits of the marsh or the required 100-foot buffer.

Policy 2-23: All development shall be sited and designed in such a way that runoff from impervious surfaces is not channeled either directly or indirectly into Carpinteria Marsh.

Policy 2-24: The existing drainage channel along the west side of Ash Avenue shall be improved.

Policy 2-25: Development shall include landscaping and a 5-foot high fence along the western periphery to prevent human intrusion.

3.2.6 GENERAL DEVELOPMENT POLICIES

The following general policies shall apply to all new development in the City:

Policy 2-26: All development, including agriculture, adjacent to areas designated on the land use plan maps as habitat areas, adjacent to oceanfronting parks and recreation areas, or contiguous to coastal waters, shall be regulated to avoid adverse impacts on habitat resources. Regulatory measures include, but are not limited to setbacks, buffer zones,

grading controls, noise restrictions, and maintenance of natural vegetation. (See Section 3.9 for policies affecting specific habitat areas.)

Policy 2-27: Resource conserving water devices shall be used in all new development.

Policy 2-28: Prior to issuance of a development permit, the City shall make the finding, based on information provided by the applicant or other agencies that adequate services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development. The applicant shall assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project. Lack of available services or resources shall be grounds for denial of the project or reduction in the density otherwise indicated in the land use plan.

Policy 2-29: The City shall reserve the right to reduce the density specified in the land use plan for a particular parcel if it is determined that such reduction is warranted by conditions specifically applicable to the site, such as topography, geologic or flood hazards, habitat areas, or steep slopes, particularly when such constraints are indicated by the overlay designations on the land use plan maps.

3.3 HAZARDS

3.3.1 COASTAL ACT POLICIES

30253. New development shall:

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

30250(b). New hazardous industrial development shall be located away from existing developed areas.

3.3.2 COASTAL PLANNING ISSUES

The Coastal Act requires that the risks to new development be minimized. Moreover, it specifies that new development must be located and built neither to "create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs."

Flood Hazard

Once highly susceptible to flooding, the City of Carpinteria was little affected by the severe winter rains of 1978, as a result of recent flood control projects conducted by the Santa Barbara County Flood Control and Water Conservation District, the U. S. Corps of Engineers, and by the U. S. Soil Conservation Service. Construction of debris dams and silt basins in the foothills and the channelization of Franklin and Santa Monica Creeks have greatly reduced the 100-year flood plain areas in the City. These areas are currently confined to the southern perimeter of the parcel occupied by Carpinteria High School, an area north of El Carro Lane and east of Linden Avenue, along Highway 101, and along Carpinteria Creek.

According to the City's Subdivision Ordinance, all proposed subdivision projects are reviewed by Santa Barbara County Flood Control to determine appropriate mitigating measures if the proposed development is located in a flood hazard area. County flood hazard standards are based on the 100-year flood, the national standard adopted by the Federal Insurance Administration for purposes of flood plain management. The 100-year "flood plain" is comprised of a "floodway" and a "floodway fringe." The floodway is the channel of a stream, plus any adjacent flood plain areas, which must be kept free of encroachment in order that the 100-year flood be carried without substantial increases in flood heights. As minimum standards, increases in flood heights are limited to 1.0 foot, provided that hazardous velocities are not produced. The area between the floodway and the boundary of the 100-year flood is termed the floodway fringe. This area encompasses that

portion of the flood plain that could be completely obstructed without increasing the water surface elevation of the 100-year flood more than 1.0 foot at any point.

New regulations covering all development within the 100-year flood plains, County-wide, have been formulated. The Flood Plain Management Ordinance, Chapter 15-A of the County Code, has been adopted in order to comply with the requirements of the HUD-sponsored Federal Flood Insurance Program in which the County is a participant.

For individual units located in the 100-year flood plain, the City has initiated Flood Plain Management Measures which include verification by the City that the finish grade of the lot and first floor elevation of the dwelling meet flood control regulations. These measures were developed to establish the City's compliance with provisions of the National Flood Insurance Program.

- Geologic Hazards

Geologic hazards include seismic hazards (surface ruptures, liquefaction, severe ground shaking, tsunami runup), landslides, soil erosion, expansive soils, and subsidence. Since these hazards can affect both life and property, additional siting criteria or special engineering measures are needed to compensate for these hazards.

The entire City has a high seismic hazard rating, a condition which exists for most of the South Coast. Three "potentially active" faults (i.e., movement between 11,000 and 500,000 years) are located within the City. Rincon Creek Fault extends from Sandyland Cove through the downtown section of the City and into the Valley behind the industrial park. Portions of the Carpinteria and Red Mountain Faults are located under the ocean; other sections are located onshore, generally paralleling the bluffs and shoreline. The City does not impose conditions above those required in the building code on development located on or adjacent to earthquake faults.

High groundwater, liquefaction, and tsunami runup potential affect much of the City. High groundwater is primarily a problem for agriculture in the unincorporated area adjacent to the City's western and northern boundaries.

The City's Department of Public Works requires a geologic and soil engineering report for obtaining a grading permit in hazardous areas, as a provision of Subdivision Ordinance No. 212. This requirement is also extended to individual projects on a case-by-case basis as necessary.

Bluff and Beach Erosion

Because of the configuration of the bluffs and beaches within the City and the location of the railroad, the effect of bluff and beach erosion on development sited on or near the shoreline has not been a

problem in Carpinteria. Although residences sited on the south side of Sandyland Avenue front the dry sandy beach, no protective devices (seawalls, groins, etc.) have been required to date and are not expected to be necessary for the foreseeable future. Within the State Beach Park, boulders have been used to reinforce portions of the shoreline. On the Carpinteria bluffs, the railroad is located at the edge of the bluff top, descending to a lower tier of the bluffs in the eastern section. Reinforcement of the bluffs has also been necessary in this area.

3.3.3. POLICIES

Seawalls and Shoreline Structures

Policy 3-1: Seawalls shall not be permitted unless the City has determined that there are no other less environmentally damaging alternatives for protection of existing development. Where permitted, seawall design and construction shall respect to the degree possible natural land forms. Adequate provision for lateral beach access shall be made and the project shall be designed to minimize visual impacts by use of appropriate colors and materials.

Policy 3-2: Revetments, groins, cliff retaining walls, pipelines, outfalls, and other such construction that may alter natural shoreline processes shall be permitted when designed to eliminate or mitigate adverse impacts on local shoreline sand supply and so as not to block lateral beach access.

Policy 3-3: To avoid the need for future protective devices that could impact sand movement and supply, no permanent above-ground structures shall be permitted on the dry sandy beach except facilities necessary for public health and safety, such as lifeguard towers.

Bluff Protection

Policy 3-4: In areas of new development, above-ground structures shall be set back a sufficient distance from the bluff edge to be safe from the threat of bluff erosion for a minimum of 100 years. The City shall determine the required setback; a geologic report may be required by the City in order to make this determination. (See also Policy 4-1, Section 3-4.)

Policy 3-5: Within the required bluff top setback, drought tolerant vegetation shall be maintained. Grading, as may be required to establish proper drainage or to install landscaping, and minor improvements (i.e., patios and fences) that do not impact public views or bluff stability may be permitted.

Policy 3-6: Development and activity of any kind beyond the required bluff top setback shall be constructed to insure that all surface and subsurface drainage shall not contribute to the erosion of the bluff face or the stability of the bluff itself.

Policy 3-7: No development shall be permitted on the bluff face, except for engineered staircases or accessways to provide public beach access, and pipelines for scientific research or coastal dependent industry. Drainpipes shall be allowed only where no other less environmentally damaging drain system is feasible and the drainpipes are designed and placed to minimize impacts to the bluff face, toe, and beach. Drainage devices extending over the bluff face shall not be permitted if the property can be drained away from the bluff face.

Geologic Hazards

Due to the presence of earthquake faults, the entire South Coast area lies within a high seismic hazard zone. Within this area, known faults, tsunami runup areas, and landslide areas are mapped. (These maps are on file in the City Planning Department.) The following policies shall apply in addition to the regulations and performance standards established in the City Grading Ordinance (Article IV, Chapter 6 of the City's Municipal Code).

Policy 3-8: Applications for grading and building permits, and applications for subdivision shall be reviewed for adjacency to threats from, and impacts of geologic hazards arising from seismic events, tsunami runup, landslides, beach erosion, or other hazards such as expansive soils and subsidence areas. In areas of known geologic hazards, a geologic report may be required. Mitigation measures shall be applied where necessary.

Policy 3-9: Water, gas, sewer, electrical, or crude oil transmission and distribution lines which cross fault lines shall be subject to additional safety standards, including emergency shutoff where applicable.

Policy 3-10: Major structures such as schools, hospitals, or communications facilities shall be sited a minimum of 50 feet from a potentially active earthquake fault. Greater setbacks may be required if local geologic conditions warrant.

Flood Hazard Area Designation

The intent of the Flood Hazard Area Designation is to avoid exposing new developments to flood hazard and reduce the need for future flood control protective works and resulting alteration of stream and wetland environments by regulating development within the 100-year flood plain. The

flood hazard areas designated on the overlay maps fall within the 100-year flood zone boundaries as mapped by the Federal Insurance Administration (U. S. Department of Housing and Urban Development). In addition to the City's Flood Management Measures currently in effect, the City shall review all development in flood hazard designated areas for conformance with the following policies:

Policy 3-11: All new development, including construction, excavation, and grading, except for flood control projects and non-structural agricultural uses, shall be prohibited in the floodway unless off-setting improvements in accordance with HUD regulations are provided. (Portions of a floodway which are located within a stream corridor as defined in Section 3.9 shall be subject to Policies 9-15 to 9-20.) If the proposed development falls within the floodway fringe, development may be permitted, provided creek setback requirements are met and finish floor elevations are above the projected 100-year flood elevation, as specified in the City's Flood Plain Management Plan.

Policy 3-12: Permitted development shall not cause or contribute to flood hazards or lead to expenditure of public funds for flood control works, i.e., dams, stream channelizations, etc.

3.3.4 HILLSIDE AND WATERSHED PROTECTION

Coastal Act Policies

In addition to Section 30253 which requires that new development neither create nor contribute significantly to erosion, the Act requires that biological productivity and quality of coastal waters, streams, and wetlands be maintained and that development be sited to minimize alteration of natural landforms.

> 30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

> 30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

Implementation of these sections of the Act will require regulation of development on hillsides and watersheds.

Background

Disturbance of hillsides and watershed lands (see Appendix A for definitions)* can result in the loss of soil and slope stability as well as increased erosion. The removal of vegetation deprives the soil of the stabilizing function of roots and this loss of soil stability increases erosion and thus lowers downstream water quality as a result of siltation. Wetlands and streams are particularly impacted by increased siltation. Heavy rains on unstable slopes can produce landslides, slumps, and flaws, especially in steeply sloping areas.

Disturbance of hillsides and watershed lands from development may also alter the natural drainage pattern and thus produce increased runoff and erosion. Removal of vegetative cover decreases percolation of precipitation into the soil, thereby reducing the amount of groundwater recharge and adding water to runoff that would ordinarily be transpired by trees and shrubs. Construction of impervious surfaces, such as roads and buildings, decreases the amount of groundwater percolation and thus increases the amount of runoff. Increased runoff, in addition to producing intensified erosion, also creates downstream flood hazards. Moreover, runoff from land surfaces is often contaminated with a variety of industrial, agricultural, commercial, or household residues. The most serious pollution problems often result from persistent erosion of soil, from fertilizers and biocides applied to the land, and from nutrients and toxic substances in watershed discharges. Estuaries are the termini for coastal watershed drainage systems and therefore such substances tend to concentrate in them.

Protection of hillsides and watersheds is, therefore, necessary to (1) minimize risks to life and property from flooding, slope failure, and landslides; (2) insure continued biological productivity of coastal streams and wetlands; (3) protect groundwater resources; and (4) preserve scenic values.

Policies

In order to ensure the long-term preservation of the biological productivity of streams and wetlands, protection of visual resources, and the prevention of hazards to life and property, the following policies shall apply to all construction and development, including grading and removal of major vegetation, on slopes greater than 20 percent and on lands within the watershed of any coastal stream or wetland.

Policy 3-13: Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.

*A large part of the City is located within the watershed of Carpinteria Marsh, including all City areas west of Ash Avenue and north of Carpinteria Avenue as far east as Casitas Pass Road. (See also Section 3.9, Policies 9-4 and 9-5.)

Policy 3-14: All development shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural landforms and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited to development as evidenced by competent soils, geology, and hydrology investigation and reports shall remain in open space.

Policy 3-15: For necessary grading operations, the smallest practical area of land shall be exposed at any one time during the development phase, and the length of exposure shall be kept to the shortest practicable amount of time. The clearing of land shall be avoided during the winter rainy season and all measures for removing sediments and stabilizing slopes shall be in place before the beginning of the rainy season.

Policy 3-16: Sediment basins (including debris basins, desilting basins, or silt traps) shall be required in conjunction with the initial grading operations and maintained throughout the development process. All sediment shall be retained on site unless removed to an appropriate disposal location.

Policy 3-17: Temporary vegetation, seeding, mulching, or other suitable stabilization method shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes in a completed development shall be stabilized immediately with planting of native annual grasses and shrubs, or appropriate non-native plants with accepted landscaping practices.

Policy 3-18: Provision shall be made to conduct surface runoff waters that will occur as a result of development to storm drains or suitable watercourses to prevent erosion. Drainage devices shall be designed to accommodate increased runoff resulting from modified soil and surface conditions as a result of development.

Policy 3-19: Degradation of the water quality of groundwater basins nearby streams or wetlands shall not result from development of the site. Pollutants such as chemicals, fuels, lubricants, raw sewage, and other harmful waste shall not be discharged into or alongside coastal streams or wetlands during or after construction.

3.4 VISUAL RESOURCES

3.4.1 COASTAL ACT POLICIES

30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

3.4.2 PLANNING ISSUES

The visual resources of the City include its beaches, coastal bluffs, and streams. In addition, views of the agricultural lands and foothills of the Carpinteria Valley are a valuable asset to City residents and visitors. These resources are vulnerable to degradation through improper location and scale of building development, blockage of coastal views, alteration of natural land forms by improper cutting, grading, and filling practices, and by poor design or placement of roadside signs and utility lines. The primary concern of the Coastal Act is to protect views to these scenic resources from public areas such as highways, roads, beaches, parks, coastal trails and accessways, and vista points.

U. S. Highway 101 turns inland at Rincon Point, bisecting the City of Carpinteria. As a consequence, travelers are afforded only distant views of the ocean on the horizon across undeveloped portions of the Carpinteria bluffs; there are no views of the beach or surf from Highway 101 within the City. To the north, however, an open vista of the rural lands of the Carpinteria Valley and foothills of the Santa Ynez Mountains is relatively unmarred by the residential subdivisions and other urban development that line the freeway.

Views to the ocean from other public streets within the City are confined to Linden Avenue, the south side of Sandyland Avenue, Calle Arena, and several other points in the Concha Loma area. These areas are almost completely built out with commercial or residential structures. However, development of the remaining parcels in these areas needs to be carefully evaluated to protect views to the ocean from public streets.

The most outstanding panoramic views of the ocean and Channel Islands in the City are from the privately-owned blufftops in the eastern portion of the City (Carpinteria bluffs). An existing foot path wanders along the blufftop from the Exxon property to the City's eastern limits and on into the unincorporated area. From this trail, there are spectacular vista points from the Exxon property, in back of the 7-Up and Infrared facilities, and from undeveloped parcels on either side of the City's eastern boundary

line. Also, from most vantage points along the blufftop trail, the foothills to the north provide a most impressive backdrop.

Carpinteria is a small beach-oriented community. In the downtown section of the City south of Highway 101, small retail shops along Linden and Carpinteria Avenues, City landmarks such as the Library, Justice Court, and Historical Museum, quaint older homes, and high density residential units near the beach are concentrated in a compact area, characteristic of a small town. A development plan for the commercial core area was prepared in 1975. As redevelopment of the downtown area occurs, Carpinteria will have an opportunity to achieve greater architectural character.

Responsibility for addressing visual resource considerations rests primarily with the City's Architectural Review Board (ARB) at this time. According to City Ordinance 201, all projects other than single family residences are reviewed by the ARB. The ordinance also establishes architectural review standards, which include landscaping, building scale and shape, colors, relationship of buildings to topography, and provision of open space.

Other provisions for protecting visual and scenic qualities are contained in the Commercial Planned Development (CPD) zone (Ordinance No. 204), the Design Review (DR) zone and regulations for the use of signs (Ordinance No. 41), and the Subdivision Ordinance (No. 212). In both the CPD and Subdivision ordinances, installation of utilities underground is required. In addition, the CPD ordinance sets forth specific sign requirements for all commercial uses. Also, according to the City's zoning ordinance, all billboards and outdoor advertising signs are prohibited. There are a number of billboards along Highway 101 within the City that were in place before the City's incorporation in 1965 and have remained in existence despite the County's and City's efforts to have them removed. Although the County passed an ordinance in 1957 requiring the removal of billboards in the unincorporated area within five years and later filed suit in 1962, the billboards were still in place at the time of the City's incorporation. The City followed with an ordinance giving effect to the Court's judgment requiring removal of the billboards and has been in litigation over this matter since 1974. Existing billboards which block or detract from views of scenic resources such as beaches, bluffs, or rural lands of the Carpinteria Valley are not consistent with Coastal Act goals of protecting the visual and scenic qualities of coastal areas.

The City has generally adopted County setback and building height standards. Thus, a 35-foot building height limit exists for all commercial, single family, and multiple unit structures up to 15 units per acre; a 45-foot limit is prescribed for multiple structures up to 25 units per acre and for most industrial buildings. There are no specific provisions for restricting building height, increasing setbacks (e.g., in the case of blufftop development), requiring clustering of units, or providing open space to protect the City's coastal visual resources, i.e., bluffs, beaches streams, and views to the foothills, however, these considerations are normally addressed in the conditions of development in the DR, PUD, DMX and CPD zones.

3.4.3 POLICIES

Policy 4-1: Broad unobstructed views from the nearest public street to the ocean, including but not limited to Linden Avenue, Bailard Avenue, Carpinteria Avenue, and U.S. 101, shall be preserved to the extent feasible. In addition, new development that is located on or adjacent to bluffs, beaches, or streams, or adjacent to Carpinteria Marsh shall be designed and sited to prevent adverse impacts on the visual quality of these resources. To preserve views and protect these visual resources, new development shall be subject to all of the following measures:

(a) Provision for clustering development to minimize alterations to topography or to avoid obstruction of views to the ocean.

(b) Height restrictions to avoid obstruction of existing views of the ocean from the nearest public street.

(c) In addition to the bluff setback required for safety [Policy 3-4], additional bluff setbacks may be required for waterfront structures to minimize or avoid impacts on public views from the beach. Bluff top structures shall be set back from the bluff edge sufficiently far to insure that the structure does not infringe on views from the beach except in areas where existing structures already impact public views from the beach. In such cases, the new structure shall be located no closer to the bluff's edge than the adjacent structures.

(d) Special landscaping requirements to mitigate visual impacts.

Policy 4-2: New development, or redevelopment, in the downtown section of Carpinteria shall be in conformance with the scale and character of the existing community and consistent with the City's theme of a small beach-oriented community.

Policy 4-3: The City shall continue to pursue the removal of existing billboards along U.S. Highway 101 within the City which block or detract from views of scenic resources.

NOTE: There are policies in other sections of the plan, which, if implemented, will result in protection of coastal visual resources. These include policies for planned development (Section 3.2), protection of bluffs, hillsides, and watersheds (Section 3.3), and preservation of habitat resources (Section 3.9).

3.5 HOUSING

3.5.1 COASTAL ACT POLICIES

30213. Lower cost visitor and recreational facilities and housing opportunities for persons of low and moderate income shall be protected, encouraged, and, where feasible, provided.... New housing in the coastal zone shall be developed in conformity with the standards, policies, and goals of local housing elements adopted in accordance with the requirements of subdivision (c) of Section 65302 of the Government Code.

3.5.2 PLANNING ISSUES

The housing policies of the Coastal Act focus primarily on the needs of persons of low and moderate income (see Appendix A). Substantial housing opportunities for these income groups currently exist in the City of Carpinteria. As of June 1978, 56 percent of the City's housing stock was in multiple units or mobile homes, the result of a 39 percent increase in the number of dwellings of five units or more from 1975 to 1978. The trend toward construction of new multiple units has been prompted by the need for affordable housing for all economic levels, as single family housing costs have soared in recent years. These and other existing housing opportunities for persons of low and moderate income need to be protected. New low and moderate income housing units will also be necessary to meet the needs of the community. At present, the City is providing some housing assistance to persons of low and moderate income through the Federal rent subsidy program. Additional City housing policies will be required to address the policies of the Coastal Act, as will be borne out in the following discussion.

Protecting Existing Low and Moderate Income Housing

The Coastal Act requires that existing low and moderate income housing opportunities be protected. Many of these housing opportunities are found in multiple-unit apartment complexes and in older residential neighborhoods where the housing stock, including both single family and multiple units, is often in poor condition. Removal of these housing opportunities, either through conversion of comparatively lower cost apartment rentals to more expensive owner-occupied units or demolition of existing units, can displace low and moderate income people if adequate housing alternatives are not available within the local area.

Rehabilitation

Older dwelling units in need of major repair currently provide housing opportunities for persons of low and moderate income in the City of Carpinteria. According to a housing condition survey conducted by City Planning staff in June 1978, the condition of the City's housing stock is as follows:

Housing Condition*	Number of Units	%
A	1,236	34
B	1,641	45
C	462	13
D	283	8
	3,622**	100

Housing in need of major repair but capable of being rehabilitated is generally classified as "C" condition. As shown, 13 percent of the City's housing stock falls under this category; 91 percent of these units are located in the area south of Highway 101, between the City's western boundary and Carpinteria Creek (Appendix A). Over half (56 percent) of the dwelling units in this area that are in need of rehabilitation are single family residences. Because of the high degree of concentration of these units within the "downtown" section of the City, this area is a prime target for a rehabilitation program, possibly funded through Community Development Block Grant funds.

Demolition and Replacement of Low and Moderate Income Housing

Demolition of dilapidated housing ("D" condition) is sometimes required for health and safety or redevelopment purposes and can result in the displacement of low or moderate income households. This is particularly a problem in rental situations. In some cases, replacement of the low and moderate income units that have been removed is necessary to protect housing opportunities. A determination of the number of units to be replaced needs to be made on a case-by-case basis, reflecting the housing needs of the community. In other instances, a land use other than residential may be preferred following removal. For example, according to the City's General Plan, commercial uses would replace deteriorated housing in the commercial core of the City along Carpinteria and Linden Avenues.

Conversion of Existing Apartment Units to Condominiums

Conversion of apartment units to condominiums can have the effect of decreasing rental opportunities for persons of low and moderate income. According to a recent study conducted for the South Coast area, low income households tend to reside in larger, multiple-unit apartment complexes (General Research Corp., An Evaluation of the Housing Market for UCSB Students, April 1977). Conversion of these comparatively lower cost units to condominiums needs to be carefully monitored to prevent displacement of low and moderate income persons, particularly where the vacancy rate for rental units is below the five percent level recommended in the State Commission's housing guidelines. The City's existing condominium conversion ordinance

*See Appendix A for an explanation of housing condition categories and a complete breakdown of housing condition by type of unit (single family, 2 to 4 units, and five units or more).
**Excludes 582 mobile homes, 22 labor camp units, and 33 motel units used as a permanent residence; the City's total 1978 housing stock is 4,259 (Appendix A).

delineates certain planning and building requirements for conversions; however, there are no existing City policies concerning the displacement of low and moderate income households as a result of conversions, and these need to be addressed.

Encouraging and Providing for New Low and Moderate Income Housing

According to the policies of the Coastal Act, new low and moderate income housing shall be provided where feasible, in conformity with the goals and policies of the local housing element. The principal deterrent to implementing this policy is that the current high costs of land and construction preclude building of units which are affordable to persons of low and moderate income. However, the need for affordable housing is presently a major local issue and must be addressed in the City's housing element. Other factors which need to be considered in determining the amount and type of new housing to be provided are the employment characteristics and resource constraints of the City and surrounding area.

Affordability

Based on 1975 median household income statistics, the City is a low and moderate income area. The 1974 median income in Census Tract 16:01 (includes all City areas north of 101) was $14,008, 104 percent of the County median, a moderate income; in C. T. 16:02 (south of 101, from the City's western boundary to, but not including, the Standard Oil property), the median was $8,625, 64 percent of the County median, or low. The latter area is the older, downtown section of Carpinteria, where the City's commercial core is flanked by small, single family residences, and the beach area south of the railroad is densely developed with large apartment complexes.

According to Department of Housing and Urban Development guidelines, housing payments should not exceed 25 percent of gross monthly income. However, because of rising housing costs, overpayment for rental housing has become a factor for many low and moderate income households in Carpinteria. Of the forty-five percent of the City's households who earned an income of less than $15,000 in 1975, 71 percent of those who rented a single family residence paid more than 25 percent of their gross monthly income for housing, as did 62 percent of the households renting dwellings of two-to-four units in size, and 60 percent of those in five units or more. Given that almost three-fourths of the households in C. T. 16:02 were renters in 1975, overpayment affected a large number of City residents in this area.

In 1975 the City prepared a Housing Assistance Plan, in which 700 City households were identified as being in need of housing assistance (21 percent of total City households at that time) with an estimated 100 additional needy families expected to reside. The City has since contracted with the County Housing Authority to provide rent subsidy as a means of assistance and now has the capability of providing 158 subsidized units. Assuming that the City currently has 800 households in need and that 158 households are receiving assistance, an estimated 15 percent of the City's total households are presently in need.

1978 Housing Units	4,259
Less Estimated 1% Vacancy	43
Occupied Units or Total Households	4,216
Households in Need as a Percent of Total Households	$\frac{642}{4,216}$ = 15%

The needs identified in the Housing Assistance Plan are primarily those of the City's low-income households. To meet the needs of both low and moderate income households, an estimated thirty-seven percent of the City's new housing opportunities would need to be affordable to these households, according to a recent study by the Santa Barbara County-Cities Area Planning Council (Fair Share Housing Allocation Plan (Draft), May 1979). Therefore, from fifteen to thirty-seven percent of newly constructed housing in the City should be affordable to persons of low and moderate income to meet current needs.

Relationship with Employment Opportunities

Employment opportunities in a housing market area play a large role in determining the type of housing that is needed. Thus, the housing policies of the LCP must be related to the land use plan and its implications for the future growth of the City. For example, Coastal Act priorities for the preservation of agriculture are reflected in land use designations for the Carpinteria Valley which establish agriculture as a long-term land use. Such land use decisions will certainly sustain, if not increase, the demand for farm laborers. The greenhouse industry of the Valley currently employs over 600 full-time people, most of whom reside in the Carpinteria area. Expansion of this industry could substantially increase the need for farm labor housing within the City. Also, visitor-serving commercial uses, which are priority uses under the Coastal Act, provide many service-oriented jobs for low and moderate income people. These potential employment effects need to be linked to their impacts on housing needs at the time new development is proposed.

Relationship to County Land Use Policies

The housing element of the City, when addressing housing needs and implementation programs, must recognize the effects of housing demands created by County land use policies in the Carpinteria Valley area. Further, economic constraints placed upon the City have created a need for the City to participate with the County in the development of effective housing programs.

Accordingly, the burden of providing housing opportunities for low and moderate income residences within the Carpinteria Valley shall be shared with the County of Santa Barbara. To the extent feasible, the City should participate with the County, State and Federal government in the development and implementation of housing opportunities for all economic segments of the community.

Resource Constraints

In the Carpinteria County Water District, a limited water resource situation prevails and priorities for the remaining water supply need to be

established (see Section 3.12). New housing in the City must be tied to the availability of resources and phased according to local plans for expansion of public services, i.e., water, sewer, and roads.

3.5.3 RELATIONSHIP TO THE CITY'S HOUSING ELEMENT

The City's existing Housing Element was prepared in 1974. The study area defined in the Housing Element extends from the Santa Barbara City limits to the Ventura County line, thus incorporating the residentially diverse communities of Montecito, Summerland, and the Carpinteria Valley. While general housing goals are listed in the Housing Element, specific housing objectives and programs for the City are not included.

Theoretically, the Housing Component of the LCP should build upon an approved Housing Element, bringing to the Element the provisions necessary to implement the housing policies of the Coastal Act. Thus, the City's Housing Element needs to be updated and the Housing Component of the LCP integrated with it to form one document, since the entire City is in the coastal zone.

3.5.4 POLICIES AND ACTIONS

Policy 5-1: Affordable low and moderate income housing shall be defined as follows:

A dwelling unit is capable of being purchased by a low or moderate income household if the total purchase price of the unit does not exceed two and one half (2.5) times the annual income of the low or moderate income purchaser for whom the unit is intended to provide a housing opportunity. This ratio may be adjusted from time to time to reflect lending practices, interest rates, association fees, and other changes which may affect the ability of low and moderate income persons to purchase the units. A dwelling unit is capable of being rented by a low income household if the monthly rental cost does not exceed 25% of the gross monthly household income of the renter and is capable of being rented by a moderate income household if the monthly rental cost does not exceed 30% of the gross monthly income of the renter.

Policy 5-2: To protect existing low and moderate income housing opportunities, housing rehabilitation programs for areas in need shall be developed.

Action

The City working in conjuction with the County shall develop housing rehabilitation programs for areas in need. The City shall identify areas which meet the requirements for government-funded rehabilitation programs, prepare the necessary applications for funding, and develop programs for implementation.

Program

The City shall work with the County to implement a housing rehabilitation program in the City through the use of Community Development Block Grant funds which have been approved for this purpose effective 1979.

Policy 5-3: Rehabilitation of existing low and moderate income rental housing units shall be given priority over demolition of these units. Demolition of such units shall not be permitted unless the units are beyond reasonable repair (e.g., the costs of rehabilitation exceed 50 percent of the value of a unit in its present deteriorated condition) and demolition is required for health and safety reasons. Where low or moderate income rental units are to be demolished, replacement of the units shall be required at a minimum of one replacement unit for every two demolished and displaced tenants shall be given priority for available public housing assistance programs.

Action

The City shall determine whether the structure(s) should be removed for health or safety reasons.

Policy 5-4: Conversion of rental apartments to condominiums or stock cooperatives shall not be permitted when:

1. the conversion would displace predominantly low and moderate income families or tenants without adequate provision for the suitable relocation of such families or tenants;

2. the vacancy factor in the City is less than 5% of the total available apartment rental housing stock;

3. the units proposed for conversion do not meet the requirements of the Housing Code, Building Codes or Zoning Ordinance for decent, safe and satisfactory housing;

4. twenty percent (20%) of the units proposed for conversion are not set aside and thereafter maintained as affordable for purchase and occupancy by low and moderate income families;

5. the number of units converted in the City exceeds 15% of the total rental housing stock.

These requirements shall not be applicable to the conversion of existing apartment rental units to stock cooperatives as a part of a self help program designed and thereafter maintained for occupancy exclusively by low and moderate income families.

6. Conversion of predominantly visitor serving rental units southerly of the Southern Pacific Railroad to owner occupied units shall not be permitted.

Following these and other determinations that may be required for consistency with other provisions of this plan, the Planning Department staff shall recommend approval or denial of the project to the Planning Commission.

Policy 5-5: To the maximum extent feasible all new multiple family residential development of 10 or more units shall include provisions for low and moderate income housing equaling at least 20% of the total number of units approved for development.

Action

1. The City in its deliberations may allow a density bonus not to exceed 25% of the total number of units normally permitted to facilitate the inclusion of low and moderate income housing.

2. Any program may be used to insure the availability of low and moderate income housing units to meet the intent of this section including resale controls, deed restrictions, rental agreements, etc. The City shall determine the suitability of such programs when proposed to insure that said program shall be maintained affordable for low and moderate income families for a period of not less than 25 years.

Policy 5-6: In large residential developments of 50 units or more, housing opportunities representative of all socio-economic sectors of the community shall be preferred. Such developments should include a range of apartment sizes (studios, one, two, three, and four bedroom units) and a mix of housing types (apartments, condominiums, and single family detached) to provide for balanced housing opportunities.

Policy 5-7: If, through the growth of the agricultural economy of the Carpinteria Valley, new opportunities for farm laborer housing are needed, or through the rehabilitation or removal of existing housing units farm laborers are displaced, the City and the County shall cooperate to secure the funding and the

development programs necessary to replace or construct new farm labor housing.

Policy 5-8: Review and evaluation of proposed residential developments necessary to carry out the policies set forth in this housing component shall be performed by the City Planning Department staff, who shall be responsible for determining, subject to the approval of the Planning Commission, (1) appropriate incentives for the applicant to construct new low and moderate income housing; (2) requirements or conditions for approval to obtain the necessary number of low and moderate income units; and (3) mechanisms for ensuring that low and moderate income units are retained as affordable units.

Policy 5-9: Administration of housing programs (e.g., rehabilitation, rent subsidy, etc.) shall be shared and coordinated with the County, Area Planning Council, or County Housing Authority as appropriate and necessary to avoid additional staffing requirements and related costs to the City.

Recommendation

To provide for a balanced housing mix that will accommodate all economic segments of the community, approval of new development in the Carpinteria Valley and City, i.e., agricultural uses, industrial park activities, coastal dependent industry, visitor-serving commercial, etc., shall include an assessment of its growth-inducing impacts on population and types of employment opportunities and subsequent impacts on housing needs. The provision of adequate housing shall be a necessary corollary to new growth-inducing development.

3.6 INDUSTRIAL AND ENERGY DEVELOPMENT

The following discussion is drawn from the "Industrial and Energy Development" section of the County of Santa Barbara's Coastal Plan and a background report entitled Energy Issues and Facilities in the Santa Barbara County Coastal Zone. Copies of these reports are on file in the City Planning Department for reference. Only those sections that pertain to planning issues within the City are included here.

3.6.1 COASTAL ACT POLICIES

The Coastal Act, while emphasizing protection, enhancement, and restoration of coastal resources, recognizes that energy related development is necessary for the social and economic well-being of the State and the Nation. The basis for allowing energy development in the coastal zone is Section 30001.2, which states:

> 30001.2 The Legislature further finds and declares that, notwithstanding the fact electrical generating facilities, refineries, and coastal-dependent developments, including ports and commercial fishing facilities, offshore petroleum and gas development, and liquefied natural gas facilities, may have significant adverse effects on coastal resources or coastal access, it may be necessary to locate such developments in the coastal zone in order to ensure that inland as well as coastal resources are preserved and that orderly economic development proceeds within the state.

The Act also contains provisions for several types of energy development, including oil and gas development, thermal power plants, liquefied natural gas, and other related facilities.

The Coastal Dependency Criterion

The Coastal Act Policies addressing industrial development distinguish between coastal dependent and other development. According to Section 30101 of the Act, coastal dependent development or use means that "which requires a site on, or adjacent to, the sea to be able to function at all." Examples of coastal dependent energy facilities include: oil and gas separation and treatment facilities supporting offshore petroleum development, marine terminals, and liquefied natural gas terminals. Onshore oil wells are not considered to be coastal dependent since their functioning is dependent on a location near the oil resource, not the sea. Electrical generating plants and oil refineries may or may not be coastal dependent. Electrical generating plants which use ocean water for cooling purposes must be at or near the coast, but plants can also use inland water supplies when available. For refineries, transportation costs for crude oil and refined products dictate locations nearer end use markets rather than sources of supply; hence, locations in and near metropolitan markets are optimal. Since the

principal metropolitan areas in California are coastal areas and many refineries receive imported oil by tanker, this leads to the coincident location of refineries in or near coastal areas.

Under Section 30255, coastal dependent developments, whether or not industrial, are given priority over other developments on or near the shoreline. In addition, Section 30260 of the Act establishes special criteria for allowing coastal dependent industrial facilities. Section 30260 states that:

> 30260. Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

This section of the Act anticipates that industrial development may not be consistent with other Coastal Act policies, yet may be necessary for the public welfare. Additional policies for energy-related industrial development are included in Sections 30261-30264 of the Act. They are discussed below.

Oil and Gas Development

Oil and gas development is permitted in the coastal zone subject to the provisions of Section 30260 and the following conditions:

> 30262. Oil and gas development shall be permitted in accordance with Section 30260, if the following conditions are met:
> (a) The development is performed safely and consistent with the geologic conditions of the well site.
> (b) New or expanded facilities related to such development are consolidated, to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduce the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.
> (c) Environmentally safe and feasible subsea completions are used when drilling platforms or islands would substantially degrade coastal visual qualities unless use of such structures will result in substantially less environmental risks.
> (d) Platforms or islands will not be sited where a substantial hazard to vessel traffic might result from the facility or related operations, determined in consultation with the United States Coast Guard and the Army Corps of Engineers.
> (e) Such development will not cause or contribute to subsidence hazards unless it is determined that adequate measures will be undertaken to prevent damage from such subsidence.

(f) With respect to new facilities, all oilfield brines are reinjected into oil-producing zones unless the Division of Oil and Gas of the Department of Conservation determines to do so would adversely affect production of the reservoirs and unless injections into other subsurface zones will reduce environmental risks. Exceptions to the reinjections will be granted consistent with the Ocean Waters Discharge Plan of the State Water Resources Control Board and where adequate provision is made for the elimination of petroleum odors and water-quality problems.

Where appropriate, monitoring programs to record land surface and near-shore ocean floor movements shall be initiated in locations of new large-scale fluid extraction on land or near shore before operations begin and shall continue until surface conditions have stabilized. Costs of monitoring and mitigation programs shall be borne by liquid and gas extraction operators.

In addition, the Act encourages consolidation and multi-company use of facilities:

30261. (a) Multi-company use of existing and new tanker facilities shall be encouraged to the maximum extent feasible and legally permissible, except where to do so would result in increased tanker operations and associated onshore development incompatible with the land use and environmental goals for the area. New tanker terminals outside of existing terminal areas shall be situated as to avoid risk to environmentally sensitive areas and shall use a monobuoy system, unless an alternative type of system can be shown to be environmentally preferable for a specific site. Tanker facilities shall be designed to (1) minimize the total volume of oil spilled, (2) minimize the risk of collision from movement of other vessels, (3) have ready access to the most effective feasible containment and recovery equipment for oil spills, and (4) have onshore deballasting facilities to receive any fouled ballast water from tankers where operationally or legally required.

The Act also requires that adequate protection be provided against oil spills. Section 30232 states that:

Protection against spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and clean-up facilities and procedures shall be provided for accidental spills that do occur.

The Coastal Act also contains policies which establish criteria for locating refineries and thermal power generating plants in the coastal zone. These policies and the issues surrounding them are taken up in the County's Coastal Plan.

Other Coastal Dependent Industrial Uses

The Coastal Act recognizes that other industrial uses are also coastal dependent. Those that the Act mentions specifically include ports and commercial fishing facilities. In addition, related activities, such as kelp harvesting and processing, aquaculture, and fish hatcheries may also be considered coastal dependent. Such uses, because they are coastal dependent, are given priority over other land uses on oceanfront lands (Section 30255).

3.6.2 SUMMARY OF COASTAL PLANNING ISSUES

The issues involved in the siting of industrial and, particularly, major energy facilities, in the coastal zone are complex. The principal concerns related to impacts on coastal resources include:

1. Shoreline Access and Recreation Opportunities: Facilities may impose barriers due to structures, fencing around the site, pier facilities across the beach, pipeline rights-of-way, and safety zones. These barriers may impede lateral or vertical access to the shoreline, block views, or consume limited oceanfront land.

2. Oil Spills: [redacted]ng procedures in all as[redacted]uction process, plus cleanup capability which considers containment and recovery at the source of the spill and at critical resource areas such as beaches and coastal habitats.

3. Land Resources: Coastal dependent development unless carefully sited can result in destruction or adverse impacts on habitats, agricultural lands, or archaeological sites.

4. Air Pollution: The effect of emissions on local air quality from marine terminals, oil and gas separation and treatment facilities, and LNG may be substantial. Emissions from these facilities are regulated by State and Federal law.

5. Visual Resources: Energy and industrial facilities, particularly when sited in rural areas or within major view corridors, represent major impacts on scenic and visual resources. Some impacts can be mitigated through proper siting, screening, and landscaping.

6. Marine Resources: Energy facilities that may require ocean water for cooling or heating purposes, e.g., power plants and LNG terminals, can have major adverse impacts on marine resources through entrainment of organisms in water intake systems, through discharge of water at a different temperature, and through use of biocides.

3.6.3 EXISTING COASTAL DEPENDENT FACILITIES

Chevron's separation and treatment facility for oil and gas, including its pier and marine terminal, is the only coastal dependent or energy related industry located within the City at the present time. This facility is located east of the Concha Loma neighborhood between Carpinteria Avenue and the shoreline. Chevron's holdings in this area (excluding the bluffs)

comprise some 62 acres. Approximately 15 acres are currently zoned open space to provide for needed buffers between the facility and the residential neighborhood and State beach park which directly abut Chevron's property lines on the west. (The lands currently zoned open space include the 8.8 acres of APN 1-170-3, about one-third, or 3.75 acres, of APN 1-170-4, and the westernmost 2.75 acres of APN 1-170-11.) Under the land use plan, all of Chevron's holdings in this area that are not zoned for open space have been designated for coastal dependent industrial use, except for the existing open space designation on APN 1-170-04 which has been changed to coastal dependent industry. Given that the adjacent 8.8 acres of open space are adequate to buffer the Arbol Verde neighborhood from Chevron's operations and that coastal dependent industry is a priority use under the Coastal Act, this is an appropriate change in land use.

Chevron is currently planning to install a new platform, Platform Grace, in the Santa Clara Unit of the Outer Continental Shelf (OCS). Production from Platform Grace is expected to begin by 1980. Oil will be processed on the platform and transmitted by pipeline to Platform Hope, then to Chevron's onshore facilities, and on to other distribution points.

3.6.4 LAND USE PLAN PROPOSALS

The land use plan must specify where, when, and under what conditions energy related and other coastal dependent industrial facilities may locate within the City of Carpinteria. Designating appropriate locations for these facilities is handled in two ways. A separate land use designation, Coastal Dependent Industry, is used for industries which require locations on or near the sea in order to be able to function at all. In addition, the land use plan permits energy related facilities such as pipelines under other land use designations. Permitted and conditional coastal dependent and energy related uses in each of the City's land use plan designations are shown in Table 3-1.

Phasing of energy facilities could result in increased protection of coastal resources through use of consolidated facilities coupled with a more even resource recovery schedule. This would lead to an overall reduction in oil spill potential, less air pollution, and fewer facilities. However, phasing would require cooperation of government agencies at all levels with energy companies and changes in existing practices and regulations. Resolution of these issues is beyond the scope of the land use plan.

Finally, the land use plan must specify the conditions under which energy and coastal dependent industrial development will be permitted. In the following section, policies for the existing and potential coastal dependent and energy related uses within the City are recommended.

Oil and Gas Wells

The City has deleted the oil overlay designation from its zoning ordinance; therefore, oil wells are not a permitted or conditional use in any of the City's zones at this time. Since oil wells are not a compatible use with

ENERGY RELATED ACTIVITIES	PRINCIPAL LAND USE CLASSIFICATIONS									OVERLAY DESIGNATIONS	
	Agriculture I	Agriculture II	Commercial	Ranchette	Rural Residential	All Other Residential	Coastal Dependent Industrial	Other Industrial	Community Facilities	Recre-ation	Habitat Areas	View Corridor
1. Onshore oil development, including pipelines, storage tanks, processing facilities, and truck terminals		CUP			CUP		CUP	CUP			CUP	CUP
2. Processing facilities for offshore oil development							CUP					CUP
3. Pipelines		P	P	P	P	P	P	P	P	P	CUP	P
4. Piers, staging areas		CUP			CUP		P					CUP
5. Aquaculture		CUP					P	P				CUP

KEY

P = permitted
CUP = requires conditional use permit

TABLE 3-1

most urban land use designations (e.g., residential, commercial, community facilities, recreation) and there is no indication of any imminent oil well development within the City, provisions for oil and gas wells do not appear to be warranted.

Oil and Gas Processing Facilities

As stated earlier, the Chevron oil and gas processing plant, with its associated marine terminal and pier facilities, is the City's only coastal dependent or energy related industry at this time. If expansion of this facility becomes necessary, it should be accommodated on the existing site; no new areas are designated for this purpose.

Policy 6-1: If an onshore pipeline for transporting crude oil to refineries is determined to be economically feasible, proposals for expansion, modification, or construction of new coastal dependent oil and gas processing facilities shall be conditioned to require transshipment of oil through the pipeline when constructed. Small operators may be excluded from such a pipeline when it is found that: (1) they have minimal quantities of product to be shipped; (2) that they can ship by other means more economically; (3) they can ship by other means with less adverse environmental impacts. (The terms "small operators" and "minimal quantities" shall be defined in Phase III implementation.)

Pipelines

Technical performance for oil and gas pipelines is governed by Federal regulations administered through the Federal Department of Transportation. However, in California the Public Utilities Commission has the responsibility for administering the Federal regulations covering Public Utility pipelines. In addition, the City may impose conditions on the siting and construction of pipelines to mitigate impacts on surrounding land uses and resources. After certification, pipelines will need to be reviewed for conformance to the land use plan policies. However, permits shall not be required for pipelines exempted from coastal development permits under Section 30610(c) of the California Coastal Act of 1976 as defined by the Interpretive Guidelines on Exclusions From Permit Requirements adopted by the State Coastal Commission on September 5, 1978.

Pipeline routing poses a number of problems which may threaten coastal resources, particularly if the pipeline must be routed through habitat or recreation areas. Here, the threat is twofold: damage may occur during construction arising from habitat loss, erosion, disruption of nesting or other biological cycles; or from damage occurring during operation, due to spills caused by breaching of the line.

Pipelines are permitted uses in all land use classifications of the land use plan, except in habitat areas where pipelines may be conditionally permitted. Refer to Table 3-1.

POLICIES

The following policies shall apply to all pipelines on land and associated facilities (i.e., pump stations) except that Policies 6-6 and 6-7 shall not apply to gas pipelines.

Policy 6-2: Except for pipelines exempted from coastal development permits under Section 30610 (c) and (e) of the Coastal Act as defined by

the State Coastal Commission's Interpretive Guidelines, a survey shall be conducted along the route of any pipeline in the coastal zone to determine what, if any, coastal resources may be impacted by construction and operation of a pipeline. The costs of this survey shall be borne by the applicant. (This survey may be conducted as part of environmental review if an EIR is required for a particular project.)

The survey shall be conducted by a consultant selected jointly by the applicant, the City, and the Department of Fish and Game. If it is determined that the area to be disturbed will not revegetate naturally or sufficiently quickly to avoid other damage, as from erosion, the applicant shall submit a revegetation plan. The plan shall also include provisions for restoration of any habitats which will be disturbed by construction or operation procedures.

For projects where a revegetation plan and/or habitat restoration plan has been deemed necessary, one year after completion of construction, the area crossed by the pipeline shall be resurveyed to assess the effectiveness of the revegetation and restoration plan. This survey shall continue on an annual basis to monitor and to assure that progress is being made in returning the site to pre-construction conditions or until the City feels no additional progress is possible.

The City may require the posting of a performance bond by the applicant to ensure compliance with these provisions.

Policy 6-3: Herbicides shall not be used during pipeline construction and sidecasting of soil shall be restricted when deemed necessary, by removal of excess soil to an approved dumping site after the excavation has been backfilled and compacted.

Policy 6-4: The pipeline shall be sited and constructed in such a manner as to inhibit erosion.

Policy 6-5: When feasible, pipelines shall be routed to avoid important coastal resources, including recreation, habitat, and archaeological areas.

Policy 6-6: For pipeline segments passing through important coastal resource areas, including recreation, habitat, and archaeological areas, the segment shall, in the case of a break, be isolated by automatic shutoff valves. The City shall determine whether spacing of automatic shutoff valves at intervals less than the maximum set by the Department of Transportation is required to protect coastal resource values.

Policy 6-7: Unavoidable routing through recreation, habitat, or archaeological areas, or other areas of significant coastal resource value, shall be done in a manner that minimizes the impacts of a spill, should it occur, by considering spill volumes, durations, and trajectory. Appropriate measures for cleanup or structures such as catch basins to contain a spill shall be included as part of an oil spill contingency plan.

Other Coastal Dependent Industrial Facilities

Aquaculture has become an increasingly important coastal dependent industry. Aquacultural activities range from oyster and abalone culture to fish hatcheries and fish farms. Significant contributions from both private and public sector enterprises to the State's economy are currently resulting from the production of salmon, trout, catfish, baitfish, and oysters. The importance of this industry is expected to increase because of expanding demand for food in general and because of declining yields of the world's fisheries.

Aquaculture systems can be characterized as either extensive or intensive. Extensive aquaculture describes the cultivation of low density populations of aquatic animals in large aquatic systems that naturally meet nutritional and environmental needs. Intensive aquaculture usually refers to an artificial growing system such as ponds, raceways, or tanks where supplemental feeding and environmental manipulation is necessary. The facilities can range from simple ponds or suspending shellfish on strings in the water from rafts to mass intensive production operations involving algae ponds, raceways with thousands of trays of shellfish in them, and processing buildings and laboratories. Access to salt water can be by dikes or channels or wells. The acreage required can range from one or two to about one hundred if many large ponds are needed as in the raising of prawns. At present, the only commercially viable intensive marine aquaculture practiced in California is in the production of molluscan seed stock such as oysters and clams. However, abalone and salmon culture and other species undergoing research and development may become commercially important in the near future.

Aquaculture is subject to multiple regulations governing food, health, effluent discharge, water quality, and navigable waters. Most of these regulations were intended to control other activities and pre-date the development of a viable aquaculture industry. In some cases, it can be demonstrated that these regulations have deterred the growth of the industry. Government agencies at the regional, State, and Federal levels are beginning to respond to some of the problems facing the industry and legislation is being enacted that will clarify some of these regulatory problems. Senate Bill 52, the California Aquaculture Development Act, is a State response to investigate the current and future status of the industry within the State.

The Coastal Act recognizes the importance of coastal dependent activities, such as aquaculture, and gives priority to uses which require sites on or adjacent to the sea (Section 30255). However, the Act also encourages coastal dependent industrial activities to locate or expand within existing sites (Section 30260). There are no aquaculture facilities located within the City of Carpinteria at the present time.

Aquaculture that is coastal dependent is a permitted use in the Coastal Dependent Industry and Other Industrial classifications (refer to Table 3-1).

POLICY

Policy 6-8: Aquaculture facilities shall be sited and designed to be compatible with the natural surroundings. To minimize impacts on coastal visual resources, structures shall be well-screened and depressed below grade when feasible. Intake and outfall lines for ocean water shall be undergrounded unless not feasible for a particular operation, i.e., salmon culture. If above-ground channels or pipes are necessary, adequate provisions for lateral beach access shall be required.

NOTE:

1. Under the Federal Coastal Zone Management Act, the State Coastal Commission now has "consistency" review over Federal activities, permits, OCS plans, licenses, and grants that affect land and water uses in the California coastal zone. A Federal agency or applicant for a Federal permit must first certify to the Commission that the proposed development is consistent with the California Coastal Management Program as approved by the Secretary of Commerce. If the Commission objects to specific parts of the development as not being consistent with the Program, then Federal activity cannot take place unless the Coastal Commission's objections are overriden through a special procedure. The Coastal Management Program consists primarily of the California Coastal Act of 1976. The Program states that Local Coastal Plans, when certified, will serve as one basis for the Coastal Commission's consistency determination, but that the State Coastal Commission will retain primary authority for evaluating projects and activities subject to the Federal Consistency determinations (page 85, California Coastal Management Program).

2. Under the provisions of Section 30603.a(5) of the Coastal Act, any action taken by a local government on a coastal development permit application for a major public works project or major energy facility is appealable to the State Coastal Commission. A "major" facility is defined as one costing more than $25,000.

3.7 COASTAL ACCESS AND RECREATION

3.7.1 COASTAL ACT POLICIES

The public's right of access to all beach areas below the ordinary high water mark (mean high tide line) is guaranteed by the California Constitution. The Legislature, in passing the Coastal Act, did not alter these basic public rights but did establish a policy framework for achieving the goal of providing maximum opportunities for public use and enjoyment of the coast. Coastal Act policies which address the issues of access and recreation include the following:

30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners and natural resource areas from overuse.

30211. Development shall not interfere with the public's right of access to the sea where acquired through use, custom, or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

30212. Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources; (2) adequate access exists nearby, or; (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1-66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

30212.5 Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

30213. Lower cost visitor and recreational facilities and housing opportunities for persons of low and moderate income shall be protected, encouraged and, where feasible, provided. Developments providing public recreational opportunities are preferred.

30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

3.7.2 DEFINITION OF COASTAL RECREATION

Coastal policies primarily address the need to provide for coastal dependent recreational activities, although the need for upland areas and facilities required to support coastal recreation (parking and other non-coastal dependent facilities) is also included. In addition to public recreation, the policies of the Coastal Act pertain to commercial, visitor-serving accommodations, i.e., hotels, motels, private campgrounds, etc.

For the purposes of this plan, therefore, the following definitions are used:

1. Coastal dependent recreation: Activities which require a coastal location in order to occur, i.e., fishing, boating, beach activity, and nature study.

2. Coastal related recreation: Activities which are popular in coastal locations but also occur inland, i.e., camping, picnics, volleyball, walking, and jogging.

3. Non-coastal dependent recreation: Activities which are unrelated to a coastal location, i.e., baseball, basketball, bowling, golf, swimming (pool), tennis, etc.

3.7.3 COASTAL RECREATION AND RESOURCE PROTECTION

The Coastal Act goal of providing maximum opportunities for recreation is clearly subservient to the goal of protecting natural resources, particularly environmentally sensitive habitat areas. However, many existing and proposed recreational areas are adjacent to significant habitat resources, i.e., wetlands and tidepools. The concept which provides a framework for resolution of these conflicting coastal goals is that of recreational carrying capacity.

The recreational carrying capacity is the type of use that can be supported over a specified time by an area developed at a certain level without causing environmental damage or adversely affecting the experience of the visitor. Recreational carrying capacity is composed of three components: environmental, facility, and social capacities. Environmental capacity refers strictly to the level of use that can be tolerated by the physical environment, including all plant and animal species, without degradation or damage. Facility capacity refers to the level of use which the built environment can withstand; and social capacity is the level of

activity most acceptable to the participant. In terms of weighing these components, the Coastal Act (Sections 30210 and 30212) gives priority to environmental capacity as a constraint in determining appropriate intensities and kinds of recreational uses for a site.

While quantification and measurement of recreational carrying capacity is difficult, sufficient information exists to generally describe the environmental carrying capacity of various coastal environments. For example, dry sandy beaches can tolerate intense recreational use without adverse effects. The carrying capacity of uplands and bluffs is dependent on the kinds of plant communities and animal species present. Bluffs are also subject to erosion from heavy foot traffic. Tidepools are extremely fragile environments; the principal impacts of recreational uses are trampling and collecting of specimens. Wetlands and streams are also vulnerable to degradation from recreational activities, particularly trampling of vegetation, erosion, and disturbance of animal species.

3.7.4 ISSUES AND PROBLEMS

Of the approximately 2.5 miles of shoreline within the City of Carpinteria, over one mile of dry sandy beach is under public ownership; City Beach extends from Ash to Linden Avenues (0.27 mile) and Carpinteria State Beach Park, from Linden to just east of K Street (0.82 mile). In addition, the State has appropriated funding for an extension of the State park to the east which would increase public ownership to an estimated 1.35 miles, 54 percent of the City's shoreline. Low-tide beaches and steep bluffs characterize the remaining beach front in Carpinteria, leading to the County Park at Rincon Point, east of the City's existing boundary.

Although beach access and opportunities for coastal recreation are generally adequate within the City, recommendations for improved or additional opportunities were made in a background report entitled Access and Recreation in the City of Carpinteria (December 1977). This report provides the basis for the following discussion and policy recommendations.

Limited Public Funds for Acquisition

A general problem that confronts many local governments is that the provision of access and recreation opportunities is expensive. While the major share of public funds goes to the acquisition, improvement, and maintenance of park facilities, other costs include liability insurance and the loss of tax dollars. Some of these costs can be recovered by user fees. Unfortunately, these fees may present barriers to use of public beaches by persons of low and moderate incomes.

Public acquisition of oceanfront lands, however, is not necessarily the only avenue available for increasing opportunities for coastal access and recreation. Other less costly measures include: purchase of easements, dedication of lands, etc.

Granted Tidelands and Submerged Lands

The City's granted tidelands and submerged lands extend two miles seaward from the mean high tide line, between the City's east and west boundaries. Under existing law, the City is required to substantially improve these lands by November 13, 1983, for purposes in which there is a general Statewide interest. Authorized improvements are listed in the statutes which granted title to these lands to the City and include, but are not limited to, construction and operation of a harbor, roads, parking, recreation facilities, and protection of wildlife habitats. These improvements are not confined to the tide and submerged lands and may be extended to adjacent upland areas which provide access and support facilities for the shoreline. To meet the State's requirements, the City needs to develop and implement (at least in part) a tidelands improvement plan prior to the statutory deadline in 1983.

The goals of the City's Tidelands Plan should be to enhance opportunities for public recreational use of the beach and shoreline area; to ensure protection of the area's environmentally sensitive habitats, i.e., tidepools, harbor seal hauling out grounds, butterfly trees, off-shore kelp beds, creeks, and adjacent Carpinteria Marsh; and to enhance public appreciation of the area's archaeological and historical heritage. These goals are consistent with the goals of the land use plan and are, therefore, addressed in subsequent sections of the plan. For example, in the following discussion of the City's beach access and recreation issues, the need for additional support facilities and recreational amenities in the beach area, such as parking, restrooms, lifeguard towers, a floating raft for swimmers, etc., is established; long-range recreational improvements, including a fishing pier and boat launch facility, are also addressed (Policies 7-1 to 7-4). The archaeological signifcance of areas within the State park is reflected in Policies 7-5, 10-1, and 10-2; and the protection of habitat areas is addressed in Section 3.9 (Policies 9-1 through 9-21). These policies should be reflected in the Tidelands Plan.

Areas of Historic Public Use

Strong evidence of a right of public access to the beach and for informal recreation through use, custom or legislative authorization has been established for the following areas:

1. Foot of Ash, Holly, Elm, and Linden Avenues;

2. Parcels having historic public access along Sandyland Road ocean frontage; these parcels shall be identified by the City and Commission staff during Phase III implementation;

3. Foot of Calle Ocho (K Street), across the Murvale/Exxon property (APN 1-170-11) to the beach;

4. From the eastern terminus of Calle Pacific through the existing Chevron buffer parcel and on to the Murvale/Exxon property;

5. Dump Road;

6. Salzgeber Meadow (APN 3-370-05) and along Carpinteria Creek;

7. The existing footpaths on Carpinteria bluffs: that which parallels the northern right of way of the railroad, running east/west, from Area III of the bluffs through Area I across the railroad, through the Chevron parking lot, and those on APN 1-170-11 connecting with the State Beach Park;

8. The existing access road on the Exxon parcel (APN 1-170-10) located south of the railroad tracks and running from the bluff top to the beach;

9. From the Bailard Avenue cul de sac southerly to the bluffs trail;

10. Existing access roads running north/south across Areas I and III of the bluffs.

A detailed discussion of each of these areas follows. The policies presented after each discussion are intended to provide minimum standards for the protection of continued public access and recreational use of these important coastal areas.

Carpinteria City Beach

Flanked by the privately-owned beach community of Sandyland Cove on the west and the State park on the east, City beach provides about a quarter of a mile of dry sandy beach. Residences along Sandyland Avenue border the beach to the north. Public access and parking are located at the foot of Ash, Holly, Elm, and Linden Avenues. At present there are no restrooms or other support facilities on City beach. During the summer months and over holiday weekends, the beach is heavily used by local residents as well as visitors of the State park. Although restrooms at the State park are within walking distance and available for use without charge, local residents have expressed a need for additional restrooms and parking to serve the area. Alternative locations for these uses would include the west side of Ash Street if appropriately designed to have no adverse impact on Carpinteria Marsh (see Sections 3.2 and 3.9), the southwest corner of Elm and Sandyland, and the southern right of way of the railroad on either side of Linden Avenue.

There has also been discussion in recent years about the need for a recreational fishing pier and boat launching facility in Carpinteria. These would be very costly projects, which would need to be contingent upon a cost/benefit analysis and determination of alternative funding sources.

POLICIES

Policy 7-1: For new developments between Sandyland Road and City Beach, the City shall determine the extent to which the land proposed for development has historically been used by the public for informal parking and beach access and shall require adequate provision for continuation of such use.

Policy 7-2: No above-ground structure or other development, except for public health and safety purposes, and recreational facilities of a temporary nature (e.g., volleyball nets) shall be sited on any dry sandy beach within the City's jurisdiction.

Policy 7-3: The need for additional parking in the beach area shall be addressed in the City's Tidelands Plan. The City should con-

sider using revenues derived from the tidelands to finance such improvements.

Policy 7-4: A feasibility study should be conducted concerning the development of a recreation pier, boat launching facility, and other support facilities at the beach. Such study shall include a determination of the project's costs and benefits, optimal location, an assessment of the impacts of the development on Carpinteria Marsh and on lateral beach access, and alternative means of financing the project. Provision for such study should be included in the Carpinteria State Beach Park Proposed Master Plan.

Carpinteria State Beach Park

From 1932, when the State acquired Carpinteria State Beach, to the 1960's, the park remained relatively undeveloped, available for tent camping and local day use. Residents of the local area could drive through the park along Fourth Street for access to the shoreline, picnics, and other day-use activities. In January 1965, at the request of the State, the Santa Barbara County Board of Supervisors agreed to close a portion of Fourth Street within the park to local vehicular traffic for law enforcement purposes. Following the City's incorporation in 1965, the State requested abandonment of sections of six of the City's streets within the State's jurisdiction: Fourth Street (the largest), Palm, Olive, Oak, Sixth, and K. The City reluctantly agreed to abandon Fourth Street (from Palm to K Streets) as well as portions of Palm and Olive Streets (south of the railroad to north of Ocean Avenue) in August 1966. In return, the State promised a two-phased development of the park, including construction of campsites and facilities, reconstruction of the Fourth Street bridge, construction of a fence between the railroad and the park, provision of a rough parking area at the end of K Street, and investigation of an approved railroad crossing at K Street. Since 1971, the park has been extensively developed. Facilities now include 261 campsites (160 sites for vans, trailers, or motor homes), restrooms, showers, snack stand, and store. Additionally, the State has assisted the City in the construction of curbs, gutters, and sidewalks on Linden Avenue from the railroad to the beach.

Over the past ten years the citizens of Carpinteria have voiced strong opposition to development of the park for non-resident camping versus local day use and the loss of beach access through the abandonment of City streets, imposition of a user fee for vehicles, and construction of the peripheral fence. At one time, the City considered the possibility of taking over the management and operation of the park; one reason for doing this was to enhance opportunities for local access to the shoreline.

During the summer months, the park is used heavily, operating at or near capacity; however, during the balance of the year, usage is generally slight and sections of the park are frequently closed as a result of the reduced demand.

State funds have now been appropriated to expand the park to the east by acquiring approximately seven acres currently owned jointly by Murvale Company (a subsidiary of Standard Oil Company of California) and Exxon Corporation.

This acquisition would extend the State's ownership from Linden Avenue to a line running approximately south of Dump Road. In 1977, Clean Seas Inc. applied for a permit to construct an oil spill clean-up facility on a portion of this site, but the project was denied by the Regional Coastal Commission. Industrial use of this site would restrict public access to the beach and opportunities for day use of the shoreline. This area is a logical extension of the State park for light recreation and as a buffer from the existing recreational vehicle campgrounds within the park. It will also provide a necessary link for the proposed hiking/biking trail along the bluffs (see below). The westerly eight acres of the Murvale/Exxon property have historically been used by the public for access to the beach and informal recreation. Therefore, continued public use of this portion of the property needs to be provided for under the land use plan. The easterly portion of the Murvale/Exxon property is currently developed for parking and other support services for the pier. While continuation of such uses on the easterly parcel is appropriate on an interim basis for the operation of the facility, over the long term this area, too, has high potential for public recreation and access.

Another potential expansion of the State park would be to the north, by acquiring a wooded glen on the east bank of Carpinteria Creek known as Salzgeber Meadow. Resources of the meadow include the riparian habitat of the creek and butterfly trees. Visitors of the State park and local residents have historically trespassed through this area to obtain access to the beach. This is a key parcel for the proposed extension of the Carpinteria Creek bike trail (see below).

Policy 7-5: A surface easement over that portion of the Murvale/Exxon property (APN 1-170-11), approximately eight acres bounded by Carpinteria State Beach Park on the west, the Southern Pacific Railroad on the north, and a line running west of Dump Road on the east (to conform with the top of the westerly bank of the existing swale which provides a natural break in the topography), and the Pacific Ocean on the south shall be dedicated to the City for public recreational use. However, Murvale/Exxon shall retain subsurface and surface rights solely for the continued operation and maintenance of existing pipelines in this area. At such time as the easterly portion of the Murvale/Exxon property is no longer needed for petroleum operations, the City shall negotiate to acquire this area for public recreational use. In addition, Salzgeber Meadow (APN 3-370-05) should be acquired for public use, as shown on the Carpinteria State Beach Park Proposed Master Plan.

(a) These areas shall be developed for low-intensity recreational uses only, i.e., picnic facilities, appreciation of the area's archaeological and paleontological deposits, hiking/biking trail, and other open space uses which will not detract from the areas' natural beauty.

(b) Public access to these areas for local day use shall not be restricted.

(c) On the Murvale/Exxon property, an alternate hiking/biking trail shall be provided from said property north through the existing pedestrian underpass, then east to Chevron's

parcel (APN 1-170-03) and north/northeast along Chevron's property line to Carpinteria Avenue. The trail shall then proceed eastward along Carpinteria Avenue and then south through the Exxon property, to connect with the proposed bluffs trail (see Policy 2-7(a)).

In addition, the City shall require provision for another hiking/biking trail route through the Murvale/Exxon property (APN 1-170-11) south of the railroad tracks. This route shall be part of the long term bluff trails implementation plan to provide a continuous trail along the bluff from above Rincon Point to the State Beach Park. Consistent with Public Access Policy 7-13, the granting of a lateral easement for the trail through APN 1-170-11 to allow for public access along the shoreline shall be required as a condition of new development in Area I of the Carpinteria bluffs. (See also Policies 2-6 through 2-13.) This portion of the trail (APN 1-170-11) shall be improved and opened when Area I is developed and the trail for Area I is improved and opened. The costs of improving the trail on the Murvale/Exxon property shall be borne by the City and the applicant. Prior to the improvement and opening of the trail a safety and management study shall be prepared to ascertain the appropriate siting and design specifics in consideration of the adjacent industrial activity.

(d) On the Salzgeber Meadow, a bike trail running north/south from Eighth Street to the beach on the east side of Carpinteria Creek shall be provided as part of the Carpinteria Creek bike trail.

Access from the Concha Loma Neighborhood

Access to the beach from the Concha Loma neighborhood, which lies north and east of the State park, is hampered by the State park's fence and by the lack of a railroad grade crossing at the foot of Calle Ocho onto K Street. The only approved railroad grade crossing within the City east of Palm Street, the entry to the State park, is at Dump Road, and this is a private crossing to serve the Chevron facility. Pedestrian and bicyclists have established an access route to the beach at the foot of Calle Ocho. Beach goers have also repeatedly trespassed across a portion of the Chevron buffer parcel east of Calle Pacific. However, because of conflicts with the railroad, safety factors preclude major public access to the shoreline from these points. To circumvent this problem, pedestrian access to the beach should be directed from Calle Ocho to the existing railroad underpass (for pedestrians and bicyclists only) to the east which leads to the bluffs and beach below.

Policy 7-6: Subject to a change in the policies of the Southern Pacific Railroad which would allow for additional crossings within the City, the City should consider the feasibility of providing parking and a railroad crossing at the foot of Calle Ocho onto K Street.

Policy 7-7: As a condition to development of the Chevron parcels on Carpinteria bluffs or expansion of existing Chevron facilities, whichever comes first, the fence separating Calle Pacific from the Chevron buffer parcel (APN 1-170-03) shall be realigned to allow

pedestrian access from Calle Pacific south along Chevron's western boundary line, to an area north of the right of way of the railroad, then west to the existing pedestrian underpass and onto the bluffs.

Policy 7-8: At such time as the Chevron facility is phased out and no longer needed for petroleum operations, the City should expand Dump Road as a City street and acquire public use of the existing railroad crossing at Dump Road.

Chevron Pier

The pier is owned by Chevron and ARCO Oil and Gas Company and is used exclusively to serve industrial operations. Chevron leases an area of submerged tidelands from the City for the pier. The existing lease agreement between Chevron and the City is for a 30-year period, expiring in October 1995. At that time, a new lease agreement may be negotiated if the pier is still needed to serve the industry. However, upon termination of the lease, the City will have the option to require removal of the pier and all appurtenant structures. If the City does not require such removal, the pier and structures will become the property of the City.

Policy 7-9: At such time as the Chevron pier is no longer needed for petroleum operations and the lease agreement between Chevron and the City is terminated, the City shall acquire the pier for recreational use unless the need for a recreational pier within the City no longer exists.

~~Bluffs Trail~~

The Carpinteria bluffs extend from the eastern boundary of the Chevron facility to the City's eastern limits and beyond to the County park at Rincon. (See Section 3.2 for a detailed discussion of land use proposals for the bluffs.) According to the City's General Plan, a hiking/biking trail is proposed along the bluffs from the Ventura County line to Linden Avenue. Within the City's boundaries, the proposed trail is shown along the north side of the railroad right of way from the City's eastern boundary to the Exxon property, crossing to the south side of the railroad at a point on the Exxon property, and continuing along the bluffs to a line extending south from Arbol Verde; at this point, the trail splits, with one trail following the railroad tracks to K Street and proceeding north and the other continuing through the State park to Linden Avenue. According to the policies of the Southern Pacific Railroad, use of the railroad right of way for trail purposes is not permitted. Consequently, the City is now requiring a 20-foot corridor on new development projects along the bluffs to ensure the development potential of the trail. Because of the existing vegetation and uneven terrain, 20 feet in all cases may not be sufficient; the exact location and width of the trail need to be determined as part of an implementation program.

The height of the bluffs and presence of the railroad combine to preclude direct access to the beach throughout this area, except for one existing access road on the Exxon parcel. Although this is the only access point between the Chevron pier and Rincon County Park, it is adequate given the existing low tide beach and environmentally sensitive habitat areas below, i.e., tidepools and harbor seal hauling grounds.

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~~Policy 7-10: Dedication of a 20 foot corridor to provide for the proposed hiking/biking trail shall be required as a condition to new development on Carpinteria bluffs (see also Section 3.2).~~

Creek Trails

Trails along the three major creeks within the City provide a valuable link between areas north of Highway 101 and the beach.

Presently, a paved bikeway originates where North Via Real ends at Carpinteria Creek, proceeds under the freeway, and connects with Carpinteria Avenue east of the Casitas Pass Shopping Center. In the City's General Plan, a biking/hiking trail is shown connecting Carpinteria Avenue at this point with the beach. This trail should also connect with the foot bridge at Eighth Street and be extended along Eighth Street to serve the schools in the area. To develop the Carpinteria Creek trail, the City would need to determine the actual location of the trail, obtain the necessary easements along the creek, and provide required improvements.

An unpaved County right-of-way exists along the east side of the channelized portion of Santa Monica Creek south of Foothill Road to the City's boundary. The City has acquired a 20-foot dedicated easement on the east side of the creek from the existing northern City limit line south to the norther boundary of the Carpinteria Water District parcel. Therefore, it is currently possible for pedestrians and bikes to travel along the east side of the creek from Foothill Road to Via Real. From Via Real, pedestrians and bikes can connect with Santa Ynez Avenue by existing streets and cross the freeway, proceed along Seventh Avenue to Linden, and on to the beach. (This route from Foothill to the beach is shown in the City's General Plan.)

Franklin Creek has been channelized from Dorrance Way to 200 feet north of Malibu Drive. There are no usable easements on either side of the channel as it runs under the freeway or through the residential subdivisions to the north. South of 101, the east side of the channel is used by pedestrians and bicylists. Beyond the channelized portions of the creek to the north, a trail follows the creek, crossing it in several places and continuing on to the high school and points in the foothills.

Policy 7-11: The City shall prepare an implementation program (including funding, landscaping, maintenance, dedication of easements, etc.) for the development of Carpinteria, Santa Monica, and Franklin Creek trails.

Policy 7-12: The creek trails shall be designed and located to prevent any direct or indirect adverse impacts on the riparian habitats of the creeks or on Carpinteria Marsh.

3.7.5 GENERAL ACCESS AND COASTAL RECREATION POLICIES

In addition to the area-specific policies and actions stipulated above, the following general policies for shoreline access and coastal recreation shall apply:

Policy 7-13: For all developments between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory. In coastal areas, where the bluffs exceed five feet in height, all dry sandy beach seaward of the base of the bluff shall be dedicated to the City. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the City. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide.

Policy 7-14: The City, or appropriate public agency, shall determine the environmental carrying capacity for all existing and proposed recreational areas sited on or adjacent to dunes, wetlands, streams, tidepools, or any other areas designated as "Habitat Areas" by the land use plan. A management program to control the kinds, intensities, and locations of recreational activities so that habitat resources are preserved shall be developed, implemented, and enforced. The level of facility development (i.e., parking spaces, camper sites, etc.) shall be correlated with the environmental carrying capacity.

Policy 7-15: In a zone extending approximately 250 feet inland from the mean high tide line, priority shall be given to coastal dependent and related recreational activities and support facilities. However, camping facilities should be set back from the beach and bluffs and near-shore areas reserved for day use activities. Recreational activities that are not coastal dependent may be located within this 250-foot zone if the less desirable coastal dependent support facilities (parking, restrooms, etc.) are located inland. In no case shall facilities, except for required structures (i.e., lifeguard towers, volleyball nets, etc.) be located directly on the dry sandy beach.

Policy 7-16: Recreational uses on oceanfront lands, both public and private, that do not require extensive alteration of the natural environment (i.e., tent campgrounds) shall have priority over uses requiring substantial alteration (i.e., recreational vehicle campgrounds).

Policy 7-17: No unrelated development shall be permitted in publicly owned recreational areas except pipelines to serve coastal dependent industrial uses when no alternate route is feasible.

Policy 7-18: In implementing all proposals made in this plan for expanding opportunities for coastal access and recreation, purchase in fee (simple) shall be used only after all other less costly alternatives have been studied and rejected as infeasible. Other alternatives may include: purchase of easements, recreation preserve contracts, and mandatory dedication in connection with development.

Policy 7-19: Development of an off-road vehicle park shall not be permitted within the City or the urban area as defined on the land use plan map.

Policy 7-20: In those areas where it is established that the public has acquired a right of access through use, custom or legislative authorization, new development shall not interfere with or diminish such access. This policy shall be interpreted to allow flexibility in accommodating both new development and continuation of historic public parking and access (see Policy 7-1).

3.7.6 COMMERCIAL VISITOR-SERVING RECREATION

According to the Coastal Act, "the use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal dependent industry." Coastal policies also require that, to the extent possible, visitor-serving commercial facilities be located within existing developed areas.

Visitor-serving commercial development includes hotels, motels, restaurants, and commercial recreation developments such as shopping and amusement areas. For the purposes of this plan, visitor-serving commercial uses are also defined to include such uses as service stations, retail commercial enterprises and other commercial uses which serve the needs of the local community and the highway traveler as well as the longer-term visitor (see Appendix B for land use definitions).

As a small beach-oriented community, the City of Carpinteria currently provides substantial visitor-serving accommodations. About one-third of the City's 2.5 miles of shoreline is devoted to the State Beach Park which caters to the out-of-town camper; the park now contains 261 campsites and recreational vehicle accommodations. Many of the apartments and condominiums in the beach area offer weekly rates during the summer months for vacationers, providing a minimum of 150 summer rentals. At present, the City's four motels offer an additional 100 units for overnight accommodation.

Because of the City's extensive frontage along U.S. 101, highway-related development has occurred both north and south of the freeway as evidenced by a growing number of fast-food restaurants and service stations. These frontage areas along Carpinteria Avenue and North Via Real as well as the downtown section along Linden Avenue can support additional visitor-serving/highway-related development as long as it is balanced with commercial activity to serve local needs. To this end, several areas are designated on the land use plan map for general commercial and visitor-serving/highway commercial uses. The intent of this dual land use designation is to identify those areas in which visitor-serving/highway commercial uses will be given priority over other commercial uses, if possible. One five-acre parcel on the bluffs at the City's eastern limits and the adjacent twenty acres in the unincorporated area are designated solely for visitor-serving use.

Under the land use plan, of the approximately 80 acres designated for commercial use within the City, 40 acres are targeted for visitor-serving priority and 5 acres are designated for visitor-serving as the principal permitted use.

Policy 7-21: A percentage of the total square footage of all properties fronting Linden Avenue from 5th to 8th Street shall be maintained as visitor-serving uses. The percentage maintained shall be equal to that of the existing area currently occupied by visitor-serving uses as of December 15, 1979. It is recognized that in order to serve the needs of the beach park visitors, vacationers utilizing residential units south of the tracks, and residents of the area, a broad definition of uses is required in this area. A list of permitted uses (or of excluded uses) will be included in the LCP during Phase III (zoning and implementation).

3.8 AGRICULTURE

3.8.1 COASTAL ACT POLICIES

30241. The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

(a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.

(b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses and where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

(c) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.

(d) By assuring that public service and facility expansions and non-agricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.

(e) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b) of this section, and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.

30242. All other lands suitable for agricultural use shall not be converted to non-agricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.

30243. The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units of commercial size to other uses or their division into units of noncommercial size shall be limited to providing for necessary timber processing and related facilities.

3.8.2 PLANNING ISSUES

Within the City limits, agricultural land use is limited to an avocado orchard on the Barnard property at Casitas Pass Road and Highway 101, an abandoned lemon orchard on Sawyer Avenue, the recently planted gypsophila fields north of Eugenia Place and on the Reeder property, and the combined open field agriculture and lemon orchards at Ogan Road and Linden Avenue. Only the Barnard and Reeder parcels are planned for continued long-term agricultural use.

In the Carpinteria Valley, agriculture is the dominant land use at this time. Over the years, a trend toward higher return specialty crops, e.g., cut flowers and nursery stock, lemons, and avocados, has emerged in response to the area's prime growing conditions and the escalating land values characteristic of an urbanizing area. Of the approximately 3,900 acres in agricultural use in the Valley at this time, 3,200 acres are planted to lemons and avocados; 650 acres are devoted to greenhouse and nursery production; and the remaining acreage is being cultivated for other irrigated crops. Outside of the existing limits of the City of Carpinteria, there are an estimated 2,350 acres of prime soils in the Valley, representing about 60 percent of the lands in production.

The Carpinteria Valley is the largest, prime agricultural resource in the County's coastal zone and, therefore, has been the subject of special study. In a report entitled Agriculture in the Carpinteria Valley (on file in the City Planning Department), the economic viability of agriculture in the Valley was assessed and the impacts of greenhouse development on the Coastal Act mandate of protecting the long-term productivity of soils and preserving prime agricultural lands were researched. This study provides the basis for the following discussion of agriculture in the Carpinteria area and ensuing policy recommendations.

The Agricultural Preserve Program

The County's commitment to the preservation of agricultural lands is demonstrated in the success of its Agricultural Preserve Program. In the Carpinteria Valley, 2,878 acres, or some 64 percent of the lands designated for agriculture use, are under preserve status at this time. Although none of the greenhouse growers has elected to join the program to date, 55 acres of nursery production have been enrolled.

Economic Viability of Agriculture in the Carpinteria Valley

Coastal policies require that the maximum amount of prime agricultural land be maintained in production to assure the protection of the area's agricultural economy. In the Carpinteria Valley, agriculture has remained economically viable in spite of urban pressures because the area's climate, soils, and air quality combine to make it one of the best environments in the State for the production of specialty crops. The greenhouse, nursery, and open field flower industry has grown markedly since its introduction in 1962 and is currently the most economically viable form of agriculture in the Valley. In 1977, the Valley alone accounted for over half of the County's total greenhouse and nursery production. Avocados are the Valley's second most profitable crop and should remain so for at least the next five to ten years. This favorable outlook for avocados is due to a combination of factors: Valley orchards, particularly those located on the prime soils of the Valley floor, produce exceptionally high yields; the Valley has a comparative market advantage in that, because of moderate climatic conditions, avocados can be harvested later in the season than in other local and State-producing areas, thus filling a market niche; and the California avocado industry overall is in an expansion phase with growing market potential. Lemons, on the other hand, have declined in economic value in recent years. On an average basis, net returns to a mature lemon orchard

currently do not offset costs; and the high selling price of prime agricultural land in the Valley renders new lemon plantings economically infeasible at this time.

In addition to the economic returns received from agricultural production, other incentives which contribute to the viability of coastal agriculture include investment benefits such as tax shelters and hedges against inflation. The acquisition of a rural residential life style is sometimes an added incentive to invest in agricultural lands. Thus, depending on the investment goals of the land owner, agriculture can provide a diversity of income alternatives, ranging from a full livelihood to a situation in which the agricultural returns to the land are used to supplement another outside source of income. All of these factors need to be considered in assessing the viability of agriculture. However, accommodation of such amenity values must be subordinate to the Coastal Act goal of protecting the agricultural economy.

Urban/Rural Boundary

Coastal policies require that conflicts between agriculture and urban uses be minimized by, among other means, establishing stable boundaries between urban and rural areas. This is especially applicable to the Carpinteria Valley where prime agricultural lands have given way to urban uses in a rapidly developing area.

Also, according to the Coastal Act, new development should be located within, contiguous with, or in close proximity to existing developed areas, which are defined as areas upon which urban development presently exists or lands developed to a density of two or more units per acre (Appendix A).

Since its incorporation in 1965, the City's most rapid growth occurred from 1970 to 1975, when the population increased from 6,982 to 9,325, an average annual growth rate of approximately seven percent. During that period, three large residential subdivisions and an industrial park were annexed to the City, extending the urban boundary to the north and east. The City's easterly expansion paralleled Highway 101 (north and south) nearly to the Ventura County line. With the exception of the Reeder parcels (north of 101 and adjacent to the Rancho Granada and San Roque Mobile Home Parks), the City's expansion into this rural area did not encroach upon prime soils. The residential subdivisions to the north, however, did claim prime soils (Class II), although the presence of a high water table north and west of the City has been a deterrent to some types of agriculture. At present, the City's boundaries north of Highway 101 generally abut existing agriculture or prime agricultural soils. Consequently, criteria for designating lands for agricultural use over the long term and limiting premature conversions of agricultural lands need to be developed.

3.8.3 LAND USE PLAN PROPOSALS

Along with other measures for the preservation of agriculture in the Carpinteria Valley, an urban/rural boundary is delineated on the land use plan map (Figure 2). This boundary provides a stable demarcation between the agricultural lands of the Carpinteria Valley and those areas appropriate for infilling of urban uses for the foreseeable future. All lands meeting one or more of the criteria listed in Policy 8-1 are designated for agricultural use, and, therefore, defined to be within the rural area. The urban area has been expanded to include only those areas contiguous with the existing City limits where the agricultural potential is severely impaired because of poor soils and drainage conditions or where conflicts with surrounding urban uses exist (e.g., parcels fronting Via Real and Cravens Lane west of the City's existing limits (Area 4) and an agricultural island adjacent to the industrial park to the east (Area 14). A detailed explanation of the rationale for each extension of the urban boundary follows. Overall, under the proposed urban/rural boundary, approximately 115 acres now located outside of the existing City limits would be added to the urban area. An estimated 195 additional housing units could theoretically be built in the areas proposed for urban expansion, increasing the number of potential housing units theoretically permitted under the land use plan for the City from 1,155 to 1,350.

The urban/rural boundary follows the existing western limits of the City from the ocean to just south of Highway 101, where the boundary extends westward to include two long, narrow parcels on either side of Carpinteria Avenue (Area 1). North of Highway 101, the boundary again extends westward to take in the Carpinteria Camper Park on North Via Real (Area 2) and continues further west to include three parcels in Area 4 bounded by Cravens Lane and North Via Real (APN 3-050-20,22,60) and the Sandpiper Mobile Home Park. As existing urban uses, the parcels in Area 2 and the mobile home park represent a logical extension of the urban boundary. The agricultural potential of the three parcels located between these urban uses (Area 4) is severely limited by non-prime soil conditions, a high water table and poor drainage. At some times during the year, portions of these parcels are inundated because of the drainage problems that exist in the area. Therefore, these parcels have also been added to the urban area. The Hall parcel (APN 3-050-17) located to the northeast is not as severely restricted for agricultural uses as the parcels aligning North Via Real; greenhouses or other annual crops having a shallow rooting depth would be viable here. Consequently, this parcel is not included within the urban area at this time.

To the north, the urban boundary encompasses the existing unincorporated residential subdivision known as Santa Monica Gardens (Area 3) and continues north then east, following the City limits to Franklin Creek. Here the urban boundary is extended to include Areas 5 and 7. Area 5 contains the Boy's Club on the west and several small parcels currently planted to lemons on the east. Continued agricultural production on these parcels is inhibited

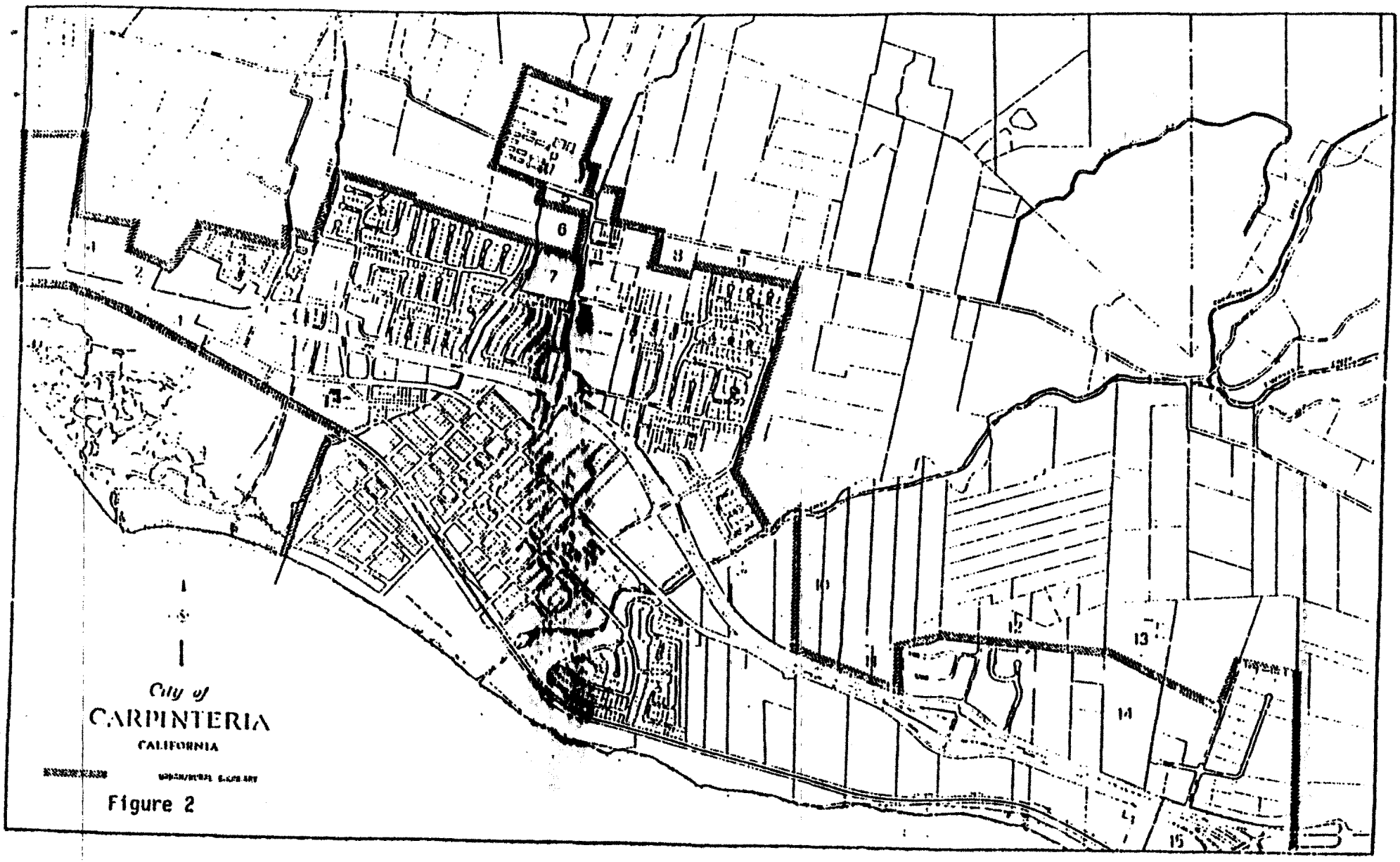

Figure 2

by parcel size (about one acre each) and the presence of a high water table, although soils are prime (Class II); the easternmost parcel at the bend in Foothill Road is further limited by a County Flood Control easement through the southeast section of the property. Area 7 is surrounded on three sides by urbanization; soils are prime but agricultural production is limited again because of a high water table and there is no existing agriculture on the properties at this time. These parcels represent a logical extension of the urban boundary. Parcel 6, on the other hand, is associated with the adjacent celery transplant operation and is, therefore, designated for agricultural use and included in the rural area.

Parcels 8 and 9, located between the City's northern boundary and Casitas Pass Road, currently support viable orchards on prime soils (Class I and II). Therefore, these parcels have been excluded from the urban area.

The urban/rural boundary then follows the City's existing limits in a southerly direction along Casitas Pass Road and southeast to Carpinteria Creek. At this point, the boundary conforms to the existing mobile home park, proceeds south to North Via Real, and continues eastward along Via Real to the McKeon development. The Reeder parcels (Area 10) and two small parcels in Area 11 are, therefore, excluded from the urban area. The Reeder parcels are located on prime soils and are partially planted to gypsophila at this time. While the western parcel in Area 11 is composed of prime soils, soils on the eastern parcel are non-prime (Class III); both of these parcels are designated for agricultural use because of their agricultural potential.

Proceeding north and eastward, the boundary line follows the existing City limits, separating the McKeon development from the rural lands to the north (Area 12). There are nine parcels in this rural area, ranging in size from two to seven acres. Although soils are non-prime, most of the parcels are planted to avocados (new plantings as well as producing trees exist), and a thick stand of oak trees covers the eastern section. The sloping terrain and ranchette type of land use pattern that prevail in this area provide a natural buffer between the prime agricultural lands to the north and existing dense urban development to the south. Area 13, a rural residential subdivision of 15 one-acre lots located to the east of Area 12 is also excluded from the urban area.

The urban line is extended to include a 25-acre agricultural island and a 4-acre parcel adjacent to this property on the northwest (Area 14). Soils in this area are non-prime and the agricultural use has been impaired by drainage and other problems created by surrounding urban development. Long term agricultural use of these parcels is further constrained because the area would not qualify for agricultural preserve status due to the lack of contiguous agricultural lands to meet the 40-acre minimum requirement. The southern portion of this area would be a logical extension of the industrial park while the northern portion would be suited for residential development compatible in density and character with the subdivision in Area 13.

Finally, the urban boundary is extended to include Area 15, which is comprised of some 20 undeveloped acres that should be planned comprehensively with other portions of the bluffs within the City's jurisdiction. (See Section 3.2.5 for a discussion of the proposed land use and conditions for development in this area.) These lands have no agricultural potential and are a logical extension of the urban area for visitor-serving uses because of the area's accessibility to U.S. 101, ocean views, and proximity to the dry sandy beach at Rincon County Park.

3.8.4 POLICIES

Policy 8-1: An agricultural land use designation shall be given to any parcel in rural areas that meets one or more of the following criteria:

1. prime agricultural soils (Capability Classes I and II as determined by the U.S. Soil Conservation Service)

2. prime agricultural lands as defined in Section 51201 of the Public Resources Code (Appendix A)

3. lands in existing agricultural use

4. lands with agricultural potential (e.g., soil, topography, and location that will support long-term agricultural use).

These criteria shall also be used for designating agricultural land use in urban areas, except where agricultural viability is already severely impaired by conflicts with urban uses.

Policy 8-2: If a parcel(s) is designated for agricultural use and is located in either (a) a rural area contiguous with the urban/rural boundary or (b) an urban area, conversion or annexation shall not occur unless:

1. the agricultural use of the land is severely impaired because of non-prime soils, topographical constraints, or urban conflicts (e.g., surrounded by urban uses which inhibit production or make it impossible to qualify for agricultural preserve status), and

2. conversion would contribute to the logical completion of an existing urban neighborhood, and

3. there are no alternative areas appropriated for infilling within the urban area or there are no other parcels along the urban periphery where the agricultural potential is more severely restricted, and

4. the parcel could not be maintained in productive use through the use of greenhouses or alternative agricultural uses, and

5. conversion would result in a well-defined demarcation between urban and agricultural uses and would not create a precedent for conversion of adjacent agricultural lands.

3.9 ENVIRONMENTALLY SENSITIVE HABITAT AREAS

3.9.1 COASTAL ACT POLICIES

The guiding policies for the protection of land and marine habitats in the coastal zone set forth in the Coastal Act of 1976 are:

> 30230. Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.
>
> 30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.
>
> 30236. Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.
>
> 30240. (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.
>
> (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

3.9.2 DEFINITION OF HABITAT AREAS

Although most undeveloped areas of the coastal zone, as well as many isolated pockets of open space within urban areas, provide a "habitat" for

one species or another, the intent of the Coastal Act is preservation of significant habitat resources. Environmentally sensitive habitat areas are defined as "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem." (Coastal Act, Section 30107.5)

One of the principal tasks required in the development of the land use plan has been the identification and mapping of the significant habitat areas located within the Santa Barbara County coastal zone and the City of Carpinteria. Since most of this research has been reported in earlier draft reports which are on file in the City Planning Department, only a summary is provided here.

The environmentally sensitive habitat areas in the City of Carpinteria include tidepools in the area of Carpinteria Reef, butterfly trees in Salzgeber Meadow, and a harbor seal hauling ground near the Standard Oil pier. El Estero (Carpinteria Marsh) is a major wetland adjacent to the City's western boundary.

3.9.3 COASTAL PLANNING ISSUES

Habitats are an environmentally sensitive resource because of their vulnerability to disturbance or destruction from human activities. Recreational uses, agricultural practices, and development are the greatest threats to habitats at the present time.

Recreational Uses: Many recreation areas are located on or near habitat resources. Impacts from recreational uses include ORV trespass, trampling or alteration of vegetative cover, disturbance of wildlife, collection of specimens, and harvesting for food. These problems are exacerbated by the lack of public awareness of the value of habitats and the potential for damage from these activities. Some of these impacts could be mitigated by proper management and maintenance of park areas and better control over types and locations of recreational activities.

Agricultural Uses: Certain agricultural practices have impact on habitats. These practices include the use of stream water for irrigation, land clearing, and pesticide applications. Such practices may damage habitats by causing stream depletion, erosion, and contamination through runoff.

Development: Urban and/or industrial development near or adjacent to habitats may be accompanied by a host of human activities and related land uses which are incompatible in many instances with the continued existence of certain species. Specific impacts include noise, pollution, intrusion, and habitat removal through grading, paving, and placement of structures. Oil development is an issue of particular concern due to the threat of oil spills. Existing oil spill contingency measures may not be adequate to save wetlands, tidepools, and kelp beds in the event of a spill.

Existing Land Use Control Measures: Existing City procedures and ordinances are not adequate to ensure protection of coastal habitat resources. Habitat areas are not specified or protected in existing general plan or zoning designations. Consequently, protection of habitats is generally left to

the environmental review process. This procedure provides only limited protection of habitat resources. Not only are many projects exempt from environmental review, but it is rare that a project is denied on the basis of findings in environmental documents. Moreover, the lack of existing City policy means that projects are designed without benefit of specific guidelines to ensure protection of habitat resources. If project re-design is required as a result of environmental review, costs to developers increase significantly.

3.9.4 ENVIRONMENTALLY SENSITIVE HABITAT AREA OVERLAY DESIGNATION

The land use plan includes an Environmentally Sensitive Habitat Area overlay designation to address the deficiencies in existing regulatory procedures. Under the overlay designation, significant habitat resources are located on the land use plan maps and policies for each habitat type are included as guidelines for development. The following criteria were used in determining which habitats warranted the Habitat Area designation:

1. Unique, rare, or fragile communities which should be preserved to ensure their survival in the future, i.e., dune vegetation, native grasslands.

2. Rare and endangered species habitats that are also protected by Federal and State laws, i.e., harbor seal rookeries and haul out areas.

3. Plant community ranges that are of significant scientific interest because of extensions of range, or unusual hybrid, disjunct, and relict species (see definitions in Appendix A).

4. Specialized wildlife habitats which are vital to species survival, i.e., white-tailed kite habitat, butterfly trees.

5. Outstanding representative natural communities that have values ranging from a particularly rich flora and fauna to an unusual diversity of species.

6. Areas with outstanding educational values that should be protected for scientific, research, and educational uses now and in the future.

7. Areas that are important because of their biological productivity such as wetlands, kelp beds, and intertidal areas.

8. Areas that are structurally important in protecting natural landforms and species, i.e., dunes which protect inland areas, riparian corridors that protect stream banks from erosion and provide shade, kelp beds which provide cover for many species.

All significant habitat resources in the City which meet at least one of these criteria are designated on the land use plan maps.* Due to the limitations of mapping techniques and, in some cases, incomplete information on habitat areas, the following general policies shall apply.

POLICIES:

9-1: All parcels designated by the Habitat Area Overlay as shown on the land use maps and parcels within 250 feet of the boundary of such a designation shall be subject to a site inspection by a qualified biologist, to be selected jointly by the City and the applicant. All development plans, grading plans, etc., for these areas shall show the precise location of the habitat(s).

9-2: Prior to issuance of a development permit, all projects shall be found to be in conformity with the applicable habitat protection policies of the land use plan (Policies 9-1 to 9-20).

9-3: In cases where a habitat area is not designated on the land use plan map and a habitat is found to be on a parcel, a site survey by a qualified biologist shall be made and conformance to the relevant habitat policies of the land use plan shall be required.

Habitats found in or adjacent to the City of Carpinteria and policies for protecting these habitats are listed below. These policies are in addition to existing State and Federal regulations which protect many species of plants and animals and their habitats.

HABITAT TYPE: Wetlands
Location: Carpinteria Marsh, mouth of Carpinteria Creek

Description: Wetlands, and their associated biotas (marshes, swamps, lagoons, and sloughs) are extremely fertile and productive environments. They act as nurseries for many aquatic species and serve as feeding and nesting areas for many waterfowl including rare and endangered species. Tidal flushing from the ocean and nutrient rich freshwater runoff mix to form a delicate balance that maintains the productivity of these environments. Eighty to

*While the designations reflected on the land use plan maps represent the best available information, these designations are not definitive and may need modification in the future. The scale of the land use plan maps precludes complete accuracy in the mapping of habitat areas and, in some cases, the precise location of habitat areas is not known. In addition, migration of species or discovery of new habitats would result in the need for designation of a new area. Therefore, the boundaries of the designations should be updated periodically in order to incorporate new data. Changes in the overlay designations may be initiated by the City or by landowners.

ninety percent of the State's shorebirds utilize wetland habitats while in California (Fish and Game, 1971). Furthermore, six endangered and one rare species are dependent on the coastal wetlands. These include the California brown pelican (Pelicanus occidentalis), American peregrine falcon (Falcon peregrinus), lightfooted clapper rail (Rallus longirostris), California least ern (Sterna albifrons), and the salt marsh harvest mouse (At the Crossroads, 1976). Loss of 60 to 70 percent of California's wetland acreage since 1900 as a result of development, dredging, and siltation underscores the need to protect remaining wetland habitats. Development activities in upland watersheds and stream alteration pose the greatest threats to continued viability of wetland habitats due to toxic runoff and siltation. Direct impacts include dredging, mosquito abatement practices, and flood control projects.

Carpinteria Marsh is located immediately west of the City of Carpinteria. The wetland area is listed as a high priority wetland for protection by the California Department of Fish and Game (1974). Two endangered bird species, the lightfooted clapper rail and Belding's savanna sparrow, inhabit the Marsh along with Cordylanthus maritimus, an endangered plant species. The University of California has recently purchased 120 acres of this 230-acre Marsh for inclusion in its Statewide Natural Land and Water Reserve System. Access to the Marsh is restricted to individuals and groups such as Natural History Museum personnel, Audubon bird watching groups, and University researchers. Impacts on the Marsh from urban and agricultural runoff, sedementation, and mosquito abatement threaten its productivity.

On the land use plan map, Carpinteria Marsh is designated with a Habitat Overlay which extends to the City's western limits. Areas within the City that border the marsh, therefore, will be subject to Policies 9-1, 9-4, and 9-5. Since the area bounded by the City's western limits, Ash Avenue, and Third Street is contiguous to the Marsh, land use alternatives and conditions for development in this area are specified in the development section of the plan, Section 3.2. Also Policies 3-13 to 3-19 will apply to areas within the watershed of the marsh (Section 3.3).

The lagoon at the mouth of Carpinteria Creek is also designated with a Habitat Overlay and will be subject to the following policies.

POLICIES:

Policy 9-4: The upland limit of a wetland shall be defined as land where the water table is at, near or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes. Where environmental factors may prevent the development of soils and/or vegetation, the presence of surface water or saturated substrate at some time during the year or the location within, or adjacent to, vegetated wetlands or deep-water habitats will define their limits. If question exists, the limit will be determined by habitat survey made by a qualified biologist.

A buffer strip, 100 feet in width, shall be maintained in a natural condition along the upland limits of all wetlands. No structures other than those required to support light recreational, scientific and educational uses shall be permitted, where such structures are consistent with all other wetland development policies and where all possible measures have been taken to prevent adverse impacts.

Policy 9-5: New development adjacent to the required buffer around wetlands shall not result in adverse impacts due to additional sediment, runoff, noise, and other disturbances.

HABITAT TYPE: Butterfly Trees
Location: Salzgeber Meadow (other locations may exist)

Description: Tagging studies indicate that the Monarch Butterfly (Danaus plexippus) migrates southward over long distances to escape the cold winters of the central and northern states. The Monarch Butterflys' wintering grounds are areas within a coastal strip extending from Los Angeles to Monterey. These wintering grounds are roosting habitats consisting of a circular configuration of tall trees, usually eucalyptus, which are essential for the mating phase of the Monarch Butterfly's life cycle. During the fall and winter months, the trees are used by massive numbers of Monarch Butterflies as communal roosts. These winter clusters represent the most sensitive part of the Monarch's life cycle. Repopulation of the species depends upon the mating phase which occurs in these specialized habitats. Little is known about the behavior patterns and migration routes of the Monarch Butterfly; therefore, this habitat is of important scientific, educational, and general public interest.

POLICIES:

9-6: Butterfly trees shall not be altered or removed, except where they pose a serious threat to life and property.

9-7: Adjacent development shall be set back a minimum of 50 feet from the trees.

HABITAT TYPE: Marine Mammal Rookeries and Hauling Grounds
Location: Sandy pocket near the Chevron pier

Description: Harbor seals have a life span of from 15 to 30 years, weigh up to 150 kilograms, and average 1.5 to 2.0 meters in length. Population estimates of harbor seals along the California coast range from a minimum of 1,600 to a maximum of 2,500 individuals. Harbor seal hauling grounds are usually sandy beaches or rocky outcrops frequented by harbor seals. Some of these areas are used for rookeries (giving birth and nursing). Studies indicate that nearby deep water, headlands which restrict lateral access, shelf-like offshore rocks, and offshore kelp beds (used for feeding and rafting) are factors influencing selection of hauling grounds. Harbor seal hauling out appears to be regulated by the time of day, tidal fluctuations, and human disturbances. Harbor seals do not haul out on beaches that are used heavily by the public. In fact, they have been known to entirely abandon hauling grounds because of excessive human activity. In some cases, however, harbor seals have adapted to minor disturbances such as occasional beach walkers and noise of boats or aircraft.

Harbor seals and other marine mammals are protected under the provisions of the Federal Marine Mammal Protection Act. This legislation encourages "efforts to protect the rookeries, mating grounds, and areas of similar significance for each species of marine mammal from the adverse effect of man's action" (Section 2(2)).

Located 100 meters due east of the Chevron pier, the Carpinteria hauling grounds consist of a sandy pocket beach connected by a sand spit to a

shelf-like intertidal rock outcrop (J.L. Bowland, 1978). The seals use this hauling ground during the night and occasionally during the day; however, they do not use the rock outcrop when people or dogs are nearby. Observations indicate as many as 90 seals use the area (J.L. Bowland, 1978).

POLICIES:

9-8: Harbor seal hauling grounds shall not be altered or disturbed by recreational, industrial, or any other uses. Emergency maintenance or repair of existing pipelines in the vicinity of the Chevron pier shall be permitted as necessary, as long as disturbances to the harbor seal hauling grounds are minimized.

HABITAT TYPE: Rocky Points and Intertidal Areas
Location: Carpinteria Bluffs Area

Description: Rocky points and intertidal areas provide habitats for a diversity of marine organisms which are adapted to harsh and changing environmental conditions such as wave shock and moisture fluctuation. Direct human disturbance, such as foot traffic, collecting of organisms, or any sort of handling is very destructive to the existing biota. Adverse impacts on marine water quality also affect the biota which thrive on rocky points and intertidal areas. Destruction to the organisms at one rocky point decreases the probability of natural replacement of organisms at other points because of their biological interdependence.

The Carpinteria reef and bluffs, located at the eastern edge of Carpinteria State Beach, present the most diverse intertidal area on the mainland south of Point Arguello (Santa Barbara County, Conservation Element). The reef contains organisms from relatively large taxonomic groups which are absent in other areas. Additionally, some species uncommon on the South Coast have been sighted in the Carpinteria Reef.

POLICIES:

9-9: In order to prevent destruction of organisms which thrive in intertidal areas, no unauthorized vehicles shall be allowed on beaches adjacent to intertidal areas.

9-10: Only light recreational use shall be permitted on public beaches which include or are adjacent to rocky points or intertidal areas.

9-11: Shoreline structures, including piers, groins, breakwaters, drainages, seawalls, and pipelines, shall be sited or routed to avoid significant rocky points and intertidal areas.

HABITAT TYPE: **Subtidal Reefs**
Location: Carpinteria

Description: Subtidal reefs are offshore rocky areas that serve as attachment points for a high number and diversity of algae, invertebrates, and fish

species. The reef environment is a unique and rich resource, used for research, education, and commercial and recreational fishing.

Carpinteria Reef is located offshore at the extreme eastern edge of Carpinteria State Beach and extends one mile to the south. This reef is very diverse biologically. For example, Elysia and Tigripus invertebrates, which are not often seen on the South Coast, are found on the Carpinteria Reef. The reef is of high scientific and educational value and is sensitive to collecting pressures due to extensive recreational use. Carpinteria Reef is also a popular skin and scuba diving area. The California Department of Fish and Game considers this reef to be a favorite spear fishing spot for opaleye, halfmoon, sheephead, and pile perch.

POLICIES:

9-12: The marine resources of Carpinteria Reef shall be protected. If evidence of depletion of these resources is presented, the City shall work with the California Department of Fish and Game to assess the extent of damage and implement mitigating measures.

HABITAT TYPE: Kelp Beds
Location: Along the coast from Jalama to Carpinteria

Description: Kelp beds are productive environments which serve as fish habitats and are therefore important to sport and commercial fishermen and biologists. Kelp beds are destroyed by poor water quality from sources such as sewer outfalls, siltation and other ocean bottom disturbances, water temperature changes, and overgrazing from marine invertebrates (such as the sea urchin) and fish. Extensive kelp bed areas have been destroyed in Southern California coastal areas due to some of these impacts. The effect of kelp harvesting on long-term survival and productivity is a source of considerable controversy. The activities of kelp cutters are currently regulated by the California Department of Fish and Game. In addition, the removal of seaweed is prohibited in the City's granted tidelands except for navigational or fishing purposes (Section 4137, City of Carpinteria Municipal Code).

HABITAT TYPE: Native Plant Communities (examples: coastal sage scrub, chapparal, coastal bluff, closed cone pine forest, California native oak woodland (also individual oak trees), endangered and rare plant species as designated by the California Native Plant Society, and other plants of special interest such as endemics.
Location: These habitats are not designated on the land use maps because they occur in so many areas. Therefore, the policies will have to be applied on a case-by-case basis as projects are reviewed.

Description: Natural ecological systems composed of native plant species serve many essential functions. They serve as wildlife habitats and provide nesting sites and feeding resources for many animals. Native plants, due to their adaption to the local environment, use less water than most introduced species and contribute to the stabilization of soil on bluffs, hillsides, and watersheds. In addition, native plants are an integral component of the landscape that makes the Santa Barbara County coastal zone a visual resource of more than local importance. Oak trees need special attention, as they are large and provide important habitat and shading. They are very long-lived, relatively slow growing, and are easily harmed by surrounding land uses.

POLICIES:

9-13: Oak trees, because they are particularly sensitive to environmental conditions, shall be protected. All land use activities shall be carried out in such a manner as to avoid damage to native oak trees.

9-14: When sites are graded or developed, areas with significant amounts of native vegetation shall be preserved. All development shall be sited, designed, and constructed to minimize impacts of grading, paving, construction of roads or structures, runoff, and erosion on native vegetation. In particular, grading and paving shall not adversely affect root zone aeration and stability of native trees. (See also Policies 3-13 to 3-19).

HABITAT TYPE: Streams
Location: Intermittant Streams: Santa Monica Creek
Franklin Creek
Carpinteria Creek

Description: Streams and creeks provide habitats for many bird, animal, and plant species and serve as major corridors for transportation of nutrients and sediments to wetlands and estuaries. They also play a critical role in providing sand for beach replenishment. Streams and creeks provide an environment for plant and animal species that cannot tolerate the arid conditions of the dominant chaparral environment. Riparian vegetation, including California Bays (Umbellularia californica), Willows (Salix spp.), Big Leaf Maples (Acer macrophyllum), and Sycamores (Plantanus Racemosa), is found along many of the County's streams. Strands of California Walnut (Juglans californica), uncommon in Santa Barbara County, occur along Rincon Creek. Additionally, numerous water-loving organisms including the Monterey Salamander (Ensatina) and the Pacific Pond Turtle (Clemmys marmorata) live within these stream environments.

Streams and creeks affect both the quantity and quality of local water supplies. Heavy siltation of the stream bed can clog the natural flow of water from the surface into groundwater reserves. Increased sedimentation in streams also results in higher flows and increased flood hazards. Polluted runoff from upland development or direct discharge into a stream can infiltrate the groundwater, thereby polluting underground water resources. Development and land use activity within and adjacent to the watercourse have profound effects on stream hydrology, channel geometry, and water quality. Protection of streams requires regulation of land use within the immediate environment as well as control of land use in the larger watershed. The following policies are directed at development within the stream corridor. Regulation of land uses in the watershed is addressed in Section 3.3 of the plan.

Definitions:

Stream: watercourses, including major and minor streams, drainageways, and small lakes, ponds, and marshy areas through which streams pass.

Major Stream: a continuously flowing water body, i.e. perennial streams.

Minor Stream: an intermittently flowing stream or a permanent stream with low flow during all or part of the year.

Riparian Vegetation: vegetation normally found along the banks of streams, creeks, and rivers.

Stream Corridor: a stream and its minimum prescribed buffer strip.

Buffer: a designated width of land adjacent to the stream which is necessary to protect biological productivity, water quality, and hydrological characteristics of the stream. A buffer strip is measured horizontally from the banks or high water mark of the stream landward.

POLICIES:

9-15: The minimum buffer strip for natural streams within the City shall be 20 feet from the top of the bank. These minimum buffers may be adjusted by the City on a case-by-case basis after investigation of the following factors:

a. soil type and stability of the stream corridor;

b. how surface water filters into the ground;

c. types and amount of riparian vegetation and how such vegetation contributes to soil stability and habitat value;

d. slopes of the land on either side of the stream; and

e. location of the 100-year flood plain boundary.

9-16: No structures shall be located within the stream corridor except: developments where the primary function is the improvement of fish and wildlife habitat; dams; structures necessary for flood control purposes; bridges, when supports are located outside the critical habitat; and pipelines, when no alternative route is feasible.

9-17: All development, including dredging, filling, and grading, within stream corridors shall be limited to activities necessary for flood control purposes, bridge construction, water supply projects, or laying of pipelines, when no alternative route is feasible. When such activities require removal of riparian plant species, re-vegetation with local native plants shall be required. Minor clearing of vegetation shall be permitted for hiking and equestrian trails.

9-18: All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution.

9-19: Cultivated agriculture and the installation of septic tanks shall be prohibited within stream corridors.

9-20: Other than projects that are currently approved and/or funded, no further concrete channelization or other major alterations of streams in the City shall be permitted.

X9-21: No development or substantial alteration of natural stream corridors shall be permitted unless the City finds that such action is necessary to protect existing structures and that there are no less environmentally damaging alternatives. Where development or alteration is permitted, best mitigations feasible shall be a condition of project approval.

3.9.5 RECOMMENDED ACTIONS

The following actions are needed to ensure long-term preservation of habitat resources:

1. The City should encourage the rangers at Carpinteria State Beach Park to prohibit the collecting of marine organisms in rocky points and intertidal areas.

2. The City should encourage and support efforts to increase public understanding of significant habitat areas by all of the following measures:

   a. Encouraging educational programs on habitat areas in the public schools and informal education programs through community organizations.

   b. Providing signs, interpretive displays, etc., on habitat sites which are on or adjacent to City parks.

3.10 ARCHAEOLOGICAL AND HISTORICAL RESOURCES

3.10.1 COASTAL ACT POLICY

30244. Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

3.10.2 ARCHAEOLOGICAL RESOURCES

Well-known archaeological resources of the City of Carpinteria include the asphalt deposits and shell midden areas in the vicinity of Carpinteria State Beach Park. These and other archaeologic sites have been identified through the environmental review process.

At present, urbanization and public access appear to be the principal sources of destruction to archaeological sites. Direct threats posed by urbanization include: plowing; bulldozing; residential and industrial construction; grading for roads and highways; construction of parking lots, airstrips, and railways; cattle grazing; water projects (eroding and burying sites); off-road vehicles; recreational developments; natural forces (water and wind); and unauthorized collecting of artifacts.

One of the most significant indirect threats for the destruction of archaeological sites is public access. Vandalism has always been a source of destruction to sites, and the probability of it occurring increases with access to areas of archaeological significance. Any increase in temporary or permanent population in the vicinity of a site through construction of housing projects, trailer parks, campgrounds, or recreation areas increases the vulnerability of archaeological sites disturbance. Construction of public roads which provide access to areas of archaeological significance and publication of known site locations or areas of site density also can increase vandalism.

Policies

10-1: All available measures, including purchase, tax relief, purchase of development rights, etc., should be explored to avoid development on important archaeological sites. Where these measures are not feasible and development will adversely affect identified archaeological or paleontological resources, adequate mitigation shall be required.

10-2: Activities other than development, which could damage or destroy archaeological sites, including off-road vehicle use and unauthorized collecting of artifacts, shall be prohibited.

3.10.3 HISTORICAL RESOURCES

Presently designated historic landmarks in the City include the following:

California State Landmark #535: LA CARPINTERIA (1769) two State Markers: 956 Maple Avenue, and southeast of Carpinteria Creek bridge on Carpinteria Avenue (south side)
Carpinteria City Landmark #1: WARDHOLME TORREY PINE, 5160 Carpinteria Avenue
Carpinteria City Landmark #2: HEATH RANCH PARK AND ADOBE, Eucalyptus Street
Carpinteria City Landmark #3: SITE OF ORIGINAL LIBRARY, 892 Linden Avenue
Carpinteria City Landmark #4: PALM TREES on parkway between 7th and 8th Streets, at corner of Linden and 7th Street

There are numerous other local sites of historic significance which could be considered for designation.

Recommendations

1. A survey of Carpinteria's historical resources should be organized and conducted by the staff and volunteers of the Carpinteria Valley Museum in cooperation with the membership of the Carpinteria Valley Historical Society, the Society's Historic Sites Committee, and the Santa Barbara County Historical Landmark Advisory Committee. As a result of the survey, priorities for identified areas and protection measures should be developed. The most significant sites should be designated as landmarks.

2. Historic sites of national significance should be nominated for landmark status by the National Historic Landmarks Program and the National Registry of Historic Places. Those of Statewide significance should be nominated for inclusion on the register of California Historical Landmarks.

3.11 AIR QUALITY

3.11.1 COASTAL ACT POLICIES

Only two sections of the Coastal Act directly address the issue of air quality. Under Section 30253.(3) of the Coastal Act, new development shall

> "Be consistent with requirements imposed by an air-pollution control district or the State Air Resources Control Board as to each particular development."

In addition, under Section 30253.(4), new development shall

> "minimize energy consumption and vehicle miles traveled."

A number of other sections of the Coastal Act reinforce these policies either directly or indirectly. Section 30250 urges that new development be located near existing developed areas to prevent excessive sprawl. Section 30252 requires that new development be sited so as to assure the potential for public transit for high intensity uses, and that non-automobile circulation be encouraged within the development. Under Section 30241, protection of agricultural land by establishing stable urban-rural boundaries, limiting conversions of agricultural land, and controlling public service and facility extensions, further acts to limit sprawl and thus reduce the distances people travel.

In addressing the issue of air quality, the land use plan must be consistent with both the Coastal Act and the Air Quality Attainment Plan being developed to bring the County and City into conformance with the Clean Air Act and its amendments.

3.11.2 CONSISTENCY WITH COASTAL ACT

Implementation of several policy areas of the land use plan will work toward the goal of reducing air pollution. The land use plan designates boundaries that separate urban and rural land uses, thus preventing the encroachment of new urban development into agricultural and rural areas. By encouraging the concentration of development and limiting sprawl, the land use plan should contribute to the reduction of vehicle miles traveled and result in improved public transit and carpools by increasing the density of population along a given route.

The access and recreation proposals in the land use plan could have mixed effects on air quality. The land use plan proposes increased opportunities for access and recreation to serve local residents as well as visitors. In many cases, the plan makes no provision for parking, but encourages pedestrian and bicycle access. However, an increase in visitor-serving accommodations, e.g., overnight campgrounds, recreational vehicle parks, motels, and other tourist-oriented facilities, can lead to increased traffic and degradation of air quality. For example, Carpinteria State Park draws large numbers of motoring tourists on holiday weekends and throughout the summer. The amount of traffic generated by these visitors can be

substantial, contributing to local air pollution levels. The same can be said for other visitor-serving accommodations, such as motels and restaurants.

In terms of impacts of industrial facilities on air quality, the land use plan does not propose a substantial expansion of areas available for industrial uses. In the case of oil and gas development, industrial designations are confined to existing processing facilities. Some of these facilities may need to be expanded and upgraded to serve increased production in the State Tidelands and Federal OCS.

3.11.3 CONSISTENCY WITH THE AIR QUALITY ATTAINMENT PLAN (AQAP)

One mechanism for achieving consistency between the land use plan and the requirements of the Clean Air Act and its amendments is the incorporation of the Air Quality Attainment Plan (scheduled for adoption in May 1979) into the LCP. The substance of the AQAP rests with development of control strategies for individual pollutants. The control strategies developed under the AQAP effort are based on: (1) inventory of current emissions; (2) projection of future emissions; (3) analysis of reductions available from control measures; and (4) synthesis of control measures into a strategy in order to achieve the National Ambient Air Quality Standards (NAAQS).

The AQAP includes four types of control measures: stationary, transportation, land use, and energy. Only the AQAP land use measures directly impact the LCP land use plan. Since the AQAP is not yet adopted, the degree of consistency between the LCP land use plan and the AQAP cannot be determined. Therefore, incorporation of the relevant policies and strategies from the air quality plan into the coastal plan should occur during the implementation (zoning) phase of the LCP.

3.12 AVAILABILITY OF RESOURCES AND SERVICE SYSTEM CAPACITIES

3.12.1 COASTAL ACT POLICY

30254. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

3.12.2 BACKGROUND

The land use plan designates the kinds, intensities, and locations of land uses as required under the Coastal Act. A further intent of the Coastal Act is that the kinds, intensities, and locations of land uses be correlated with the availability of resources and services. Resources refer to water supply; services refer to water distribution systems, wastewater collection and treatment facilities, and transportation systems. In cases where resources and/or services can only accommodate a limited amount of new development, Section 30254 of the Coastal Act requires that services to coastal dependent land uses, essential public services, and basic industries not be precluded by other development. In addition to the priority uses established under the Act, provision for local needs such as housing and employment must also be addressed. This is particularly true in the Carpinteria Valley where the coastal zone takes in the entire City and nearly all of the Valley. Resources within this diversified planning area need to be shared by urban and rural uses to provide for the social and economic needs of the community.

Resource protection and provision of public services are also addressed in other sections of the Coastal Act. Section 30231 of the Coastal Act requires that depletion of groundwater supplies be prevented. Section 30241 requires that public service and facility expansions and non-agricultural development do not impair agricultural viability either through increased costs or degraded air and water quality.

The principal issue addressed in this section of the plan is the water supply and demand balance in the Carpinteria County Water District, since water use within the District nearly equals the available supply at the present time. Estimates of the District's water supply/demand balance presented in the following discussion are based on reports prepared by the District. These estimates are then related to buildout, i.e., the total number of residential units (existing and potential) permitted under the land use plan (Tables 3-3 to 3-6), and the projected level of resources and/or services that would be required to accommodate this buildout. There are a number of reasons to believe that the buildout calculations presented, with respect to the number of potential units and population, overstate the case. Some areas are currently developed at lower densities than those permitted under existing zoning; the same situation could develop under the land use plan. Major demolition of existing single family homes and duplexes to permit conversion to higher density development is unlikely, even if the areas in question are zoned for apartments. Furthermore, there are areas within the City and Valley where complete buildout under the land use plan is improbable because of site constraints, such as steep slopes and other natural hazards.

With respect to wastewater treatment capacity, data have been compiled from direct contact with the Carpinteria Sanitary District. Transportation data have been drawn from the City's Department of Public Works, California Department of Transportation, and the County's Transportation Plan.

3.12.3 WATER

The boundaries of the Carpinteria County Water District encompass almost all of the Carpinteria Valley planning area including the City of Carpinteria; one area east of Toro Canyon Road and extending into a portion of Serena Park is located within the Montecito County Water District. With the exception of several foothill areas in the northern part of the Valley, the entire District is located within the coastal zone. The District derives its water supply from the Carpinteria Groundwater Basin and surface deliveries from Lake Cachuma. The groundwater basin extends beyond the District's boundaries in only two areas: to the west where the Toro Canyon Subunit is within the Montecito County Water District and to the east where a small portion of the basin is in Ventura County.

The safe yield of the groundwater basin is estimated to be 4,500 AFY and the District's annual future entitlement to Cachuma water is 3,041 AFY. According to current water use estimates, the District has an existing uncommitted surplus of approximately 950 AFY (Table 3-2). The uncommitted water balance for the City is an estimated 170 AFY.

Buildout under existing zoning and the land use plan would both require more water than the District can now supply. Under existing zoning, an estimated 2,686 additional units could theoretically be constructed in the City at some point in the future; approximately 500 units could also be added by conversion of existing units to the higher densities permitted under zoning (Table 3-3). Under the proposed land use plan, the number of additional

TABLE 3-2
CARPINTERIA COUNTY WATER DISTRICT
1979 ESTIMATED WATER SUPPLY/DEMAND BALANCE[1]

	Water Use Acre Feet/Year (AFY)
Supply	
Groundwater Safe Yield[2]	4,500
Cachuma Planning Total	3,041
	7,541
Water Use	
Private Wells[3]	1,800
Municipal and Industrial (M & I)[4]	1,922
Agriculture (4)	2,869
	6,591
Total Uncommitted Water Surplus	950
70% reserved for agricultural use in the County	665
30% reserved for M & I uses within the City	285
Water allocated for City projects having received all approvals as of 7/31/79	114.23
Uncommitted balance for City	170.77

(1) These estimates are based on 1979 supply figures and five-year average water use data for the period 1974-75 to 1978-79.

(2) This figure is likely conservative and may warrant a revision upward, perhaps by 250 AFY (Letter to Carpinteria County Water District, November 9, 1978, Geotechnical Consultants, Inc.). According to the attorney for the Carpinteria County Water District, the right of the district to extract groundwater from the basin may be severely restricted and so impair its ability to deliver water (Ref. letter from R. M. Jones to E. Van de Water, April 21, 1978).

(3) Geotechnical Consultants, Inc. "Hydrologic Assessment, Carpinteria Groundwater Basin" (Letter to the Carpinteria County Water District, March 3, 1978, Page 3).

(4) This is a five year average for the period 1974-75 to 1978-79; see Carpinteria County Water District letter to City of Carpinteria, July 23, 1979, Page 4.

housing units that would be possible is reduced to 1,155, largely the result of the proposed change in the maximum number of housing units permitted on Carpinteria bluffs (Table 3-4). If growth were to occur at an annual rate of one percent, housing opportunities provided for under the proposed land use plan for the City would accommodate growth over the next 30 years. In the unincorporated area of the Carpinteria Valley, 701 additional housing units are permitted under the land use plan compared to the 1,709 units allowed under current zoning (Tables 3-5 and 3-6).

An estimated 3,500 AFY of additional water would be required to accommodate theoretical buildout under the land use plans proposed for the City and the unincorporated area. This potential demand for water far exceeds the District's current supply. Consequently, a water management plan is needed to ensure that priority uses under the Coastal Act, as well as local priorities, are not precluded.

A water management plan for the City of Carpinteria and unincorporated area must reflect the past efforts of the City, County, and Coastal Commission to resolve the water management issues of the Carpinteria area. These efforts culminated in a public workshop in the fall of 1978. The purpose of this workshop was to review existing water supply and demand data in order to reach a consensus on the uncommitted water surplus in the Carpinteria Water District. Also, public testimony was received concerning the need to satisfy local as well as Coastal Act priorities in a water management plan. Information gathered at this meeting formed the basis for the State Coastal Commission's precedential action on November 14-15, in which the Commission found that:

1. The City of Carpinteria, through its recent conservation efforts, has reduced water consumption for Municipal and Industrial (M&I) uses and that, therefore, 2,050 AFY could be substituted for the 2,185 AFY previously used as the planning total for M&I uses. The Commission established 2,050 AFY as the maximum level for M&I uses, the highest historical water use within the District for this purpose.

2. The entire water surplus, not including water conserved by the City, should be reserved for priority uses under the Coastal Act, predominantly agriculture.

3. Forty (40) AFY of water would be allocated to the City for M&I uses during the 1978-79 water year. Following commitment of this allocation, new development in the City would be contingent upon proof of new surplus water derived from continued conservation efforts.

4. In order to carry out Coastal Act policies on concentration of urban development, residential development in the rural neighborhoods of the Carpinteria Valley should be permitted in proportion to development in the City on a ratio of 1 to 10. Since 40 AFY of water was allocated to the City for the 1978-79 water year 4 AFY would be allocated to the County for residential use.

In other precedential decisions, the Commission has denied permits for two back-up water wells on agricultural parcels and for a water well intended to serve orchard expansion into the foothills. The Commission has also denied greenhouse development partially on the basis of increased water use per acre and possible depletion or contamination of groundwater resources. Thus, although the Commission has found that the entire water surplus should be reserved for agriculture, it has denied greenhouses in certain groundwater recharge areas of the Valley as well as orchard expansion into the foothills. Since these are the most likely forms of new agricultural development in the Valley that would require increased water for the foreseeable future, the water being reserved for agriculture has limited application at this time. Therefore, the entire water surplus should not be reserved for agriculture, but should be distributed between the City and the County on the basis of historical water use for priority uses under the Coastal Act as well as local priorities. In addition, agricultural water use should be allocated for open field crops (avocados, lemons, vegetables, field flowers, etc.) and greenhouse production on the basis of established water use levels.

POLICIES AND ACTIONS:

Policy 12-1: The safe yield of the Carpinteria Groundwater Basin shall not be exceeded, except on a temporary basis as part of a conjunctive use program managed by the Carpinteria County Water District.

Policy 12-2: The existing water supply of the Carpinteria County Water District (7,541 AFY -- see Table 3-2) shall be divided between the County and the City of Carpinteria on the basis of historical use; 30 percent (2,262 AFY) shall be allocated for use within the City and 70 percent shall be allocated for use in the County.

ACTION:

The City shall develop a resource management program through which the City's uncommitted water surplus can be allocated for priority uses established by the City, including but not limited to:

1. Housing
2. Public and commercial recreation
3. Public-serving commercial (motel, restaurant, retail commercial)
4. Other commercial
5. Light industry

Such program shall include a method for evaluating new development projects so that highest priority will be given to projects which meet the needs of the community and are the most protective and conserving of coastal resources, i.e., land, water, air, energy, etc. As part of this program, ten (10) percent of the City's total annual water allocation shall be reserved for public recreational uses; if this reserve is not allocated for use within a given year, it shall accrue on an annual basis for future uses. The resource management program shall be implemented for the 1979 water year, commencing May 15, 1979, and shall be re-evaluated as necessary; however, the

program shall remain in effect as long as there is a need to manage the limited resources of the City and the Carpinteria Valley.

Policy 12-3: All new development within the City shall be served by the Carpinteria County Water District. At such time as extractions from the groundwater basin have reached the safe yield level, use of a private water well for new development shall be grounds for denial of the project.

Policy 12-4: At such time as a permanent increase in the water supply of the Carpinteria County Water District is obtained (through development of surface water facilities, wastewater reclamation, desalinization of sea water, etc.), prior to issuing a development permit for any non-priority use, the County or the City shall make the finding that an adequate supply of water is being held in reserve to accommodate the priority uses established for the respective jurisdictions.

Policy 12-5: The City, Carpinteria County Water District, County, and other appropriate agencies should work together to develop a long-term management program for the Carpinteria Groundwater Basin with the goal of increasing supplies through conjunctive use, adjudication, or other measures.

3.12.5 WASTEWATER TREATMENT CAPACITY

The current capacity of the Carpinteria Sanitary District's wastewater treatment facility is two million gallons per day. With an average dry weather peak flow of 1.6 million gallons per day, the facility is at 80 percent of capacity and is able to provide service for approximately 3,600 additional people (Table 3-7). This is far more than the number of people that could be served by the existing water supply.

The entire urbanized area is presently served by the District. In the rural area, a portion of Padaro Lane was recently annexed to the District and plans are underway to annex Serena Park. The reamining unincorporated area relies on septic tanks, although soil and drainage in many parts of the Valley have caused problems for septic systems.

3.12.6 TRANSPORTATION

Currently the City of Carpinteria does not have any plans for expansion of the City's street system. According to the City's Department of Public Works and the California Department of Transportation, none of the City's streets is at or near capacity at this time and the existing street system will be able to accommodate growth within the City through the year 2000.

As a related matter, the County's Regional Transportation Plan proposes widening Highway 101 to six lanes from Fairview Avenue in Goleta to the Ventura County line. At present, this route consists of a four-lane freeway from the Ventura County line to downtown Santa Barbara, a conventional four-lane arterial through downtown Santa Barbara, and a four-lane freeway through the west side of the City and on through the Goleta Valley. The projected need for six lanes east of the City of Santa Barbara through Carpinteria is

largely determined by CALTRANS traffic projections of greatly increased traffic at the Ventura County line (more than double today's traffic). If this traffic growth does occur, the addition of freeway lanes would not be needed until about 1995.

TABLE 3-3

CITY OF CARPINTERIA — BUILD-OUT UNDER EXISTING ZONING

Zoning	Existing Units	1975 Household Size	Population	Potential Additional Units	Potential Conversions	Potential Build-Out *	1990 Household Size	Potential Population
6-R-1	375	2.5	937.5	116	0	491	2.4	1,178.4
6-R-2	83	2.1	174.3	134	19	236	2.0	472.0
6-R-3	518	2.1	1,087.8	47	30	595	1.8	1,441.8
6-R-4	268	2.1	562.8	138	137	543	1.8	977.4
7-R-1	737	3.2	2,358.4	129	0	866	3.0	2,298.0
7-R-2	5	2.5	12.5	2	3	10	2.4	24.0
8-R-1	246	3.2	787.2	74	0	320	3.0	960.0
DR-8	11	2.5	27.5	2	0	13	2.4	31.2
DR-10	89	2.5	222.5	20	0	109	2.4	261.6
DR-13	92	2.1	193.2	126	1	219	2.0	438.0
DR-14	0	2.1	0.0	56	0	56	2.0	112.0
DR-15	64	2.1	134.4	56	4	124	2.0	248.0
DR-18	0	2.1	0.0	61	0	61	2.0	122.0
DR-20	789	2.1	1,656.9	45	305	1,139	2.0	2,278.0
MHPPD	582	2.5	1,455.0	20	0	602	2.4	1,444.8
A-1-X	1	2.5	2.5	0	0	1	2.4	2.4
Other	386	2.5	965.0	0	0	386	2.38	918.68
PUD	0		0	1,660	0	1,660	2.4	3,984.0
	4,246		10,577.5	2,686	499	7,431		17,192.3

*Potential build-out = existing units + potential additional units + potential conversions.

TABLE 3-4

CITY OF CARPINTERIA - BUILDOUT UNDER THE LAND USE PLAN

Land Use Designation	Existing Units	Household Size 1975	Population	Potential Additional Units	Potential Conversions	Potential Buildout*	Household Size 1990	Potential Population
2,180 sq. ft. or more	1,920	2.1	4,032.0	226	603	2,749	2.0	5,498
3,500 sq. ft. or more	765	2.5	1,912.5	261	49	1,075	2.4	2,580
7,000 sq. ft. or more	1,444	3.2	4,620.8	231	0	1,675	3.0	5,025
20,000 sq. ft. or more	11	2.7	29.7	1	0	12	2.4	29
AG	2	2.5	5.0	3	0	5	2.4	12
Other	110	2.6	286.0	0	0	110	2.4	264
Planned Unit Development	0		0	433	0	433	2.4	1,039
	4,252		10,886.0	1,155	652	6,059		14,447

*Potential buildout = existing units + potential additional units + potential conversions.

TABLE 3-5

CARPINTERIA VALLEY - BUILDOUT UNDER EXISTING ZONING

Zoning	Existing Units	Household Size 1975	Population	Potential Additional Units	Potential Conversions	Potential Buildout	Household Size 1990	Potential Population
DR-25	144	2.1	302.4	200		344	1.8	619.2
6-R-1	67	2.5	167.5	36		103	2.4	247.2
7-R-1	56	3.2	179.2	33		89	3.0	267.0
6-R-4	0	3.2	0	6		6	3.0	18.0
8-R-1	110	3.2	352.0	117		227	3.0	681.0
10-R-1	25	2.9	72.5	89		114	2.6	296.4
12-R-1	35	2.9	101.5	6		41	2.6	106.6
DR 3.5	0	2.9	0	14		14	2.6	36.4
20-R-1	58	2.7	156.6	31		89	2.4	213.6
DR-2	7	2.7	18.9	98	6	111	2.4	252.0
1-E-1	112	2.5	280.0	224		336	2.4	806.4
2-E-1	7	2.5	17.5	4		11	2.4	26.4
3-E-1	40	2.5	100.0	61		101	2.4	242.4
A-1-X	363	2.5	907.5	760		1,123	2.4	2,695.2
T Overlay	281	2.0	362.0	0		281	2.0	362.0
20AL	0	2.5	0	22		22	2.4	52.8
40AL	0	2.5	0	8		8	2.4	19.2
100AG	3	2.5	7.5	0		3	2.4	7.2
Other	9	2.5	22.5	0		9	2.4	21.6
	1,317		3,047.6	1,709	6	3,032		6,970.6

TABLE 3-6

CARPINTERIA VALLEY -- BUILDOUT UNDER THE LAND USE PLAN

Land Use	Existing Units 1975	Household Size 1975	Population	Potential Additional Units	Potential Build-Out	Household Size 1990	Potential Population
1 unit/7,000 sq. ft.	620	3.2	1,984.	170	790	3.0	2,370
1 unit/10,000 sq.ft.	169	2.9	490.1	60	229	2.6	595.4
1 unit/20,000 sq.ft.	65	2.7	175.5	27	92	2.4	220.8
1 unit/1 acre	90	2.5	225	64	154	2.4	396.6
1 unit/3 acres	100	2.5	250	69	169	2.4	405.6
Ranchettes 5-20 ac.	9	2.5	22.5	6	15	2.4	36.0
AgI (5)	24	2.5	60	43	67	2.4	160.8
Ag I(10)	220	2.5	550	220	440	2.4	1,056.0
Ag I(40)	7	2.5	17.5	37	44	2.4	105.6
Other	10	2.5	25	0	10	2.4	24.0
MA 100	0	2.5	0	5	5	2.4	12.0
	1,314		3,799.6	701	2,015		5,382.8

TABLE 3-7

Carpinteria County Sanitary District

	1975	1980	1990	2000
1. Population Within District[1]	9,500	11,750	13,000	13,000
2. Current Capacity (mgd)[2]	2.0			
3. Estimated Wastewater Flow[3]	1.1	1.3	1.4	1.4
4. Proposed Capacity (mgd)[4]		2.0	2.0	2.0
5. GPCD[5]	110			
6. Surplus/Deficit (mgd)	.9	.7	.6	.6
7. Additional Population Capacity	8,000	6,400	5,500	5,500

FOOTNOTES

(1) Population estimates for the district are based on actual (1975) and projected population figures (1980-2000) for the City of Carpinteria and areas outside of the City that have been annexed to the district. These are estimates which will need to be reviewed by Santa Barbara County Planning Department.

(2) Source: Carpinteria Sanitary District.

(3) This is the estimated average daily flow based on information received from Tony Hamilton at the district sanitation plant and Bill Ghormley, engineer for the district.

(4) Source: Carpinteria Sanitary District.

(5) 110 GPCD is an estimate derived from LCP research on other sanitary districts on the South Coast.

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APPENDIX A

CHAPTER 3

3.2 DEVELOPMENT

30106. "Development" means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511).

As used in this section, "strucutre" includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

Structure

As used in this section, "structure" includes, but is not limited to any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, electrical power transmission and distribution line, and fences and walls exceeding six feet in height.

3.3 HAZARDS

Floodway and Floodway Fringe

The floodway is the channel of a stream, plus any adjacent flood plain area, that must be kept free of encroachment in order that the 100-year flood be carried without substantial increase in flood height. As minimum standards, the Federal Insurance Administration limits such increases in flood heights to 1.0 foot, provided that hazardous velocities are not produced.

The area between the floodway and the boundary of the 100-year flood is termed the floodway fringe. The floodway fringe thus encompasses the portion of the flood plain that could be completely obstructed without

increasing the water-surface elevation of the 100-year flood more than 1.0 foot at any point.

Hillside

Hillsides are defined as lands with slopes exceeding twenty percent.

Watershed

Watersheds are defined as regions or areas drained by a network of surface or subsurface watercourses and have the potential for impacts on coastal streams, wetlands, estuaries, and groundwater basins through runoff and percolation.

3.5 HOUSING

Definition of Low and Moderate Income

In accordance with the regulations of the California Housing Finance Agency, "persons of low and moderate income" are defined to include all the following:

(1) A "very low income family" is a family whose income does not exceed 50 percent of the median income for the area, as determined by HUD[1] with adjustments[2] for smaller and larger families.

(2) A "low income family" is a family whose income does not exceed 80 percent of the median income for the area, as determined by HUD[1] with adjustments[2] for smaller or larger families, except that income limits higher or lower than 80 percent may be established on the basis of its findings that such variations are necessary because of the prevailing levels of construction costs, usually high or low incomes, or other factors.

(3) A "moderate income family" is a family whose income does not exceed 120 percent of the median income for the area, as determined by HUD[1] with adjustments[2] for smaller and larger families.

(4) For purposes of this section "family" includes an elderly, handicapped, disabled, or displaced person and the remaining member of a tenant family as defined in Section 201 (a) of the Housing and Community Development Act of 1974.

A generally accepted definition of affordable housing is that for which costs do not exceed 25 percent of the family gross income. Housing costs include rent or mortgage payment, property taxes, insurance, heat and utilities, and maintenance and repairs.

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[1]Generally defined by HUD as county; [2]adjustments as made by HUD.

Definition of Housing Condition*

Condition A - New, near new, housing under construction and older housing which has been exceptionally well maintained.

Condition B - Housing where minor deficiencies are apparent, where roofs need repair work, buildings need painting and other weather protection, garage doors sagging or inoperable. Housing where an expenditure of from $1,000 to $5,000 and good on-going maintenance will extend the useful life of the building beyong a 40-year period.

Condition C - Housing where major deficiencies are apparent, often without foundations, roofs sagging, paint and weather protection work needed, some structural failures in porches and steps. These are usually older buildings (pre-building code) whose original construction was inadequate or buildings which have had little or inadequate maintenance. Buildings in this condition, unless rehabilitated, could be beyond reasonable economic repair within a three- to ten-year period. "C" condition housing would likely require a $5,000 to $20,000 expenditure and a program of sound maintenance to provide the building with an additional 40-year life.

Condition D - Dilapidated housing which has deteriorated beyond reasonable economic repair. The term "reasonable economic repair" is meant to mean that a sum of money in excess of 50 percent of the as-is value of the building would be required to rehabilitate the dwelling to livable standards.

*Source: Santa Barbara County Housing Condition Inventory, June 1977.

3.6 INDUSTRIAL AND ENERGY DEVELOPMENT

30107. "Energy facility" means any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy.

Aquaculture

Aquaculture is the culture of plants and animals in an aquatic medium.

TABLE A-1

City of Carpinteria

Housing Stock 1975 & 1978

Type of Dwelling Unit	1975[1] Number of Units	1975[1] Percent of Total	1978[2] Number of Units	1978[2] Percent of Total
Single Family	1,815	47	1,846	43
2-4 Units	459	12	474	11
5+ Units	936	24	1,302	31
	3,210		3,622	
Trailers	588	15	582	14
Other	39	1	55[3]	1
	3,837	100	4,259	100

(1) Source: 1975 Special Census

(2) Source: City of Carpinteria Planning Dept./LCP

(3) Labor Camp, hotel/motel units held as permanent residence

As shown, 56% of the City's housing stock is in multiple units or mobile homes. Proportionately, single family units declined slightly from 1975 to 1978, while the number of structures of five units or more increased 39%.

TABLE A-2

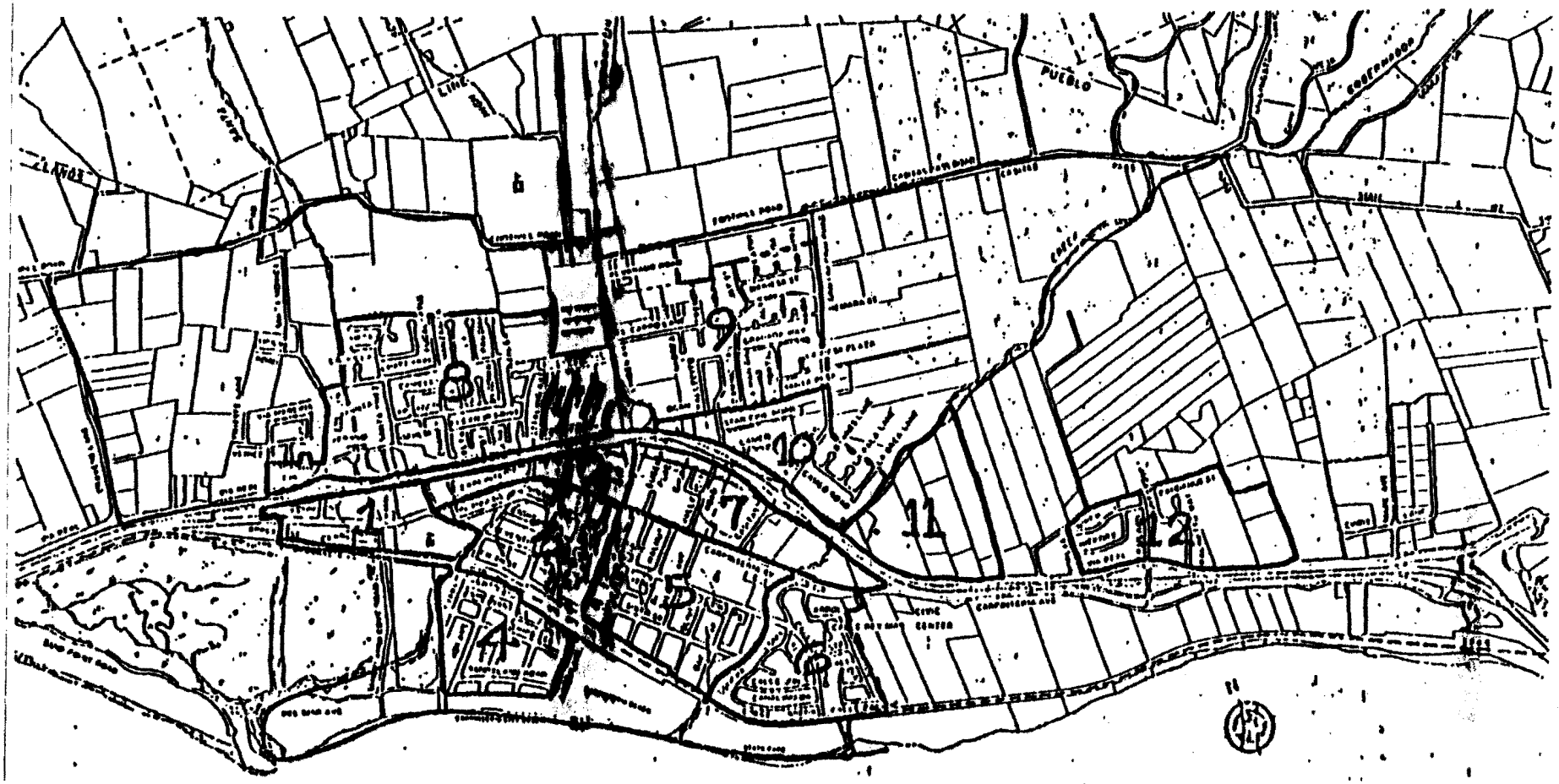
CITY OF CARPINTERIA

HOUSING CONDITION 1978

	SINGLE FAMILY				total	TWO-FOUR				total 2 to	5+				total 5+	total Units	MH	other	TOTAL
	A	B	C	D	S.F.	A	B	C	D	4	A	B	C	D					
Area 1:*	0	1	17	50	68	0	0	8	16	24	0	47	0	7	54	146	71	22	239
Area 2:	0	7	14	8	29	0	2	4	2	8	0	28	0	0	28	65	0	0	65
Area 3:	0	16	86	65	167	0	9	18	10	37	17	21	0	15	53	257	46	0	303
Area 4:	0	27	39	30	96	15	26	16	6	63	141	241	78	14	474	633	81	0	714
Area 5:	3	24	72	51	150	0	7	27	0	34	97	5	33	0	135	319	5	4	328
Area 6:	6	214	2	0	222	0	8	0	0	8	0	39	0	0	39	269	0	14	283
Area 7:	0	35	8	1	44	0	4	2	0	6	169	0	0	0	169	219	0	10	229
Area 8:	249	330	5	0	584	0	12	0	0	12	65	55	0	0	120	716	0	5	721
Area 9:	209	95	29	8	341	0	0	2	0	2	0	0	0	0	0	343	0	0	343
Area 10:	35	108	2	0	145	0	0	0	0	0	0	0	0	0	0	145	0	0	145
Area 11:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	259	0	259
Area 12:	0	0	0	0	0	0	280	0	0	280	230	0	0	0	230	510	120	0	630
TOTAL	502	857	274	213	1,846	15	348	77	34	474	719	436	111	36	1,302	3,622	582	55	4,259
%	12	20	6	5	43	.4	8	2	.8	11	17	10	3	.8	31	85	14	1	100

* See Map A-1.

Source: City of Carpinteria Planning Department



STATISTICAL AREAS
MAP A-1

3.8 AGRICULTURE

Definition of Prime Agricultural Lands

Section 51201 of the California Government Code:

(1) All land which qualifies for rating as class I or class II in the Soil Conservation Service land use capability classifications.

(2) Land which qualifies for rating 80 through 100 in the Storie Index Rating.

(3) Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture.

(4) Land planted with fruit- or nut-bearing trees, vines, bushes, or crops which have a nonbearing period of less than five years and which will normally return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than two hundred dollars.

(5) Land which has returned from the production of unprocessed agricultural plant products an annual gross value of not less than two hundred dollars ($200) per acre for three of the previous five years.

3.9 ENVIRONMENTALLY SENSITIVE HABITAT AREAS

30121. "Wetland" means lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.

Definitions of other commonly used terms include:

Biota: all plants and animals occurring within a certain region.

Coastal Strand: a plant community found in sandy beaches and dunes scattered along the entire coast. The vegetation is low or prostrate, often succulent and late flowering.

Coastal Sage Scrub: a plant community found on dry rocky or gravelly slopes below 3,000 feet composed of half shrubs, one to five feet tall.

Community: an assemblage of plant and animal populations occupying a given area.

Chaparral: a dense, sometimes impenetrable plant community found on dry slopes and ridges. Chamise, toyon, scrub oak, ceonothus, and manzanita are dominant species.

Disjunct: a plant or animal species found in an area outside of its usual range.

Ecosystem: a system formed by the interaction of a community of organisms with their environment.

Estuary: that part of the mouth or lower course of a river in which the river's current meets the sea's tide.

Hybrid: an offspring of two animals or plants of different variety or species.

Intertidal: of or pertaining to the seashore region that is above the low-water mark and below the high-water mark.

Invertebrate Fauna: animals lacking a backbone and internal skeleton such as a sea anemone.

Marsh: a tract of low, wet land, often treeless and periodically inundated, characterized by grasses, sedges, cattails, and rushes.

Mudflat: a mud-covered, gently sloping tract of land, alternately covered or left bare by tidal waters.

Reef: a ridge of rocks or sand at or near the surface of the water.

Relict: a persistent remnant of an otherwise extinct flora or fauna.

Salt Marsh: a marshy tract that is wet with salt water or flooded by the sea.

Salicornia Marsh: a wetland or marsh area in which the dominant vegetation is pickleweed (Salicornia spp.).

Sloughs: an area of soft, muddy ground, swamp, or swamplike region; a marshy or reedy pool, pond inlet, backwater, or the like.

Subtidal: the area just beyond the intertidal zone not subject to tidal fluctuation below the low tide line.

Tideflats: a marshy, sandy, or muddy nearly horizontal coastal flatland which is alternately covered and exposed as the tide rises and falls.

Tidepool: an accumulation of sea water remaining in a depression on a beach or reef after the tide recedes, occupied by a variety of plant and animal species.

RARE AND ENDANGERED SPECIES

Animals (California Department of Fish and Game)

An animal whose existence is threatened by one or more conditions as listed below is considered rare and endangered.

1. The mortality rate exceeds the birth rate.

2. The species is not capable of adapting to environmental change.

3. The species' habitat is threatened by destruction or serious disturbance.

4. Survival is threatened by the unwanted introduction of other species through predation, competition, or disease.

5. Environmental pollution threatens the species' survival.

Fully Protected Status (Fish and Game Code)

3511. Fully protected birds or parts thereof may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuances of permits or licenses to take any fully protected bird and no such permits or licenses heretofore issued shall have any force or effect for any such purpose; except that the commission may authorize the collecting of such species for necessary scientific research.

Plants (California Native Plant Society)

A plant is rare if:

1. It exists in only one or a very few restricted localities.

2. It occurs in such small numbers that it is seldom seen or collected regardless of its total area.

3. It exists only on a type of habitat that is likely to disappear or change for any reason.

A plant is endangered if:

1. It is actively threatened with extinction and not likely to survive unless some protective measures are taken.

Marine Mammals Protection Act (1972)

Public Law 92-522: This Act establishes a moratorium on the taking, and importation of marine mammals and marine mammal products. Additionally the Act encourages "efforts to protect the rookeries, mating grounds, and areas of similar significance for each species of marine mammal from the adverse effect of man's action."

3.12 AVAILABILITY OF RESOURCES AND SERVICE SYSTEM CAPACITIES

30114. "Public works" means the following:

(a) All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission except for energy facilities.

(b) All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities. For purposes of this division, neither the Ports of Hueneme, Long Beach, Los Angeles, nor San Diego Unified Port District nor any of the developments within these ports shall be considered public works.

(c) All publicly financed recreational facilities and any development by a special district.

(d) All community college facilities.

APPENDIX B

LAND USE DEFINITIONS

Land use designations used on the land use plan maps can be grouped into the general categories of open lands, residential, community facilities, industrial, and commercial. In addition, the flood hazard and environmentally sensitive habitat area overlay designations are used to identify areas subject to additional constraints. Each of the designations used on the land use plan map is described below.

OPEN LAND USES

Agriculture I (5 to 40 acres minimum parcel size)

The purpose of an agriculture designation is to identify agricultural land for the cultivation of plant crops and the raising of animals. Lands eligible for this designation include, but are not limited to, lands with prime soils, prime agricultural land (defined in Appendix A), land in existing agriculture use, land with agricultural potential, and lands under Williamson Act contracts.

The Agriculture I designation applies to acreages of prime or non-prime farmlands and agricultural uses which are located within or adjacent to the generally urbanized areas. Agriculture I uses include, but are not limited to, food, fiber, orchards such as citrus, avocado, and walnuts, flower and vegetable growing, berries, vineyards, nurseries, and greenhouse operations. Only structures related to these activities and single family residences (one unit per specified minimum parcel size) are permitted. Additional dwellings for resident farm workers (i.e., ranch managers, foremen, or caretakers) may be allowed subject to a conditional use permit. Raising of animals for commercial purposes, the boarding of animals, riding stables and animal husbandry services are also permitted as conditional uses.

Existing Public or Private Recreation and/or Open Space

The purpose of this designation is to provide opportunities for various forms of outdoor recreation, of a public or private nature, which require access to open spaces and natural settings for their realization. These open space recreational uses include, but are not limited to, the following: public parks containing facilities for picnicking, camping, riding, hiking, walking, biking, on a day or longer use basis; flood control easements providing access to and along stream channels and other drainage areas; and golf courses. Structures or other facilities shall be limited to those required to support the recreational activities. These may include parking areas, corrals and stabling areas, picnic and camping areas, trails, water and sanitary facilities, safety and first aid stations, ranger stations, and limited concession facilities. Other recreational structures and facilities of a more intensive nature, such as swimming and tennis clubs, may also be permitted. However, intense commercial recreational development shall be limited to areas designated for commercial uses. For example, fairgrounds, amusement parks and large indoor recreational complexes, along with visitor-serving facilities such as hotels and motels are not permitted in areas designated for recreation.

Proposed Public Access Corridors or Recreation Areas

This designation identifies those lands suitable for future access corridors and recreational areas. These lands include sites designated by the City or other public agency for acquisition.

RESIDENTIAL LAND USES

Density is the primary parameter within which residential land uses are defined. Density is used to describe the number of dwelling units permitted on an acre of land or, in later translation into zoning, the number of dwelling units permitted on a lot of a given size.

Residential Designations	Maximum Dwelling Units per Acre
Single Family (minimum lot size):	
3 or more acres	0.3
1 acre or more	1.0
20,000 square feet or more	1.8
10,000 square feet or more	3.3
7,000 square feet or more	4.6
Multiple Family (minimum land area per dwelling unit)	
3,500 square feet	12.3
2,180 square feet	20.0

Planned Unit Development

The Planned Unit Development designation has been given to large, undeveloped parcels suitable for a combination of land uses, i.e., residential, recreational, visitor-serving, commercial and convenience establishments. The purpose of this designation is to prevent piecemeal development by requiring that the entire parcel be planned and developed as a unit. Use of flexible and innovative design concepts is encouraged. Refer to Section 3.2.3 for the detailed requirements and permitted uses in the Planned Unit Development designation.

COMMUNITY FACILITIES

Educational Facilities (Public or Private - include all proposed and existing public schools from elementary through college level.

Institution/Government Facility - is for all major public and quasi-public land uses not included in the categories already defined, such as City office buildings, hospitals, churches, libraries, fire departments, etc.

Public Utility - an area designated for the facilities and service of a public utility or public service entity. Screening, landscaping, and other design requirements may be prescribed by the zoning ordinance to ensure compatibility with surrounding land uses.

INDUSTRIAL

Coastal Dependent Industry - the intent of this designation is to recognize that certain industrial uses require a site on, or adjacent to, the sea to be able to function at all. Coastal dependent industrial uses include onshore processing facilities for offshore oil and gas production, liquefied natural gas facilities, marine terminals, staging areas, port and harbor areas, fishing facilities, aquaculture including fish hatcheries, and areas for deploying oil spill cleanup equipment. Other uses, though not strictly coastal dependent, may need access to the ocean under special conditions, for example, thermal power plants sited to take advantage of ocean cooling water. Policies governing these uses are specified in Section 3.6. Within this designation, other industrial uses may also be permitted, including production and processing of crude oil and gas from onshore wells.

Industrial Park - this category is not limited to a specific list of uses. It is any industrial use which is housed in well-designed buildings set in attractively landscaped grounds. This is industry in a park-like atmosphere.

General Industry - all uses permitted in City's existing industrial zones.

COMMERCIAL

General Commercial (C)

This designation has been used to denote areas suitable for many types of commercial activities. Central business district areas, neighborhood shopping centers, and design commercial are all contained under this designation. Permitted uses in the General Commercial designation range from convenience activities, which serve such day-to-day needs as food, drugs, gasoline, and other incidentals, to wholesale facilities which support agricultural, construction, and transportation activities.

Visitor Serving/Highway Commercial (V)

The intent of this designation is to provide for those uses which serve the highway traveler or visitors to the City. Such uses may also serve local residents and include hotels, motels, restaurants, service stations, and retail commercial enterprises which serve both the needs of the visitor and the local community. When this designation is applied to an entire parcel(s), it signifies that visitor-serving and/or highway commercial uses will be the principal permitted uses, with all other structures or development incidental or accessory to such uses. When used in combination with the General Commercial land use designation, the intent of the Visitor Serving/Highway Commercial designation is to identify those areas in which visitor-serving and/or highway commercial uses will be given priority over other commercial uses, if possible, but will not necessarily be required as the principal permitted use.

Office and Professional (P)

Permitted uses under this designation include offices, hospitals, schools, and churches.

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Policies unrelated to the Coastal Act

LUP policy	Description
LU-3c	Jobs-housing balance
LU-3f	Revitalization
LU-3g	Range of business activities
LU-4	Open-air agriculture in County
LU-4a	Greenbelt surrounding City
LU-4b	Agreement with County
LU-4c	Restrict greenhouses in County
LU-6c	Affordable housing in mixed use
CD-2	Architectural design
CD-4	Neighborhood design/frontages (NOTE: There are two policies labeled "Objective CD-4." This is the second policy.)
CD-4a	Entrances
CD-4b	Garages
CD-4c	Low walls along frontages
CD-4d	~~Contrasting design features~~
CD-5	Neighborhood edges
CD-5a	Commercial/apt frontages
CD-6	Enhance and maintain downtown
CD-6a	Commercial frontages
CD-6b	Commercial signs
CD-6c	Screening trash/loading facilities
CD-6d	Courtyard buildings
CD-8	Streets to enhance city design
CD-8a, b, d	Street trees

EXHIBIT NO. 3
APPLICATION NO.
CPN-MAJ-1-01
GEN'L PLAN POLICIES

Policies unrelated to the Coastal Act

LUP policy	Description
CD-8c	Rural frontages
CD-8f	****Repeat of CD-7b**
CD-9	Frontages
CD-9a	Setback patterns
CD-9b	Frontages along major routes
CD-9c	Commercial frontages
CD-9d	Rural detailing (NOTE: last three sentences appear out of place)
CD-9e	More on frontages
CD-10c	Quality design in public spaces
CDS1-a	Specific Plan for design standards
CDS1, I.M. 1-6, 8-10	Design guidelines for beach area
CDS2-3	Encourage cultural/ gov't activities in Downtown
CDS2, I.M. 13-18, 20-23	Street trees, frontages, etc.
CDS2A-3	Encourage cultural and governmental activities in Downtown
CDS2A-b	Transform Carpinteria Avenue
CDS2A, I.M. 24, 27, 30, 31	Design guidelines, Downtown Core
CDS3-2	Preserve residential character
CDS3-c	Specific Plan for design standards
CDS3, I.M. 33, 34, 35	Street trees in Santa Monica –El Carro area
CDS3, I.M. 36-38, 40- 46	Design guidelines for Santa Monica – El Carro area
CDS4-2	Mixed use
CDS4-3	Enhance residential areas
CDS4-d	Specific plan for design standards

Policies unrelated to the Coastal Act

LUP policy	Description
CDS4, I.M. 47, 48, 50	Design guidelines, Northeast
CDS5-2	Preserve residential use in Concha Loma
CDS5b	Specific plan for design standards.
CDS5, I.M. 51-54	Design guidelines, Concha Loma
CDS6, I.M. 62-63, 79	Design guidelines, Bluffs
C-1	Access to Hwy 101/interchanges
C-1a	Continue work with SBCAG
C-1c	Work with Caltrans
C-1d	Freeway improvements / town character
C-3	Transportation network/road standards
C-3a	Funding improvements
C-3b	Road standards
C-3c	Neighborhood circulation
C-3d	El Carro Lane
C-3f	East-~~west extensions~~
C-3g	Roadway improvements
C-3h	Require safe traffic flow in new development
C-3j	Capital Improvement Program
C-3k	Residential vs. industrial routes
C-4a, b, I.M. 1-3	Carpinteria Avenue traffic
C-5, 5a, I.M. 4-6	Truck routes
C-6b	RR noise attenuation in new development
C-7a	alternative transportation plans for business
C-7d-g	signal timings, sidewalks, impact fees

Policies unrelated to the Coastal Act

LUP policy	Description
C-8e	Bicycle education
C-8i	Bike lanes at schools
C-8j	Bike safety in schools
C-8k	Bike programs in workplace
C-8n	Funding for bike projects
C-8 m, o, p, q, r	Other bike-related policies
C-9d	Public Transit safety
C-9f, C-9h	Encourage transit agencies to adopt suggested programs
C-9k	Innovative work scheduling
C-9m	Education on alternative transportation
C-9q	Take part in County-wide telecommunications planning
C-9r	Encourage e-commerce
OSC-9a	Greenbelt surrounding city
OSC-9f	Encourage County to maintain open-field agriculture
OSC-9g	Ag [redacted]
OSC-9h	Encourage County to prohibit subdivisions in ag areas
OSC-9i	Discourage greenhouses in County
OSC-9, I.M. 34-35	Agricultural land / SB County
OSC-11e	Ag / Air Quality in Plan Area
OSC-13d	Creeks in Planning Area
OSC-14, I.M. 59	Community gardens
OSC-14, I.M. 60	Golf Course in Planning Area
OSC-15b	Creekway trails to foothills
S-1, I.M. 4	Tsunami warning system

Policies unrelated to the Coastal Act

LUP policy	Description
S-6, I.M. 24	Development adjacent to agriculture in planning area
S-6, I.M. 26	Train speeds through town
Noise Element	Entire element, except for a suggested new policy to minimize noise impacts on ESHA
PF-2c	Waste hauling
PF-2d	Recycling
PF-2e	Landfill in County
PF-3	Police and Fire Services
PF-4	Schools
PF-5	Public services to Planning Area
PF-5a	Library service
PF-5b	Public facilities
PF-5h	Public agency coordination
PF-6d	Capital improvements reimbursement agreements
PF-6e	Fiscal impact analysis

Public Access Policies

C-1b
C-3e
C-3i
C-4
C-6
C-6a
C-6c
C-6d
C-6e
C-7
C-7b
C-7c
C-8
C-8,
C-8 a-d
C-8f-h
C-8l
C-9
C-9a-c
C-9e
C-9g
C-9i-j
C-9l
C-9n-p
CD-5b
CD-7
CD-7a
CD-7b
CD-10
CD-10a
CD-10d
CD-10g
CDS1-1
CDS1-2
CDS1-3
CDS1, I.M. 12
CDS2-1
CDS2-2,
CDS2-b
CDS2A-2
CDS2, I.M. 19
CDS2A, I.M. 25d
CDS2A, I.M. 26
CDS2A, I.M. 28
CDS2A, I.M. 29
CDS2A-1
CDS2A-1-a
CDS2A1-b
CDS2A-d
CDS3-1, I.M. 39
CDS5, I.M. 55
CDS5-1
CDS-6c, I.M. 74
Figure C-3
LU-3a
LU-3e
LU-3i
LU-5
LU-5a
LU-5b
LU-5c
LU-5, I.M. 1
OSC-2a
OSC-2b
OSC-2g
OSC-2g
OSC-3c
OSC-4, I.M. 16
OSC-4, I.M. 17
OSC-4, I.M.18
OSC-5
OSC-14
OSC-14, I.M. 52
OSC-14, I.M. 53
OSC-14, I.M. 54
OSC-14, I.M. 55
OSC-14, I.M. 56
OSC-14, I.M. 57
OSC-14, I.M. 58
OSC-14a
OSC-14b
OSC-14c
OSC-14d
OSC-14d
OSC-14e
OSC-14f
OSC-14g
OSC-14h
OSC-15
OSC-15a
OSC-15c
OSC-15d
OSC-15, I.M. 61
OSC-15, I.M. 62
OSC-15, I.M. 63
OSC-15, I.M. 64
OSC-15, I.M.65

EXHIBIT NO. 4
APPLICATION NO.
CPN-MAJ-1-01
PUBLIC ACCESS POLICIES

Attachment D
CARPINTERIA AGRICULTURAL VIABILITY AND CONVERSION ANALYSIS

July, 2000

INTRODUCTION

As part of the City's General Plan update, issues related to California Coastal Act policies regarding the conversion of agricultural lands to urban and rural uses have arisen. In order to ensure adequate housing opportunities for all economic segments of the community, provide adequate sites for educating the community's children, the City's General Plan update proposes non-agricultural General Plan and LCP designations on three properties within the City's planning area: the Creekwood property within the City of Carpinteria, as well as the East Valley school site and a parcel on Cravens Lane (the Ellinwood parcel) adjacent to the existing city limits.

It is the purpose of this analysis to determine whether non-agricultural land use designations for these three properties are, in fact, consistent with the Coastal Act, and to determine whether existing General Plan and Local Coastal Plan policies affecting these three sites are appropriate to support the City's vision of its future. To accomplish this, the following tasks were undertaken:

1. Review Coastal Act agricultural preservation/conversion policies and their implications for the choices that the City has available in its General Plan/Local Coastal Plan update.

2. Review existing City and County General Plan and LCP land use designations and relevant agricultural preservation/conversion policies.

3. Review previously proposed LCP revisions, Coastal Commission staff report, and exhibits related to the Creekwood site.

4. Prepare an evaluation for each of the three sites as to the consistency of their designation for non-agricultural use with relevant Coastal Act policies.

CALIFORNIA COASTAL ACT AGRICULTURAL POLICIES

The California Coastal Zone Conservation Act (Coastal Act) of 1976 includes policies which recognize the uniqueness of coastal areas. The policies give priority to ocean dependent uses, which are defined as uses that are dependent on the ocean, and cannot be located elsewhere (e.g., commercial fishing, recreational boating). Along with ocean-related uses, the second highest priority in the Coastal Act is for visitor-serving uses, especially water-oriented recreation. Public access is another high priority of the Coastal Act, which aims at assuring that people can get to the coast on public streets and that sufficient parking is provided. The other priority of the Coastal Act is preservation of the natural environment and protection of coastal agriculture and prime agricultural soils.

EXHIBIT NO. 5
APPLICATION NO.
CPN-MAJ-1-01
AGRICULTURAL CONVERSION ANALYSIS

Section 30241 of the Coastal Act states:

> The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:
>
> (a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.
>
> (b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development
>
> (c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.[1]
>
> (d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.

---

[1] Section 30250 of the Coastal Act states that new residential, commercial, or industrial development is to be located within, contiguous to, or in close proximity to existing developed areas that are able to accommodate such development. If such areas are unable to accommodate new development, this section permits new residential, commercial, or industrial development to occur in other areas with adequate public services if significant impacts can be avoided. Section 30250 also states that land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed, and the created parcels would be no smaller than the average size of surrounding parcels.

(e) By assuring that public service and facility expansions and non-agricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.

(f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of prime agricultural lands.

Section 30241.5 of the Coastal Act sets forth criteria for the determination of viability under Section 30241. As described in Section 30241.5, viability includes, but is not limited to, consideration of an economic feasibility evaluation containing at least both of the following:

(1) An analysis of the gross revenue from the agricultural products grown in the area for the five previous years; and

(2) An analysis of the operational expenses, excluding the cost of the land, associated with the production of agricultural products grown in the area for the five previous years.

Other relevant agricultural policies contained in the Coastal Act include Sections 30242 and 30243, that state:

> 30242. All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.
>
> 30243. The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands to other uses or their division into units of non-commercial size shall be limited to providing for necessary timber processing and related facilities.

IMPLICATIONS OF CALIFORNIA COASTAL ACT AGRICULTURAL POLICIES ON THE CARPINTERIA GENERAL PLAN/LOCAL COASTAL PLAN UPDATE

Under the Coastal Act, protecting prime agricultural lands is not only an objective in itself, but it is also the means of achieving the larger objective of protecting the agricultural economies of coastal communities. Overall, the toolbox set forth in Section 30241 is intended to protect the agricultural economies of coastal communities by furthering the overriding objective of minimizing urban-agricultural conflicts.

As part of the update of the City's General Plan/Local Coastal Plan, the updated Plan proposes non-agricultural land use designations on three properties that warrant discussion. One, Creekwood is

designated for agricultural use in the City's LCP. Another, Ellinwood, is designated for agricultural use in the County LCP and the third, East Valley School Site, is designated in the County's LCP for residential use, but has had historical agricultural use on the property. The following is a description of each property.

1. ***Ellinwood Property.*** This is a 3.87-acre site located in unincorporated territory, adjacent to the present City limits. The site is outside of, but contiguous to the urban/rural boundary delineated in the City's LCP. It contains non-prime soils.

2. ***Creekwood (Norman's Nursery) Site.*** This is a 32-acre site, located within the City limits, but outside of and adjacent to the urban/rural boundary delineated in the City's LCP. The site is currently used to produce ornamental plants, and is located on prime soils.

3. ***East Valley School Site.*** This is a 6-acre site that is located in unincorporated territory, adjacent to the present City limits. The site is outside of, but contiguous to the urban/rural boundary delineated in the City's LCP. It contains non-prime soils.

The residential land use designations proposed for the Ellinwood and Creekwood sites evolved from the City's ongoing efforts to ensure adequate sites for housing for all economic segments of the community in response to California Housing Element law (Government Code Section 65580). The proposed non-agricultural land use designation of the East Valley School site responds to the need of the Carpinteria Unified School District for construction of a new elementary school.

In determining whether development of these parcels with non-agricultural uses is consistent with Coastal Act policies, the following questions need to be answered.

General Issues

$ Is there an adequate inventory of lands that are not suited for agricultural use that can be used to meet future residential, commercial, industrial, public fa[redacted] needs such that the conversion of prime agricultural lands can be avoided?

$ Does the City's existing urban/rural boundary separate urban and rural areas in a logical manner and provide appropriate buffers between existing and future urban and rural uses?

Issues Related to Prime Agricultural Lands

$ Would non-agricultural development of the site be consistent with the provisions of Section 30250 of the Coastal Act calling for contiguous urban development?

$ Is the viability of agricultural use of the site already severely limited by conflicts with urban use?

$ Would conversion of the site to non-agricultural use complete a logical and viable neighborhood?

- Would conversion of the site to non-agricultural use contribute to the establishment of a stable limit to urban development?

- Would conversion of the site to non-agricultural use involve extension of urban services or facilities to agricultural parcels or otherwise impair agricultural viability through increased assessments or degraded air or water quality?

- Would conversion of the site to non-agricultural use diminish the productivity of remaining agricultural lands?

Issues Related to Sites Not Located on Prime Agricultural Land, but Which Are Suitable for Agricultural Use

- Is continued or renewed agricultural use feasible?

- Would conversion of the site to non-agricultural use preserve prime agricultural land or concentrate development in a manner consistent with the provisions of Section 30250 of the Coastal Act?

- Would non-agricultural use be compatible with continued agricultural use of surrounding properties?

INVENTORY OF LANDS THAT CAN BE USED TO MEET HOUSING FUTURE NEEDS

As noted above, the residential land use designations proposed for the Ellinwood and Creekwood sites evolved from the City's ongoing efforts to ensure adequate sites for housing for all economic segments of the community in response to California Housing Element law (Government Code Section 65580). The residential land use designations indicated in the updated General Plan for these sites are the result of a comprehensive analysis of the residential development potential of all lands within the City and its sphere of influence, whether or not such lands were (1) currently designated for residential use, (2) already developed, or (3) were currently within the City. In addition, the residential land use designations proposed for the Creekwood and Ellinwood properties are the final part of a set of actions undertaken by the City to achieve consistency with Government Code Section 65580, which requires cities to prepare and maintain an adequate General Plan Housing Element. Previously, the City has modified its zoning ordinance to permit higher density residential development within its Commercial Planned Development (CPD) zone, along with adoption of a residential overlay, permitting future residential-only projects within certain commercially zoned areas. The City has also adopted ordinance provisions implementing Government Code Section 65915, providing for granting of a density bonus for the provision of affordable housing in a development project. The updated Plan proposes to include policies that would allow for expanded use of the residential overlay, allow for mixed-use in some industrial areas, and requiring developers of commercial/industrial development to mitigate for affordable housing impacts.

As early as 1995, the City of Carpinteria recognized that its inventory of lands not designated or suitable for agricultural use was insufficient to meet the housing needs of all economic segments of the community. As part of the Housing Element update effort undertaken by the City in 1995, the City

evaluated not only the total number of dwelling units that could be constructed under current General Plan, LCP, and zoning designation, but also analyzed the extent to which current maximum allowable development intensities and development policies would facilitate or constrain meeting the City's fair share for production of housing that is affordable to very low, low, moderate, and above moderate income households. This is because State Housing Element law requires that communities make adequate provision for the development of housing that is affordable to *all economic segments of the community*, including very low, low, moderate, and above moderate income households. Thus, achieving an adequate General Plan Housing Element is not just a matter of evaluating the anticipated yield of a community's residentially zoned lands, but also requires analyzing the type of housing that would be appropriate in all areas where residential development is permitted, and determining which economic segment of the community's housing needs could be served by each area. It is common throughout the State for communities to find that, while there may be ample land planned for residential development, the housing needs of a particular segment of the population would not be adequately served.

The conclusion of the City's evaluation was that, in order to achieve the housing production goals established for the City of Carpinteria by the Santa Barbara Association of Governments pursuant to State Housing Element law, implementation of specific actions, including amendments to increase the residential development potential of various sites within the City and/or revisions to current mixed use requirements would be needed to provide adequate opportunities for all economic segments of the community. As a result, a total of 17 possible sites for expanding residential development opportunities were analyzed. For parcels within the urban limit line and which were already committed to urban development, the analysis focused on whether residential land use would be appropriate. For parcels outside of the urban limit line or which were designated for agricultural use, the analysis focused on whether conversion to residential use could be considered consistent with LCP policies. As noted above, the City looked at not only the total number of dwelling units which could be developed, but also at the likely affordability of housing on candidate sites in order to ensure that the inventory of lands available for residential development could produce housing to meet the fair share needs for very low, low, moderate, and above moderate income households.

The potential for increases in development intensity and modifications to land use designations that were evaluated in the 1995 Housing Element are described below.

$ ***Area North of the City, West of Santa Monica Creek.*** This area, which was estimated to be approximately 421.09 acres in size, was found to be physically suitable for rural residential and/or low-density residential development (up to 700 to 2,000 dwelling units) due to its primarily rural, low-density nature. The potential for affordable housing in this area was found to be poor as it is rural in character, and the densities needed to achieve affordable housing would not be consistent with the area. In addition, the site is outside of the urban/rural boundary delineated in the Santa Barbara County LCP and was, therefore, found not to be available.

$ ***North of the City, Between Santa Monica and Franklin Creeks.*** This 86.83-acre area was also found to be physically suited for low density residential development of up to 300 to 400 dwelling units. This area's potential for affordable housing was also found to be poor, since the densities needed to achieve affordable housing would not be consistent with the area. In addition, the site is outside of the urban/rural boundary delineated in the Santa Barbara County LCP and was, therefore, found not to be available.

- *Parcel Adjacent to Franklin Creek and El Carro Lane.* This 5.78-acre site was planned for Low Density Residential development, and was zoned 7-R-1. This site was found to have a moderate potential for the development of affordable housing. The 1995 Housing Element found that if the site were to be rezoned 8-R-1, the overall development potential of the site could be increased by five units. With the proposed inclusionary ordinance and in-lieu programs included in Chapter VI of the Housing Element, 20 percent of the total housing developed within Site 3 could be targeted to be affordable to low income households, yielding four affordable units. The balance of the housing developed within Site 3 would be above moderate income households with 10 percent affordable to moderate income households. This potential was reflected in the adopted Housing Element.

- *Parcel North of Linden Avenue Interchange.* The site is approximately 6 acres in size. The General Plan designation for this site was Medium Density Residential, and was zoned 7-R-1. Development of 29 dwelling units, 14 of which would be targeted for moderate income households was incorporated into the Housing Element.

- *Parcel North of U. S. 101, East of Casitas Pass Road.* The site is approximately 9 acres in size. The General Plan designates the site for Medium Density Residential; however, the LCP designation is agricultural, and the zoning is A-5. This is one of the four sites currently being considered for a residential LCP designation. The Housing Element identified two possible development scenarios for this site. First, there is a potential for developing approximately 50 units of low density residential. Alternatively, Caltrans was considering acquisition of a part of Site 5 as part of interchange improvements for Casitas Pass Road. Under this scenario, Site 5 would likely provide for only 1 or 2 acres of development. Caltrans is currently in the process of acquiring this parcel, and may ultimately declare 1 or 2 acres surplus. While the possibilities for affordable housing in this area are low since lower densities would be more appropriate to the site's setting, the Housing Element concluded that the site did have residential potential, and should be designated for residential use. A development potential of 12 dwelling units targeted to above moderate income households was incorporated into the 1995 Housing Element.

- *Creekwood Site, East of the Rancho Granada Mobilehome Park, South of Carpinteria Creek.* This site is approximately 32 acres in size, and was designated by the City's General Plan for Medium Density Residential development that would allow for a maximum of 320 residential units. Subsequently, a residential development project including 126 units was tentatively approved by the City, a number of those units being targeted for lower income families. The Creekwood site is currently zoned A-10, and is in agricultural use (greenhouse, flower nurseries). The LCP land use plan identifies the site as Agriculture. Thus, the 1995 Housing Element noted that approval of the Coastal Commission for conversion of this site to residential use would be needed and the City's action on the development application is contingent upon approval of the conversion. As discussed later in this report, based on discussions with Coastal Commission staff, the City believed that such conversion would have a reasonable chance of gaining approval.

- *Northeast of the City.* A 100-acre area northeast of the City was evaluated. In order to achieve compatibility with existing development, single family dwellings were determined to be physically compatible. However, this area is outside of the urban/rural boundary delineated

in the Santa Barbara County Coastal Plan and would not, therefore, be available for residential development.

$ ***Via Real - Arneson and Sovereign Life Properties.*** This 35-acre area, was planned Industrial, and zoned Manufacturing/Research Park (M-RP). There is an industrial park to the east, a mini-storage facility to the southwest, a mobilehome park to the west, and rural residential development to the north. Thus, the Housing Element found residential uses to be potentially appropriate for the site, with a likely development scenario providing for higher density, multifamily residential uses in the southern portion of the site, and transitioning to single family residential development in the northern portion of the site. As the result of extensive public hearings, the City concluded that this site should be retained for future industrial use.

$ ***Carpinteria Bluffs.*** Residential development of this site was a controversial issue at the time of the 1995 Housing Element update. At the time, the LCP and General Plan related to the Carpinteria Bluffs had been amended to permit up to 60 dwelling units that could be constructed as part of a visitor-serving resort facility in the western portion of the Bluffs. Subsequently, area local residents mounted a successful campaign to purchase the western portion of the Bluffs as a means of preserving it in permanent open space. Thus, the site's previously assumed residential development potential has been retired.

$ ***Central Carpinteria.*** The 500-acre area south of U.S. 101 was found to have the greatest opportunity for private redevelopment of building sites and provision of new housing through intensification of existing development. This will be due to Housing Element proposals that would allow developers to acquire existing developed building sites, and convert them to higher density residential development. In addition, there is the potential for increasing the densities of various residential zones in the Central Carpinteria area, i.e., changing a PRD 15 zone to PRD 20. The combination of private redevelopment, mixed use development, and changes in zoning was found to yield a development potential ranging from 174 to 641 units, depending on the success of City actions and the various market forces at work in the area. The adopted 1995 Housing Element considered development of approximately 400 units to be likely through build out. This area was believed to have an extremely high affordable housing opportunity. The potential for inclusionary ordinance and density bonus implementation, and/or in-lieu fee requirements along with an environment that encourages higher density development in central Carpinteria creates an ideal context for the development of affordable housing. This area provides the best circumstances for providing housing opportunities in terms of needing to upgrade the older structures, infill different locations, develop underdeveloped properties, and availability of shopping and transportation facilities. Because future residential development of this area would be achieved through construction on existing developed sites at higher densities, the Housing Element concluded that approximately 50 percent or more of the new dwelling units constructed within this area could be affordable to very low income households, while another 30 percent or more could be affordable to low income households. The balance of housing produced within central Carpinteria would fall into the moderate income range.

- *Dahlia Court/Santa Ynez Avenue.* This site was developed with 55 dwelling units, and was found to have approximately 2 acres of vacant land that could be developed for Medium Density Residential uses. The area was found to have the potential for 40 new very low and low income dwelling units.

- ***North of the City at the Southwest Corner of Foothill Road and Casitas Pass Road.*** This 11-acre site was found in the Housing Element to be physically appropriate for low density residential development, with a possible yield of 30 to 40 units. However, the area is outside of the urban limit line contained in the Santa Barbara County LCP, and was found to not be available for residential development.

- ***Casitas Pass Road.*** The area consists mostly of single family detached units, and this type of development is forecast for this site. The area had been previously partially developed, and the 1995 Housing Element found that the site had a potential for five additional detached dwelling units.

- ***Carpinteria Avenue, Page Property.*** The adopted 1995 Housing Element evaluated the potential of changing the 2-acre site's commercial zoning to high density residential. Given the location of the site in relation to other visitor-serving uses, and the availability of other lands to meet Housing Element objectives, this land was found to not be available for residential development.

- ***Northeast Corner of Carpinteria Avenue and Franklin Creek.*** The Housing Element evaluated the possibility of a zone change from commercial to high density residential on this 2-acre parcel. At maximum intensity, a total of up to 40 units could be developed, of which 6 units would be targeted to low income residents and 34 units would be targeted to moderate income residents.

- ***West Carpinteria Avenue.*** The 1995 Housing Element concluded that commercial zoning requirements could be considered for a text change to allow increased residential use, eliminating the requirement ~~for developing residential uses in a mixed use context~~. Such a text change, which would ~~require amending the LCP, could yield a potential for~~ development of 60 to 100 medium density residential units. Approximately 5 percent of the units were targeted to be affordable to very low income households, and an additional 15 percent were targeted to be affordable to low income households.

- ***Via Real.*** This 3-acre site is outside the city limits, and zoned A-10. The LCP land use plan identifies it as Agricultural. The adopted 1995 Housing Element concluded that it would not be available for residential development.

Thus, the inventory of sites available for residential development is as follows.

Table A - Available Lands

	Total Units	Very Low	Low	Moderate	Above Moderate
Central Carpinteria (short term)	200	105	60	35	0
Creekwood	244	15	15	20	194
Development Capacity of Other Sites Described Above	217	14	63	110	92
Housing Potential for Other Sites Zoned:					
20-R-1	1	0	0	0	1
6-R-1	5	0	0	0	5
4-R-1	2	0	0	0	2
PRD-15	5	0	0	5	0
CPD	10	5	5	0	0
MRP	49	5	21	23	0
Subtotal	733	144	164	193	294
Identified Housing Needs[1]	644	148	116	136	244
Central Carpinteria (long term)	200	105	60	35	0
TOTAL	***933***	***249***	***224***	***228***	***294***
Percentage of Short Term Inventory Represented by the Creekwood Site	**33.3**	**10.4**	**9.1**	**10.4**	**66.0**
Percentage of Long Term Inventory Represented by the Creekwood Site	**26.2**	**6.0**	**6.7**	**8.8**	**66.0**

[1] This represents the City's fair share housing figures for all economic segments of the community as set forth by the Santa Barbara Association of Governments for the 1992-1999 period.

The City's 1995 Housing Element update, as well as the built out nature of the City provided a demonstration that, as part of a package of initiatives, the inventory of land not suited for agriculture needed to be supplemented if Carpinteria was to meet its long-term residential, commercial, industrial, public facility, and other needs. As indicated above, the Creekwood site was integral to demonstrating that the City could make provision for housing production for all economic segments of the community, as set forth in State Housing Element law. This is because the City was in the unique position of demonstrating adequate land to meet needs for low and moderate income housing, but did not have adequate land for the provision of above moderate income housing. This situation was largely the result of building out lands that were designated for residential development.

During its required review of the City's 1995 Housing Element, the California Department of Housing and Community Development (HCD) raised objections to the City's inventory of potential sites for housing development. HCD was concerned that (1) the City may have overstated both the short term and long term housing potential of Central Carpinteria; (2) requirements for residential development as part of a mixed use project would constrain housing production, thereby reducing the inventory identified in the Housing Element, and (3) the Creekwood site would not be available for residential development. Coastal Commission staff was, at the same time, concerned that (1) the City might rely heavily on non-priority residential development on the Bluffs to meet identified housing needs, (2) the proposal to allow for residential only development in current mixed use areas represented a reduction in visitor-serving development, and (3) residential development on the Creekwood site would result in the conversion of agricultural land to non-agricultural use. As a result, the City was caught between competing State objectives (Coastal Act priorities and the provision of affordable housing for all economic segments of the community), and was not able to satisfy both agencies that were involved.

To resolve this situation, the City of Carpinteria proposed a package of actions, which was discussed in a meeting held at then Assemblyman Jack O'Connel's Sacramento office. Present at this meeting in addition to the Assemblyman, his staff, and City representatives were Coastal Commission and HCD staff members[1]. At this meeting, the City proposed the following:

$ Residential development on Carpinteria Bluffs be limited, emphasizing environmental and open space protection, recreation, and visitor-serving opportunities.

$ Residential-only development be permitted within the City's Commercial Planned Development and Central Business zones, allowing developers to rehabilitate buildings and provide needed affordable housing opportunities.

$ Convert the existing nursery on the Creekwood site to residential use.

Subsequent to the Sacramento meeting, a site visit with City, Coastal Commission, and HCD staffs was held to review the Central Carpinteria, Carpinteria Bluffs, and Creekwood sites. It was agreed that, in order to implement a solution to the City's dilemma:

$ HCD staff would not insist that residential development of the Carpinteria Bluffs be maximized, and support the City in its pursuit of residential development in the downtown area;

$ Coastal Commission staff would accept the potential for residential-only development within the City's Commercial Planned Development and Central Business zones, along with the conversion of the Creekwood site to residential use if the Carpinteria Bluffs were to be designated for high priority coastal uses[2].

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1 Representing Coastal Commission staff were Gary Timm and Melanie Hale. Representing HCD were Kam Cleary and Kim Dillinger.

2 LCP Amendment No. 1-98 established a Residential Overlay District that would appeal to certain community areas and LCP/GPA 700 established policy for private use of the Bluffs. These policies have been incorporated into the GP/LCP update where appropriate.

In preparing its General Plan update, the City has first used lands already committed to residential, commercial, industrial, and public facility uses to meet future needs. The conversion of the three properties being evaluated in this report is proposed only because there is not a sufficient inventory of non-agricultural land to meet future residential, commercial, industrial, public facility, and other needs and complement other land use policy changes aimed at increasing the potential amount of housing in the City's urbanized areas. The lands proposed for conversion are located adjacent to existing urban development, and are consistent with applicable locational policies under the Coastal Act.

SPECIFIC ISSUES RELATED TO SITES BEING CONSIDERED FOR NON-AGRICULTURAL LAND USE DESIGNATIONS

Creekwood Property

Setting

This site is designated in the existing General Plan as Medium Density Residential, but has an agricultural LCP designation. It is located adjacent to, but outside of the LCP's urban/rural boundary. The site encompasses 32 acres, and is bounded by the Rancho Granada and San Roque mobile home parks to the west, the U.S. 101 freeway to the south, agricultural lands to the east, and Carpinteria Creek and other agricultural lands to the north.

Evaluation

Conversion of the Creekwood property to residential use was part of an understanding reached between the City, Coastal Commission staff, and Department of Housing and Community Development staff in 1995 as to how the City could meet the competing demands of the two State agencies. Because the City must meet the mandate of Government Code Section 65580 *et seq.*, requiring preparation of a Housing Element which requires that the City make provision for the housing needs of all economic segments of the community, as well as meet the mandates of the California Coastal Act, Carpinteria is caught between competing State priorities: preservation of agricultural lands as set forth in the Coastal Act and provision of housing opportunities for all economic segments of the community, including the City's obligation to provide for its fair share of housing for new households of all economic groups as set forth in Housing Element law. Detailed evaluations of the City's inventory of non-agricultural lands suitable for residential development indicate that there is not a sufficient inventory of such lands to meet the housing needs of all economic segments of the community. As a result, residential development of the Creekwood property is needed.

As early as 1995, the City recognized that its inventory of lands which were not suitable for agricultural development had to be supplemented to meet residential and other needs. Discussions were held at that time with staff representatives of the Coastal Commission and California Department of Housing and Urban Development who both concurred that the City should expand its inventory of lands available to meet the housing needs of all economic segments of the community. A strategy was devised whereby the City could meet is obligations for providing an adequate inventory of land for new housing, while complying with the provisions of the Coastal Act. The Creekwood site was

specifically identified at that time as a logical site for expansion of residential opportunities in compliance with State Housing Element law.

The Creekwood site was identified by the City in its 1995 Housing Element for conversion to residential use because it would have the largest impact on meeting housing needs with the least impact on agricultural resources of any of the sites analyzed by the City. By providing additional residential opportunities within the City, conversion of the Creekwood site to residential use would contribute to stable limits on urban development by assisting the City maintain an adequate inventory of lands for all economic segments of the community as required by State Housing Element law. While the downtown area does have a large development potential, such potential is high density in nature, and is not likely to meet needs for above moderate income housing[1]. In addition, urban services can be provided to the site without extensions through agricultural areas that would impair continued agricultural production, or which would tend to destabilize a modified urban/rural boundary that included the site.

The size of the Creekwood property means that it would have a significant impact on satisfying Carpinteria's need for providing adequate housing opportunities, and could assist in providing not only housing for above moderate income households, but also for very low, low, and moderate income households. If the Creekwood property were to remain in an agricultural land use designation, the City would need to seek the conversion of other existing agricultural parcels whose impact on agricultural resources in the Carpinteria Valley would be greater than that of residential development on the Creekwood site in order to achieve adequate housing opportunities.

The site is adjacent to existing urban development along its western boundary, and is in close proximity to existing urban development across the 101 freeway to the south, as well as to the east at

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1 As previously noted, the City is in the unique position of having an adequate land inventory to meet needs for low and moderate income housing, but does not have adequate land for the provision of above moderate income housing. In most communities, the opposite situation exists. This situation largely exists in Carpinteria because lands that have been designated for residential development are largely built out. As shown in Table A, without the Creekwood site, Carpinteria's inventory of lands suitable for above moderate income housing would fall about 100 dwelling units short of identified needs.

the Bailard Avenue interchange. The site is well buffered from agricultural lands to the north by Carpinteria Creek, and can be effectively buffered along its eastern boundary.

If agricultural development of this site were to be pursued, the return on investment (excluding land, trees, and other improvements), would range from $449 to $2,300 per acre for a total of $14,368 to $73,600 for the 32-acre site (1998 Report on Agricultural Feasibility in the Carpinteria Valley). The Report indicated that rates of return on invested capital would be less than that which the Report concludes are needed to sustain an agricultural operation. The Report thus concluded that the parcel is not economically feasible for agriculture.

Compliance with the Coastal Act

Section 30241 of the Coastal Act states that:

The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

(a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.

The Coastal Commission's December 1998 and May 1999 staff reports on proposed modifications to Carpinteria's agricultural conversion policies note that the urban boundary in this area is stable. The staff reports note that the fence on the east side of the mobile home park and 12- to 35-foot setbacks within the existing nursery serve as the apparent buffer between the two uses. To the south, the freeway provides a substantial separation from urban uses.

While the fence between the mobilehome park and the nursery delineates the boundary between the two uses, it is of no value as a buffer. Residential uses are effectively butted up against the existing agricultural use in a manner similar to that which has consistently been demonstrated in other areas of the State as being incompatible. Although the Coastal Commission's staff reports seem to attribute the stability of the boundary between the mobile home park and the nursery to the effectiveness of this buffer, other factors are far more likely to have stabilized this boundary. The City of Carpinteria has long maintained a policy of protecting agricultural lands, and it is during the time since the mobile home park was developed and the current time that non-agricultural properties within the City of Carpinteria were developed and the inventory of non-agricultural properties disappeared. It is primarily because the City adhered to the provisions of the Coastal Act and directed new development away from agricultural lands that the inventory of non-agricultural lands has been diminished and the conversion of the Creekwood property to residential use has become necessary.

The stability of the existing boundary is clear indication that conversion of the Creekwood property to meet the City's need for providing housing opportunities for

all economic segments of the community can again result in a stable boundary, and will not jeopardize the continuing use of other agricultural lands. In fact, the conversion of the Creekwood property provides the opportunity to design an effective physical buffer between residential and agricultural uses. In addition, by providing adequate housing opportunities and facilitating the City's ability to meet the provisions of State Housing Element law, conversion of this site would be in the public interest, as the City does not have adequate non-agricultural lands available to meet above moderate income housing needs. Conversion of the Creekwood property would complete the actions initiated by the City in 1995 to ensure adequate land for housing, and would thus reduce pressures for the conversion of other agricultural lands to residential use.

(b) *By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development*

In 1998, a Report on Agricultural Feasibility in the Carpinteria Valley was prepared in relation to the Creekwood residential project proposed for this site. The report notes that the site is physically suitable for growing a wide variety of crops without particular limitations. The Report provides an analysis of gross revenue and operations expenses for three crop types: avocados, lemons, and general ornamental container grown crops. The Report indicates that rates of return on invested capital need to be at least 10 percent, and preferably 12 to 15 percent. It stated that orchard crops need to have a rate of return of 12 to 15 percent, and that container grown crops require a minimum rate of return of 10 percent. The Report found that actual rates of return are very low, even for high income specialty crops that are grown in the Carpinteria Valley: (avocados, 2.1 percent: lemons, 4.0 percent; general ornamental container grown, 3.0 percent). The report concluded that the parcel is not economically feasible for agriculture.

The Coastal Commission staff reports note that, under the Coastal Act (Section 30241.5), economic feasibility reports for agriculture require subtraction of operational expenses from gross revenues, *excluding* the cost of land. Coastal Commission staff reported that the result of such exclusion would be a rate of return ranging from 5.1 percent for general ornamental container grown products to 12.17 percent for avocados to 14.85 percent for lemons. Thus, even excluding the cost of land, rates of return for general ornamental container grown products are still lower than that which the Report concludes should be considered to be viable[1].

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1 The Coastal Commission staff reports note that the economic evaluation provided in the 1998 feasibility report do not provide specific analysis of the existing Norman's Nursery operation, nor does the report assert that Norman's Nursery is, itself, not economically viable. However, Section 30241.5 of the Coastal Act calls for a general evaluation of agriculture in the area. In addition, the Coastal Commission staff reports cite expansion of some nurseries expanding in the Carpinteria Valley as evidence of the viability of the use. At this time, Santa Barbara County has undertaken a study of greenhouses in this portion of the County at the direction of the Coastal Commission as a means of limiting their expansion due to concerns regarding the impacts of nurseries on coastal resources. As noted in the Final EIR for the Carpinteria Valley Greenhouse Program, the objective of the program is

The second test of this section of the Coastal Act is whether the conversion would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development. While the Creekwood site may not be part of an existing neighborhood, conversion of this site to residential development would be a logical extension of urban development from the existing mobile home parks to the west, and would provide the City with an adequate inventory of lands to meet the housing needs of all economic segments of the community. By accomplishing this objective (meeting future housing needs), the proposed conversion would actually contribute to a stable urban boundary by eliminating the need to find other parcels outside of the City limits which could assist the City in maintaining an adequate General Plan Housing Element.

(c) *By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.*

Section 30241 (c) of the Coastal Act identifies one of the criteria for preserving coastal agriculture as permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250. Section 30250 states, in part, that Anew residential, commercial, or industrial development is to be located within, contiguous to, or in close proximity to existing developed areas that are able to accommodate such development. The Creekwood site is clearly contiguous to existing urban development (existing mobile home parks along its western boundary), is in close proximity to urban development to the south and east, fronts on an arterial street, and meets the criteria of Section 30250, although it is not literally surrounded by urban development.

(d) *By developing available lands not suited for agriculture prior to the conversion of agricultural lands.*

The City has little land available to meet future housing needs for all economic segments of the community. In the past, the City has complied the development of

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to promote and support open field agriculture as a long-term viable use by limiting the expansion of greenhouse development and related intensive infrastructure improvements. The County's program found that greenhouse uses were incompatible with residential development, and proposed that open field agriculture... serve as a transitional agricultural use between residential uses and more intensive greenhouse agriculture.

non-agricultural parcels, resulting in a shrinking inventory of such lands. In addition, the City has maximized the residential development potential of existing residential neighborhoods. As noted above, these actions provide adequate land to meet a large portion of the City's need for housing that is affordable to very low, low, and moderate income households. However, the detailed land inventory conducted by the City while preparing its 1995 General Plan Housing Element clearly demonstrated the need for expanding above moderate housing opportunities, and that it would be necessary to utilize some lands designated for agricultural use in the LCP. The City analyzed the residential potential of a number of such sites, and concluded that residential development of the Creekwood property would assist the City in meeting short-term needs for very low, low, and moderate income housing, and would provide adequate opportunities for above moderate income housing to meet short-term and long-term needs.

(e) *By assuring that public service and facility expansions and non-agricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.*

Public facilities are available to the Creekwood property, and can be provided without any extensions through agricultural areas. All utilities are available within the right-of-way of Via Real, an arterial street that the site front onto. All costs for the provision of services and facilities to the Creekwood property would be borne by the developer of the property; therefore, there would be no impact on agricultural viability due to increased assessments. The Environmental Impact Report prepared by the City for the Creekwood site concluded that residential development would not result in significant air or water quality impacts.

(f) ***By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of prime agricultural lands.***

As noted above, the City has demonstrated that a stable urban/agricultural boundary can be achieved in this area. The current buffer between urban uses to the west and agricultural use of the Creekwood property consist of a fence and minimal setbacks. Physically, this would not be considered to be an effective buffer area, but has in fact been effective as the result of the City's efforts to direct residential development away from prime agricultural lands. As part of residential development of the Creekwood parcel, a more effective physical buffer area can be achieved. Such a physical buffer, along with the City's continued diligence to avoid further extensions of urban development, will not diminish the productivity of remaining agricultural lands.

In addition, Section 30151 of the Public Resources Code states:

The Legislature further finds and declares that agricultural lands located within the coastal zone should be protected from intrusion of non-agricultural uses, except where conversion to urban or other uses is in the long-term public interest.

In response to growing concerns regarding the availability of safe and adequate housing for families and individuals of all economic situations, the State of California requires each local City and County to include in its General Plan Housing Element a specific analysis of its housing needs and a realistic set of programs designed to meet those needs. The requirements of the law are prefaced by several statements of State policy,[1] among which are the following.

A. The availability of housing is of vital State-wide importance and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order.

B. Local and State governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community.

C. The legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the General Plan and to cooperate with other local governments and the State in addressing regional housing needs.

As previously discussed, the detailed land inventory undertaken by the City in updating its Housing Element indicated that residential development of the Creekwood property would be necessary to provide adequate housing opportunities for all economic segments of the community. As set forth in Section 65580 of the California Government Code, the provision of housing needs of all economic segments of the community is clearly in the long term public interest.

Ellinwood Property

Setting

This is a 3.87-acre site located in unincorporated territory, adjacent to the present City limits. The site is outside of, but contiguous with the urban/rural boundary delineated in the City's LCP. It contains non-prime soils, and is in the northwest portion of Carpinteria where a high water table and poor drainage limit capacity for agricultural use exist (Agriculture Section from existing Coastal Plan). Currently, the site contains a single family dwelling located in the southeastern portion of the property. The site also has many non-native trees and shrubs. Additionally, the property contains a small duck pond. There is no agricultural activity currently taking place on site. The surrounding land uses include a mobile home park to the west, single family dwellings to the north, multi-family residences to the south and agriculture to the east.

Evaluation

Urban density residential development on this parcel is consistent with the provisions of the Coastal Act.

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1 Section 65580, State of California Government Code.

The size of the site, its physical limitations, and the existing house make it unsuitable for commercial agricultural operations. The area's high water table and poor drainage impaired past agricultural use of the site to the point that agricultural use was terminated. These same conditions will likely have the same effect on any potential future attempts at agricultural production on the site. As the site is not currently used for agricultural production, but is used as a home site, the change to a residential land use designation would not involve a conversion from agriculture to non-agricultural use, but would merely reflect the current use of the site and increase the site's maximum allowable density consistent with adjacent urban uses. As the site is not in agricultural production due to the physical limitations posed by a high water table and poor drainage, a change in land use designation to reflect actual use would not affect agricultural viability in the area.

If agricultural development of this site was not limited by a high water table and poor drainage, as well as an existing residence, an expected return on investment (excluding land, trees, and other improvements), would range from $449 to $2,300 per acre for a total of $1,783 to $9,131 for the 3.97-acre site. (The figures used are from George E. Goodall's July 1998 report *Agricultural Feasibility in the Carpinteria Valley*, are based on a 32-acre site, and do not include land costs.) As suggested in the evaluation of the Whitney property, the amount of land necessary to make an agricultural operation feasible must also be considered. In general, a 3.97-acre farm will be more vulnerable to market and production fluctuations than a larger operation and will be less viable over the long-term. Small agricultural operations also diminish opportunities for economies of scale.

Modification of the existing urban/rural limit line to facilitate an increase in residential density on the site can be evaluated in terms of potential impacts on surrounding properties and agricultural uses. Appropriate site design can eliminate the potential for significant impacts.

Compliance with the Coastal Act

Section 30241 of the Coastal Act states that:

The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

(a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.

The current use of this site is residential. As the high water table and drainage problems have affected the site to the point that past agricultural operations were abandoned and also affect much of the surrounding area, long-term use of the area for agriculture is questionable. However, any residential density increases will be buffered from surrounding uses by appropriate site design.

(b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the

lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development

The area's high water table and poor drainage already severely limit the viability of agriculture on the site, as evidenced by the past failure of agricultural operations. The surrounding area is likely to be affected by the same physical constraints. Redefining the urban/rural boundary using these physical constraints can lead to the establishment of a more stable limit to urban development.

(c) *By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.*

The City of Carpinteria has evaluated many options for meeting the need to provide housing for lower, middle, and upper income residents. The City is pursuing an array of housing initiatives, including the intensification of residential uses within existing developed areas and aggressive housing programs, but has found it necessary to also consider allowing development on two parcels currently designated for agricultural use. As this site is already in residential use, and is physically limited in its potential for agricultural production, its residential development will have minimal effect on surrounding rural uses. The Ellinwood property is adjacent to a mobilehome park to the north, single family dwellings to the east, and apartments to the south. Urban infrastructure, including municipal water and sewer is already available to the site, which lies in an urban, rather than agricultural setting.

(d) *By developing available lands not suited for agriculture prior to the conversion of agricultural lands*

This site is not suited for agricultural development as evidenced by the past failure of farming operations due to a high water table and poor drainage. This site is not currently in agricultural production.

(e) *By assuring that public service and facility expansions and non-agricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.*

Because it lies in an urban setting, services, including water and sewer, are already available adjacent to the Ellinwood property. Thus, extension of public services and facilities to serve the site would be minimal. Development of additional residences on the site will not have a significant impact on air and water quality as all appropriate air and water quality regulations will be followed.

(f) *By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of prime agricultural lands.*

The site consists of a 3.97-acre parcel that is currently in rural residential use. An increase in residential density on this site will not diminish the productivity of prime agricultural lands.

East Valley School Site

Setting

This site consists of two parcels (3.3 and 3.7 acres) for a total of 7.0 acres in unincorporated territory, adjacent to the present City limits. The site is outside of, but contiguous with the existing urban/rural boundary delineated in the City's LCP. It contains non-prime soils, and is zoned residential estate. Each of the two parcels comprising the site has an existing house and guest house. The site is not in agricultural production. To the north of the site is an avocado grove, to the south is high density residential with existing condominiums, to the west is an estate site and existing home, and to the east is the existing Monte Vista Park.

Evaluation

Urban development on this site, in the form of an elementary school proposed by the Carpinteria Unified School District, appears to be consistent with the provisions of the Coastal Act.

Establishing agricultural use of the site is not feasible due to existing and surrounding conflicting, non-buffered, land uses on two sides of the site. In addition, because the site is owned by the school district, in order to start agricultural operations on the site, purchase of the land by a private entity would be required. Given the location of residential neighborhoods to the south and Monte Vista Park to the east, use of the site as a school would not create new significant impacts on agricultural lands to the north. In fact, because the proposed school would be fenced and the access would be from existing urban areas to the south, the proposed use would assist in protecting prime agricultural lands to the north by providing a stable urban/rural boundary and buffer from higher intensity uses. Development of this site as a school and delineation of a clear urban/rural boundary would also serve to reinforce the existing urban/rural boundary provided by Monte Vista Park on the east.

The Carpinteria Unified School District (CUSD) evaluated 20 to 30 available parcels in the area during its search for a suitable elementary school site, and reported that suitable school sites on non-agricultural lands were not available. As a result, other alternatives were rejected, and this site was chosen and purchased by CUSD after considering its current use, residential zoning, and the need to minimize conflicts between urban and agricultural uses.

If agricultural development of this site were to be pursued, the return on investment (excluding land, trees, and other improvements) would range from $449 to $2,300 per acre for a total of $3,143 to $16,100 for the 7.0-acre site. (The figures used are from George E. Goodall's July 1998 report *Agricultural Feasibility in the Carpinteria Valley*, are based on a 32-acre site, and do not include land costs.) As suggested in the evaluation of the Whitney property, the amount of land necessary to make an agricultural operation feasible must also be considered. The site consists of two parcels, and if not in public ownership, could be purchased as separate parcels of 3.3 and 3.7 acres. In general, farming operations at this scale will be more vulnerable to market and production fluctuations than larger operations and will be less viable over the long-term. Small agricultural operations also diminish opportunities for economies of scale and increase exposure of the remaining farm operations to conflicts with nearby urban uses. This would be especially pertinent considering the high density residential development adjacent to these parcels.

Because this site is owned by CUSD, in order to start agricultural operations on the site, purchase of the land by a private entity would be required. Therefore, as with the Whitney site, the cost of land should be considered in an agricultural feasibility analysis in addition to those costs considered in the viability analysis required by the Coastal Act. If the land costs are considered, the cash flow from these two parcels may actually be negative, making farming operations infeasible.

Since this site is not currently used for agricultural production, but is currently in rural residential use, the proposed land use designation allowing for development of a school should be viewed as an increase in residential development potential, not a conversion from agricultural to urban use. The change from existing rural residential use to school use may actually increase agricultural viability in the area by providing a more clearly defined urban/rural boundary and a buffer between existing conflicting land uses.

Compliance with the Coastal Act

Section 30241 of the Coastal Act states that:

The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

(a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.

Development of a school on the existing residential site will provide a buffer from adjacent high density residential development and reinforce the northern urban/rural boundary established by the neighboring park. The change from residential development to an elementary school will redefine and stabilize this boundary.

(b) By limiting con[redacted]ban areas to the lands [redacted]ady severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development

The proposed east valley school's location neighboring a park will complete an existing viable neighborhood. There is currently a conflict between the residential uses on the south and agricultural uses on the north that will be eliminated by the buffering that will be provided by a thoughtful school design and fencing. The two existing houses and two guest houses on the site will be replaced with a public school.

(c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.

The CUSD evaluated 20 to 30 possible school sites, including sites that were considered prime agricultural land. CUSD purchased this site after considering such factors as minimizing conflicts with surrounding urban and rural uses, location

contiguous with the existing development, and existing use for residences. CUSD has determined there are no other feasible alternatives for a school site.

(d) *By developing available lands not suited for agriculture prior to the conversion of agricultural lands.*

This site is not suitable for agriculture due to conflicts caused by adjacent high density residential development and an unclear urban/rural boundary. The site is already developed for residential use, with two existing homes and two guest homes. As such, the development of a school does not actually require a conversion from agricultural use to urban use, but a change from rural residential use to public school use.

(e) *By assuring that public service and facility expansions and non-agricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.*

Public services and facilities are already available to the site. Expansions of these services will be done in a manner that will not be growth-inducing. Urban facilities will not be placed within agricultural areas, and the sizing of facilities will be only that required for the school so as not to facilitate rapid development of the surrounding area. Development of a school, to serve approximately 350 students, will not have a significant impact on air and water quality as all appropriate air and water quality regulations will be followed. Financing of the proposed school will avoid undue assessment of rural and agricultural lands, and will be undertaken in an equitable manner in accordance with State law.

(f) *By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of prime agricultural lands.*

Developing a school on the site will not diminish productivity of prime agricultural lands. This site is not in agricultural production. The proposed development will provide a well-defined urban/boundary, contiguous with the neighboring park, and more effective buffer than currently exists on the site.

In addition, Section 30151 of the Public Resources Code states:

The Legislature further finds and declares that agricultural lands located within the coastal zone should be protected from intrusion of non-agricultural uses, except where conversion to urban or other uses is in the long-term public interest.

Development of an elementary school on this site is consistent with this Section of the Coastal Act. Education of children is in the public interest and development of the proposed East Valley School site will avoid overcrowding in other portions of the District. As previously noted, prior to selecting this site, CUSD evaluated 20 to 30 other sites, and could not find a suitable site on non-agricultural lands. The site that was selected was believed to have the least potential effect on agricultural uses in the Carpinteria Valley of those that were evaluated by the district.

Section 30001.5 (e) states:

Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

Development of a public school at this site will provide a local school use, a buffer to protect agricultural land, and a well-defined urban/rural boundary. Therefore, school development at this site, which was carefully considered and chosen by the Carpinteria Unified School District, meets the requirements of the school district, City, and Coastal Act. As such, it can serve as an example of cooperation in planning and development for mutually beneficial uses.

NOTE:

City of Carpinteria Local Coastal Program Major Amendment 2-98 was withdrawn by the City on May 27, 1999, prior to the Commission hearing. Therefore, the recommendations and findings of the following staff report have not been adopted by the Commission.

EXHIBIT NO. 6
APPLICATION NO.
CPN-MAJ-1-01
CPN-MAJ-2-98 REPORT

STATE OF CALIFORNIA - THE RESOURCES AGENCY

GRAY DAVIS, Governor

CALIFORNIA COASTAL COMMISSION
SOUTH CENTRAL COAST AREA
89 SOUTH CALIFORNIA ST., SUITE 200
VENTURA, CA 93001
(805) 641 - 0142

May 19, 1999

TO: **Commissioners and Interested Parties**

FROM: Charles Damm, Senior Deputy Director
Gary Timm, District Manager
James Johnson, Coastal Program Analyst

RE: **CITY OF CARPINTERIA LOCAL COASTAL PROGRAM MAJOR AMENDMENT NO. 2-98: Land Use Plan and Map, Zoning Ordinance and Map, Urban-Rural Boundary (Convert Agricultural Land to Creekwood Residential Land Use) Public Hearing and Action at California Coastal Commission Hearing on June 7 - 11, 1999 in Santa Barbara.**

AMENDMENT SYNOPSIS

The City of Carpinteria ("City") proposes to revise the certified Local Coastal Program through the following actions: 1) revise Coastal Land Use Policy 8-2 to address converting or annexing agricultural land located outside the City; 2) add Coastal Land Use Policy 8-3 to address converting agricultural land located within the City; 3) revise the land use designation and plan map from agriculture to residential on five parcels totaling 32 acres; 4) revise the zoning ordinance designation and map from Agriculture A-10 to Residential PUD 3.81; and 5) relocate the Urban-Rural boundary to allow the conversion of Norman's Nursery to proposed Creekwood residential land use consisting of five parcels and 32 acres located at 5800 Via Real, Carpinteria.

STAFF NOTE

This Amendment was originally scheduled for action at the Commission's November 1998 meeting. In order to adequately address the issue of converting agricultural land to a residential land use, Staff requested an extension of time for Commission review of this Amendment. At the November 4, 1998 meeting, the Commission extended the time to act on this Amendment until September 4, 1999. This Amendment was then scheduled for the January 12 – 15, 1999 Commission meeting. At the January 15, 1999 meeting, the Commission continued the Amendment to a later date due to conflicting information regarding the City's request for a Commission hearing or a continuance. Staff rescheduled this Amendment for the June 1999 Commission meeting in Santa Barbara, a location in close proximity to the City of Carpinteria.

Although the City of Carpinteria has approved this LCP Amendment and the proposed Creekwood residential development project on the Norman's Nursery site contingent upon Commission approval of this proposed Amendment, the proposed Creekwood residential project is not before the Commission. The majority of this site is located outside the Commission's appealable area. Thus, Commission will address the proposed LCP Amendment only.

Resolution I

The Commission hereby Denies Certification of the Land Use Plan Amendment No. 2-98 to the City of Carpinteria Local Coastal Program as submitted and finds for the reasons discussed below that the Land Use Plan Amendment does not meet the requirements of and is not in conformity with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act, and that the certification of the amendment does not meet the requirements of Sections 21080.5(d)(2)(A) of the California Environmental Quality Act, as there are further feasible mitigation measures or feasible alternatives which could substantially lessen significant adverse effects to the environment.

B. RESOLUTION II (Deny certification of the LCP Implementation Plan Amendment No. 2-98, as submitted.)

Motion II

"I move that the Commission Reject the Implementation Plan Amendment No. 2-98 to the City of Carpinteria LCP as submitted."

Staff Recommendation

Staff recommends a YES vote, on Motion II and the adoption of the following resolution to reject certification and related findings. An affirmative vote by a majority of the Commissioners present is needed to pass the motion.

Resolution II

The Commission hereby Rejects Amendment No. 2-98 to the Implementation Plan of the City of Carpinteria LCP as submitted on the grounds that the amendment to the Local Coastal Program Zoning Ordinance does not conform to and is not adequate to carry out the provisions of the LCP Land Use Plan as certified. There are feasible alternatives or mitigation measures available which would substantially lessen any significant effects which the approval of the Implementation Plan amendment as submitted will have on the environment.

II. RECOMMENDED FINDINGS

A. STANDARD OF REVIEW AND PUBLIC PARTICIPATION

The following findings support the Commission's denial of the LCP Amendment as submitted. The standard of review for the proposed amendment to the certified Land Use Plan (LUP), pursuant to Section 30512(c) of the Coastal Act, is that the proposed amendment is in conformance with the Chapter 3 policies of the Coastal Act. The standard of review for the

with plastic sheeting to control weed growth. A small area adjacent to the office and equipment maintenance structure is paved with concrete. All plants are grown in container pots.

The site is generally flat, with a steeply sloped bank at the northern edge that forms the channel of Carpinteria Creek. The northern one third of the site drains northward into Carpinteria Creek and the southern two thirds of the site drains to the curb/gutter surface drainage system along the frontage road, Via Real. Access to the property from Via Real is from a driveway and gravel road that bisects the property in a north-south direction.

Immediate surrounding land uses include residential (Rancho Granada Mobile Home Park and San Roque Mobile Home Park) located to the west, public transportation corridors (Via Real, Highway 101, and Carpinteria Avenue) to the south, agricultural uses, greenhouses, row crops and a single family residence (Kono and Sons Nursery) to the east, and Carpinteria Creek and avocado orchards to the north (Exhibit 4).

In 1991, the City approved a Temporary Use Permit to erect 21 frost protection houses to be covered with visqueen plastic during the winter months. In 1992, the City approved a Conditional Use Permit to construct 'as built' frost protection houses on three acres, a 3,100 square foot warehouse, roads, parking, and ancillary improvements (Exhibit 3).

The City's Local Coastal Program Coastal Plan designates land uses for the City. The land use designation for the subject site (five parcels) is Agricultural I (Exhibit 5). The Land Use Map and Zoning District Map further designates the site as A-10, which indicates that ten acres is the minimum parcel size. Since the parcel sizes range from 2.11 to 14.09 acres (2.11, 3.11, 4.54, 8.24, and 14.09 acres), most parcels are non-conforming as to parcel size with the exception of one parcel which is conforming to the ten acre minimum parcel size. The subject parcels are located in the Rural Area outside the current Urban-Rural Boundary now located along the western and southern boundaries of the site. The subject parcels are located within the City of Carpinteria municipal limits which are located along the northern and eastern boundaries of the subject site.

The City submitted Local Coastal Program ("LCP") Amendment No. 2-98 in part on October 21, 1997, February 25, 1998, April 15, 1998, and August 25, 1998. The submittal was deemed complete and filed on September 4, 1998. The City submitted Resolution No. 4410 (Exhibit 6) indicating the approval of the proposed LCP Amendment and Ordinance No. 540 (Exhibit 7) indicating the approval of the Zoning Map and change of the Zone District Boundary.

2. Amendment Description Summary

The changes the City proposes to the LCP include: revise Coastal Plan Policy 8-2 to address converting or annexing agricultural land located outside the City (Exhibit 8); add proposed Policy 8-3, to address converting agricultural land located within the City (Exhibit 8); revise the land use designation and plan map from Agriculture to Single Family Residential on five parcels totaling 32 acres (Exhibit 9); revise the zoning ordinance designation and map from Agriculture A-10 to

City's proposed revision of Policy 8-2 provides for the review of agriculturally designated land located outside the City Limits relative to five tests for the conversions or annexation. Revised Policy 8-2 also proposes to delete the specific reference to greenhouses in test 'd'. A new Policy 8-3 provides for a less stringent standard for the review of Agricultural lands within the City Limits with three tests for conversion. Proposed Policy 8-3 deletes two of the tests required in Policy 8-2. These tests proposed to be deleted include test 'a' which prohibits conversion unless the agricultural use of the land is severely impaired because of non-prime soils, topographic constraints, or urban conflicts (e.g., surrounded by urban uses which inhibit production or make it impossible to qualify for agricultural preserve status, and test 'd' which also prohibits conversion unless the parcel could not be maintained in productive use through the use of greenhouses or alternative agricultural uses.

The City also proposes to amend the Urban-Rural Boundary to include the Nursery's five parcels comprising the subject site within the Urban Area (Assessor Parcel Numbers 001-080-02, 30, 35, 40, 45, totaling about 32 acres of land). (Exhibit 11)

C. CONSISTENCY WITH COASTAL ACT – LAND USE PLAN AMENDMENT

The proposed amendment to the City's certified Land Use Plan raises the issue whether the conversion of agricultural lands to a residential land use is consistent with Chapter 3 policies of the Coastal Act. The relevant Coastal Act issues are discussed below as findings for Resolution I.

The standard of review for an amendment to a certified Land Use Plan is that the amendment meets the requirements of, and is in conformity with the policies of Chapter 3 of the Coastal Act, to the extent necessary to achieve the basic goals specified in Section 30625(c) of the Coastal Act.

1. Protection of Agricultural Lands

A fundamental policy of the Coastal Act is the protection of agricultural lands. The Act sets a *high standard for the conversion of <u>any</u> agricultural lands to other land uses.* The Coastal Act does not make exceptions based on the location of property within City limits. Coastal Act Section 30241 requires the maintenance of the maximum amount of prime agricultural land in agricultural production to assure the protection of agricultural economies. Section 30241 also requires minimizing conflicts between agricultural and urban land uses through six tests.

Coastal Act Section 30241 states that:

> The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

(2) An analysis of the operational expenses, excluding the cost of land, associated with the production of the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.

For purposes of this subdivision, "area" means a geographic area of sufficient size to provide an accurate evaluation of the economic feasibility of agricultural uses for those lands included in the local coastal program or in the proposed amendment to a certified local coastal program.

(b) The economic feasibility evaluation required by subdivision (a) shall be submitted to the commission, by the local government, as part of its submittal of a local coastal program or an amendment to any local coastal program. If the local government determines that it does not have the staff with the necessary expertise to conduct the economic feasibility evaluation, the evaluation may be conducted under agreement with the local government by a consultant selected jointly by local government and the executive director of the commission.

Coastal Act Section 30113 defines Prime Agricultural Land as those lands defined in paragraph (1), (2), (3), or (4) of subdivision (c) of Section 51201 of the Government Code.

These provisions of Section 51201 (c) of the Public Resources Code state:

Definition of Prime Agricultural Lands:

(1) All land which qualifies for rating as class I or class II in the Soil Conservation Service land use capability classifications.
(2) Land which qualifies for a rating 80 through 100 in the Storie Index Rating.
(3) Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture.
(4) Land planted with fruit- or nut-bearing trees, vines, bushes, or crops which have a nonbearing period of less than five years and which normally return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than two hundred dollars ($200) per acre.

The City's LCP provides guidance for the Commission to consider in this proposed LCP Amendment. LCP Policy 8-1 requires that any parcel in the rural area that meets one or more of four (4) criteria be given an Agricultural land use designation. Policy 8-1 states:

An agricultural land use designation shall be given to any parcel in rural areas that meet one or more of the following criteria:

prime soils in the Carpinteria Valley where, combined with the relatively frost-free climate, good southern exposure, and availability of agricultural support services, a wide variety of high value cash crops can be economically grown.

Coastal Act Section 30241 establishes six (6) tests for the review of any Local Coastal Program Amendment to convert prime agricultural land to non-agricultural use. All of these tests, when applicable, must be met in order for the conversion of agricultural land to another land use to be approved. The purpose of these tests is to minimize conflicts between agricultural and urban land uses so that the maximum amount of prime agricultural land will be maintained in agricultural production to assure the protection of the areas agricultural economy. The conversion of prime agricultural land around the periphery of an urban area, as in this proposal, is effectively prohibited unless agricultural viability is already "severely limited" by conflicts with existing urban uses, (or the land is completely surrounded by urban land uses and the conversion is consistent with Section 30250 of the Coastal Act and the conversion is otherwise consistent with Section 30241.)

The majority of the soil on the subject site consists of Goleta fine sandy loam rated as Capability Class I by the Soil Conservation Service, United States Department of Agriculture. Therefore, per Section 30113 of the Coastal Act, the subject site meets the definition of "prime agricultural land" and Section 30241 is applicable in this case. In addition, the subject site meets the guidance provided in City LCP Policy 8-1 which requires that the parcels be given an agricultural land use designation. This designation is appropriate because the site includes prime agricultural soil, lands in existing agricultural use, and land with agricultural potential and location that will support long-term agricultural use.

Each of these six tests required by Section 30241 will be reviewed separately.

a. Establish Stable Boundaries Separating Rural and Urban Land Uses

The initial question under Section 30241 (a) of the Coastal Act is whether or not the conflicts between agricultural and urban land uses are minimized by establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban uses. First the existing situation is examined and then compared it to the proposed situation as a result of the City's proposed LCP Amendment.

The subject site consists of 5 parcels, totaling 32 acres, surrounded by a variety of land uses (Exhibits 4 and 5). These uses include residential (Rancho Granada Mobile Home Park, San Roque Mobile Home Park, a detached single family residential neighborhood in the vicinity of Cameo Road between Carpinteria Creek and Casitas Pass Road) and agricultural (an avocado orchard and a single family residence located between Carpinteria Creek, Highway 101, and Casitas Pass Road) located to the west; public transportation corridors (Via Real, Highway 101, and Carpinteria Avenue), government offices (Carpinteria City Hall), recreational uses (roller

4. The parcel could not be maintained in productive use through the use of greenhouses or alternative agricultural uses, and ...

The FEIR concludes that:

> **The site does not appear to meet the criteria of 1, 2, and 4 listed above. The site is not severely impaired for agricultural uses**; the site is not part of a specific neighborhood and is thus not an extension of a defined neighborhood; and the project site is a viable agricultural unit. (emphasis added)

Therefore, the City's FEIR concluded that the continued agricultural use of the parcels do not appear to be severely impaired because of urban conflicts or other reasons.

The City submitted a "Report on Agricultural Feasibility in the Carpinteria Valley, Re: Creekwood Residential Project on Norman's Nursery Site", dated July 26, 1998, and prepared by George Goodall analyzing the viability of existing agricultural use pursuant to Section 30241.5 of the Coastal Act (Exhibit 14). The Report states that there are serious non-economic conflicts that occur on this property and other agricultural properties in close proximity to urban land uses:

> Many serious non-economic conflicts occur on this Norman Nursery parcel and other properties that are in close proximity to urban land uses. Trespassing, thievery, malicious mischief, vandalism, and curiosity seekers all diminish the income, increases costs, and take time from productive work. These are not problems for the more remotely located farmer.

Only generalized information on these conflicts is provided in the Report. No specific information is provided indicating that these conflicts directly affect the actual rate of return, gross revenue, and the operational expenses at Norman's Nursery.

Thus, no significant documented conflicts were identified between the urban use of the adjoining Mobile Home Park (residential) and the existing agricultural use of the operation of Norman's Nursery.

A stable boundary separating urban and rural areas already exists. The proposal to revise Policy 8-2 to apply to agricultural land use outside the City limits, add Policy 8-3 for agricultural use located within the City limits, relocate the Urban-Rural Boundary to include this site within the Urban Area, and change the land use and zoning designations from agricultural to residential is inconsistent with the first test. A stable boundary separating urban and rural areas has existed for about 26 years since the mobile home park was constructed in about 1972. Further, the fence and setback areas separating the agricultural land use and the mobile home park, and the transportation corridor are already the clearly defined buffer areas that now minimize conflicts between agricultural and urban land uses.

30113 and California Government Code Section 51201, because its soil qualifies as Class I by the Soil Conservation Service and the site is in agricultural use.

In conclusion, the current Urban-Rural Boundary has minimized conflicts between agricultural and urban land uses over the past 26 years. These urban uses, located to the west of the subject site (the residential Rancho Granada Mobile Home Park), and to the south, (the office and recreational land uses) have adequate buffers. Therefore, the location of the Urban-Rural Boundary minimizes conflicts between agricultural land uses on the site and surrounding land uses.

Further, the proposed Policy 8-2 as revised and proposed Policy 8-3 make the standards for agricultural land dependent on whether the land is located within the City limits. The location of a City limit line, however, does not by itself determine the location of an appropriate or stable boundary between agricultural and urban land uses. The City limit line in this area was created before the Coastal Act became effective in 1977 and before the Urban-Rural Boundary was established in the City's Local Coastal Program certified in 1982. As noted above, the stable boundary in this area is the existing fence and setback areas separating the subject agricultural land use and the adjacent residential land use. Therefore, proposed Policy 8-2 as revised and Policy 8-3 are not consistent with the first test of Section 30241 of the Coastal Act. Therefore, the proposed Amendment does not minimize conflicts between agricultural and urban land uses, will not establish stable boundaries separating urban and rural areas, and will not establish clearly defined buffer areas to minimize conflicts between agricultural and urban land uses, as compared to the existing Urban-Rural Boundary, the existing agricultural land use and current LCP Policy 8-2. Thus, the proposed LCP Amendment is inconsistent with the first test of Section 30241 of the Coastal Act.

b. Agricultural Viability and Neighborhood Completion

In order to meet the test for conversion of land around the periphery of urban areas under Section 30241 (b) of the Coastal Act, the amendment must meet one of two tests to minimize conflicts between agricultural and urban land uses. This test is applicable since the subject property is adjacent to an urban area located to the west and south.

To satisfy this test, the viability of agricultural use must already be "severely limited by conflicts with urban uses". The second situation when conversion of land on the periphery of an urban area may be appropriate when the "conversion of lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development".

The first test is whether or not the viability of agricultural use is already severely limited by conflicts with urban uses. As noted above, in connection with Section 30241(a), no significant conflicts between the subject agricultural land use and the surrounding urban land uses on two sides have been documented. Nevertheless, assuming the existence of some degree of conflict, the degree of limitation on the viability of existing agricultural use is not "severely limited".

Avocados	2.1 %
Lemons	4.0 %
General Ornamental Container-Grown	3.0%

These rates are well below expected and necessary returns for favorable economic feasibility.

It is important to point out that these figures, however, are calculated contrary to the analysis required in Section 30241.5 (a) (2) which requires that debt for land costs be excluded when analyzing operational expenses. Excluding debt for land costs, the figures provided in the Report (Exhibit 14, Tables 2, 3, and 4) for rates of return on gross revenue are actually as follows:

Avocados	12.17 %
Lemons	14.85 %
General Ornamental Container-Grown	5.1%

Under Coastal Act Section 30241.5, an economic feasibility analysis for agriculture requires subtraction of operational expenses from gross revenue, excluding the cost of land. The result appears to be the rates of return on gross revenue provided in the Report ranging from 5.1% to 14.86%.

In addition, it is important to note that the figures identified for the General Ornamental Container-Grown products do not reflect the actual rates of return for the subject site, Norman's Nursery. No independently audited figures on actual rates of return (based on an analysis of gross revenue and operational expenses) over the past five years specifically for Norman's Nursery were provided by the City or the property owner.

The report concludes that the Norman's Nursery property is not economically feasible for agriculture by stating:

> A very wide range of agricultural crops could be physically grown on this excellent prime soil parcel. But due to its high land values, high production costs, and numerous conflicts and limitations, only several crops were considered possibly viable – avocados, lemons, and container-grown ornamentals – and their rates of returns are too low for the risks involved. For these reasons, I would judge that this Norman's Nursery parcel is not economically feasible for agriculture.

In an effort to review the above Report, staff contacted a number of individuals and companies familiar with agricultural issues to request an independent review and comment regarding the above Report. First, staff contacted the Santa Barbara County Agricultural Commissioner's Office. William Gillette, Agricultural Commissioner reviewed the Report and responded in a letter dated December 7, 1998 that the methodology used by the author appears to be correct and the limitations on the use of the data is accurately described by the author (Exhibit 15). However, Mr

Mr. Forrest concludes that the rates of return cited in the Agricultural Feasibility Report are positive and are acceptable. With the potential for higher yields or lower costs the positive returns could be better by stating that:

> I will comment only briefly on the various rates of return cited. These vary widely from one operation to another and have a lot to do with how the "books are cooked", particularly how assets are carried and their declared valuation. Generally, if all costs of production, including overhead (which also includes return to management and debt service), are met by the gross income then the enterprise is profitable and viable. **The rates of return cited are positive, which is the main issue, and are entirely acceptable.** Given the potential for higher yields or lower costs, they could be even better. (emphasis added)

Staff contacted a number of other individuals associated with the agricultural land uses in the Carpinteria Valley requesting comments on the above Report. No further comments were received to date.

A review of the Agricultural Feasibility Report conclusions reveal that the figures provided may understate the potential for crop production yields while overstating the operational costs. Although the rates of return provided in the Report may be low as a result, most importantly the rates are positive as noted in the submitted Agricultural Feasibility Report. Therefore, the three possible agricultural operations (avocado and lemon orchards, and general ornamental container-grown plants) analyzed in the Report indicate that the rate of return on crop revenue (excluding the costs of land consistent with Coastal Act Section 30241.5(a)(2)) are profitable ranging from 5.1 % to 14.85 % per year. Thus, continued agricultural use is viable on the subject site as it is economically feasible to do so.

Lastly, City staff provided a review of existing LCP Policy 8-2 concluding that any conflicts between the nursery operation and the adjacent mobile home park are not significant enough to hinder continuing use of agricultural use. A letter, dated February 23, 1998, from Fred Goodrich, Principal Planner with the City's Community Development Department a review of existing Policy 8-2 (Exhibit 13) is provided:

> While it is believed that the conversion of the site to residential use conforms to the standards of number 2, 3, and 5 of Policy 8-2, the conversion may not meet the test of numbers 1 and 4.
>
> Considering number 1, the continued agricultural use is already impaired by existing conflicts due to the dense residential use to the west. This conflict is due to the nature of the nursery operation and the proximity of the mobilehome sites to the property line. However, the coexistence of these two uses, and the lack of formal complaints, implies the conflict is not great enough to hinder continuing the current use of the land. Since the property is currently used for a potted-plant nursery, it would be considered one of the "alternative agricultural uses" described in number 4. Thus, the amendment does not

Therefore, the City's Final Environmental Impact Report for the "Creekwood Residential Project" concluded that the subject site is not part of a specific neighborhood nor is an extension of a defined neighborhood. Therefore, the proposed conversion of the subject site would not complete a logical and viable neighborhood and not contribute to the establishment of a stable limit to urban development. In addition, the City's proposal to revise LCP Policy 8-2 to apply to lands outside the City and add Policy 8-3 to apply to lands within the City is inconsistent with Section 30241(b). Section 30241 (b) establishes a uniform policy for conversion of agricultural lands, regardless of whether such lands are located within or outside municipal boundaries. The City proposes to delete sections (a) and (d) from Policy 8-2 (Exhibit 8) in the proposed Policy 8-3 for conversion of lands within the City limits. There is no distinction in Section 30241(b) that justifies deletion of the agricultural viability test provided in section (a) and the test providing in section (d) for maintaining productive use of the parcel through greenhouses or alternative agricultural uses. Further, conflicts between agricultural and urban land uses are currently minimized and the conversion of the subject agricultural land around the periphery of urban areas is not appropriate as the site's agricultural viability is not severely limited by conflicts with urban uses. Thus, the proposed LCP Amendment is inconsistent with the test of Section 30241(b) of the Coastal Act.

c. Conversion of Land Surrounded by Urban Uses

In order to minimize conflicts between agricultural and urban land uses, the conversion of agricultural land surrounded by urban uses is permitted where the conversion of land would be consistent with Section 30250 and otherwise comply with applicable sections of Section 30241 of the Coastal Act (Public Resources Code Section 30241(c)). Section 30250 states in part that:

> (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

The subject site proposed for the conversion of agricultural land to a residential land use is not surrounded by urban uses. As noted above, urban uses are located only on two sides (Exhibits 4, 5 and 9). Along the two other sides, the subject site is surrounded by other agricultural lands. Therefore, an analysis for consistency with Section 30250 is not necessary. Thus, the proposed conversion can not be justified under Section 30241(c).

d. Develop Lands Not Suited for Agriculture Prior to Conversion

The test of Section 30241(d) requires that available lands not suited for agriculture be developed prior to conversion of agricultural lands to minimize conflicts between agricultural and urban land uses.

number of additional units may be developed if the City's LCP Amendment No. 1-98 is fully certified. Therefore, the proposed LCP Amendment No. 2-98, as submitted, is not consistent with the fourth test of Section 30241, as there are available lands designated for potential residential development not suited for agricultural use.

e. Assure Non-agricultural Development Does Not Impair Agricultural Viability

Section 30241(e) imposes a policy assuring that public service and facility expansions and non-agricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality to minimize conflicts between agricultural and urban land uses. Because the proposed LCP Amendment does not propose the development of any public service and facility expansions or non-agricultural development, this test is not applicable.

f. Division of Agricultural Lands

To minimize conflicts between agricultural and urban land uses, the issue of a land division is raised. This test requires that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands (Public Resources Code Section 30241(f)). Because the proposed LCP Amendment does not involve the division of prime agricultural lands, this test is not applicable. Although no residential development is proposed in this LCP Amendment, the proposed Amendment will facilitate future development of residential development. Further, the Commission has previously found that conversion to residential use will diminish the productivity of prime agricultural lands.

g. Conclusion

In conclusion, proposed LCP Amendment does not meet four of the six tests of Section 30241, while two of the tests are inapplicable. Further, the subject site is determined to be viable for continued agricultural use as noted above. Therefore, the Commission finds that the City's proposed LCP Amendment No. 2-98, the Land Use Plan Amendment as submitted, is inconsistent with and inadequate to carry out the provisions of Coastal Act Sections 30241 and 30241.5 and does not meet the guidance provided in existing City LCP Policies 8-1 and 8-2.

D. CONSISTENCY WITH LCP LAND USE PLAN - IMPLEMENTATION MEASURES

The standard of review of an amendment to the certified LCP Zoning Ordinance is whether the ordinance conforms with and is adequate to carry out the provisions of the certified LCP Land Use Plan (PRC Section 30513 (a)). The Coastal Act provides that the Commission may only reject the proposed zoning ordinance if a majority of the Commissioners present find that it does not conform with or is inadequate to carry out the provisions of the certified Land Use Plan. The relevant City Local Coastal Program Land Use Plan issues are discussed below as findings for Resolution II.

alternatives and the consideration of mitigation measures to lessen significant environmental effects to a level of insignificance. As discussed in the findings above, the proposed amendment does not adequately address the coastal issues raised by the amendment, and would therefore have significant adverse effects, and thus, is not consistent with the California Environmental Quality Act.

The existing City Local Coastal Program is therefore consistent with the provisions of the California Environmental Quality Act and the California Coastal Act.

IV. SUBSTANTIVE FILE DOCUMENTS

City of Carpinteria Local Coastal Program; Final Environmental Impact Report and Addendum for Creekwood Residential Project, City of Carpinteria, dated October 27, 1995 and March 1997; Report on Agricultural Feasibility in the Carpinteria Valley, Re: Creekwood Residential Project on Norman's Nursery Site, dated July 26, 1998, by George E. Goodall, Agricultural Consultant, Santa Barbara, CA; City of Carpinteria Housing Element, dated October 30, 1995; Proposed Final EIR New Toro Canyon Elementary School and Summerland School Closure, dated September 1998, Carpinteria Unified School District; Soil Survey of Santa Barbara County South Coast Part, United States Department of Agriculture, received 4/15/98; North Coast Area Plan Update, San Luis Obispo County Local Coastal Program, Major Amendment No. 1-97.

V. EXHIBITS

1. Coastal Zone Location Map
2. City of Carpinteria Map
3. Norman's Nursery Site Plan
4. Aerial Photograph East Carpinteria
5. City Coastal Plan Land Use Map
6. City Resolution No. 4410
7. City Ordinance No. 540
8. City Proposed Modification to LCP Policy 8-2 and Proposed LCP Policy 8-3
9. City Proposed Land Use Map Change
10. City Proposed Zoning Map Change
11. City Proposed Urban-Rural Boundary Change
12. City Existing Urban-Rural Boundary
13. City Existing LCP Policy 8-2
14. Agricultural Feasibility Report
15. Response Letter from Santa Barbara County Agricultural Commissioner dated December 7, 1998
16. Staff Letter to Santa Barbara Bank & Trust, dated December 1, 1998
17. Response letter from Santa Barbara Bank & Trust to CCC, dated December 7, 1998
18. City Housing Element Housing Sites Map

carpmajorlcp2-98report

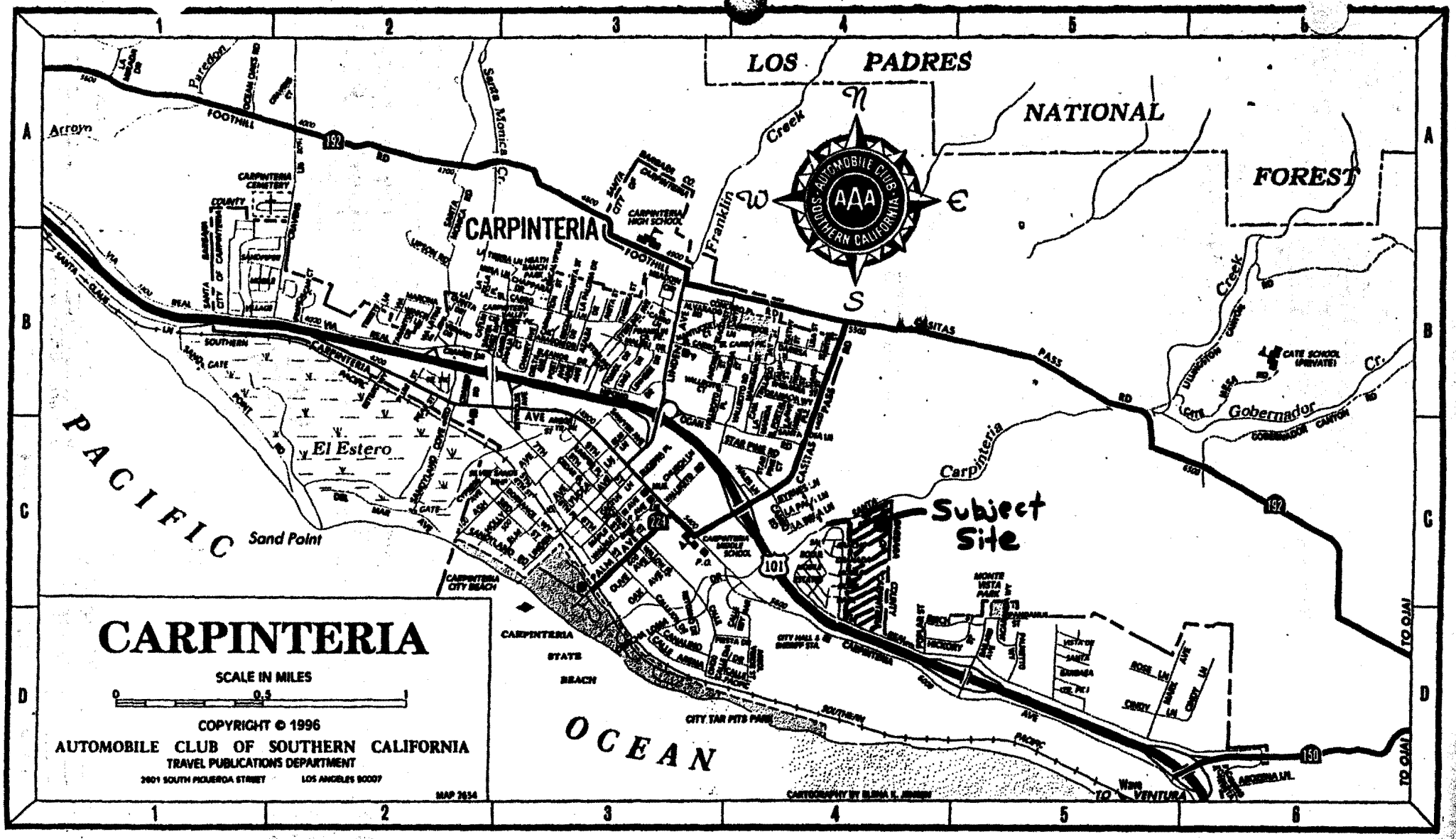


EXHIBIT NO. 2

APPLICATION NO. LCPA #2-98

Subject Site

EXHIBIT NO. 4

APPLICATION NO. LCPA #2-98

Aerial Photo

East Carpinteria

EXHIBIT NO. 6
APPLICATION NO. LCPA #2-98
City Resolution
No. 4410 pg 1-4

RESOLUTION NO. 4410

A RESOLUTION OF THE CARPINTERIA CITY COUNCIL GRANTING APPROVAL TO SUBMIT PROPOSED AMENDMENTS TO THE CARPINTERIA LOCAL COASTAL PROGRAM AND CONSIDERING THE FINAL ENVIRONMENTAL IMPACT REPORT AND ADDENDUM, FOR SUBMISSION TO THE CALIFORNIA COASTAL COMMISSION

WHEREAS, the Carpinteria City Council has recommended the following revisions to the Local Coastal Program:

1) Amendment of Local Coastal Program – Policy 8-2 (Agriculture Conversion Standards) described and attached as Exhibit 1 and incorporated by reference.

2) Amendment of Local Coastal Program – Adding Policy 8-3 (Agriculture Conversion Standards within City Limits) described and attached as Exhibit 2 and incorporated by reference.

3) Amendment of Local Coastal Program Land Use Map designation for 32.09 acres from Agriculture (A1-10) to Single Family Residential (SFR 3.81) described and attached as Exhibit 3.

4) Amendment of Local Coastal Program Urban/Rural Boundary to place the entire 32.09-acre project site within said Urban Boundary described and attached as Exhibit 4.

5) Final Environmental Impact Report (dated October 27, 1995) and Addendum (dated March 1997) as it pertains to the Local Coastal Program Amendments including mitigation measures, statement of overriding considerations, and mitigation monitoring program.

WHEREAS, published notice of this hearing and notice of availability of the pertinent documents have been made available to the public for a six week period in accordance with the California Coastal Commission administrative guidelines; and,

WHEREAS, the proposed Local Coastal Program Amendments were considered by the City Planning Commission and forwarded to the City Council with a recommendation to

NOW, THEREFORE, THE CARPINTERIA CITY COUNCIL HEREBY RESOLVES:

1. The proposed amendments are found to be consistent with the California Coastal Act and Local Coastal Plan.

2. The City's Local Coastal Program Amendments are intended to be carried out in a manner fully in conformity with the California Coastal Act.

3. The proposed Local Coastal Program Amendments is a program that will require formal local government adoption and certification of the Environmental Impact Report and Addendum after Coastal Commission approval.

4. The formal and final adoption of the proposed amendments to the Local Coastal Program will serve the public interest by providing agricultural conversion policies/development standards that will allow for increased housing opportunities within the City limits.

5. The Community Development Director is hereby authorized to transmit the proposed amendments to the California Coastal Commission for approval and certification.

6. Any Coastal Commission modifications to the amendments as conceptually approved by the City Council shall be grounds for further review by the Council.

PASSED, APPROVED, AND ADOPTED this 22nd day of September, 1997, by the following called vote:

AYES: COUNCILMEMBERS: LEDBETTER, STEIN, NIELSEN, WEINBERG, JORDAN

NOES: COUNCILMEMBERS: NONE

ABSENT: COUNCILMEMBERS: NONE

Donna Jordan
Mayor, City of Carpinteria

ORDINANCE NO. 540

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARPINTERIA, CALIFORNIA, AMENDING SECTION 14.04.070 OF THE CARPINTERIA MUNICIPAL CODE PERTAINING TO THE ZONING MAP AND CHANGE OF ZONE DISTRICT BOUNDARY

THE CITY COUNCIL OF THE CITY OF CARPINTERIA DOES ORDAIN AS FOLLOWS:

SECTION 1:

SECTION 14.04.070 OF THE CARPINTERIA MUNICIPAL CODE IS AMENDED AS FOLLOWS:

The zone district for property located at 5800 Via Real (APN 001-080-02, 30, 35, 40, 41) is hereby changed from A-10 (Agriculture) to PUD – 3.81 (Planned Unit Development - 3.81 dwelling Units per Acre) as shown and described on the attached Exhibit.

SECTION 2:

Ordinance No.540 shall not take force and effect until thirty (30) days after the City Council has taken final action. Final action by the City Council shall be taken after adoption by the California Coastal Commission of the Local Coastal Plan Amendment. In the event said Local Coastal Plan Amendment is not approved by the California Coastal Commission, this Ordinance shall become null and void. After its passage by the California Coastal Commission and before expiration of fifteen (15) days from its passage shall be published once with the names of the City Council voting for and against the same in the Coastal View, a newspaper of general circulation, published in the City of Carpinteria.

PASSED, APPROVED, AND ADOPTED this 22nd day of September, 1997, by the following called vote:

AYES: COUNCILMEMBERS: LEDBETTER, STEIN, NIELSEN, WEINBERG, JORDAN

NOES: COUNCILMEMBERS: NONE

ABSENT: COUNCILMEMBERS: NONE

Donna Jordan
Mayor, City of Carpinteria

EXHIBIT NO. 7
APPLICATION NO. LCPA #2-98
City Ordinance
No. 540 pg 1-2

F:\USERS\GOODRICH\ORD.DOC

PROPOSED MODIFICATION OF POLICY 8-2
LOCAL COASTAL PLAN
CREEKWOOD RESIDENTIAL PROJECT (94-699-DP)

LCP Policy 8-2: Agriculture - If a parcel(s) is designated for agricultural land use outside the City limits and is located in either (a) a rural area contiguous with the urban/rural boundary or (b) an urban area, conversion or annexation shall not occur less:

a. The agricultural use of the land is severely impaired because of non-prime soils, topographical constraints, or urban conflicts (e.g., surrounded by urban uses which inhibit production or make it impossible to qualify for agricultural preserve status), and

b. Conversion would contribute to the logical completion of an existing urban neighborhood, and

c. There are no alternative areas appropriate for infilling within the urban area or there are no other parcels along the urban periphery where the agricultural potential is more severely restricted, and

d. The parcel could not be maintained in productive use through the use of greenhouses or alternative agricultural uses, and

e. Conversion would result in a well-defined demarcation between urban and agricultural uses and would not create a precedent for conversion of adjacent agricultural lands.

PROPOSED MODIFICATION OF POLICY 8-3
LOCAL COASTAL PLAN
CREEKWOOD RESIDENTIAL PROJECT (94-699-DP)

Added Policy 8-3: Agricultural Within City Limits - If a parcel(s) is designated for agricultural use and is located within the city limits, conversion shall not occur unless:

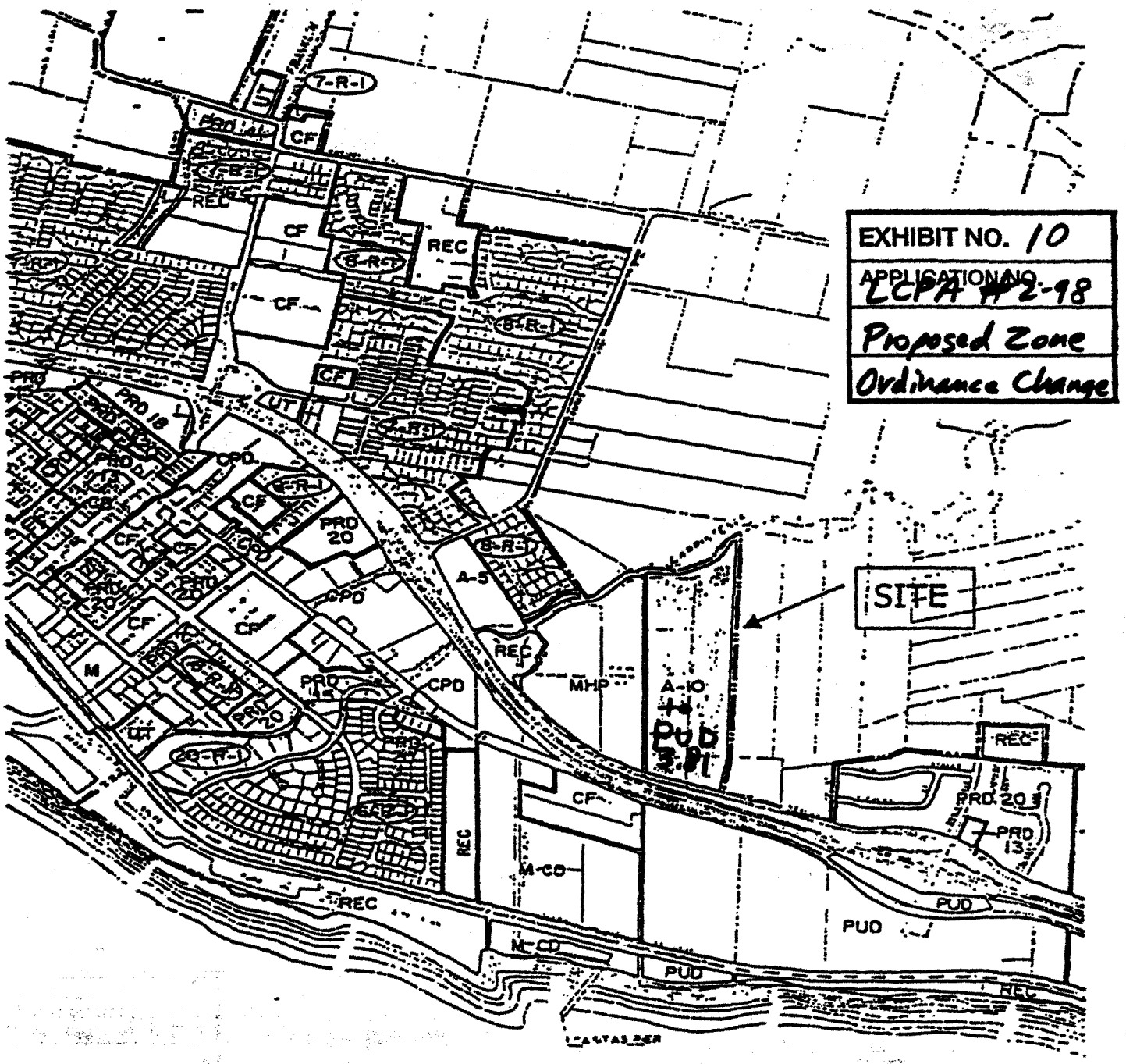
a. Conversion would contribute to the logical completion of an existing urban neighborhood, and

b. There are no alternative areas appropriate for infill development within the urban area or there are no other parcels along the urban periphery where the agricultural potential is more severely restricted, and

c. Conversion would result in a well-defined demarcation between urban and agricultural uses and would not create a precedent for conversion of adjacent agricultural lands.

EXHIBIT NO. 8
APPLICATION NO. LCPA #2-98
City Proposed Policies 8-2

PROPOSED ZONE CHANGE – CREEKWOOD PROJECT (94-699)



SITE	EXISTING LAND USE	COASTAL PLAN	GENERAL PLAN	ZONING	STAFF RECOMMENDATIONS
5800 Via Real APN 001-080-02,03,40 & 41 Total: 32.09 Acres	Agricultural	A1-10	Western ½ - MDR Eastern ½ - AG	Western ½ - MHP Eastern ½ - A10	Change A10 to PUD 3.81

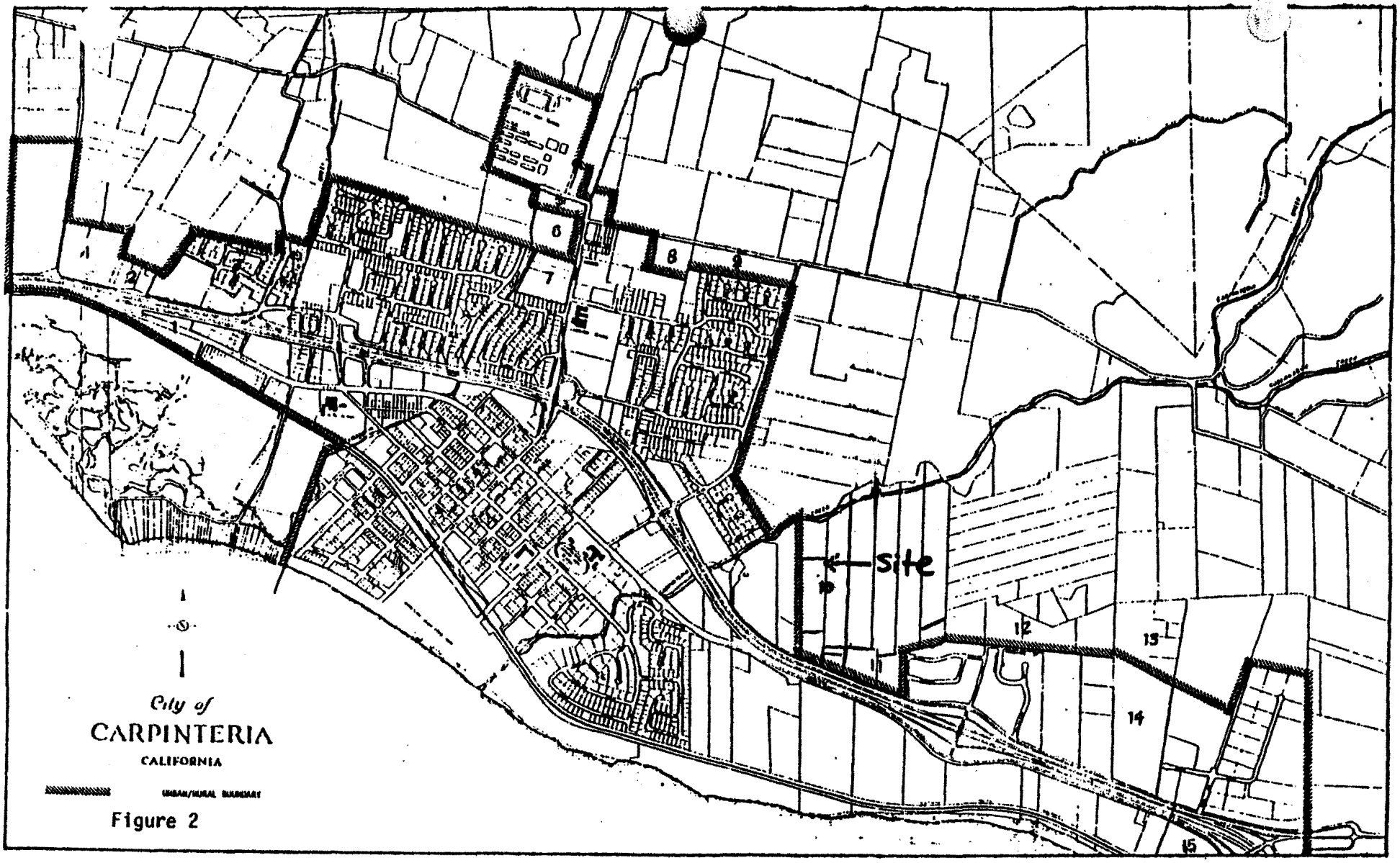


Figure 2

EXHIBIT NO. 12
APPLICATION NO. LCPA #2-98
Existing Urban-Rural Boundary

EXHIBIT NO. 14
APPLICATION NO. LCPA #2-98
Agricultural Feasibility Report

Report on
Agricultural Feasibility in the Carpinteria Valley

Re: Creekwood Residential Project on Norman's Nursery Site

Prepared by George E. Goodall, Agricultural Consultant, Santa Barbara, CA

RECEIVED
AUG 25 1998
CALIFORNIA
COASTAL COMMISSION
SOUTH CENTRAL COAST DISTRICT

July 26, 1998

I. Introduction and Description

The following report intends to present information on both the physical and economic feasibility of agricultural operations in the Carpinteria Valley. Particular attention will be paid to the 32-acre parcel at 5800 Calle Real, currently used to produce general ornamental plants in containers by Norman's Nursery. The parcel is within the city limits of Carpinteria. It is surrounded by a trailer park on the west side, Carpinteria Creek on the north, greenhouses and field grown ornamentals on the east (with apartments not far beyond), and Calle Real (a frontage road) and Highway 101 on the south. In the Santa Barbara County Comprehensive Plan the Rural-Urban Line is along the west and south boundaries of the property. This parcel has been considered for urban conversion by the California Coastal Commission before and denied mainly on the grounds that it was prime agricultural soil. Comparisons will be made to other farming areas, other crops, and other operations.

In addition to other information, this report provides the economic viability analysis as required by Section 30241.5 of the California Coastal Act. The report will also provide information for use in considering the six test paragraphs of Section 30241. The Coastal Act regulations in Section 30241.5 (a) (2) suggest that the analysis be done by excluding the cost of land. This is impossible since high land values are so critical to the rate of return analysis presented. I've used very conservative land values for the past five years, not those beginning to be paid currently.

The current agricultural uses are to produce field-grown container plants of general ornamentals. Most of the plants are set out to grow in the field for at least one season, with the average time about 18 months. The set plants come from hothouses operated by Normans on other sites, two of which are in the Carpinteria Valley and 12 are elsewhere in California. The field operations are conducted mostly in 5, 15, and 24-gallon containers.

No permanent growing structures are used on this site. They do need to use portable, temporary covers to provide frost protection and shade. Nothing is planted into the soil; all growing takes place in containers.

II. Prime Soil

Most of the soil on the subject parcel is mapped as *Goleta fine sandy loam, 0-2% slope* (1), and is one of the finest agricultural soils in the area. It's USDA Land Capability Class is I. It is physically suitable for growing a wide range of crops without any special problems or limitations. It is ironical that the present agricultural operations are growing everything in containers and have put down gravel, plastic, and herbicides to facilitate their operations. They are not using this deep, well drained, excellent, fine

"Vegetables" - Only very specialized vegetables are grown in the Carpinteria Valley. They are either local farmers' market operations or hothouse production of seedling vegetables to be sold as set plants for other areas. The Crop Report and Cost Study data reflect the large-scale vegetable crops as grown in the Santa Maria or Lompoc Valleys and are not applicable here.

"Row Crops" – None are grown in Carpinteria Valley because the high land and water costs make them non-economic.

"Field Crops" – None are grown in Carpinteria Valley, again, because production costs are too high.

"Berries" – No strawberries are grown here because other area can produce them more inexpensively. There is one specialized raspberry and boysenberry operation that is mainly a "pick your own". None of the available figures are applicable.

"Citrus" – The only citrus crops grown currently are several lemon orchards. Lemons continue to provide reasonable returns and will be discussed in detail later in this report.

"Avocado and Walnut Orchards" – Walnuts were a historically important crop but no orchards remain because of low yields, poor nut quality, and high costs of production. Avocados are the major commodity produced in the Valley; details will be presented later.

"Chrysanthemums" – Both cut flowers and potted plants are produced in large numbers in hothouses in the Valley. There are no cost of production figures available to match those in the Crop Reports. Also this is not reviewed further in this report, because the subject property does not have any hothouses nor is it likely that any would be approved for it in the future.

"Orchids" – Both cut flowers and potted plants are produced in large numbers in hothouses and shadehouses. Again, there are no good cost figures available and production requires structures.

"Other Cut Flowers and Bedding Plants Grown in Greenhouses" – This is too general to be handled in a cost and income analysis. They are also grown in structures.

"Continued Nursery and Potted Plant Production" – It is assumed that the Coastal Commission staff mean "Container Grown General Ornamentals". This is the type of agriculture on the subject property and will be discussed in detail later.

IV. Income and Cost Analysis Study

This report will discuss two orchard crops – avocados and lemons – for which reasonably appropriated data is available. The figures on costs were based on the Farm Advisor's studies which were worked over in detail for an unpublished special study that the author did for the Goleta Water District and US Bureau of Reclamation in 1997. In addition the figures were reviewed by a number of growers.

For characterizing the general ornamental production operations, no published cost figures are available. So, the author has put together an "estimated" sheet based on an interview with Charles Norman of Norman's Nursery, interviews with several other flower growers, and proprietary figures that the author has collected on other consulting work. It is not presented as a statistically sampled study as are the Farm Advisors publications. It is an estimated set of figures that present a rough picture of the container plant growing business.

problems for the more remotely located farmer. Often dedicated long time farmers finally become fed up and chose to move elsewhere to farm; more on these conflicts later in this report.

Agricultural rates of return on invested capital are currently very low, even for the high-income specialty crops grown here. If you look around the valley you see farmers continuing to farm existing parcels, trying one crop after another, in hopes of finding one that will improve income. Almost no expansion onto previously uncultivated land is occurring. Most are "fine tuning" their operations, hoping for improved markets in the future.

Due to rising costs for everything, weak markets due to increased foreign competition, extreme weather conditions, and the high stakes in local farming, risks are considered very high. To compensate, rates of return on invested capital need to be at least 10 % and preferably greater than 12%. Such rates allow for mortgages in the 8-9% range.

For long range orchard crops where a non-bearing period of 4 or 5 years occurs and the expected length of life is only 20 –25 years, rates of returns have to be raised to 12-15%. For container-grown plants, the average age at the time of sale is about 2 years, with at least one year in open field growing. Here the expected minimum rate of return is 10%; more when one adds hothouse production of set plants and unfavorable business climate.

In the cost and income tables presented above, the following rates of return on invested equity can be suggested as representative for the area:

Avocados	2.1%
Lemons	4.0%
General Ornamental Container-Grown	3.0%

These rates are well below expected and necessary returns for favorable economic feasibility.

VI. On the Norman Nursery Parcel

Because of the many urban conflicts, the inability to build hothouses on the parcel to improve gross incomes, and the relative small size of the parcel, the average production costs experienced by the Norman's Nursery operations make this a relatively high cost of production parcel. For these reasons they they are moving to a new operating site near Fillmore. In Ventura County water costs are 1/5th here, labor is significantly lower and more plentiful, plant growth is faster due to the warmer climate, and the new 200-acre parcel is more adequate for their needs.

VII. Discussion

The obvious next question is – could another general ornamental grower make it on this parcel? General ornamental container-grown nurseries have been in tough times in recent years. Many have gone out of business – as cited above, KM Nursery closed in Carpinteria. Others have been bought by one of the 4 or 5 large operators left in California. It is a highly specialized, narrow margin business with heavy labor and major capital costs. I do not know of any other container-plant operator that could use the land.

Could the land be planted again to lemons or avocados? Yes, it is technically and physically possible. The earlier avocado orchard died out with an infection of the Avocado Root Rot disease. This fungus persists for many years in the soil and there are no fumigation or chemical treatments available to

Table 1

Lemon, Avocado, and Ornamental Income Data

Santa Barbara County

from Agricultural Commissioner's Agricultural Production Reports
1993 to 1997 and 5-year Average

Item	1993	1994	1995	1996	1997	Average
AVOCADOS						
Yield Tons/acre	2.41	2.26	2.42	2.26	1.79	2.23
" pounds/acre	4,820	4,520	4,840	4,520	3,580	4460
Price $/Ton*	$623	$2,113	$1,667	$1,657	$2,217	$1,655
" $/pound*	$0.311	$1.056	$0.834	$0.828	$1.109	$0.828
Income $/acre	$1,501	$4,774	$4,035	$3,744	$3,968	$3,690
LEMONS						
Yield Tons/acre	15.9	12.9	14.97	16.57	19.33	15.95
Price $/Ton*	$305	$384	$334	$389	$378	$358
Income $/acre	$4,845	$4,951	$5,002	$6,451	$7,297	$5,710
GENERAL ORNAMENTALS - Container-Grown Plants						
Hothouse - sq. ft.	91,125	89,000	96,900	26,000	13,000	
" - acres	2.09	2.04	2.22	0.60	0.30	
Field - acres	160.25	128.50	132.75	147.00	145.25	
Total Acres	162.34	130.54	134.97	147.60	145.55	144.20
Gross Value**	$6,393,560	$7,286,700	$7,149,628	$7,218,678	$6,642,366	$6,938,186
Gross Value / acre	$39,384	$55,820	$52,972	$48,907	$45,636	$48,544

* Prices reported are F. O. B. Packing House door.
** Gross income reported as it leaves the farm gate on way to market.

Sources: Santa Barbara County Agricultural Commissioner's Agricultural Production Reports, 1993-1997

Summarized by G E Goodall, Agricultural Consultant, 7/10/98

Table 3
LEMON Costs of Production Per Acre

Item	Cost per Acre	% of Production Costs
Production Expenses:		
Irrigation Water, 2 AF/A purchased, drag-line sprinklers	$ 800.	16%
Irrigation Labor	114.	
Fertilizer, minor elements, leaf analysis	195.	
Pest Control, contract spraying	328.	7%
Snail Control, labor & bait materials	62.	
Disease Control, contract spraying	57.	
Weed Control, labor, equipment, & materials, spraying	85.	
Frost Protection, electric power & maintenance	85.	
Pruning, all types, contract	633.	13%
Tree Replacement	26.	
Erosion Control	11.	
Management, fee or allowance	120.	
Miscellaneous	132.	
Production Expense Subtotal	$ 2,648.	54%
Harvesting Expenses:		
Picking & Hauling, 15.95 Tons @ $90.60 / Ton	$ 1,445.	30%
Overhead Expenses:		
Repairs, fuel, equipment	8.	
Repairs, irrigation system	17.	
Taxes, land & other	247.	
Insurance, all types	134.	
Interest on Production Expenses	42.	
Interest on Debt, 6.2% on $3,750	232.	
Depreciation, on equipment	20.	
Depreciation, on irrigation system	26.	
Telephone & Electricity	10.	
Miscellaneous	33.	
Overhead Expense Subtotal	$ 769.	16%
Total Expenses per Acre:	**$ 4,862.**	100%
Crop Revenue per Acre: 15.95 Tons @ $358/T	**$ 5,710.**	
Return on Equity per Acre:	**$ 848.**	
Rate of Return on Crop Revenue	**14.85%**	
Rate of Return on $21,250 equity (land & trees)	**4.00%**	

Based on Sakovich, N J, "Citrus Costs, 1993", UC Coop Ext, Ventura Co. (adjusted for inflation); and unpublished data from US Bureau of Reclamation Water Payment Capacity Study, 1997; and interviews with selected lemon growers by G.E Goodall.

Prepared by G E Goodall, Agricultural Consultant, 7/10/98.

page 9 of 10

SANTA BARBARA COUNTY

AGRICULTURAL COMMISSIONER
WEIGHTS AND MEASURES

William D. Gillette
Commissioner/Director

December 7, 1998

RECEIVED
DEC 1998
COASTAL COMMISSION
SOUTH CENTRAL COAST DISTRICT

James Johnson
California Coastal Commission
89 S California St Ste 200
Ventura CA 93001

Dear Mr. Johnson:

At your request, we reviewed the "Report on Agricultural Feasibility in the Carpinteria Valley" prepared by George E. Goodall. As you and I discussed, this Office does not have expertise and cannot make any judgments regarding agricultural viability. We do have several comments regarding the report.

The methodology used by the author appears to be correct. We do not know of any public sources of financial information other than the Agricultural Commissioner's Crop Production Reports and the Cooperative Extension production data. The limitations on the use of this data is described accurately by the author.

On pages 4 and 5 of the report, the author states that KM Nursery is no longer in business. This is not accurate. KM Nursery is no longer in business at their original site. They have relocated to a smaller site. We do not know the reason for this change in location.

On page 6, the author states that "current growers in the Valley are not expanding their plantings or facilities". We know of several greenhouse/cut flower growers who have expanded their operations in the last few years.

Again, these comments are for clarification only, and do not attempt to determine the agricultural viability of the Norman's Nursery parcel.

If you need additional information, please let me know.

Sincerely,

William D. Gillette

William D. Gillette
Agricultural Commissioner

EXHIBIT NO. 15
APPLICATION NO. LCPA # 2-98
Agricultural Commissioner Lett.

For purposes of this subdivision, "area" means a geographic area of sufficient size to provide an accurate evaluation of the economic feasibility of agricultural uses for those lands included in the local coastal program or in the proposed amendment to a certified local coastal program.

(b) The economic feasibility evaluation required by subdivision (a) shall be submitted to the commission, by the local government, as part of its submittal of a local coastal program or an amendment to any local coastal program. If the local government determines that it does not have the staff with the necessary expertise to conduct the economic feasibility evaluation, the evaluation may be conducted under agreement with the local government by a consultant selected jointly by local government and the executive director of the commission.

Coastal Act Section 30241 specifically provides that:

The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.

(b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

(c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.

(d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.

(e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.

(f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.

SANTA BARBARA BANK & TRUST

Paul E. Forrest, VP
Agribusiness Loan Officer
Santa Barbara Bank & Trust
335 E. Betteravia Rd.
Santa Maria, CA 93454
Phone: 805-739-2694 ext. 219
December 7, 1998

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DEC 1998
CALIFORNIA
COASTAL COMMISSION
SOUTH CENTRAL COAST DISTRICT

EXHIBIT NO. 17
APPLICATION NO. LCPA #2-98
S.B. Bank & Trust
Response Letter

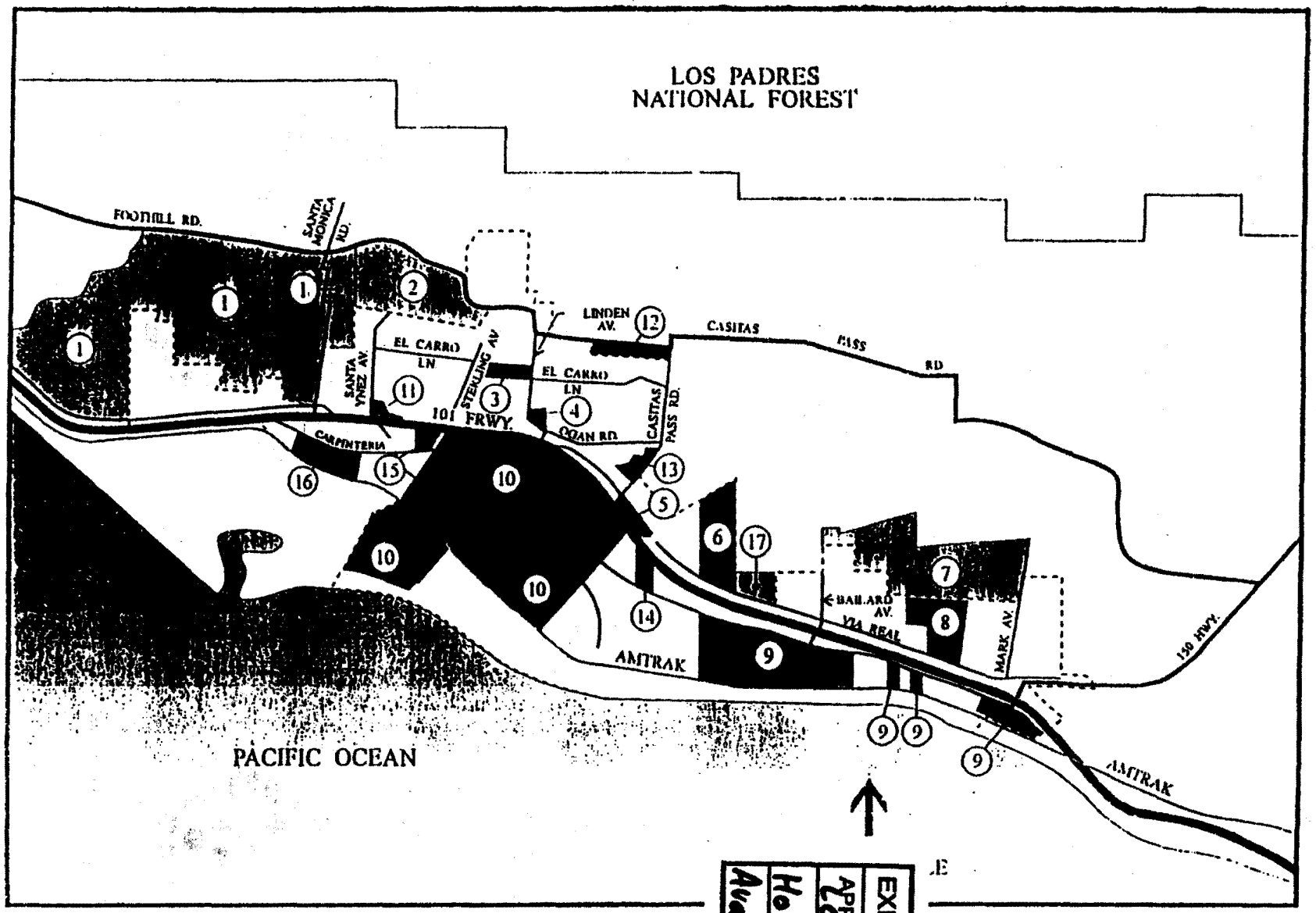
James Johnson
California Coastal Commission
89 S. California St., Suite 200
Ventura, CA 93001
Phone (805) 641-0142
Fax (805) 641-1732

Dear Mr. Johnson,

I am writing in response to your request for feedback on the Ag Feasibility report prepared for you by George Goodall, dated 7/26/98, concerning a 32-acre parcel on Calle Real in Carpinteria.

Sections I and II are fine. Section III contains some rather broad statements concerning the inclusion and exclusion of crops from consideration. First, given the superb soils, strawberries could surely be grown. They were dismissed because of cost, but they are not grown inexpensively anywhere in coastal California, with an annual cost of production around $10,000/acre. In fact, because no one else in the area is growing them and the plot is on a highway frontage road, a roadside stand for direct farm-to-consumer sales might be a very effective way to market the crop. Second, consideration is dismissed for greenhouse crop/nursery production because it is "too general." While I am ignorant of the feelings of the city fathers in Carpinteria toward new greenhouses, and this may be a closed subject, given the proliferation of them in the area they must surely be viable. For example, I think a single, 25-acre greenhouse for vine-ripened, hydroponic tomatoes might do just fine. Last, while the current enterprise is potted plant production, they would do just as well on a paved parking lot, which is of no real merit to the discussion, but continuation of this type of agriculture is given serious attention in the report.

I would add some different production costs for Sections IV and V: Our surveys indicate that for profitable enterprises in the Santa Barbara area Avocado yields range from 2.0 to 5.5 tons/acre with total costs (preharvest, plus harvest plus overhead) ranging from $2,200 to $2,920/acre, for a breakeven position of $530 to $1,100/ton. The figures cited in the Goodall study are from low yield, high cost producers. Our Lemon figures are for yields ranging from 12 to 19 tons/acre, with total costs of $3,400 to $4,050/acre



Carpinteria City Limits

Represents locations within city limits

(#) See identification of available housing sites for description of properties.

Represents locations in unincorporated area

SOURCE: CITY OF CARPINTERIA, 1994

LSA

EXHIBIT NO. 18
APPLICATION NO. LCPA # 2-98
Housing Element
Avail Housing Sites

CITY OF CARPINTERIA HOUSING ELEMENT
FIGURE III-1
AVAILABLE HOUSING SITES

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CALIFORNIA
COASTAL COMMISSION
SOUTH CENTRAL COAST DISTRICT

COUNTY OF SANTA BARBARA
PLANNING AND DEVELOPMENT

MEMORANDUM

TO: Noah Greer, Planning and Development

FROM: David Swenk, CF Development Review North

DATE: February 28, 2002

RE: Ellinwood Grading, 01CDP-00000-00142

CC: Melissa Mooney, P&D
June Pujo, P&D

On February 26, 2002, I visited the Ellinwood Site, case #01CDP-00000-00142 located at 1300 Cravens Lane in the Carpinteria area, APN 004-013-026. At issue was whether an artificial pond located on the property fit the definition of wetland according to County Coastal Plan and Coastal Act provisions. A pond of approximately .25 acres is located on the parcel. The pond was created artificially and is fed by groundwater recharge through a perched water table. The pond has no outlet except through a limited subsurface flow gradient and is anaerobic in nature evidenced by significant algae development. Historic pictures taken of the pond show substantial hydrophytic vegetation dominated by bermudagrass, (*Cynodon dactylon*) and cattail (*Typha ssp*), both obligate wetland species. The site visit was conducted to assess the ponded area's wetland status.

A. Hydrophytic Vegetation

Inspection of the pond revealed the potential wetland area being completely graded out and virtually all vegetation being removed. However, isolated remnants of the preexisting species were identified on site as well as found through sifting through the graded fill and spoil site. Though the stocking density and spatiality cannot be established due to the extensive grading of the site, hydrophytic vegetation was positively identified. This list should not be construed as an exhaustive list of pre and post grading hydrophytic vegetation but as species casually observed on site. It is plausible other species might have been present but were eradicated by the grading operation. Some of the species observed include:

EXHIBIT NO. 7
APPLICATION NO.
CPN-MAJ-1-01
ELLINWOOD WETLAND

SEA

SCOTT ELLINWOOD & ASSOCIATES • INCORPORATED • SUSTAINABLE ARCHITECTURE & PLANNING

February 22, 2000

RECEIVED
FEB 22 2000
CITY OF CARPINTERIA
COMMUNITY DEVELOPMENT DEPARTMENT

GENERAL PLAN ADVISORY COMMITTEE
CITY OF CARPINTERIA
5775 CARPINTERIA AVENUE
CARPINTERIA, CA 93013

Re: PROPOSED SPHERE OF INFLUENCE EXPANSION AREAS
Study Area 1. Cravens Lane Area

Dear Committee Members:
The purpose of this letter is to provide some updated information regarding the two parcels described in *Study Area 1. Cravens Lane Area* on pages LU-12 and LU-14 of the Land Use Element of the *Public Review Draft, GENERAL PLAN/LOCAL COASTAL PLAN & ENVIRONMENTAL IMPACT REPORT*. It is shown on page LU-13 as the shaded area #1. I am the owner of the southerly of the two parcels, 3.87 acres in area at 1300 Cravens Lane, where my family and I have lived since 1976.

The major change since your study began is that Santa Barbara County Flood Control is well along toward a friendly purchase of most of the northerly parcel, currently owned by Jerry & Case Van Wingerden, partners in Westland Floral. The Flood Control engineers are planning a siltation basin in the area that is being vacated by the Pat Scott masonry construction yard. (The masonry yard has been an illegal land use, because the zoning is Agricultural, one residence per 5 acres.) The engineers are also planning improvements to the drainage channel that runs along the easterly boundary of the two parcels. I am enclosing a site plan that shows both parcels and the surrounding uses as they are currently planned.

This will be Phase 2 of the improvements that will mitigate the flooding that has happened on Via Real by Kim's Market. The first Phase was the construction of a new large box channel has just been completed across the freeway and under the railway. Phase 2 has already been funded and construction of the siltation basin and channel improvements should begin this summer. The plan also includes a right of way for a 60 foot wide public street running East / West along the Northerly property line.

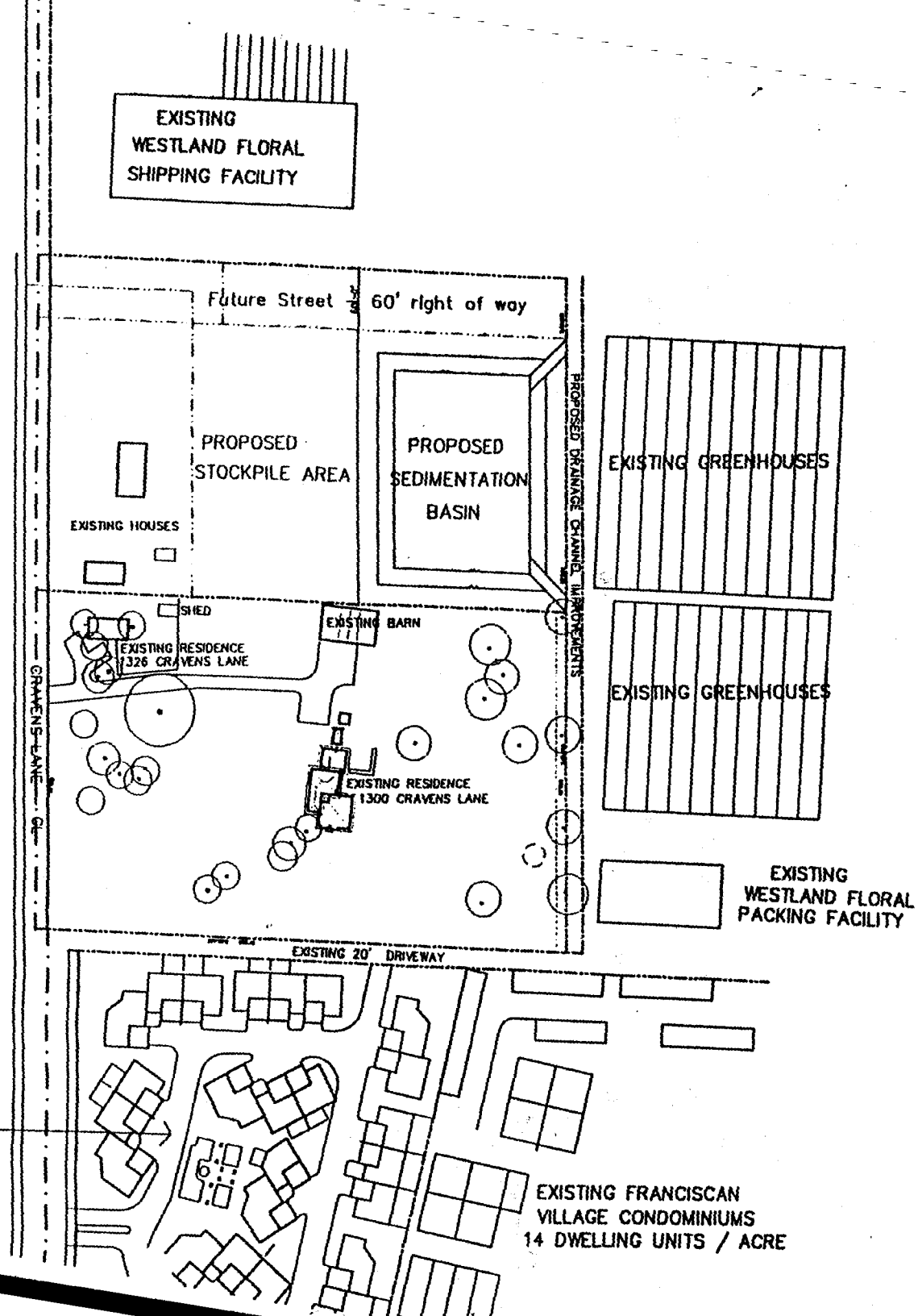
As a result, instead of 7.5 acres, there will be only 4.72 acres that could be developed. With an existing mobile home park (Sandyland) to the West, intense greenhouse development to the East and the existing Medium Density Residential developments to the South, this study area has become a small island surrounded by more intense uses. It may no longer be appropriate to designate it for low density residential since it is cut off from the properties to the North by the Flood Control Siltation Basin and the existing enormous Westland Floral Warehouse & Shipping Facility with its 12 docks for large semi-tractor trailer trucks.

Perhaps it may be more appropriate to indicate a Medium Density Residential designation for the remainder of these two parcels to be consistent with the existing adjacent developments to the South and West.

Franciscan Village is an attractive 14 unit per acre condominium development located just to the Southeast of my property. The Villas was constructed more recently with 10 units per acre

872 EAST FRONT STREET - SUITE 300 VENTURA, CALIFORNIA 93001 (805) 643-7301 fax 643-9171 email SE FAIA @ aol.com

EXHIBIT NO. 8
APPLICATION NO.
CPN-MAJ-1-01
ELLINWOOD LETTER



EXISTING "SANDPIPER" MOBILE HOME PARK
7 DWELLING UNITS / ACRE

NORTH

STUDY AREA 1.
EXISTING SITE DEVELOPMENT

EXISTING "VILLAS" CONDOMINIUMS
10 DWELLING UNITS / ACRE