



Architectural Review Board Meeting Agenda

Thursday, February 15, 2024 at 5:30 p.m.
City of Carpinteria, Council Chamber
5775 Carpinteria Avenue, Carpinteria, CA 93013

In-Person Meeting

Attendance:

- Attend the in-person meeting in City Council Chambers at City Hall (5775 Carpinteria Ave).

Public Comments:

- Provide a live public comment during the in-person meeting in City Council Chambers at City Hall (5775 Carpinteria Ave). Please note the City has the discretion to limit the speaker's time for any meeting or agenda matter. Typically, the practice has been three minutes per speaker on each item.
- Submit a written comment (as either a general public comment or on a specific agenda item) to be distributed to the Architectural Review Board by **12:00 P.M. on the day of the meeting** by either submitting your comment via (1) email to PublicComment@carpinteriaca.gov, or (2) the **eComment** link on the City's agenda website (<https://carpinteriaca.gov/city-hall/agendas-meetings>). Please reference the agenda item to which your comment pertains. Note that written comments will not be read into the record during the meeting.

Architectural Review Boardmembers:

Brad Stein, Chair
Amy Blakemore, Vice Chair
Richard E. Johnson
Richard Little
Patrick O'Connor

CALL TO ORDER

ROLL CALL

PUBLIC COMMENT

This is a time for public comments on matters not otherwise on the agenda but within the subject matter jurisdiction of the Architectural Review Board. Comments shall be limited to 15 minutes, divided among those persons desiring to speak, but no person shall speak longer than five minutes. Persons wishing to speak on a specific item will be recognized at the time the agenda item is considered.

The City is not responsible for the content of statements made during the public comment period, or the factual accuracy of any such statements.

PROJECT REVIEW

If you have questions regarding any project listed below, please contact the Community Development Department at (805) 755-4410.

Review Procedure:

- Disclosure of ex parte communications
- Staff presentation
- Applicant presentation
- Public comment
- Review by ARB
- Recommendation by ARB

1. Project: Lindamar Comprehensive Sign Program, Project 23-2266-ARB/SIGN
Address: 888-892 Linden Avenue
Applicant: Eric Newman, Dave's Signs, for Jaeger Partners, Owners
Planner: Brian Banks

Request of Eric Newman, agent, for Jaeger Partners, to consider Project 23-2266-ARB/CDP for preliminary review of a comprehensive sign program for the existing multi-tenant commercial building located at 888-892 Linden Avenue. The property is a 6,970 square foot parcel zoned Central Business District (CB) with Visitor-serving Commercial Overlay (V) shown as APN 003-263-015, addressed 888-892 Linden Avenue.

2. Project: Coeler New Duplex, Project 23-2234-DP/CDP/ARB
Address: 4934 Dorrance Way
Applicant: Dylan Chappell, architect, for Peter and Barbara Coeler
Planner: Brian Banks

Request of Dylan Chappell, architect, for Peter and Barbara Coeler, to consider Project 23-2234-DP/CDP/ARB for preliminary review of a proposal for a new 2,120 square foot two-story duplex with a maximum height of 23.25 feet and two attached garages totaling 533 square feet, for a total size of 2,772 square feet. The property is a 5,582 square foot parcel zoned Planned Residential

Development (PRD-20) and shown as APN 003-440-010, addressed as 4934 Dorrance Way.

3. Project: Coeler New Duplex, Project 23-2233-DP/CDP/ARB
Address: 4949 Dorrance Way
Applicant: Dylan Chappell, architect, for Peter and Barbara Coeler
Planner: Brian Banks

Request of Dylan Chappell, architect, for Peter and Barbara Coeler, to consider Project 23-2233-DP/CDP/ARB for preliminary review of a proposal for a new 1,970 square foot two-story duplex with a maximum height of 23.67 feet and two attached one-car garages totaling 341 square feet, for a total size of 2,311 square feet. The property is a 4,500 square foot parcel zoned Planned Residential Development (PRD-20) and shown as APN 003-440-026, addressed as 4949 Dorrance Way.

OTHER BUSINESS

CONSENT CALENDAR

MATTERS REFERRED BY THE PLANNING COMMISSION/CITY COUNCIL

MATTERS PRESENTED BY STAFF

MATTERS PRESENTED BY BOARDMEMBERS

ATTENDANCE OF BOARDMEMBERS FOR THE NEXT MEETING

ADJOURNMENT

The next regular Architectural Review Board meeting will be held on Thursday, February 29, 2024.

NOTES

For those projects that do not require Planning Commission approval, recommendations for preliminary approval by the Architectural Review Board will be forwarded to the Community Development Director for a decision. Those Community Development Director decisions that are appealable pursuant to CMC §14.12.020(2) may be appealed to the Planning Commission. Appeals must be filed with the City Clerk within 10 calendar days of the Director's action.

In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact Lorena Esparza in the Community Development Department at (805) 755-4410 (LorenaE@carpinteriaca.gov) or the California Relay Service at (866) 735-2929. Notification 2 business days prior to the meeting will enable the City to make reasonable arrangements for accessibility to this

meeting.

This agenda was posted on Thursday, February 8, 2024 in the Community Development Department, on the City Hall Public Notices Board, and on the City Website.

**CITY OF CARPINTERIA
ARCHITECTURAL REVIEW BOARD
Meeting of February 15, 2024**

Agenda Item #1

**COMMUNITY DEVELOPMENT DEPARTMENT
PROJECT REVIEW**

Project: 23-2266-ARB/SIGN **Planner:** Brian Banks
Address: 888-892 Linden Avenue
APN: 003-263-015
Zoning: Central Business (“CB”) district
Visitor-serving Commercial (“V”) overlay district
Applicant: Eric Newman, Dave’s Signs, for Jaeger Partners, Owners

Project Review: ☐ Conceptual
☒ Preliminary
☐ Final

PROJECT DESCRIPTION

This is the preliminary review of a proposed comprehensive sign program for the existing historic multi-tenant commercial building originally known as “The Town Hall” and proposed to be renamed as “THE LINDAMAR BUILDING” located at 888-892 Linden Avenue. The existing building is currently configured for five tenant spaces on the ground floor (situated on the building’s Linden Avenue and Wullbrandt Way frontages), and proposed to accommodate up to six smaller tenant spaces on the second floor (e.g., “LINDAMAR STUDIOS”). The proposed sign program provides specifications on the allowable sign types, locations, sizes and design for all current and future tenant signage. The sign program also includes specifications for building identification signage, wall, under canopy, projecting, and painted signs.

The proposed Planned Sign Program is included as Attachment A.

PROJECT BACKGROUND

Project Setting

The 0.16-acre (6,970 square feet) site is located in the heart of the City’s downtown core on Linden Avenue. The project site fronts Linden Avenue on the west, City Parking Lot 2A (“Wullbrandt Way”) on the north, Cactus Lane on the east, and the adjacent Smart and Final parking lot on the south.

The existing building comprises almost the entirety of the project site and is being rebranded as part of a recent ownership change to create a comprehensive identity for the building’s commercial tenants, patrons, and visitors to the downtown area. Despite being a multi-tenant

building, the site currently operates without an approved overall Sign Program. Aside from the requested Sign Program, no other exterior changes to the building are proposed as part of this request.

The subject property is bounded by a mix of building types and land uses that reflect the historically varied development of the City's downtown area over the decades. Most of the buildings are single story in height and of a similar scale to one another, although some two-story or larger volume buildings are scattered throughout the downtown.

The project site is designated Visitor-serving Commercial ("VC") on the City's General Plan/Coastal Plan Land Use Map and is located within Community Design Subarea 2a: the Downtown Core District of the City's General Plan/Coastal Plan. The property is zoned Central Business ("CB"), and is subject to the requirements of the Visitor-serving Commercial ("V") Overlay District.

Building History

A Phase 1-2 Historic Resources Report by Post/Hazeltine Associates was prepared in 2015 for a wireless telecommunications application that was never constructed. However, the report provides a detailed account of the rich history of the building. According to the report, an original version of the building was constructed in 1902 by the Carpinteria Town Hall Association for use as a community hall. The original structure burned to the ground in 1911 and was reconstructed in 1913. The reconstructed building was completed in 1913 by the Knights of Pythias and was ultimately sold to, and used by, the Knights of Columbus beginning in 1929. The first floor has been used by commercial tenants since the 1940's. The second floor was ultimately converted to commercial use in the mid-1960's and the entire building has provided commercial tenant space since that time, with various interior and exterior modifications.

Notwithstanding the various building modifications over time, the report found that the subject building is a significant historic resource for the purposes of environmental review, and therefore any proposed modifications to the building's exterior should be analyzed in context with its historical significance. As the proposed addition of signage to the building would be reversible by removing any structural signage affixed to the building, or by painting over any painted wall signs to restore the building to its "pre-signage" condition, no impacts to the historic significance of the building would result from the proposed Overall Sign Program. However, according to the U.S. Department of the Interior's guidance for signage on historic structures, proposed new signs should not detract from the overall design of the historic building or obscure significant architectural features. Likewise, new sign materials should be compatible with the building's period and architectural style.

PROJECT ANALYSIS

Carpinteria Municipal Code

Sign Program

New tenant signs and planned sign programs are regulated by the provisions of Carpinteria Municipal Code (“CMC”) Chapter 14.58- Sign Regulations. The applicable standards for planned sign programs are provided below:

14.58.100 - Planned sign program regulations. *The purpose of the planned sign program is to ensure comprehensively designed signage for certain commercial and industrial uses, and to provide for additional review by the architectural review board.*

1. *The following must be reviewed under a planned sign program:*
 - a. *Three or more (multitenant) uses which share either the same lot or the same building and which use common access and parking facilities.*
2. *The following signs are allowed in a planned sign program:*
 - a. *Ground (monument) signs, not to exceed eighty square feet or eight feet in height, located in a landscaped area twice or more than the square footage of the sign. Ground signs for multitenant uses may not list individual tenants, only the name of the center or complex;*
 - b. *Directory signs not exceeding an area of two square feet for each business;*
 - c. *Projecting signs;*
 - d. *Wall signs not exceeding eighty square feet;*
 - e. *Freeway signs as specified in Section 14.58.070(4);*
 - f. *Any other sign types approved by the architectural review board.*
3. *Standards. All planned sign program applications shall be subject to the architectural review board standards.*

Further, CMC 14.58.080, General Regulations for the CB zone district specifies that: “*the total aggregate area of all signs per frontage permitted for a single use shall not exceed one square foot of sign area for each linear foot of street frontage, not to exceed 80 square feet for all signs on any frontage.*”

The following table summarizes the sign types, locations and sizes allowed for in the proposed comprehensive sign program relative to the above-listed standards:

Sign Program Sign Types	Requirement/Allowance	Proposal
Ground (monument) signs	- Maximum of 80 sq. ft. and 8' in height - Must be located in a landscaped area twice or more than the square footage of the sign - Must only list the name of the center or complex	No ground (monument) signs proposed
Directory signs	Maximum of 2 sq. ft. for each business	2 directory signs are proposed- 1.) Linden Ave entry to upper floor tenant spaces; 2.) South Elevation fronting Smart and Final parking lot. Linden Avenue Directory sign would be a painted "LusterBoard" (exterior furniture-grade plywood) with removable acrylic panels and vinyl lettering. Tenant sign lettering 1.25" height max. Total directory sign size 6 sq. ft. max. South elevation Directory sign would be a painted "LusterBoard" (exterior furniture-grade plywood) with removable acrylic panels and vinyl lettering. Tenant sign lettering 2.25" height max. "Directory" would be spelled out in 4" lettering above the LusterBoard panel on the wall. Building name sign lettering 2.25" at bottom of sign spelling "The Lindamar Building." Total directory sign size 18 sq. ft. See plan sheets 5, 11, and 12 for directory sign locations and details.
Projecting signs	None specified	Commercial tenants on ground floor fronting Parking Lot 2A ("Wullbrandt Way") option for 1 blade sign ea. To be constructed of painted satin black LusterBoard, 4-6" lettering. Shape and design not limited but custom shaped panels encouraged. Allowable blade signs measure approx. 33" wide by 26" tall (5.95 sq. ft. per sign), to be hung from a painted galvanized steel rod, with lowest portion of sign at 8.3 ft from sidewalk (100"). Blade signs illuminated with wall-mounted bullet fixtures directing light to signs. See plan sheets 5, and 16 for blade sign locations and details.

Wall signs	One sq. ft. for each linear foot of street frontage. 80 sq. ft. max. North /South Frontage – 80 sq. ft. max.* West (Linden) – 54.21 sq. ft. max. East (Cactus) – 42 sq. ft. max.	Building ID Sign Criteria: Lindamar Building ID signs not to exceed 15.16 sq. ft. per sign (quantity 3); 12” lettering maximum; maximum width of 182”. Lindamar Studios ID sign not to exceed 1.88 sq. ft.; 4” lettering maximum; maximum width of 68”. Flush mounted dimensional letters with satin painted finish. Non-illuminated. See sheets 6-10 for Building ID signs locations and details. Tenant Sign Criteria: Wullbrandt Way Signs not to exceed 8.66 sq. ft. per sign; 9” letters maximum; optional logo, 13” maximum; maximum sign width 96”. Flush-mounted dimensional letters with stain painted or metal finish. Rear Entrance Signs not to exceed 2.5 sq. ft.; size 10”x36”. Dibond panel with vinyl copy; colors to complement building. Non-illuminated, but bullet lighting allowed. See sheets 5, 15, and 17 for sign locations and details. Hanging Tenant Sign Criteria (Linden frontage): One under-eave hanging sign. Painted LusterBoard panel approx. 80” wide by 12” tall (6.67 sq. ft.). Satin painted finish, 9” letters maximum. See sheet 13 for Hanging Sign details. Painted Wall Signs Criteria: 890 Linden Ave front elevation 20 sq. ft. maximum; 890 Linden Ave side elevation 15 sq. ft. maximum; 892 Linden Ave. side elevation 15 sq. ft. maximum. See page 14 for details.
Freeway signs	As specified in CMC 14.58.070(4)	No freeway signage is proposed
Other sign types to be approved by the architectural review board	Window signs- none specified Awning signs- none specified Murals and similar graphics- none specified	

**See maximum sign area discussion below.*

The intent of a sign program is to establish cohesive and comprehensive sign standards for a multi-tenant commercial development to ensure high quality design and consistent sign design throughout the development. Sign programs are also relied upon by staff as a means to

potentially streamline the review and permitting of individual sign applications for tenant spaces covered under the sign program.

All future tenant signs still require submittal of and approval by the City of a sign permit application that specifies the detailed design, colors, size, location, materials, and construction/installation of their respective proposed signage. However, review of sign applications pursuant to an approved sign program can help speed up this process if staff can find the proposed sign(s) to be consistent with what is allowed under the approved sign program. Typically, signs that are clearly consistent with the approved program can avoid needing to be referred to the ARB for further consideration. Signs that seek deviations or exceptions from the standards included in the approved sign program, or signs that pose a unique circumstance due to their particular design, size, location, visibility or other characteristic(s) may still be referred to the ARB on a case-by-case basis at staff's discretion. Accordingly, the more detailed and specific a sign program is, the less discretion staff and/or the ARB need to exercise in the review of subsequent tenant sign permit applications. The proposed sign program would apply to the entire multi-tenant commercial building, and all future tenants.

The general sign criteria is described on sheet 3, allowable sign area calculations and sign types are listed on sheet 4, and graphical depictions of sign types and locations on the building elevations and detail sheets are noted throughout the plans. In addition to specifying the allowable sign types and sign areas, the proposed sign program also provides other specifications on the general locations, design and construction of the different sign types, preferred (or in some cases, required) sign materials and colors, specifications for sign illumination (where applicable), and lettering sizes, and signage hardware (brackets, mounting, etc., where applicable). In general, the proposed sign program provides a high level of detail and specificity on the construction of the various allowed sign types.

The proposed Overall Sign Program would satisfy the intent of the CMC to create a consistent design theme for the multi-tenant property, and also reflects the history of the building. The allowed sign types and sizes appear to be generally consistent with the types and sign area maximums allowed by the municipal code.

Design Review

In addition to the zoning criteria discussed above for a planned sign program, the Board should also consider the following architectural review standards (CMC §2.36.080) in their evaluation of the proposed signage:

- a. *Overall building shapes, as well as parts of any structure (buildings, walls, screens, towers or signs), in proportion to and in scale with the site and with other existing or permitted structures in the area;*
- b. *Harmonious relationship with existing and proposed adjoining developments avoiding excessive variety or monotonous repetition but allowing similarity of style and random location;*
- c. *Harmony of materials, colors and composition of all sides of a structure or building;*

- d. *Consistency and unity of composition and treatment of exterior elevations;*
- e. *A limited number of materials on the exterior face of the building or structure (wood, concrete, brick, stone). The use of natural materials is encouraged;*
- g. *Site layout, orientation and location of structures, buildings and signs in an appropriate and well designed relationship to one another with consideration given to open spaces, topography, definition of pedestrian and vehicular areas, and exterior building lighting;*
- h. *Good design and appropriateness of structure to site; and*
- k. *Design of signs and lighting and other advertising media should harmonize with and be subordinate to the building it serves.*

The proposed sign program would establish a consistent set of sign criteria for the entirety of the building. The allowed mix of sign types for individual tenants may include wall signs, hanging sign (one tenant only), painted signs, or projecting blade signs, depending upon the particular tenant space. The proposed sign program sets out a general design theme to match the architectural style, material and colors of the historic building and indicates that individual sign styles, designs, forms, material(s), fonts and similar characteristics should be in keeping with this design theme. The proposed tenant sign sizing and location allowances, allowed lettering sizes and other standards maintain a cohesive design theme across the entirety of the development. However, the proposed painted wall signs offer an opportunity for unique colors and designs for certain tenants within a specified location and within an allowed painted sign maximum area, thus allowing for some variety.

Overall, staff believes the proposed sign program represents a well thought-out, detailed and comprehensive plan for future tenant signage. There are however a few design considerations that staff asks the Board to consider in their review of the proposed sign program:

- The Board should consider the overall design scheme and individual tenant sign style, color, and material in context with the historic nature of the building to ensure that the Sign Program is compatible with and does not detract from the building's historic character.
- The Board should also review and consider aggregate allowed signage areas, lettering/logo sizes, and related design standards to ensure they are of an appropriate scale to the building and would not result in signs that are out of scale with their allotted spaces and/or creating the potential for excessive signage, particularly along the Parking Lot 2A ("Wullbrandt Way") frontage.

The Board's comments on the proposed sign program, and appropriateness of the sign program for each of the buildings' unique aesthetics and characters would be appreciated.

General Plan/Coastal Plan Neighborhood Policies

The City's Community Design Element of the General Plan contains both general over-arching policies and specific subarea policies. The project site is in the Downtown Core District (Design Subarea 2a). The following objectives and policies are relevant to the review of the proposed sign program.

CITYWIDE COMMUNITY DESIGN OBJECTIVES

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-7: *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.*

Policy CD-7a: *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.*

Policy CD-7b: *Buildings should be designed to incorporate signs that conform to the city's sign ordinance. Signs should be integrated with building architecture and adequately identify businesses. Freestanding monument signs are discouraged.*

Objective CD-10: *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.*

Consistent with the above objectives and policies, the proposed sign program has been designed to establish a cohesive and comprehensive set of sign type, size, location, materials/construction, colors, and lighting standards that are consistent with City sign regulations and that architecturally relate to the historic characteristics of the building. The allowed mix of sign types for individual tenants may include wall signs, painted signs, hanging sign, or projecting blade signs, depending upon the particular tenant space. Additional building identification signs are also proposed on the front (Linden Avenue) and sides of the building to reinforce the prominence of the historic building as an anchor to the downtown core, given its long history on Linden Avenue. In general, all contemplated signage types are located and scaled to relate to the pedestrian character of the downtown Linden Avenue corridor. Consistent with Policy CD-7b, no freestanding monument signs are proposed.

As discussed, the Board should consider the overall design scheme and individual tenant sign style, color, and material in context with the historic nature of the building to ensure that the Sign Program is compatible and does not detract from the building's historic character. The Board should also review and consider the aggregate allowed signage areas, lettering/logo sizes, and related design standards to ensure they are of an appropriate scale to the building and would not result in signs that are out of scale with their allotted spaces and/or creating the potential for excessive signage, particularly along the Parking Lot 2A (Wullbrandt Way) frontage.

Objective CD-13: *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.*

Policy CD-13b: *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.*

Lighting associated with the tenant signs on the north elevation allowed for in the sign program would be limited to optional bullet style light fixtures that project light back towards the building, resulting in a soft glow or halo around the sign lettering. This type of signage lighting is generally low in intensity and would not result in the types of lighting impacts described in the above objective and policy. Further, any signage lighting or illumination that is incorporated would be required to feature dimming controls so lighting intensity can be adjusted down, if needed. Staff recommends a particular approved bullet light fixture be selected and specified in the sign program to ensure all lighting is consistent in design, appearance, color temperature, and intensity.

Subarea 2a. The Downtown Core District

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.*

Policy CDS2A-b: *Ensure that intensified land uses within the subarea support a lively place to visit, live, work and shop, and that the scale and character of the District remain consistent with the city's "small beach town" image.*

Policy CDS2A-d: *Enhance the pedestrian character of the District's streets, plazas, paseos, parks and lanes.*

As discussed elsewhere, the proposed sign program reflects a cohesive and quality design aesthetic that architecturally relates to the historic character of the building and generally places an emphasis on pedestrian-scaled signage types appropriate for a small downtown setting. The Board should carefully consider whether overall signage allowances and signage characteristics are appropriate for the site and setting.

SUMMARY OF ISSUES

- Proposed signage types, sizes, locations, design/constructions, materials, colors and lighting;
- Cumulative amount of signage allowed on individual tenant frontages and overall building;

- Relationship of proposed signage standards to individual building architecture/identity; and
- Overall clarity, usability and specificity of proposed sign program.

RECOMMENDATION

The Board should provide input on the proposed sign program; if the Board finds the sign program meets the applicable design criteria, then the Board should recommend preliminary approval to the Community Development Director with their comments attached.

ATTACHMENTS

Attachment A – Proposed Sign Program

Attachment A
Preliminary Sign Plans

Lindamar Building Sign Program
Preliminary ARB Review
February 15, 2024

THE
LINDAMAR
BUILDING

888 - 892 Linden Avenue
5025 - 5045 Wullbrandt Way
Carpinteria, CA 93013

COMPREHENSIVE SIGN PROGRAM

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Program Intent

The intent of the Comprehensive Sign Program is to provide the guidelines necessary to achieve visually coordinated designs for the Project Site and Tenant signage that are harmonious with the building architecture and color scheme.

Approvals and Permits

- A. Each Tenant or Lessees will be provided with a copy of the Master Sign Program and guidelines as their first step in obtaining signs on the property. Compliance with this sign program will be strictly enforced. Any non-conforming or unapproved sign installed by the Tenant must be brought into compliance at the Tenant's expense.
- B. All signs must be approved by the Landlord before permit submittal.
- C. This program shall not imply that any governmental approval will be automatically granted. The tenant is solely responsible for obtaining any and all required approvals from governmental agencies and shall obtain all permits from the City of Carpinteria Planning and Building Departments

General Criteria

- A. All signs should meet or exceed all current applicable codes (i.e. electrical, mechanical, structural, etc).
- B. Signage should meet or exceed all requirements of the State of California and the City of Carpinteria.
- C. Acceptable Tenant sign types may be found on pages 13 - 17 of this document.
- D. All signs shall meet or exceed Underwriter's Laboratories construction specifications and be fabricated and installed by licensed U. L. sign contractors.
- E. The choice of type style and design shall be at discretion of the tenant, but design merit and content is at Landlord's discretion and will require approval prior to manufacture and installation.
- F. All exterior signs shall be secured by stainless steel, nickel, or cadmium plated fasteners.
- G. All exposed fasteners to be painted to match the background surface.
- H. All transformers, electrical boxes, wiring, conduit and access doors shall be concealed.
- I. All Tenants shall have their sign illumination connected to their own electrical panel.
- J. All penetrations of the building structure by Tenant's sign contractor required for installation shall be neatly sealed and water tight.
- K. All identification labels shall be concealed, except where required by code. An Underwriter's Label is required on all electrical signage verifying certification.
- L. Sign contractor shall repair any damage caused by their work. Damage to structure that is not repaired by the sign contractor shall become the Tenant's responsibility to correct.
- M. Tenant shall be fully responsible for the operation of their sign contractor, and shall indemnify, defend and hold the Landlord, Landlord's representative, and all parties harmless from damages or liabilities on account thereof.

Sign Area Calculation

Tenants are allowed 1 square foot of sign area per linear foot of store frontage.

Allowable Signage For Each Tenant

888 Linden Avenue - 1 Tenant Panel on exterior directory near building entrance

890 Linden Avenue - 1 Painted Wall Sign around Entry Door on Linden Ave, 1 Painted Wall Sign on Side Elevation facing Parking Lot,
1 Painted or Dimensional Sign on Patio wall, 1 Tenant Panel on Parking Lot Directory

892 Linden Avenue - 1 Under Canopy Sign on Linden Ave, 1 Painted Wall Sign on Side Elevation facing Wullbrandt Way, 1 Tenant Panel on Parking Lot Directory

5025 Wullbrandt Way - 1 Dimensional Tenant Wall Sign on Wullbrandt Ave, 1 Blade Sign, 1 Tenant Panel on Parking Lot Directory

5035 Wullbrandt Way - 1 Dimensional Tenant Wall Sign on Wullbrandt Ave, 1 Blade Sign, 1 Rear Door Sign, 1 Tenant Panel on Parking Lot Directory

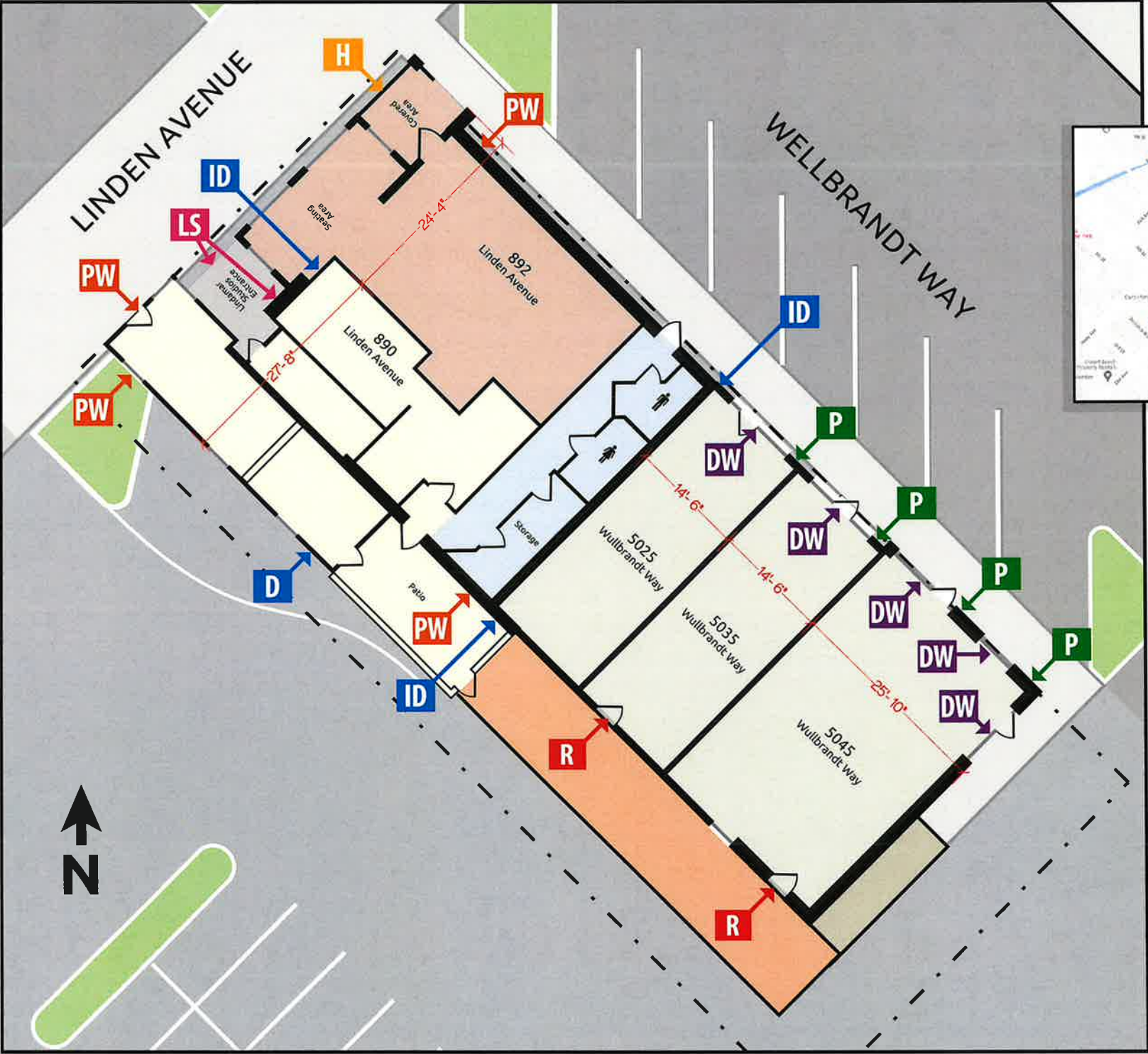
5045 Wullbrand Way - 1 Dimensional Tenant Wall Sign on Wullbrandt Ave, 1 Dimensional Tenant Wall Sign on Rear Elevation, 1 Blade Sign, 1 Tenant Panel on Parking Lot Directory
Note: In the event this unit is subdivided, each shall be allowed one Dimensional Wall Sign, and 1 Blade Sign, 1 Tenant Panel on Parking Lot Directory

Refer to site map and building elevations for sign locations

SITE MAP

SIGN TYPE PLAN KEY

- H** Hanging Sign
- DW** Dimensional Wall Sign
- PW** Painted Wall Sign
- P** Projecting Sign
- R** Rear Door Sign
- LS** Lindamar Studio Signs
- ID** Site Identification Building Name
- D** Directory
- Property Line



VICINITY MAP

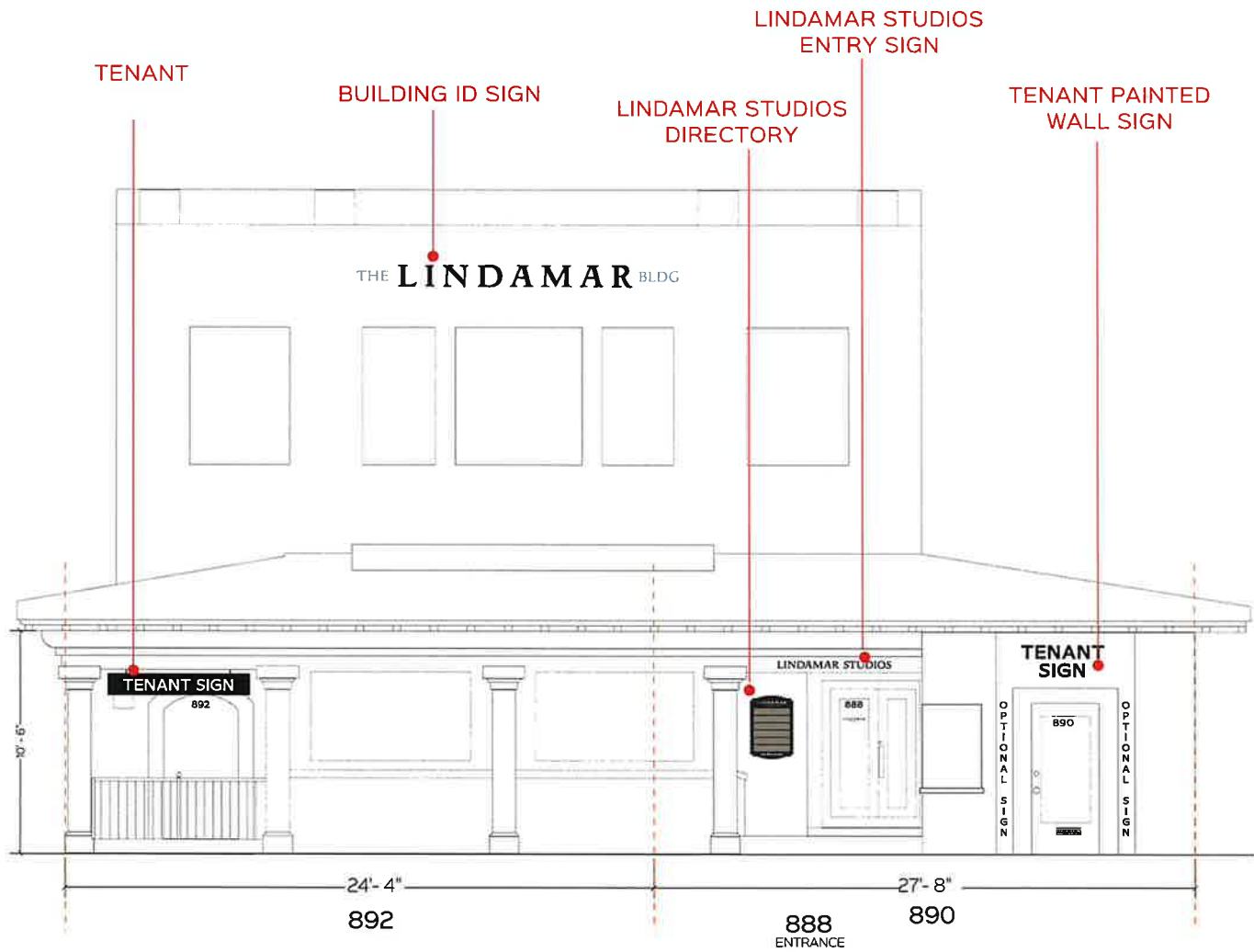


888 - 892 LINDEN AVENUE

SCALE: 1/16" = 1'

BUILDING ELEVATIONS

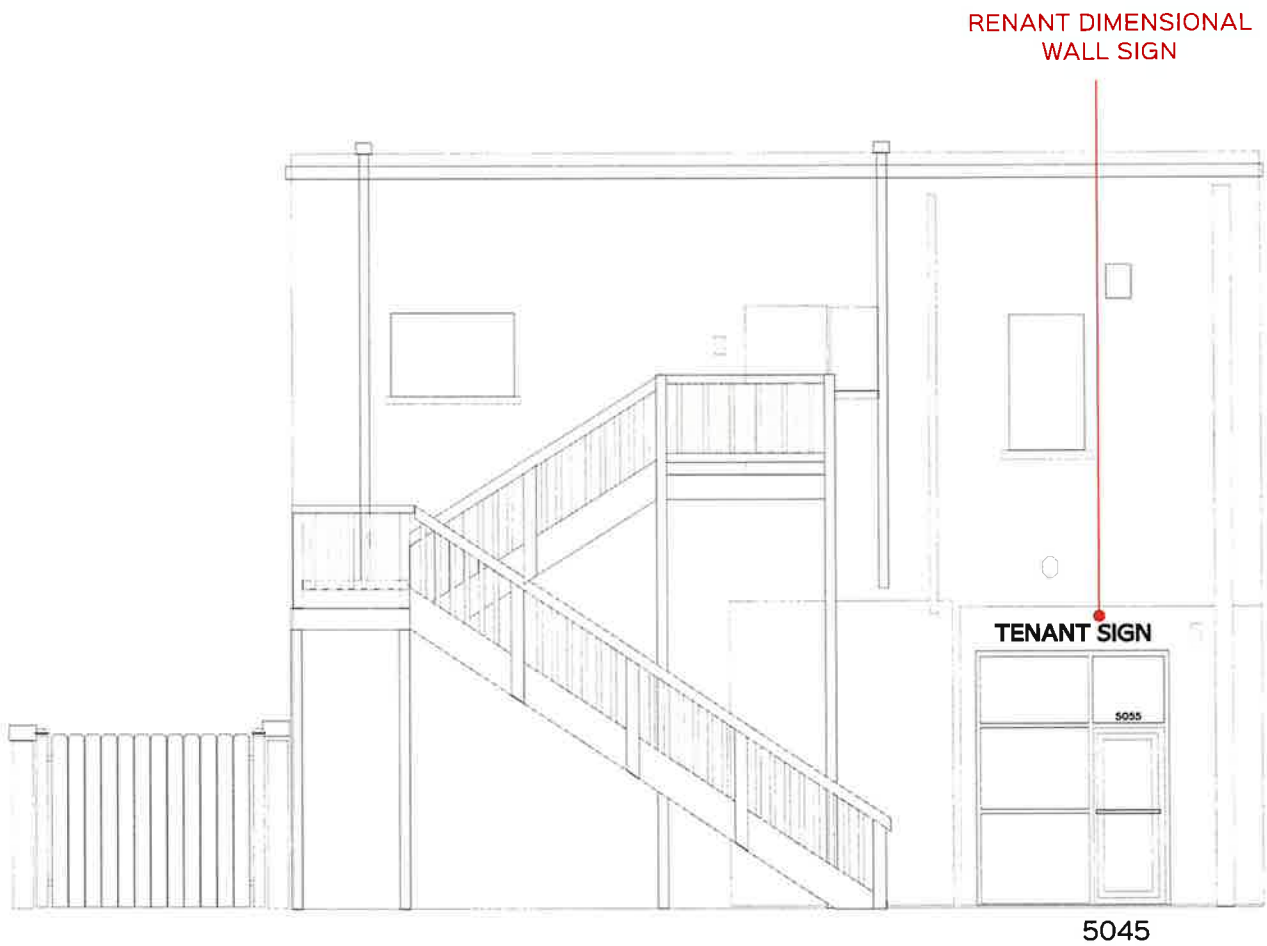
LINDEN AVENUE
TOTAL SIGN AREA NOT TO EXCEED 52 SQ FT



SCALE: 1/8" = 1'

NORTHWEST ELEVATION

BUILDING REAR
TOTAL SIGN AREA NOT TO EXCEED 42 SQ FT



SCALE: 1/8" = 1'

SOUTHEAST ELEVATION

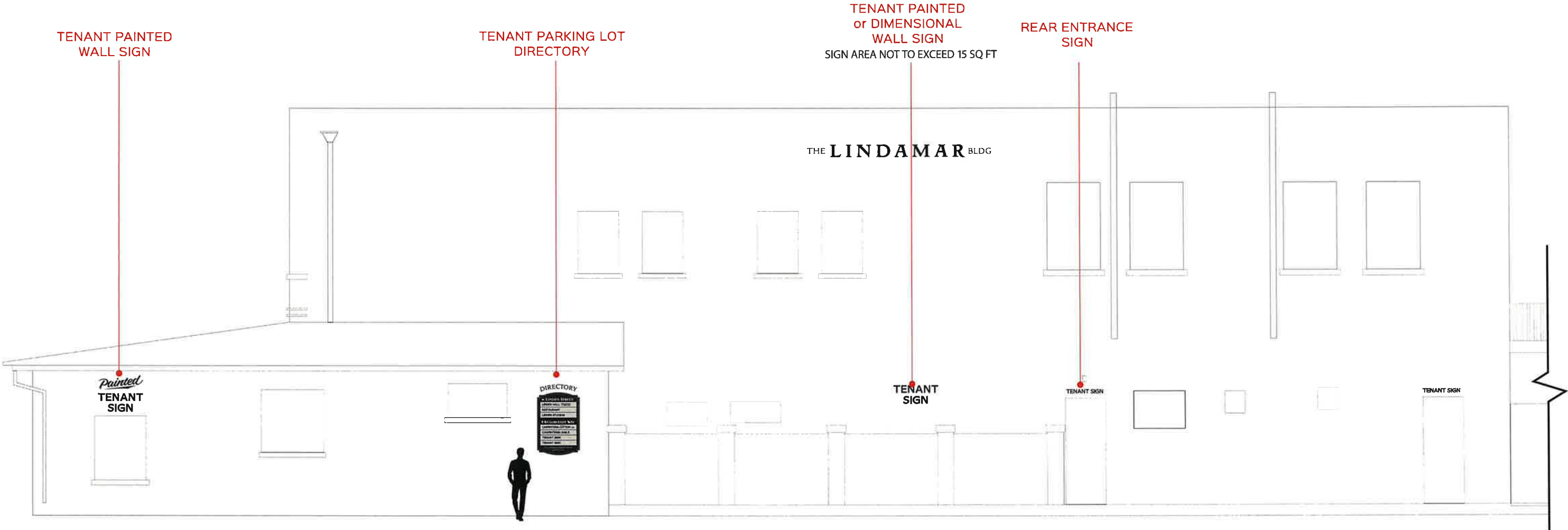
WULLBRANDT WAY
TOTAL SIGN AREA NOT TO EXCEED 80 SQ FT



SCALE: 1/8" = 1'

NORTHEAST ELEVATION

PARKING LOT (SIDE ELEVATION)
TOTAL SIGN AREA NOT TO EXCEED 80 SQ FT



SCALE: 1/8" = 1'

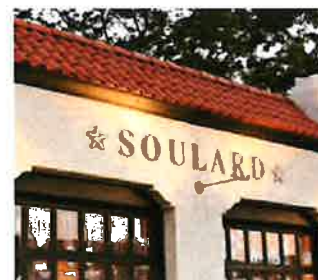
SOUTHWEST ELEVATION



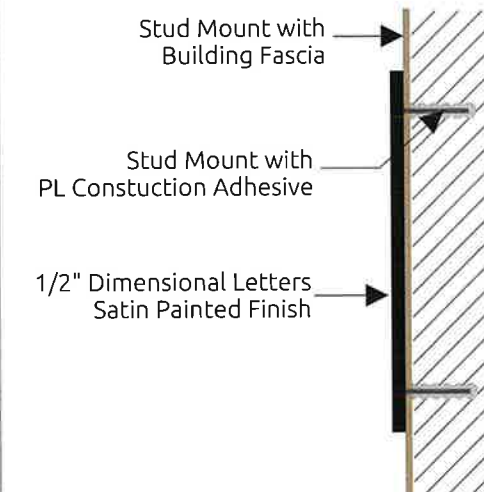
DESCRIPTION

- 1/2" Dimensional Letters w/ Satin Painted Finish
- Flush Mounted to Building
- Quantity: 3
- Total Square Feet: 15.16 ea

EXAMPLE OF DIMENSIONAL LETTERS



MOUNTING DETAILS



COLORS:



BLACK



LIGHT TEAL



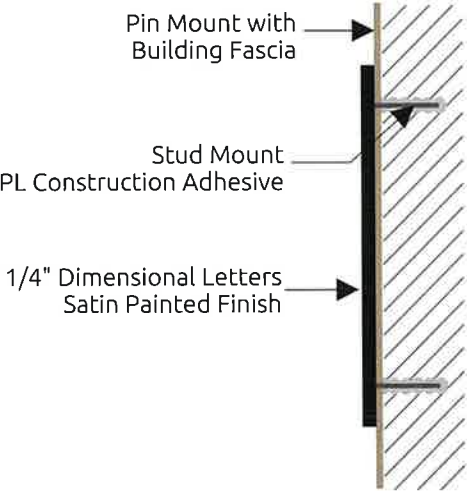
DESCRIPTION

- 1/2" Dimensional Letters w/ Satin Painted Finish
- Flush Mounted to Building
- Quantity: 1
- Total Square Feet: 1.88

EXAMPLE OF DIMENSIONAL LETTERS



MOUNTING DETAILS



COLORS:



BLACK

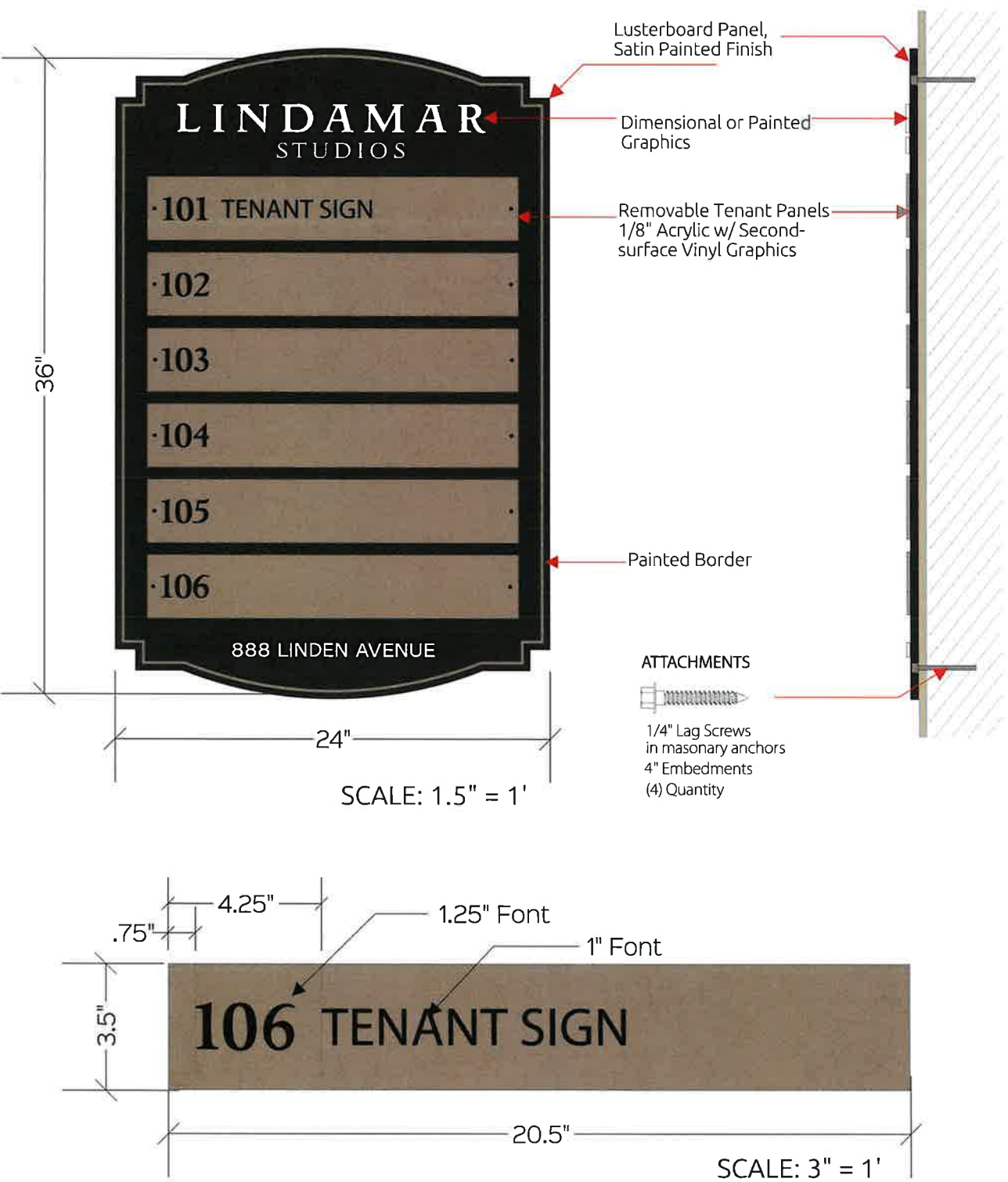
DESCRIPTION

DIRECTORY PANEL

- Flush Mounted to Building
- Dibond panel
- Removable Acrylic Tenant Panels w/second-surface vinyl
- Fonts: Suite Numbers - Goudita Demi-bold
Tenant Names - Myriad Pro
- Quantity: 1
- Total Square Feet: 6

COLORS:

		
BLACK	MP14176 GREYJAY	AVERY BEIGE SC 900-925





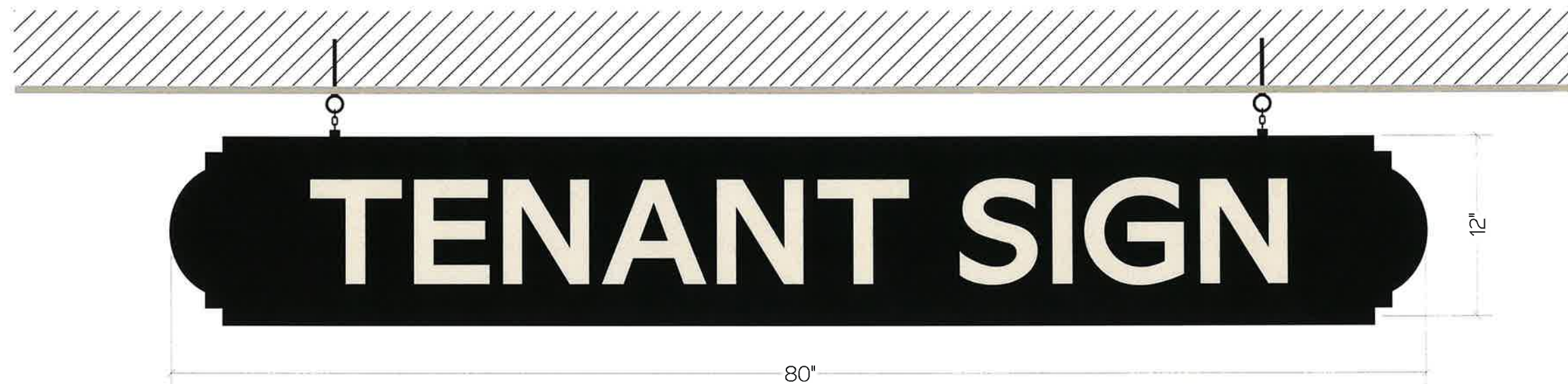
DESCRIPTION

DIRECTORY PANEL

- Flush Mounted to Building
- Lusterboard
- Removable Dibond Tenant Panels w/ Vinyl Copy
- Fonts: Street Names - Goudita Demi-bold
Tenant Names - Montserrat Semi-Bold
- Quantity: 1
- Total Square Feet: 18
- Tenant Panel Square Feet: 1.2

COLORS:





ATTACHMENTS

- 3/8" Wood Lag Screws
- 3-1/2" Embedments
- (2) Quantity



DESCRIPTION

UNDER EVE HANGING SIGN

- 1/2" Lusterboard Panel
- Satin Painted Finish
- Vinyl Graphics
- Colors shall compliment the historical nature of the building.

Note: Sign hangs over fence railing and is not over a public right of way.



HANGING SIGN SIGN EXAMPLES



PAINTED WALL SIGN EXAMPLES

DESCRIPTION

- PAINTED WALL SIGN
- Colors shall compliment the historical nature of the building.



890 Linden Ave, Front Elevation
SIGN AREA NOT TO EXCEED 20 SQ FT

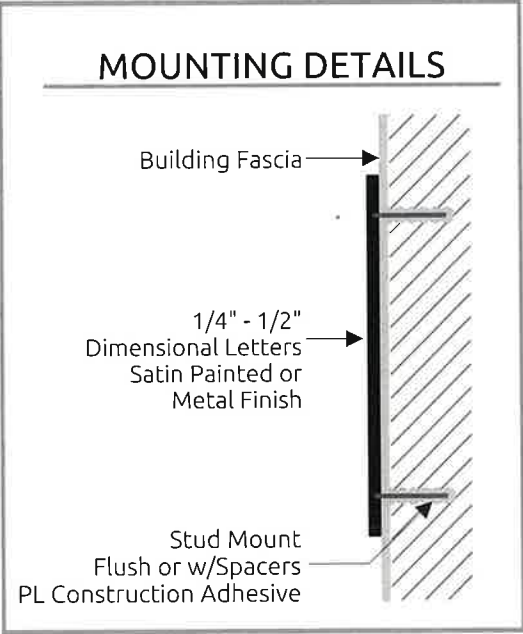


890 Linden Ave, Side Elevation
SIGN AREA NOT TO EXCEED 15 SQ FT



892 Linden Ave, Side Elevation
SIGN AREA NOT TO EXCEED 15 SQ FT

NOTE: Business Names and Logos are for representational purposes only



SCALE: 1" = 1'



OPTIONAL BULLET LIGHTING

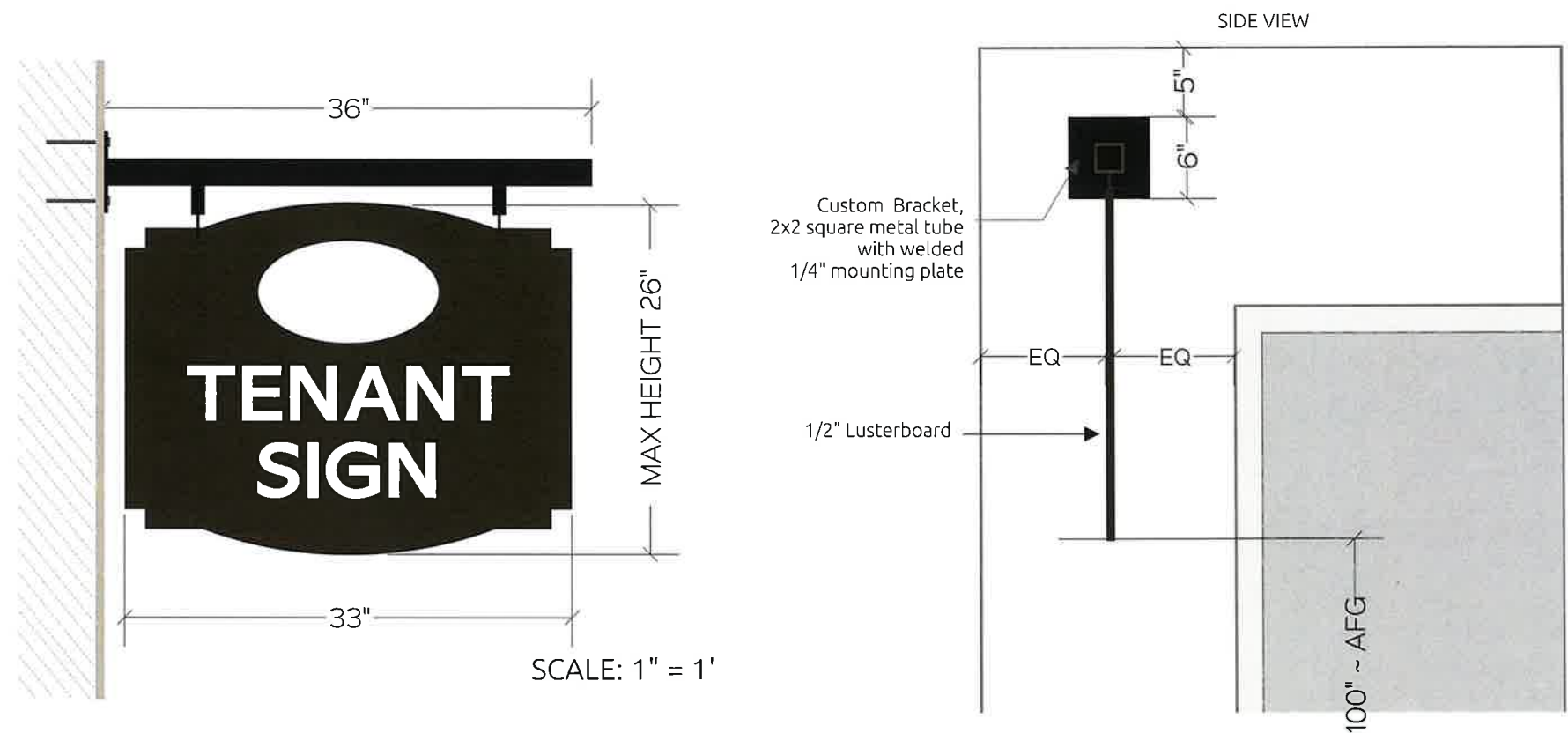
DESCRIPTION

- 1/4" - 1/2" Thick Dimensional Graphics
- Stud Mounted to Wall
- Spacers Optional
- Satin Painted or Metal Finish
- Colors shall compliment the historical nature of the building.

Maximum Font Height: 9"
Maximum Logo Height : 13"
Maximum Width: 96"
Maximum Square Feet: 8.66 per sign

EXAMPLE OF DIMENSIONAL LETTER SIGNS





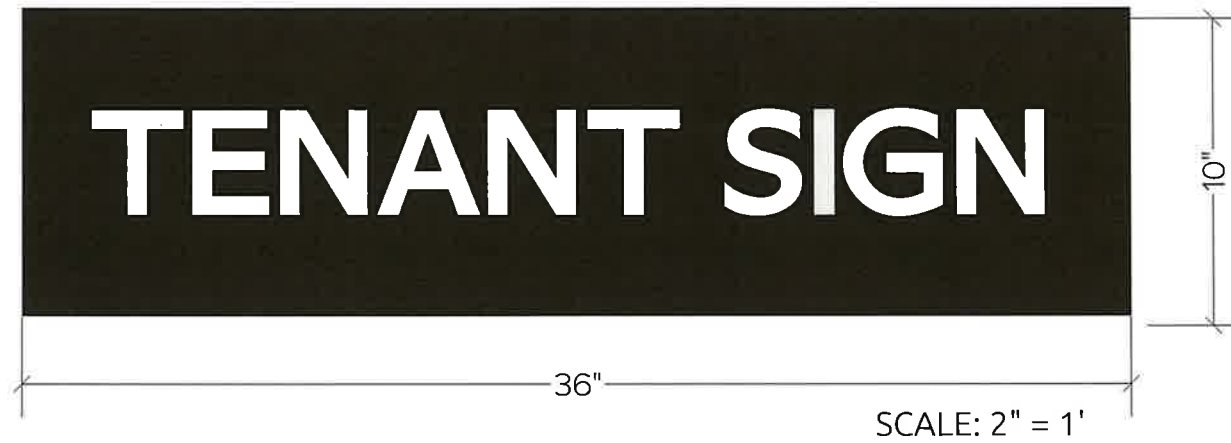
BLADE SIGN EXAMPLE



DESCRIPTION

BLADE SIGN

- Double-sided Lusterboard Panel
- Satin Painted Finish
- Vinyl Graphics
- 36" Custom Welded Metal Straight Bar Bracket, with black finish
- Custom-shaped panels are encouraged.
- Colors shall compliment the historical nature of the building.



DESCRIPTION

- Dibond Panel
- Vinyl Copy
- Size 10" x 36"
- Square Feet: 2.5
- Colors shall compliment the historical nature of the building.

ATTACHMENTS

- 1/4" Lag Screws in masonry anchors
- 3" Embedments
- (4) Quantity

5035

5045



CITY OF CARPINTERIA
ARCHITECTURAL REVIEW BOARD
Meeting of February 15, 2024

Agenda Item #2

COMMUNITY DEVELOPMENT DEPARTMENT
PROJECT REVIEW

Project: 23-2234-DP/CDP/ARB
Address: 4934 Dorrance Way
APN: 003-440-010
Zoning: Planned Residential Development (PRD-20)
Applicant: Dylan Chappell for Peter and Barbara Coeler

Planner: Brian Banks

Project Review: ☐ Conceptual
☒ Preliminary
☐ Final

PROJECT DESCRIPTION

This is a preliminary review of a proposal to construct a new 2,120 square-foot two-story duplex with two attached garages totaling 533 square-feet and a 119 square foot entry porch, for a total project size of 2,772 square-feet. The ground floor would contain a 1,095 square-foot two-bedroom unit with a 119 square-foot entry porch and 91 square foot covered porch, and the second floor would contain a 1,025 square-foot one-bedroom unit with a 356 square-foot uncovered balcony. The existing residence and sheds on the property would be demolished. The maximum height of the proposed duplex would be 23-feet, three-inches above the finished grade. Grading of approximately 375 cubic yards of fill is required for site preparation. Access would be via a new driveway off of Dorrance Way.

Preliminary architectural plans are attached as Attachment A and a copy of the preliminary colors and materials board is provided as Attachment B. Story poles for the proposed duplex were erected on February 1, 2024. Photographs of the story poles from surrounding vantages are included as Attachment C.

PROJECT SETTING

The subject parcel is 5,582 square feet in size and is located on the north side of Dorrance Way between Linden Avenue and Elm Avenue. The property is currently developed with a single-story residence, a detached garage, and a shed. There are no building permits on file for the original structures. The Santa Barbara County Assessor's Office data indicates that the property was developed in 1910, prior to the implementation of any building codes or permit requirements in the area and therefore the existing structures are considered legal-nonconforming. The project site is located in the Beach Neighborhood (Community Design Subarea 1), which is comprised of a mix of single- and multi-family residences. The site is immediately surrounded by City-owned property and the UPRR railroad tracks to the north; The Spot restaurant parking lot to the east; one- and two-story residences to the south (across Dorrance Way); and a single-story single-family residence to the west.

The property is zoned Planned Residential Development (PRD-20) and has a Medium Density Residential (MDR) land use designation. The project site is not currently located in any overlay districts. The site is, however, located in an area identified as being vulnerable to future sea level rise impacts as discussed in the City's Sea Level Rise Vulnerability Assessment and Adaptation Plan (SLRVAAP).

PROJECT HISTORY

Architectural Review Board Concept Review

The project was previously reviewed by the Architectural Review Board (ARB) at a conceptual level on December 15, 2022 prior to the formal project application submittal on July 23, 2023. A copy of the approved Minutes from the December 15, 2022 conceptual ARB meeting is included as Attachment D and a copy of the previous conceptual plans is included as Attachment E.

While the overall scope of the project is unchanged (i.e., same general site layout, same unit arrangements, and same project square footage), the project had been revised in response to the ARB's conceptual review comments in several ways:

- The architectural style has been revised from Spanish/Mediterranean to Craftsman style;
- Overall height reduced approximately 2.9 feet;
- First floor plate height reduced from 10 feet to 9 feet;
- Second floor plate height reduced from 9 feet to 8 feet;
- Tower entry/stair element reduced in height approximately 3 feet ;
- Driveway width reduced to 16 feet;
- Clarification of pad and finished floor heights (FF approx. + 2 ft. from existing grade); and
- Preliminary landscape/hardscape plan is now provided.

PROJECT ANALYSIS

Carpinteria Municipal Code (CMC), Title 14- Zoning

Planned Residential Development district, CMC § 14.14

A duplex is a permissible use in this district, subject to specific development standards, and approval of a Development Plan and Coastal Development Permit by the Planning Commission. The following table identifies the project's conformance with applicable PRD District and other CMC requirements:

Standard	Requirement/Allowance	Proposal
Setbacks Front (Dorrance Way)	50 feet from centerline of street or 20 feet from property line, whichever is greater.	40 feet from centerline of street; 20 feet from property line*

Side (East)	5 feet min., 10 feet max.	5 feet
Side (West)	5 feet min., 10 feet max.	5 feet
Rear (South)	15 feet min.	34 feet
Height	30 feet max.	23 feet, 3 inches max.
Building Coverage	50% max. (2,791 square feet)	33% (1,838 square feet)
Open Space & Landscaping	20% min. (1,116 square feet)	45% (2,502 square feet)
Density	2 units max. (20 units/acre)	2 units
Parking	3 spaces min. (1 covered space/bedroom/unit)	3 garage spaces*
Driveway Width	16 feet max.	16 feet

*See driveway design and setback modifications discussions below.

Driveway Design and Backout Modification

The proposed new driveway off Dorrance Way has been reduced in width to 16-feet in response to the ARB's conceptual review comments, and to comply with CMC §14.54.100 which specifies that a residential driveway shall have a maximum width of 16-feet. Therefore, a modification for the driveway width is no longer required.

However, as currently designed, the project would still require a Development Plan modification to allow vehicles to back-out onto Dorrance Way. Pursuant to CMC §14.54.070.3.d., parking for multi-family developments, *"shall be so designed that no vehicle shall be required to encroach into a street or sidewalk in backing out of a parking space."* This requirement includes pedestrian safety and line-of-sight considerations for driveways serving multi-family developments. The updated plans now include an approximately 5-foot decomposed granite (DG) strip between the property line and the existing edge of pavement. The intent is to provide a buffer from the proposed low wall and landscaping along the Dorrance Way property line to provide adequate line-of-sight and for pedestrian safety. The DG strip also allows for public on-street parking on the road shoulder. Without approval of the Development Plan back-out modification, a substantial portion of the front yard area would need to be paved to allow vehicles to turn around and face out as they exit the property. Balancing these considerations, and with ARB's conceptual support to allow the garages to face the street, support for this Development Plan modification seems appropriate.

Setback Modification

Another modification would be necessary for a reduction to the front yard setback. The proposed entry porch/tower element of approximately 119 square feet is proposed to be located 20-feet from the front property line, which meets the required minimum setback as measured from the property line but not as measured from street centerline. The front yard setback requirement in the PRD zone is 50-feet from the street centerline or 20-feet from the property line, whichever is greater. In this

case, the Dorrance Way right-of-way is only 40-feet wide (20-feet on each side of the centerline), so the more restrictive front yard setback would be the 50-foot setback from the street centerline, which equates to a 30-foot setback from the front property line (20 feet in the ROW + 30 feet on the property = 50 feet total). The existing residence is set back approximately 68 feet from the front property line, and thus complies with the current setback requirements. However, other residential structures in the area exhibit front yard setbacks of 20-feet or less from the front property line, so such a request is not without precedent. The requested setback modification would only be required for the non-habitable entry tower, which would function more like a front porch. There is precedent for approval of setback modifications for minor encroachments of covered porches in the Beach Neighborhood, so this request could be found compatible with the neighborhood. Notably, the existing residence occupies nearly the entire 15-foot rear setback and the proposed project would cure this nonconformity as the proposed project would be set back approximately 34-feet from the rear property line.

The Carpinteria Municipal Code (CMC) §14.50.120 provides the following provision to allow for modifications to zoning district requirements, *“In reviewing a development plan, the planning commission or city council may consider modification of requirements of the base zoning district in which the proposed development is located, including building height, yard setback, parking, building coverage or landscaping, if it is determined that such modification is necessary to accommodate an innovative project which will result in at least one of the following public benefits:*

- 1. Energy efficient heating/cooling; or*
- 2. Provision of affordable housing units through mix of housing types, innovative design and construction techniques, or other means; or*
- 3. Provision of a larger amount of open space or landscaping than the minimum requirements of the district.”*

Granting any of the above-described modifications would require the Planning Commission to make at least one of the findings noted above. Allowing vehicles to back out of the driveway onto Dorrance Way would also require approval from the Public Works Department, demonstrating that this maneuver would not pose an undue safety risk.

The Board should provide input on the appropriateness of the proposed front yard setback and backout modifications for the Planning Commission’s consideration.

Demolition of Existing Residential Rental Units

There are several local and state laws, including the City’s own Residential Rental Unit Demolition (CMC § 14.73) and Just Cause for Termination of Residential Tenancy ordinances (CMC § 7.04), which may limit the circumstances under which existing residential rental units can be demolished without triggering a requirement for replacement housing, relocation assistance, or other types of housing-related mitigation. Staff is currently working with the applicant to determine the applicability (if any) of these local and State laws, and the project application remains incomplete while this analysis occurs. Depending on the applicability of these local and State laws, project changes may result. If changes to the project are required, any revisions to the

project will return to the ARB for further review prior to the project proceeding to the Planning Commission.

Design Review

The architectural style of the proposed project has been comprehensively redesigned in response to the ARB's comments at the December 2022 meeting, wherein the subject project and a very similar Spanish/Mediterranean style duplex project across the street at 4949 Dorrance Way were reviewed together. To differentiate the projects, and to more closely integrate this project into the existing neighborhood, the former Spanish/Mediterranean design was revised to the currently proposed architectural style, which may best be described as "Coastal Craftsman." As such, the proposed design includes low-pitched roofs, wide eaves, simulated wood shingles, exposed wood rafter tails, stone entry tower element, and wood garage doors; all traits typical of craftsman architecture. The body would be white Hardie shingles, with painted white trim. The main roof would be a gray dimensional shake, with smaller first story metal shed roofs in a gray color. A large stained-wood beam with wood support brackets would span the front balcony. A tower-like feature clad in Santa Barbara sandstone would contain the stairwell up to the second-floor unit. The second floor would be stacked above the first floor with offset distances ranging from three feet on the side and rear elevations, to 9 feet on the front elevation with the balcony, to help reduce the apparent massing from the street.

The proposed duplex would face Dorrance Way, including the garage doors. The portions of the front yard that are not hardscaped for the driveway and access pathways would be landscaped. The main entrance to the ground floor unit would be accessed from the side. Access to the second-floor unit would be achieved via a portal facing Dorrance Way with a stairwell up to the unit. The duplex would be located towards the front of the site to allow for a large 1,899 square-foot common open yard area in the backyard.

As mentioned previously, this property is potentially vulnerable to future sea level rise (SLR), and could be impacted in the event of five-feet (or more) of SLR by 2100, according to the City's SLRVAAP. Although the City's Interim Sea Level Rise Guidance document does not apply to this site, the City is in the initial stages of crafting updated General Plan/Coastal Plan policies and zoning code standards that will require sea level rise considerations be taken into account for all new development in identified vulnerable areas. Accordingly, staff recommends that the applicants take SLR adaptation into consideration for development applications, as the potential impacts from SLR could occur during the economic lifetime of any new development on the site. The revised project plans now reflect a finished floor elevation approximately 2-feet above the existing grade and approximately 1-foot higher than the existing residence's finished floor elevation.

The Board should provide comments on the overall architectural style, massing, and neighborhood compatibility of the project.

General Plan/Coastal Plan- Land Use and Design

The City's Community Design Element of the General Plan contains both general over-arching citywide policies and specific subarea policies. The project site is in Design Subarea 1 (Beach Neighborhood).

Land Use Element

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.*

Policy LU-3b: *The Community Design Element shall guide the character of development, and represent a comprehensive statement of the community's visual objectives.*

Policy LU-3f: *Encourage the remodeling and revitalization of neighborhoods and commercial areas in accordance with principles established in the Community Design Element.*

Policy 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.*

The proposed new duplex represents an in-fill development project in an urbanized, developed part of the City's beach neighborhood that would result in a net gain of one dwelling unit on a site zoned for a density of up to two units. Such infill projects are generally encouraged by the above-stated Objective and Policies, provided they are executed in a manner that is consistent with other applicable City policies and regulations, as discussed below.

Citywide Community Design Element Objectives and Policies

Objective CD-1: *The size, scale and form of buildings on a parcel should be compatible with the adjacent 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.*

The surrounding neighborhood contains primarily vernacular one- and two-story cottage and craftsman style residences. The architectural style, size, and massing of the proposed duplex is comparable to other two-story structures in the vicinity. Importantly, the applicant has revised the project in response to the ARB's conceptual review comments by lowering of the first and second floor plate heights, resulting in an overall height reduction of approximately 2.9 feet. While the proposed height would be considerably taller than the immediately adjacent single-story residence to the west, the project features only high windows on the second-floor west elevation to minimize privacy impacts, and the only second story deck is at the front of the project and oriented towards

Dorrance Way rather than any immediate neighbors. Additionally, there are no adjacent residences to the north or east of the site, thus minimizing potential privacy concerns.

The Board should comment on the proposed architectural size, scale and form, and overall compatibility with the neighborhood.

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).*

Public views of the mountains are available from Dorrance Way. The proposed duplex would interrupt, but not block, existing mountain views. Views to the mountains would still be available between the proposed structure and over adjacent parcels (especially considering the large open area of The Spot parking area to the east of the site). Views of the ocean are not available from the site. Main public view corridors towards the beach and mountains from within the Beach Neighborhood occur along the north-south oriented streets and from public open spaces (e.g., Carpinteria Salt Marsh Park) and would not be impacted by this project.

Objective CD-5: *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.*

Policy CD-5a: *Main entrances to homes should be oriented to the street. Entry elements such as porches, stoops, patios and forecourts are encouraged. Such entry elements should be selected for their compatibility with the adjacent houses and the general neighborhood pattern.*

Policy CD-5b: *Garages should not dominate views from any public street.*

Policy CD-5c: *Low walls, low fences and hedges should be encouraged along the frontages to define the edge of the private yard area, where appropriate.*

Policy CD-5d: *Houses within a neighborhood may vary in materials and style, but strong contrasts in scale, color and roof forms should generally be avoided.*

Objective CD-10: *Areas with attractive frontages designs should be maintained. New development should be carefully planned with frontage areas, which maintain and enhance the quality of Carpinteria's streetscape.*

Policy CD-10b: *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.*

The project site fronts on Dorrance Way, which is one of the three streets to access the Beach Neighborhood from Linden Avenue. The narrowly paved street does not have sidewalks or other improvements, and is regularly traveled by pedestrians and vehicles. Welcoming features to the proposed units include an stone tower entry facing Dorrance Way with landscaping and 42-inch

picket fence in the front yard. The garage comprises 28-feet, or 70% of the front elevation's width. The garages have been designed to be as small as possible to minimize the prominence of the garages as viewed from the street and have been well-articulated, making use of decorative materials and quality detailing, but nevertheless devote the majority of the building facade to vehicles and parking. As a multi-family development, the PRD parking regulations only require one covered parking space, plus one parking space in a paved parking area, for the two-bedroom unit. Therefore, the project could be revised to include only two one-car garages to reduce the width of the garage frontage. However, because of the limited width of the property, it might not be feasible to locate an uncovered paved parking space on the site without approval of an additional setback modification and substantial increase in hardscape area. Therefore, the proposed design is likely the best solution. The updated plans now include an approximately 9-foot decomposed granite (DG) strip between the property line and the existing edge of pavement. The intent is to provide a buffer from the proposed 42-inch picket fence and landscaping along the Dorrance Way property line to provide adequate line-of-sight and for pedestrian safety. The DG strip also allows for public on-street parking on the road shoulder.

The Board should comment on the proposal's consistency with the City's street frontage design objectives and policies.

Objective CD-13: *Ensure that lighting of new development is sensitive to the character and natural resources of the City and minimizes photo-pollution to the maximum extent feasible.*

Policy CD-13b: *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.*

Fully shielded and hooded exterior lights are depicted on the provided details, and the proposed fixtures are indicated as dark sly compliant. No landscape lighting details are provided.

The Board should comment on the proposal's consistency with the City's lighting design objectives and policies.

Objective CD-14: *Protect and preserve natural resources by reducing energy consumption.*

Policy CD-14a: *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.*

CD-14-Implementation Policy 7: *Building orientation shall be designed to maximize natural lighting and passive solar heating and cooling.*

CD-14-Implementation Policy 8: *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.*

The project would be required to, at minimum, comply with current building and Title 24 code requirements for energy efficiency and conservation measures, including the provision of roof-mounted solar panels. Proposed landscaping appears to comply with the applicable design policies

and water conservation requirements promoting the use of low water use and locally adapted species.

Subarea 1 (Beach Neighborhood) Objectives and Policies

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 primarily devoted to garages.*

CDS1-Implementation Policy 1: *New buildings should discourage the ground floor being dominated by garage doors or “boxy” building design.*

CDS1-Implementation Policy 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.*

CDS1-Implementation Policy 4: *No more than 50 percent of the facade width should be occupied by garage doors.*

CDS1-Implementation Policy 5: *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.*

CDS1-Implementation Policy 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.*

CDS1-Implementation Policy 8: *Building articulation is encouraged: e.g., balconies, bay windows, dormers, porches and pergolas.*

CDS1-Implementation Policy 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.*

The proposed design would be articulated with a combination of hip and shed roofs, a tower element, and portions of the front and side elevations stepped back in various locations. The inset balcony windows and doors with large wood beam above add further depth to the proposal. Picket fencing and landscaping would separate the private front yard area from the street and provide a welcoming street presence. The garages encompass 70% of the lower front elevation of the proposed duplex. As discussed above, the garages have been designed to meet the minimum width standard but would nevertheless substantially exceed the intent of Implementation Policy 4, above.

The revised project plans now reflect a finished floor elevation approximately 2-feet above the existing grade and approximately 1-foot higher than the existing residence's finished floor elevation.

The Board should comment on the scale and character of the project consistent with the above Beach Neighborhood objectives and policies.

Beach Neighborhood Residential Design Guidelines

DG 1: *The primary dwelling should not be located beyond a side yard encroachment plane defined as follows: a 15-degree angle measured from the vertical at a point beginning six feet above the existing grade along the interior side property line(s). For street side yards, the standard setback shall be applied. Encroachments consistent with those defined in CMC Section 14.50.070, General Yard Regulations, (i.e., sills, belt courses, buttresses, cornices, chimneys, eaves, ornamental features and uncovered landings) are permitted.*

The proposed duplex does not encroach into the side yard encroachment plane and would be compliant with DG 1.

DG 2: *New or modified buildings should be compatible with surrounding buildings and with the character of the Beach Neighborhood. The small beach town charm should be reflected in the scale and form of the building.*

As a result of the project revisions to lower the overall height by approximately 2.9 feet (including reducing the first and second floor plate heights by 1-foot each), the size, bulk, and scale of the revised project is generally similar to, and compatible with, other two-story buildings in the Beach Neighborhood. The Craftsman-style architecture of the proposed project is compatible with the Beach Neighborhood and "small beach town" charm of the City.

DG 3: *Buildings should be composed of varying masses. Variety in the shape, scale and design of buildings is encouraged throughout the neighborhood.*

DG 5: *Second floor frontages should be stepped in at least three feet from the ground floor façade in order to maintain single story elements along the street frontage and reduce the prominence of second floors.*

The massing of the proposed duplex is varied in the front between the one- and two-story portions, in addition to the stone tower entry and the second story balcony providing additional "stepping" to reduce the apparent mass from the street frontage. The proposed second-story is stepped back between three and 9.5-feet from the lower ground floor façade, therefore the proposed duplex complies with DG 5.

DG 7: *Maximum building heights over 26 feet for two-story structures are discouraged.*

The project height has been reduced to 23 feet, three inches to comply with the recommended maximum height in DG 7.

DG 10: *Building facades longer than 20 feet should incorporate design features such as larger windows or off-set wall planes.*

The revised project elevations incorporate off-set wall planes, a stone tower with entry with wood header, wooden garage doors, deeply recessed second floor balcony, and “eyebrows” on the side elevations in compliance with this Design Guideline.

DG 11: *Greater side setbacks should be considered for multi-unit dwellings when located adjacent to single family dwellings.*

The proposed project is on a site located adjacent to a single-family dwelling on the west side and is sited with just the minimum required five-foot side yard setbacks. However, given the proposed design provides three garage spaces within the structure (which occupy approximately 70% of the structure width), it is likely that there are not opportunities to consider greater side setbacks on this 50-foot-wide lot short of a large-scale redesign.

DG 12: *Large roof masses should be avoided. Roofs should feature varied and articulated roof planes, which may include but are not limited to front-facing gables, cross gables or hipped roofs. Flat roofs and side-facing gables are discouraged.*

As discussed previously, the roof of the proposed duplex incorporates hip roofs and a shed roof element above the garage doors and on the side elevations, with the only gable roof element oriented towards the rear of the lot. These variations break up the roof mass and appear to comply with DG 12.

DG 13: *Frontages that include porches and/or yards where residents may sit or interact with the public realm are encouraged. A boundary such as a landscape feature between the public realm (i.e., the street or sidewalk) and the private realm (the private property) may exist, but not in a manner that prevents the desired interaction.*

DG 14: *Multi-unit residential buildings should include frontages that are welcoming to residents and visitors from the street. These frontages may include courtyards or gateways and should allow residents and visitors to interact with the surrounding public realm.*

DG 15: *Dwellings should include a pathway separate from the driveway to lead pedestrians from the front door to the street or sidewalk.*

While the site design includes a separate pedestrian pathway directing visitors to the side entry to the first floor unit, it does not include a pedestrian pathway separate from the driveway to reduce the amount of hardscape area given the required size of the driveway to provide access to the three garage spaces. The project includes a prominent entry tower feature with welcoming landscaped areas on each side of the driveway with low-height shrubs and ground cover plantings in an effort to not “wall-off” the project from the street. A 42-inch picket fence surrounding the front yard area would create an open feeling between the public and private spaces while also welcoming and directing visitors from the street.

DG 17: *Garages and driveways should not dominate the habitable frontage of the dwelling. Garages that are placed out of view (such as detached garages placed at the rear of a lot) and accessed via a driveway or alley are preferred. Garages included as part of the frontage design are acceptable but should include measures to reduce their prominence (see DG 18).*

DG 18: *Garage design may include windows, trellises, separate doors, decorative trim and other architectural elements to enhance the aesthetics of the garage. When placed at the front of a house, garages should be set back from the main frontage and entry.*

The garages are located at the front of the duplex facing the street and occupy approximately 70% of the structure width. The garages have been designed to meet the minimum dimensions and will have separate doors. The face of the wall with the garages is set back five-feet from the front of the lower level of the duplex, and is covered by a shed roof with exposed wooden beams and supports. These design features help to reduce the visual impact of the garages as viewed from the street. Given the requirement to provide at least two garage spaces within the structure, there are limited opportunities to relocate the garages to the side or rear of the property on this 50-foot-wide lot without a substantial amount of new paved area to accommodate the minimum 24.5 ft backout space for vehicles exiting the garages. Importantly, the driveway width was reduced from 19-feet to 16-feet in response to the ARB's conceptual comments and to comply with the CMC.

DG 20: *The selected architectural style should include the primary identifying features indicative of that style.*

DG 21: *Elements such as windows and doors should be consistent in design with the architectural style, and when appropriate, should draw from elements in the existing neighborhood.*

DG 22: *Bay windows, dormers, balconies, covered porches and other decorative elements are encouraged when appropriate to the architecture of a building, particularly when these elements are oriented toward a public street, public space or open space.*

DG 23: *Fenestration should be provided to add architectural interest when facades are visible from the public realm.*

DG 24: *Exterior architectural detail and treatment should be carried around all sides of the building.*

DG 25: *Muted tones are encouraged or other colors determined to be appropriate by the Architectural Review Board.*

DG 26: *Second floor balconies, windows and decks that are oriented toward the public realm are preferred. When these features face adjacent private properties, they should be located and designed to protect privacy.*

The proposed project includes low-pitched roofs, wide eaves, simulated wood shingles, exposed wood rafter tails, stone entry tower element, and wood garage doors; all traits typical of craftsman architecture. The body would be white Hardie shingles, with painted white trim. The main roof

would be a gray dimensional shake, with smaller first story metal shed roofs in a gray color. A large stained-wood beam with wood support brackets would span the front balcony. A tower-like feature clad in Santa Barbara sandstone would contain the stairwell up to the second-floor unit. The second floor would be stacked above the first floor with offset distances ranging from three feet on the side and rear elevations, to 9 feet on the front elevation with the balcony, to help reduce the apparent massing from the street. The second story balcony would primarily overlook the street, so minimal privacy impacts are anticipated. High windows on the west side of the second story are incorporated to reduce potential privacy impacts on the adjacent neighbor to the west.

The Board should comment on the architectural style, detailing, and color scheme.

DG 27: *Trees, shrubs and other low plantings should be compatible with the surrounding landscape and urban form. Plantings should include native or drought-tolerant species and trees that complement the public realm. Native species are encouraged where appropriate.*

DG 29: *Landscaping should allow visibility of the building and complement its architecture, without hindering privacy or causing excessive shading or leaf litter on adjacent lots.*

DG 30: *Hardscape materials should complement the building and be distinguishable from materials used in the public realm. Hardscape that incorporates varied materials, textures and designs is encouraged.*

DG 31: *Permeable materials are encouraged for all driveways and parking areas to reduce runoff.*

Landscaping includes perimeter plantings of queen palm and fruitless olive trees, sea lavender and boxwood shrubs, and low groundcover plantings, along with a lawn and additional trees in the backyard. Lavender star plantings are proposed in an espalier fashion along the property line fence adjacent to the building. Planters are provided at the front of the site along Dorrance Way to provide a buffer along the street frontage while allowing visibility of the building. The driveway and access paths along each side of the building are comprised of permeable pavers.

DG 32: *Exposed walls should be finished with stone, stucco or other aesthetic treatment.*

DG 33: *Fences should be finished on both sides to create a uniform appearance as viewed from either side.*

DG 34: *Along street frontages, open fence types such as picket, wrought iron or post and rail are preferred. Chain-link and solid fencing materials are discouraged but if they are used, should be screened with landscaping to the height of the top of the fence or wall.*

A 42-inch picket fence surrounding the front yard area is proposed to provide a visually permeable separation from the street. A landscaped planter is proposed in front of the wall to provide screening and softening.

DG 36: *Outdoor lighting should include:*

- *Fully shielded fixtures positioned so that light is not visible above the horizontal plane of the fixture;*
- *Motion sensor and timers to keep lights off when not in use;*
- *Energy efficient light types with low watts and lumens;*
- *Fewest number of fixtures possible at minimum heights necessary; and*
- *Cutoffs for fixtures to prevent spillover onto neighboring properties.*

Fully shielded and hooded exterior lights are depicted on the provided details, and the proposed fixtures are indicated as dark sly compliant. No landscape lighting details are provided.

The Board should comment on the proposed landscape, hardscape, and lighting design of the project consistent with the above Design Guidelines.

Circulation Element

Policy C-3c: *Review new development proposals to improve neighborhood circulation patterns and enhance the inter-neighborhood routing characteristics of the City's master plan.*

Policy 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.*

Policy C-8f: *Encourage pedestrian movement by providing pedestrian facilities that are direct and convenient, particularly in the beach and downtown areas.*

Policy C-9o: *Require well-designed walkways as a condition to new development approval.*

The site fronts on Dorrance Way, which is one of the three streets that provide access into the Beach Neighborhood from Linden Avenue. The narrowly paved street does not have sidewalks or other improvements, and is regularly traveled by pedestrians and vehicles. The proposal would introduce a new picket fence and a driveway with garages that would back-out onto Dorrance Way. The updated plans now include an approximately 9-foot decomposed granite (DG) strip between the property line and the existing edge of pavement. The intent is to provide a buffer from the proposed 42-inch picket fence and landscaping along the Dorrance Way property line to provide adequate line-of-sight and for pedestrian safety. The DG strip also allows for public on-street parking on the road shoulder.

Safety Element

Objective S-4: *Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from flooding.*

Although the project site is not currently located in the designated 100-year floodplain, it is located in an area projected to become increasingly vulnerable to flooding impacts. These vulnerabilities, as discussed above, are likely to become more pronounced in the future as a result of rising sea levels,

as discussed in the City's SLRVAAP, which shows the subject property as being vulnerable to flooding impacts resulting from five-feet or more of sea level rise by 2100.

Although the City's Interim Sea Level Rise Guidance document does not apply to this site, the City is in the initial stages of crafting updated General Plan/Coastal Plan policies and zoning code standards that will require sea level rise considerations be taken into account for all new development in identified vulnerable areas. As such, the revised project plans now reflect a finished floor elevation approximately 2-feet above the existing grade and approximately 1-foot higher than the existing residence's finished floor elevation.

SUMMARY OF ISSUES

- Proposed architectural style and overall design;
- Requested front setback and backout modifications as related to neighborhood compatibility;
- The architectural details and color scheme;
- The street frontage design;
- Compatibility with the beach neighborhood and "small beach town" character;
- Project exterior lighting; and
- Project landscape and hardscape design.

RECOMMENDATION

The Board should receive public comment and provide comments on the identified issue areas. If the Board finds the project consistent with the applicable design criteria, the Board should recommend preliminary approval with comments, to the Planning Commission.

ATTACHMENTS

- Attachment A- Preliminary Architectural Plans
- Attachment B- Preliminary Colors and Materials Board
- Attachment C- Story Pole Photographs
- Attachment D- Conceptual ARB Meeting Minutes from December 15, 2022
- Attachment E- Conceptual ARB Plans (Superseded)
- Attachment F- Interim Sea Level Rise Guidance Document

Attachment A
Preliminary Architectural Plans

Coeler Duplex (4943 Dorrance Way)
Preliminary ARB Review
February 15, 2023



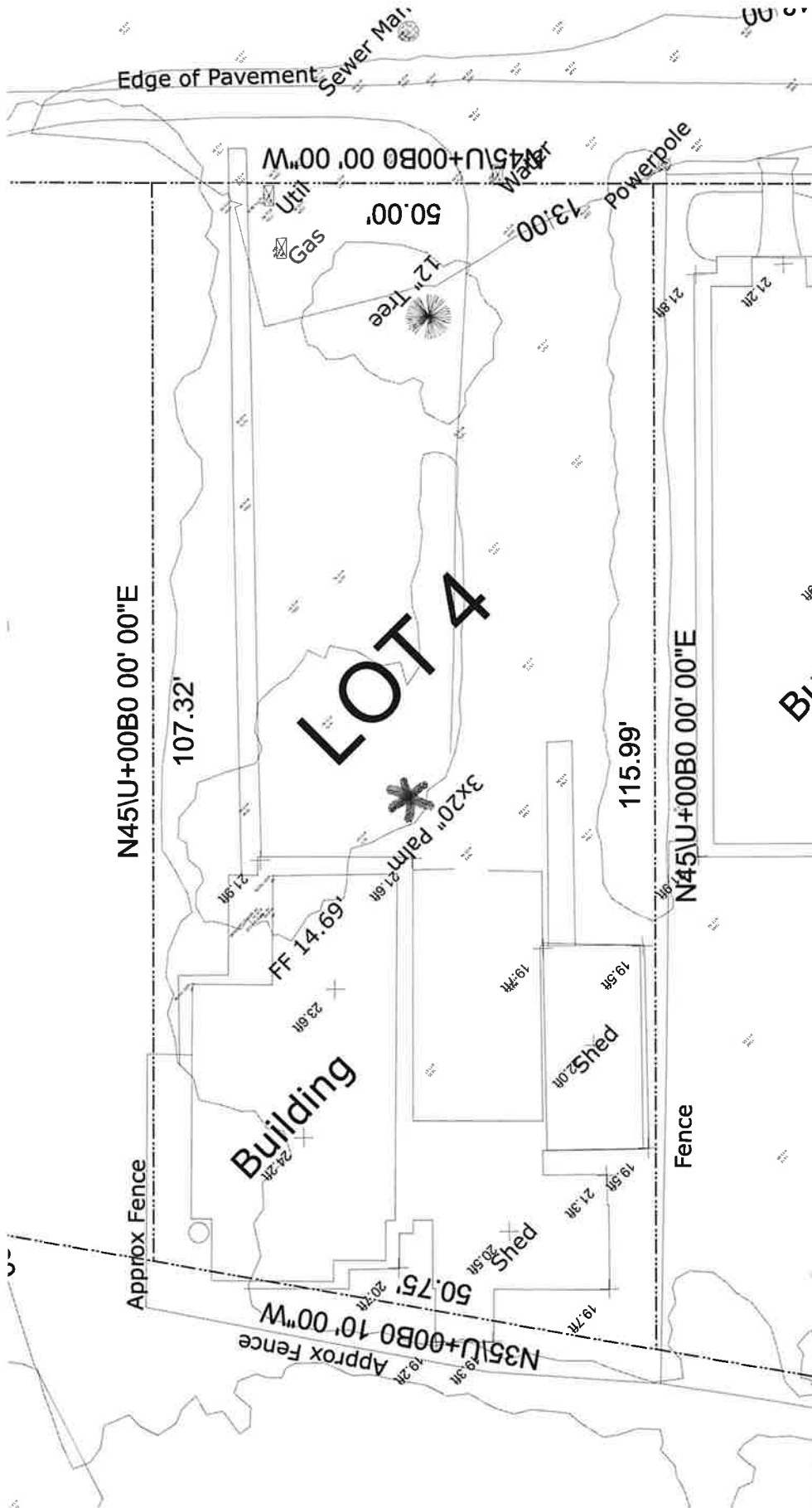
CITY CASE NUMBER
PLN23-2234

4934 DORRANCE DUPLEX
4934 DORRANCE WAY
CARPINTERIA, CA 93013
ARB PRELIMINARY SUBMITTAL 12-01-2023

[illegible]

SURVEY

CO.0



[illegible]

BEST MANAGEMENT PRACTICES (BMP'S) CONTAINED HEREIN REFLECT MINIMUM REQUIREMENTS FOR ADDITIONAL BMP'S REFER TO CALIFORNIA STORMWATER BMP HANDBOOKS.

- ALL CONSTRUCTION ACTIVITY SHALL BE PERFORMED IN ACCORDANCE WITH A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) DEVELOPED AND IMPLEMENTED IN COMPLIANCE WITH REQUIREMENTS OF THE CURRENT SANTA BARBARA COUNTYWIDE STORMWATER QUALITY MANAGEMENT PROGRAM. NATIONAL DISCHARGE ELIMINATION SYSTEM (NDES) PERMIT, BEFORE A GRADING PERMIT IS ISSUED, THE CITY OF CARPENTERSVILLE WILL REQUIRE PROOF OF RECEIPT OF A NOTICE OF INTENT FOR THE GULFSTREAM RIVER. GENERAL CONTRIBUTION PERMIT FOR ALL CONSTRUCTION PROJECTS THAT DISTURB ONE ACRE OR MORE, OR THAT ARE LESS THAN ONE ACRE BUT THE SITE IS PART OF A LARGER COMMON AREA OF DEVELOPMENT OR SALE.

A. IDENTIFY POTENTIAL POLLUTANT SOURCES AND INCLUDE THE DESIGN AND PLACEMENT OF BMP'S TO EFFECTIVELY PROHIBIT THE ENTRY OF POLLUTANTS FROM THE CONSTRUCTION SITE INTO THE GULF AND OTHER ADJACENT BODIES OF WATER.

- B BE KEPT ON SITE AND AMENDED TO REFLECT CHANGING CONDITIONS THROUGHOUT THE COURSE OF CONSTRUCTION.
- C BE KEPT UP TO DATE. ANY ADDITIONAL UPDATES REQUESTED BY AGENCY REPRESENTATIVE ARE TO BE MADE IMMEDIATELY.

4. NON-STORMWATER DISCHARGES ARE PROHIBITED FROM ENTERING ANY STORM DRAIN SYSTEM AND/OR STREET.
5. DISCHARGES OF PUMPED GROUND WATER REQUIRE A DISCHARGE PERMIT FROM THE STATE OF CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD (RWQCB)

16. POLLUTANTS SHALL BE REMOVED FROM STORMWATER DISCHARGES TO THE MAXIMUM EXTENT PRACTICABLE (MEP) THROUGH DESIGN & IMPLEMENTATION OF THE SWFOP.
17. A STANDBY CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIME DURING THE RAINY SEASON (OCT 1 TO APR 15) NECESSARY MATERIALS SHALL BE AVAILABLE ON SITE AND STATIONED AT CONVENIENT LOCATIONS TO ENSURE THE RAPID CONSTRUCTION OF EMERGENCY DEVICES WHEN RAIN IS IMMINENT. DRAN CHARGED.

8. PORTABLE SANITARY FACILITIES SHALL BE LOCATED ON RELATIVELY LEVEL GROUND AWAY FROM TRAFFIC AREAS, DRAINAGE COURSES, AND STORM DRAIN INLETS
9. EMPLOYEES, SUBCONTRACTORS AND SUPPLIERS SHALL BE EDUCATED ON ALL BMP'S INCLUDING CONCRETE WASTE STORAGE AND DISPOSAL PROCEDURES.

- 11 ANY SLOPE WITH DISTURBED SOILS OR DENuded OF VEGETATION MUST BE STABILIZED SO AS TO PREVENT EROSION BY WIND AND WATER LOAD IN STORMWATER DISCHARGE.

- EROSION CONTROL DEVICES SHOWN ON THIS PLAN MAY BE REMOVED OR MODIFIED AS APPROVED BY THE INSPECTOR IF THEY INTERFERE WITH GRADING OPERATIONS, OR IF THE GRADING OPERATION HAS PROCEEDED TO THE POINT WHERE THEY ARE NO LONGER REQUIRED EXCEPT AS OTHERWISE APPROVED BY THE INSPECTOR, ALL DEVICES SHOWN ON THE PLAN SHALL

14. GRADED AREAS ADJACENT TO FILL SLOPES LOCATED AT THE SITE PERIMETER MUST DRAIN AWAY FROM THE TOP OF SLOPE AT THE CONCLUSION OF EACH WORKING DAY.

- 15 ALL LOOSE SOIL AND DEBRIS, WHICH MAY CREATE A POTENTIAL HAZARD TO OFFSITE PROPERTY, SHALL BE REMOVED FROM THE SITE AS DIRECTED BY THE INSPECTOR
- 16 ALL SILT AND DEBRIS SHALL BE REMOVED FROM ALL DEVICES WITHIN 24 HOURS AFTER EACH RAINFALL OR WHENEVER DIRECTED BY THE INSPECTOR

17. A GUARD SHALL BE POSTED ON THE SITE WHENEVER THE DEPTH OF WATER IN ANY DEVICE
18 EXCEEDS TWO FEET. THE DEVICE SHALL BE DRAINED OR PUMPED DRY WITHIN 72 HOURS AFTER
EACH RAINSTORM. BEFORE REMOVAL OF THE RAINWATER INTO THE STORM DRAIN SYSTEM, THE
THE PLACEMENT OF ADDITIONAL DEVICES TO REDUCE EROSION DAMAGE WITHIN THE SITE IS LEFT

- 19 DESICING BASINS MAY NOT BE REMOVED OR MADE INOPERABLE BETWEEN OCTOBER 1 AND APRIL
TO THE DISCRETION OF THE FIELD ENGINEER.
WITHOUT PRIOR APPROVAL OF THE INSPECTOR.
- 20 THE UNDERSIGNED OWNER WILL SUPERVISE EROSION CONTROL WORK IN ACCORDANCE

- WITH THE APPROVED PLANS.
- SIGNATURE _____ DATE _____

-  Knows what's below.
Call before you dig.

1. SANTA BARBARA COUNTY WIDE STORM WATER QUALITY MANAGEMENT PROGRAM (SWMP)
FOR SITES LESS THAN ONE ACRE DISTURBED, NPDES PERMIT NO. CAS004002 (ORDER
09-0557)

2. CALIFORNIA NPDES GENERAL PERMIT FOR STORMWATER DISCHARGES ASSOCIATED
WITH INDUSTRIAL ACTIVITIES - WATER QUALITY ORDER NO. 97-03-010

3. SANTA BARBARA COUNTY MUNICIPAL STORMWATER NPDES PERMIT NO. 2010-0108-0100

17 THE DEVELOPER SHALL CONTROL DUST AND POTENTIAL AIR QUALITY IMPACTS BY THE FOLLOWING MEASURES

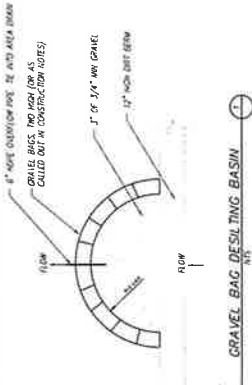
- d. implement a regular watering program to regulate moisture levels.
- e. seed-exposed surfaces with fast-growing, low growing plants.
- f. grading subject to compliance with the Santa Barbara County Lead Dust Control Measures.
- g. all construction equipment used for dust control shall be kept on site until those phases of development are complete.
- h. site access roads covered with gravel or continuous watered.
- i. all areas of exposed soil shall be watered in periods of high winds (winds in excess of twenty [20] miles per hour) and snow melt periods.
- j. all material being moved shall be watered and covered.
- k. periodic application of water on material stockpiles.
- l. mist water three days of chemical stabilizers, according to manufacturer's specifications to all on-site vehicular traffic, until to no more than fifteen (15) miles per hour.
- m. periodically wash or sweep private streets in the vicinity of the site.

ADDITIONAL REFERENCES

1. CALIFORNIA NPDES GENERAL PERMIT FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY – WATER QUALITY ORDER 2003-009-016

2. CALIFORNIA NPDES GENERAL PERMIT FOR STORMWATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITIES – WATER QUALITY ORDER NO. 97-03-016

SANTA BARBARA COUNTY STEELTUBE JOINT VENTURE, INC.



FIBER ROLL BARRIER LOCATION - INSTALL PER CALIFORNIA STORMWATER BMP HANDBOOK DETAIL SE-5 AND DETAIL "J" ON SHEET EC-2

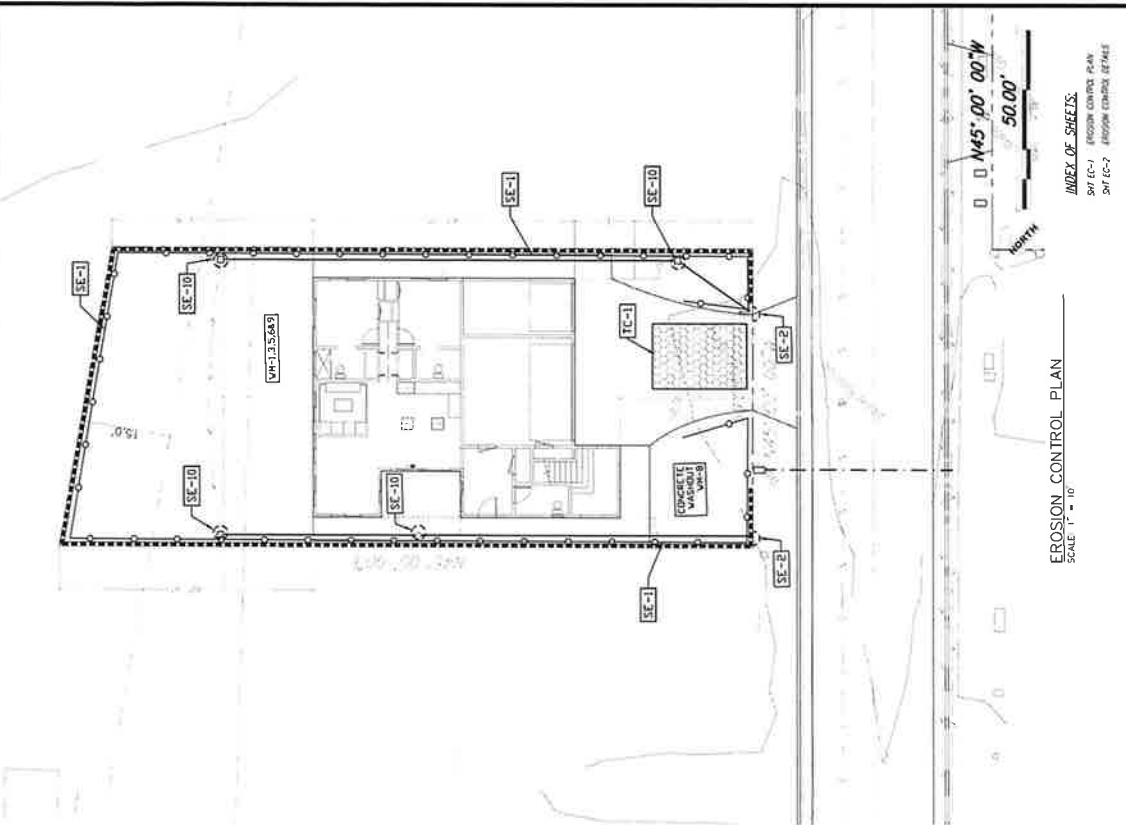
SILT FENCE LOCATION - INSTALL PER CALIFORNIA STORMWATER BMP HANDBOOK DETAIL SE-1 AND DETAIL "I" ON SHEET EC-2

STABILIZED CONSTRUCTION ENTRANCE - CONSTRUCT PER CALIFORNIA STORMWATER BMP HANDBOOK DETAIL SE-2 AND DETAIL "K" ON SHEET EC-2

- GRAVEL BAG DE-SILTING BASIN - CONSTRUCT PER CALIFORNIA STORMWATER BMP HANDBOOK SE-2 AND DETAIL 1 HEREON
- CATCH BASIN/INLET PROTECTION - CONSTRUCT PER CALIFORNIA STORMWATER BMP HANDBOOK SE-1 AND DETAIL "A" ON SHEET EC-2

CONTRACTOR SHALL NOT REDUCE INFILTRATION CAPACITY OF SOIL IN PERCOLATION BASIN THROUGH COMPACTION OR BY USING IT AS SEDIMENT TRAP. CARE MUST BE TAKEN TO KEEP SOILS OUT OF BASIN. CDS, OTHER POST-CONSTRUCTION TREATMENT DEVICES DURING CONSTRUCTION TO PREVENT CLOGGING.

- THE ENTIRE SITE IS CONSIDERED A SINGLE DRAINAGE AREA.



EROSION CONTROL PLAN
SCALE 1" = 10'

INDEX OF SHEETS:

SMT EC-2	(FRODO CONTROL PLAN)
SMT EC-2	(FRODO CONTROL PLAN)

ROBERT WILLIAM COMPANY
Sole Importers & Distributors
P.O. Box 1079, Grand Central Station
New York, N.Y. 10016-1079
Phone: (212) 850-1300

CITY OF CARPINTERIA 4934 DORRANCE WAY APPROVED BY: _____ DATE: _____	CITY OF CARPINTERIA 4934 DORRANCE WAY EROSION CONTROL PLAN	
	PROJECT NO.	10813.000
	SHEET	EC-10F - 2
	PLAN DATE	11-17-2023

ROBERT WILLIAM COMPANY
 10000 W. 10th Ave., Suite 100
 Denver, CO 80231
 Tel: 303.751.1111
 Fax: 303.751.1112
 E-mail: info@rwilliam.com

[illegible]

NOTES

1. CATCH BASIN/VAULT PROTECTION SHALL BE INSTALLED WHEREVER THERE IS A POTENTIAL OF STUMPS/ROOTS OR UNSTABILIZED SOIL BEING DISCHARGED INTO IT.
2. VAULT PROTECTION IS REQUIRED ALONG WITH OTHER NECESSARY PREVENTIVE MEASURES SUCH AS EROSION CONTROL, SOIL STABILIZATION, AND MEASURES TO PREVENT TRAFFICING INTO VAULTS AND BASINS.
3. VAULT PROTECTION IS REQUIRED TO AVOID CREATING TRAFFIC HAZARDS.
4. INCLUDE VAULT PROTECTION MEASURES AT ALL EXISTING VAULTS AND SOIL BOUNDARY VENTS.
5. VAULT PROTECTION SHALL BE INSPECTED AND ACCURATELY RECORDED PERIODICALLY. SIGNIFICANT DAMAGE TO VAULT PROTECTION SHALL BE REPAIRED IMMEDIATELY.
6. DAMAGE TO VAULT SHALL BE REPAIRED IMMEDIATELY.
7. ADDITIONAL SAMPLING ELEMENT TRAPS SHALL BE PLACED AT INTERVALS AS INDICATED ON SITE PLAN.

CONSTRUCT THE SILT FENCE ALONG A LEVEL CONTOUR

5. ALL FORCEES SHALL REMAIN IN PLACE UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
6. PROVIDE SUFFICIENT ROOM FOR POWER TO FLOW BEHIND THE FORCE AND ALLOW SUFFICIENT SPACE FOR THE FORCE TO BE MOVED. THE FORCE SHOULD BE MOVED IN SHORT DISTRACTIONS ABOUT 100 TO 200 FT. OF FLOWING AREA SHALL BE PROVIDED FOR EVERY AREA BEHIND THE FORCE.
7. TURN THE ENDS OF THE FILLED FORCE SHUTTLE TO PREVENT STORMWATER FROM FLOWING AROUND THE FORCE.
8. LEAVE AN UNDISTURBED OR STABILIZED AREA IMMEDIATELY DOWNSTREAM FROM THE FORCE.
9. DO NOT PLACE IN LIVE STREAM OR INTERFERE WITH FLOWING CHANNELS.
10. WHEN STABILIZED FILLING PROCESS IS COMPLETED, STOP FORCE SHALL BE PASTED DOWNSTREAM TO THE NEXT FORCE. THE FORCE SHOULD BE MOVED DOWNSTREAM WITH STABLES AT LEAST 1' HIGH LOW TO THE WIP 5' TO 10' HIGHS.
11. REFER ALL TO BMP 5-11 FOR 2015 CALIFORNIA STEWARDSHIP HAND BOOKLET FOR CONSTRUCTION

[illegible]

1. SEDIMENTS AND

- [illegible]

1. REMOVE ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS IMMEDIATELY.

2. SWEEP PAVED AREAS THAT RECEIVE CONSTRUCTION TRAFFIC WHENEVER SEEDLING BECOMES VISIBLE.
3. PREVENT WALKING WITH WATER IF POSSIBLE IF IT RESULTS IN A DISCHARGE TO THE STORM DRAIN SYSTEM.

SUPPLY BWP VN-1 FROM THE 2015 CALIFORNIA STORMWATER BMP HANDBOOK FOR CONSTRUCTION AVAILABLE AT www.calbphandbooks.com

APPLY BWP VM-1 FROM THE 2015 CALIFORNIA
AVAILABLE AT www.bmhandbooks.com

- MINIMUM REQUIREMENTS FOR W-1:
- 1. MATERIALS DELIVERY AND STORAGE AREAS SHOULD BE IDENTIFIED AND THE CORRESPONDING DISTANCE FROM WATERSHEDS OF DOMESTICALLY PREFERRED MATERIALS TO MATERIAL STORAGE AREAS MUST WITHIN EXISTING STRUCTURES OR AREAS WHEN AVAILABLE. AT A MINIMUM MATERIAL STORAGE AREA SHALL BE SURROUNDED WITH PROTECTIVE BARRIERS.
 - 2. MATERIALS SHOULD BE STORED IN THEIR ORIGINAL CONTAINERS AND THE ORIGINAL PRODUCT LABELS SHOULD BE MAINTAINED IN PLACE IN A LEGIBLE CONDITION.
 - 3. MATERIALS SHOULD BE STORED ON PALETTE AND SHOULD NOT BE ALLOWED TO ACCUMULATE ON THE GROUND. SECONDARY CONTAINMENT SHALL BE PROVIDED WHEN POSSIBLE TO PREVENT PROTECTION OF MATERIALS. MATERIALS SHOULD BE STORED SEPARATELY, NON-TOXIC AND FAR FROM TOXIC AND DANGEROUS AND/OR HOT EXPOSURE.
 - 4. EMPLOYEES AND SUBCONTRACTORS SHOULD BE TRAINED IN PROPER MATERIAL DELIVERY AND STORAGE PRACTICES AND IN EMERGENCY SPILL CLEANUP PROCEDURES.

CONCRETE WASHOUT AREA

PERMEABLE DRAINAGE AREA

DRAINAGE

EXCESS AND

- EXCESS AND WASTE CONCRETE SHALL NOT BE WASHED INTO THE STREET OR INTO A DRAINAGE SYSTEM.
- FOR WASHOUT OF CONCRETE AND ASPHALT PRODUCTS, A DESIGNATED CONTAMINANT FACILITY OF SUFFICIENT CAPACITY TO RETAIN LIQUID AND SOLID WASTE SHALL BE PROVIDED ON SITE.
- SLOPPY BAY FROM CONCRETE AND ASPHALT SAW CUTTING SHALL BE VACUUMED OR CONTAINED, DRIED, PIERED UP AND DISPOSED OF PROPERLY.
- CONCRETE WASHOUT AREA SHALL BE LINED WITH A MINIMUM 10 MIL. POLYETHYLENE SHEETING.

A schematic diagram of a fish-shaped robot. The robot has a long, tapered body. At the rear (left side of the diagram), there is a rectangular box labeled 'ABSORBENT MATERIAL' and a smaller box below it labeled 'CLEANUP'. The main body of the robot is labeled 'PERISTALTIC SURFACE LINING'. At the front (right side of the diagram), there is a small rectangular box labeled 'REMOTE CONTROLLER AREA'.

1. FUELING TIME

3. PAULING SHALL BE PERFORMED IN A DESIGNATED AREA AWAY FROM DRAINAGE COURSES.
4. ALL EXCESS MATERIAL SHALL BE STORED IN A DESIGNATED AREA AWAY FROM DRAINAGE COURSES.
5. ALL EXCESS MATERIAL SHALL BE ON SITE AND USED IMMEDIATELY IN THE EVENT OF A SPILL.
6. REFER ALSO TO BWP NS-9 FROM 2015 CALIFORNIA STORMWATER BMP HANDBOOK FOR CONSTRUCTION.

Ground water

- [illegible]

1. 34975/7105

1. SOLID-STATE STABILIZATION PRACTICES SHALL BE DESIGNED TO PREVENT GASTING VEGETATION, WEED FORMATION, AND TO INCENTIVIZE OPEN AREAS AS SOON AS FEASIBLE AFTER VEGETATION REMOVAL. SUCH PRACTICES MAY INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:
 - a. MULCHING, SOIL STABILIZATION, VEGETATIVE BATTER STOPS, PROTECTION OF TREES, OR OTHER SOLID STABILIZATION PRACTICES.
2. SOLID STABILIZATION SHALL BE IMPLEMENTED ON ALL EXPOSED AREAS FROM THE DATE OF INITIAL STABILIZATION 15 THRU APRIL 15 AND ON ALL EXPOSED AREAS DURING A RAIN EVENT OR POTENTIAL RAIN.
3. STABILIZATION PRACTICES SHALL CONTROL/REVENT EROSION FROM THE FORCES OF WIND AND WATER.
4. VEGETATION PRACTICES SHALL BE IMPLEMENTED IN CONJUNCTION WITH SEDIMENT TRAPPING/RETENTION PRACTICES TO REDUCE THE TREATMENT OF SEDIMENT DRAINING DOWN SLOPES AND TO PREVENT THE FORMATION OF EROSION CHANNELS. SUCH PRACTICES MAY INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:
 - a. MULCHING, SOIL STABILIZATION, VEGETATIVE BATTER STOPS, PROTECTION OF TREES, OR OTHER SOLID STABILIZATION PRACTICES.
 - b. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - c. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - d. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - e. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
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 - g. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - h. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - i. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
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 - l. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - m. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
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 - o. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - p. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - q. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - r. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - s. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - t. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - u. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - v. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - w. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - x. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - y. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
 - z. SOIL EROSION INTERVENTIONS, SUCH AS THE INSTALLATION OF MATS OR MATS WITH ROOTS TO IMPROVE SOIL STABILITY.
5. FOR SEEDING, RECOMBINATION, CONTACT, UREA, NUTRIENT, REDUCED CONSERVATION SERVICE OR SANTA BARBARA COUNTY RISK MANAGEMENT, CONTACT THE SANTA BARBARA COUNTY RISK MANAGEMENT DIVISION FOR CONSTRUCTION.

ROBERT WILLIAM COMPANY
 10000 W. 10th Ave., Suite 100, Denver, CO 80231
 (303) 751-1000

CITY OF CARPINTERIA
4934 DORRANCE WAY
EROSION CONTROL DETAILS

GRADUATE SCHOOL OF ENGINEERING

REC-2 OF 2
DATE
11-17-2023

**Know what's below.
Call before you dig.**

CITY CASE NUMBER
PLN23-2234

4934 DORRANCE WAY
CARPINTERIA, CA 93013
ARB PRELIMINARY SUBMITTAL 12-01-2023

[illegible]

ELEVATIONS

A3.0



WEST ELEVATION



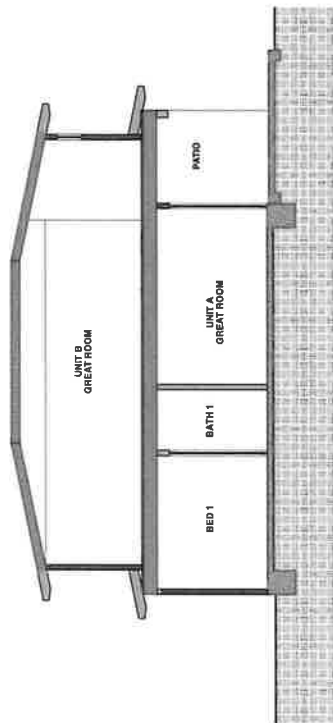
1
SOUTH ELEVATION (STREET)
SCALE: 1/8" = 1'-0"



4
EAST ELEVATION



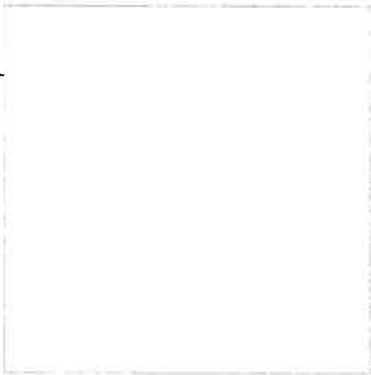
3
NORTH ELEVATION



Attachment B
Preliminary Colors and Materials Board

Coeler Duplex (4934 Dorrance Way)
Preliminary ARB Review
February 15, 2023

EXT. TRIM



MANUFACTURER:
DUNN-EDWARDS

COLOR:
CLASSIC WHITE
DEHW08

ROOF SHINGLES



MANUFACTURER:
CERTAINTEED
PRESIDENTIAL
SHAKE

COLOR:
COUNTRY GRAY

DARKSKY
LIGHT FIXTURE



MANUFACTURER:
KICHLER

MODEL:
RIPLEY

LED:
1-8 WATT INTEGRATED

EXT. WOOD
STAIN



MANUFACTURER:
CABOT

COLOR:
CHESTNUT
BROWN

METAL ROOF



MANUFACTURER:
MBCI

CRAFTSMAN SERIE

COLOR: SLATE
GRAY

PATH LIGHT



MANUFACTURER:
HAMPTON BAY

COLOR:
DARK BRONZE

**2.3 WATT LED
PATH LIGHT**

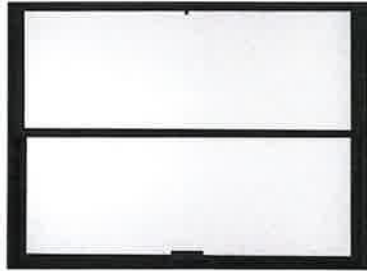
SANTA BARBARA
SANDSTONE



MANUFACTURER:
NATURAL STONE

5 POINT DESIGN

WINDOWS &
DOORS



MANUFACTURER:
ANDERSON A-SERIES

COLOR:
BLACK

HARDIE SHIGLES



MANUFACTURER:
JAMES HARDIE

COLOR:
CLASSIC WHITE
DEHW08



PROJECT: **4934 DORRANCE DUPLEX**

LOCATION: 4934 DORRANCE, CARPINTERIA, CA 93013

OWNER: PB LIVING TRUST

MATERIAL BOARD

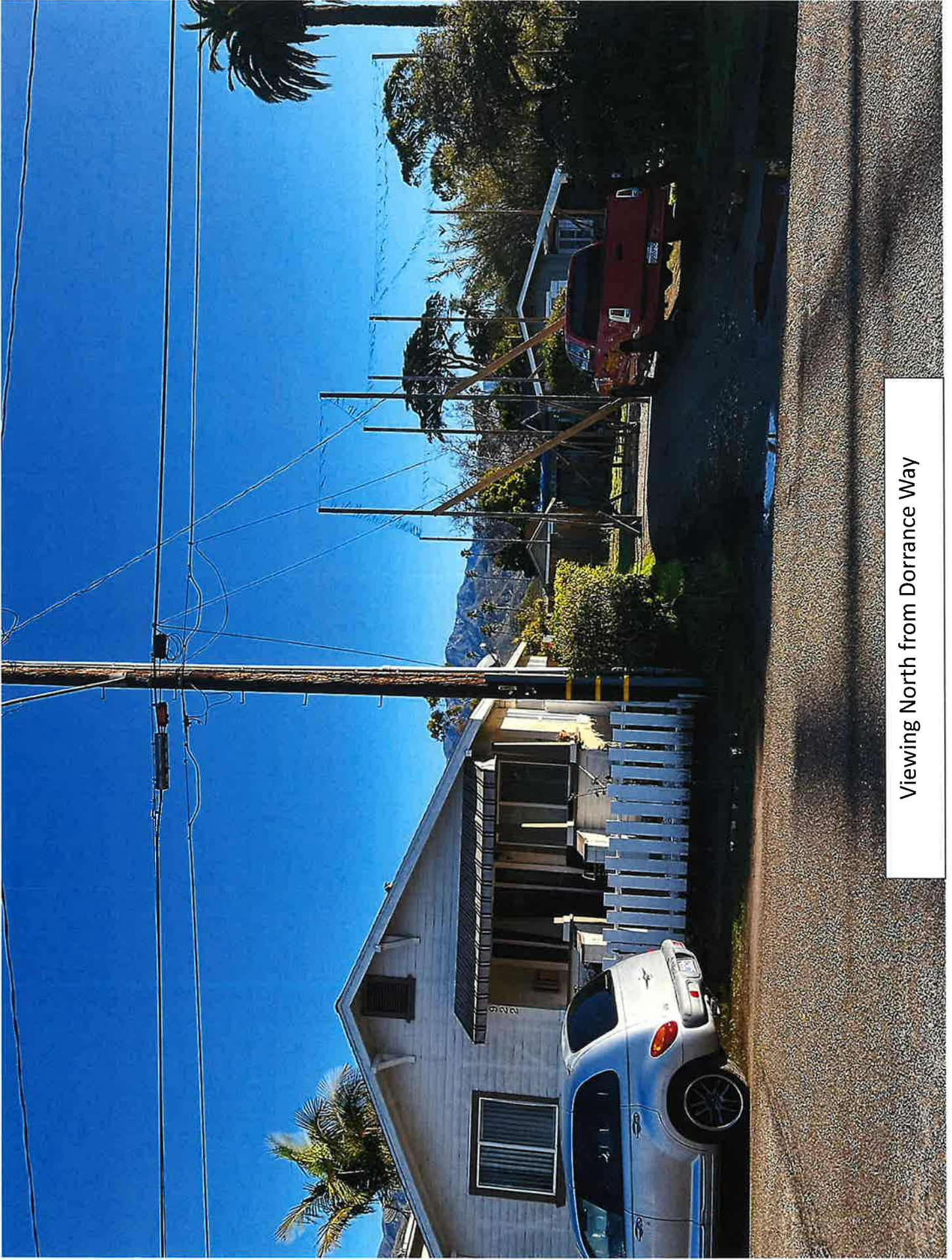
11/30/2023

Attachment C
Story Pole Photographs

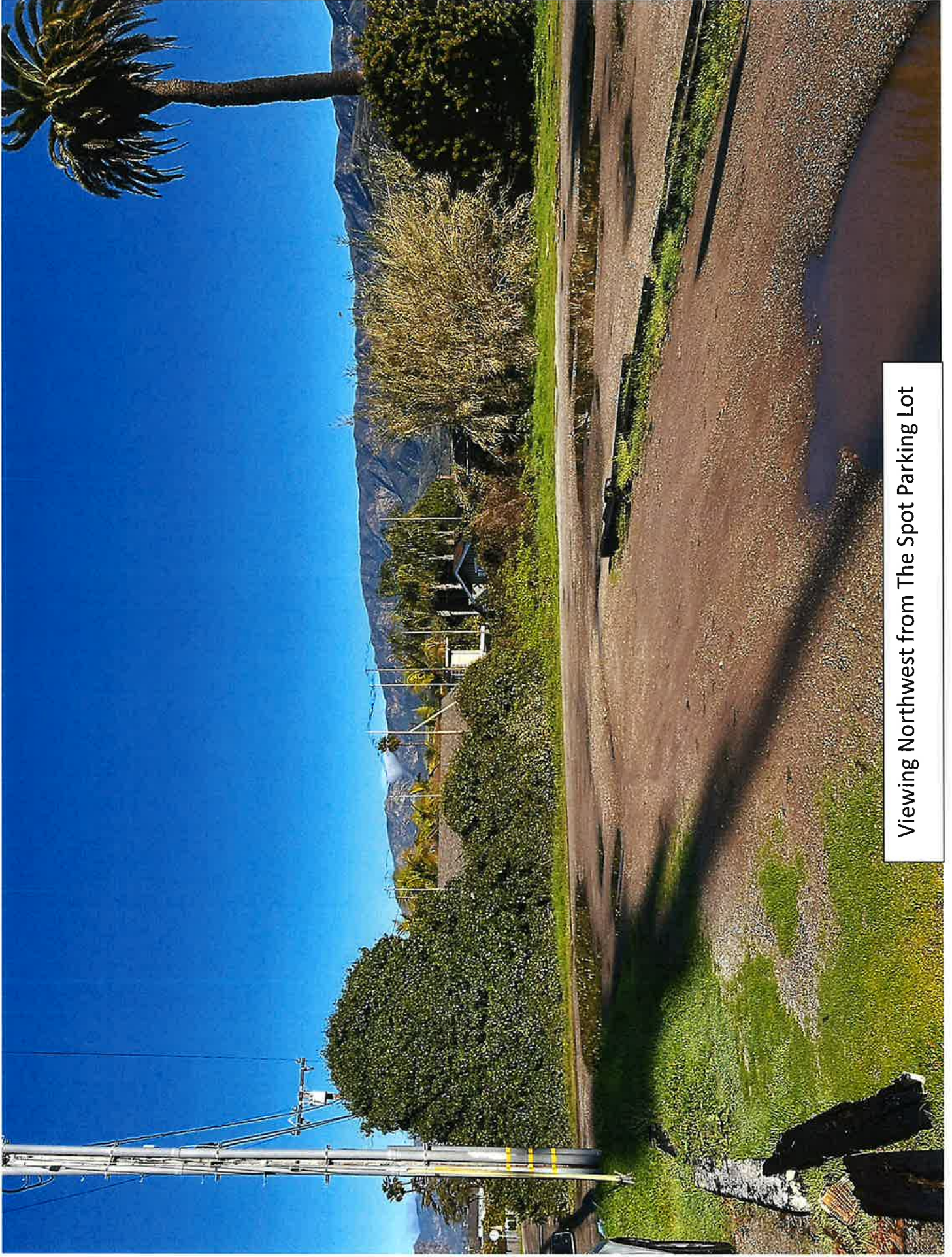
Coeler Duplex (4934 Dorrance Way)
Preliminary ARB Review
February 15, 2023



Viewing North from Dorrance Way



Viewing North from Dorrance Way



Viewing Northwest from The Spot Parking Lot



Viewing South from Parking Lot #3



Viewing West from Railroad Crossing at Linden Ave

Attachment D

Conceptual ARB Meeting Minutes from December 15, 2022

Coeler Duplex (4934 Dorrance Way)
Preliminary ARB Review
February 15, 2023

ACTION MINUTES

The meeting was called to order at 5:30 p.m. by Vice Chair Blakemore.

ROLL CALL

Boardmembers present: Amy Blakemore, Vice Chair
Richard Johnson
Patrick O'Connor
Jim Reginato

Boardmembers absent: Brad Stein, Chair

OTHERS PRESENT: 8 members of the public were in attendance.

PUBLIC COMMENT: None.

PROJECT REVIEW

- 1) Project: Flourish Pool and Trellis, Project 22-2172-ARB/CDP
Address: 5637 Calle Pacific
Applicant: C.J. Bonura, contractor, for Lauren Kasmer
Planner: Syndi Souter

Request of C.J. Bonura, contractor, for Lauren Kasmer, to consider Project 22-2172-ARB/CDP for final review of a request to construct a new swimming pool, louvered wall and 471 square-foot shade trellis, fire pit, hammock, new flatwork, and new landscaping. An existing swimming pool would be demolished as part of the project. The property is a 6,710 square foot parcel zoned Single Family Residential (6-R-1) and shown as APN 003-351-037, addressed as 5637 Calle Pacific.

Staff presented the updated project and explained the ways the applicant revised the plan to respond to previous comments from the ARB. Staff noted that all or most of the ARB comments appeared to have been addressed and was recommending approval to the ARB.

C.J. Bonura provided additional details about some of the changes made to the project. He noted the shared property line fence is proposed to be placed on the property line and would run up to the palm tree(s), leave a gap for the tree(s) and then pick up on the other side so as to provide a continuous enclosed property line fence while also leaving the tree(s) in place.

Public Comment:

Sue Boynton, 5632 Calle Pacific, shared her frustration with the years-long duration of construction occurring at this house and the associated noise, dust, and visual impacts. She inquired as to how debris removal for demolition of the existing pool would be accomplished. Staff responded that construction hours can be conditioned to provide neighbors with a break from construction noise on evenings and weekends. Likewise, dust control measures are required to be employed during construction and neighbors may call the building inspector or APCD if dust control measures are not being adhered to. Finally, staff acknowledged that demolition and debris removal is likely to be staged and transported through the front yard, and asked that the applicant reach out to affected neighbors to coordinate on timing and possible "good neighbor" efforts to mitigate impacts.

David Ledig, 5641 Calle Pacific, noted he was mainly concerned with the shared property line fence between his family's property and the subject property. He noted the neighbor's existing palms interfere with the proposed fence placement on the property line and the palms encroach into his family's property. He noted as the trees continue to grow, they will continue to become a maintenance issue for the upkeep of the property line fence and also create maintenance issues for his family's property and access to/upkeep of their detached garage located in close proximity to the proposed fence. He expressed his preference to see the trees relocated or removed, and a continuous fence or wall constructed on the property line between the two properties.

Julie Songer-Ledig, 5641 Calle Pacific, noted there was a continuous shared property line fence between these two properties previously. She also noted that one of the existing palms is already only four inches from the garage on her family's property and during wind events, the tree hits their garage.

Boardmember Discussion:

Boardmember Johnson inquired about various construction details like for the fence construction design and how the trellis beam would be boxed in. He also inquired about pool and decking colors. He observed that the applicant is proposing to maintain the existing rear gate which opens mid-run onto the existing stairs without the benefit of a landing. He noted that if the Building Inspector requires this to be corrected or brought up to Code, that the ARB will want to see the revised solution. Finally, he noted that he did not see any security issues with integrating the existing palms into the new property line fence.

Boardmember Reginato shared his preference for the fire pit to use a cleaner alternative fuel source (rather than natural gas). He was skeptical of the fence's security and stability if gaps are left in the fence line for the existing palms to pass through. He expressed his preference for the palms to be relocated or removed. He urged the applicant to work with the neighbors to develop a solution to the encroaching trees and the new property line fence that both parties could agree to.

Boardmember O'Connor commented on the apparent size of the fire pit and the anticipated natural gas consumption. He echoed Boardmember Reginato's encouragement to consider alternative cleaner fuel sources. He agreed with the other Boardmembers that now is the right time to broker a mutually agreed upon solution to the encroaching trees and property line fence, and that the rear gate opening mid-stair run is awkward. Finally, he noted that the views of the property from the park lands behind have been addressed and the aesthetics are good.

Boardmember Blakemore reiterated that the encroaching trees are an issue for the neighbors and urged the applicant to work with the neighbors to find a mutually agreeable solution. She also suggested the applicant consider a smaller evergreen tree species in lieu of the proposed Sycamore, noting that the Sycamore was too large of a tree for the provided space and the maintenance issues with planting of a deciduous tree near the pool. She suggested swapping it out for a Santa Cruz Ironwood or an arbutus tree. She also thought the California Bay was too large for the space provided. She reminded the applicant that SCE will top any trees that grow too near the overhead power lines.

ACTION: Motion by Boardmember Reginato, seconded by Boardmember Blakemore to recommend final approval to the Director with the following comments:

- Provide construction details for the fence;

- Address Boardmember recommended changes to the landscape plan (i.e., Sycamore and Bay);
- Resolve property line fence issues with neighbor in a mutually agreeable manner and show the solution on the building plans;
- Revised plans to be reviewed and approved by Boardmember Reginato prior to building permit issuance.

VOTE: 4-0

- 2) Project: Coeler New Duplex Concept, Project 22-2177-CON
Address: 333 Linden Avenue
Applicant: Dylan Chappell, architect, for Peter and Barbara Coeler
Planner: Syndi Souter

Request of Dylan Chappell, architect, for Peter and Barbara Coeler, to consider Project 22-2177-CON for conceptual review of a proposal for a new 2,307 square foot two-story duplex with a maximum height of 24 feet and two attached one-car garages totaling 352 square feet, for a total size of 2,659 square feet. The site is 5,287 square feet in size and is zoned Planned Residential Development (PRD-20) shown as APN 003-440-028, addressed as 333 Linden Avenue.

Staff presented the conceptual plans for the three contemplated duplexes together (333 Linden Ave; 4949 Dorrance Way; and 4934 Dorrance Way), describing the particular details of each and some of the issue areas that staff wished for the Board and applicant to consider. These included various Zoning Code Modification requests needed for the concept designs as shown (driveway width; driveway exiting; front setback encroachments); architectural style, variety and neighborhood compatibility; and flood hazards / sea level rise considerations.

Architect Dylan Chappell described the three duplexes. He noted the chosen architectural style was intended to complement the main residence on the corner of Linden Avenue and Dorrance Way, but that the architectural styles could be changed or made more varied. He explained that the building layouts and floor plans was intended to make the buildings read like single family dwellings rather than duplexes in terms of entry placement and garage design. The buildings were placed forward on the lot to provide large usable rear yard spaces for the tenants and upper floor decks were oriented towards the street to avoid privacy impacts. He clarified that the driveways could be narrowed to meet City standards.

George Manuras, representing the owners, reiterated many of Dylan's comments. He noted the emphasis on provide usable rear yards was to give residents a respite from the busy streets of the Beach Neighborhood.

Public Comment:

Leah Dabney explained further the design rationale for the new duplexes and the desire to relate to, and complement, the main residence on the corner of Linden Ave and Dorrance Way. She explained when the property was for sale, the community was very fond of the existing residence and its style.

Boardmember Discussion:

Boardmember Johnson asked if the site plans for the two lots on Dorrance Way can be organized in such a way to only impact the minimum number of existing on-street parking spaces. He also asked whether the proposed duplexes on Dorrance Way could be pushed back farther into the lot to meet

required setbacks. He asked if there were many other examples of Spanish style architecture in the neighborhood, noting he thought of it as mostly a “cottage” or “bungalow” neighborhood. Introduce more variety into architecture; maybe trend more towards a bungalow style or soften the Spanish style architecture to something more Monterey in style. He commented that 10’ plates on the front elevation are not very friendly to neighborhood. He recommended restudying to bring the massing down as viewed from street through lowering the scale (lower 2nd floor plate heights) of the building, stepping in the second floor massing, similar measures. He also recommended moving the buildings back to the front setback line and narrowing the driveway widths. Toning down colors/shades to better fit the neighborhood was also suggested.

Boardmember O’Connor inquired about the historic lotting patterns of the area and whether there was development potential of additional surrounding lots. He described the architecture as “muscular” and said it was very Santa Barbara in style. He related to the layout and organization of the surrounding properties and how that should influence the design of these duplexes. He thought the similar style and detailing of the duplexes was too uniform amongst the three, giving the impression of a gated or planned community. He agreed that backing out of the driveways raises safety concerns but seems somewhat inevitable.

Boardmember Reginato asked if the projects would require a full redesign if the structures were required to be elevated due to flood zone or sea level rise considerations. He described the architecture as beautiful but not the right fit for the neighborhood. At minimum, he thought the architecture could be toned down and some more colors/shades introduced. He noted his disagreement with the need for multiple zoning modifications and felt the projects could be revised to not need as many or perhaps any modifications.

Boardmember Blakemore overall noted she was in agreement with the others. She reiterated the need for more variety in style/appearance amongst the buildings. She also recommended building massing be reduced and setbacks increased.

The Boardmembers clarified that while they generally preferred the buildings to be set back farther into the lot and the driveways made narrower, they were not opposed to the garages facing the street.

ACTION: Public comment received and conceptual feedback provided.

VOTE: N/A

- 3) Project: Coeler New Duplex Concept, Project 22-2178-CON
Address: 4949 Dorrance Way
Applicant: Dylan Chappell, architect, for Peter and Barbara Coeler
Planner: Syndi Souter

Request of Dylan Chappell, architect, for Peter and Barbara Coeler, to consider Project 22-2178-CON for conceptual review of a proposal for a new 1,970 square foot two-story duplex with a maximum height of 26.17 feet and two attached one-car garages totaling 341 square feet, for a total size of 2,311 square feet. The property is a 4,500 square foot parcel zoned Planned Residential Development (PRD-20) and shown as APN 003-440-026, addressed as 4949 Dorrance Way.

NOTE: This item was presented and discussed in conjunction with item no. 2, above. See Action Minutes for item no. 2.

- 4) Project: Coeler New Duplex Concept, Project 22-2179-CON
Address: 4934 Dorrance Way
Applicant: Dylan Chappell, architect, for Peter and Barbara Coeler
Planner: Syndi Souter

Request of Dylan Chappell, architect, for Peter and Barbara Coeler, to consider Project 22-2179-CON for conceptual review of a proposal for a new 2,221 square foot two-story duplex with a maximum height of 26.17 feet and two attached garages totaling 527 square feet, for a total size of 2,748 square feet. The property is a 5,582 square foot parcel zoned Planned Residential Development (PRD-20) and shown as APN 003-440-010, addressed as 4934 Dorrance Way.

NOTE: This item was presented and discussed in conjunction with item no. 2, above. See Action Minutes for item no. 2.

OTHER BUSINESS:

CONSENT CALENDAR:

5. Action Minutes of the Architectural Review Board Meeting of October 27, 2022

ACTION: Motion by Boardmember Reginato, seconded by Boardmember Blakemore to approve the Minutes as presented.

VOTE: 4-0

MATTERS REFERRED BY THE PLANNING COMMISSION/CITY COUNCIL: None

MATTERS PRESENTED BY BOARDMEMBERS/STAFF:

- 1215 Vallecito Road shed: As a follow-up to an inquiry from Boardmember Blakemore at the last meeting, staff explained that contact had been made with the property owner about the highly visible shed in the rear yard and that the owner was working with CDD staff to determine what could be permitted.
- St Joseph's Church Fencing Project: Following up on an inquiry from the Board, staff explained that the landscaping would begin to be installed in early 2023 following the holiday season.
- 4772 Third Street Condominiums Paint Colors & Driveway Replacements: Staff shared the proposed new paint color scheme for the condominiums and replacing the turfblock driveways with standard concrete. The Board did not object to the change to the driveway materials. With respect to paint colors, they suggested the gray body color go a little darker to provide more contrast from the trim color. They also suggested the trim color should correlate to the window colors (or paint the windows to match the trim, if feasible).

ADJOURNMENT

Vice Chair Blakemore adjourned the meeting at 7:20 p.m. to the next regularly scheduled meeting to be held at 5:30 pm on Thursday, January 12, 2023. Boardmember Blakemore indicated she would be absent. All other Boardmembers indicated they expected to be present.

Chair, Architectural Review Board

ATTEST:

Secretary, Architectural Review Board

Attachment E
Conceptual Architectural Plans (Superseded)

Coeler Duplex (4934 Dorrance Way)
Preliminary ARB Review
February 15, 2023

REVISION	NO DESCRIPTION	DATE

ARB CONCEPT SUBMITTAL 07-26-2022

4934 DORRANCE WAY
CARPINTERIA, CA 93013

4934 DORRANCE DUPLEX

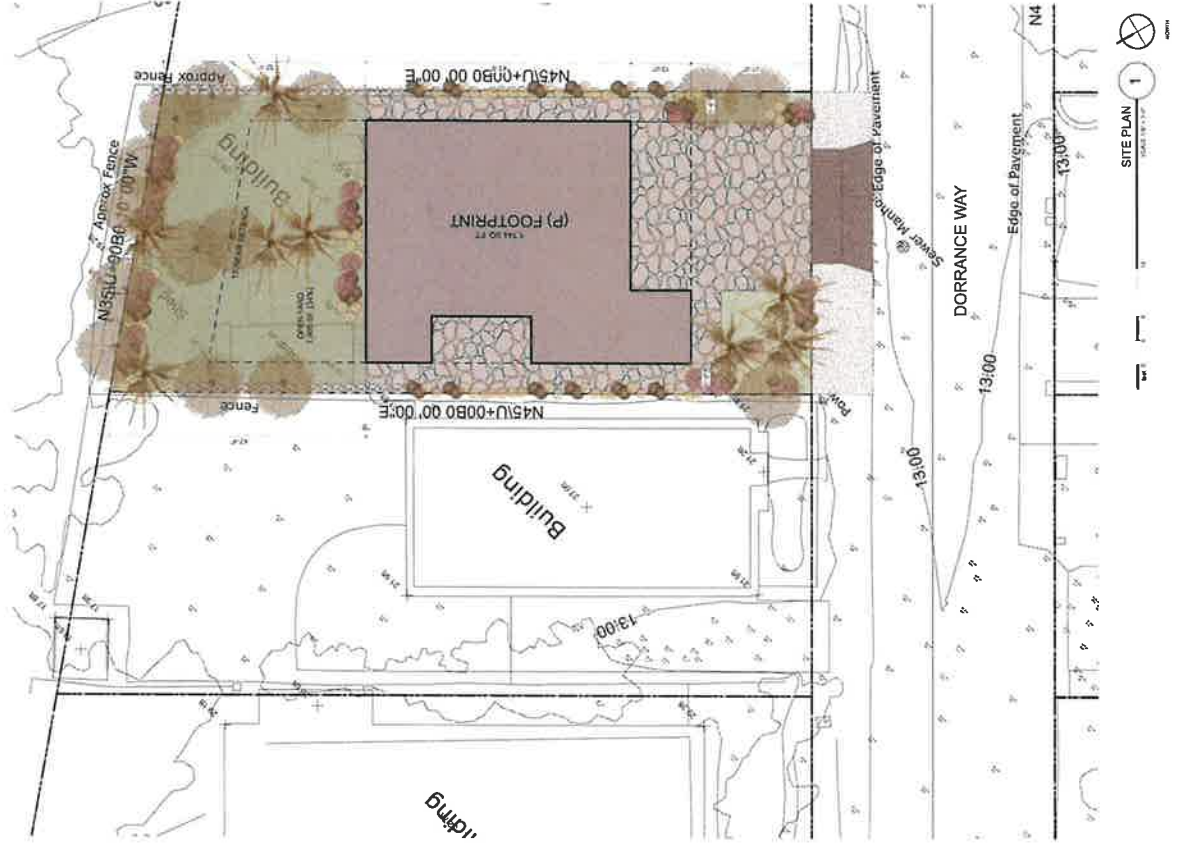
CITY CASE NUMBER
PLN2022-XXXX

COORDINATION SET
NOT FOR BIDDING
OR CONSTRUCTION

CHAPPELL
ARCHITECTURE

COMMERCIAL, RESIDENTIAL,
LANDSCAPE ARCHITECTURE

1000 N. G ST. SUITE 100
CARPINTERIA, CA 93013
805.481.1111





1st Floor Plan
Scale: 1/8" = 1'-0"



2nd Floor Plan
Scale: 1/8" = 1'-0"



Attachment F
Interim Sea Level Rise Guidance Document

Coeler Duplex (4934 Dorrance Way)
Preliminary ARB Review
February 15, 2023

**CITY OF CARPINTERIA
INTERIM SEA LEVEL RISE GUIDANCE
APPLICANT CHECKLIST FOR NEW DEVELOPMENT
IN AREAS POTENTIALLY AFFECTED BY SEA LEVEL RISE**



INTRODUCTION

In reviewing an applicant's proposed project, the City of Carpinteria's (City) must consider a proposed project's consistency with the City's certified Coastal Land Use Plan/General Plan (CLUP/GP). The City's current CLUP/GP references the broader policies of the California Coastal Act (Coastal Act) by incorporation which allows the City to consider sea level rise impacts in the interim while the City's CLUP/GP is formally amended to include specific policies and development standards. The purpose of this Interim Guidance document is to notify applicants of the information requests and the potential special conditions the City anticipates imposing on Coastal Development Permit applications for new development and redevelopment that may be affected by sea level rise within the City's jurisdiction.

DECISION PROCESS

The City will review applications to analyze (1) whether the proposed project site will be impacted by sea level rise within the life of the project, relying on the best available science, and (2) the estimated extent of the impact caused by sea level rise. The City will use these analyses to determine whether any special conditions will be placed on the Coastal Development Permit (CDP), if approved. The remaining sections of this guidance provide applicants with an overview of the potential information requests, and possible special conditions, the City may require in order to inform its review and approval of a CDP. The information requests and special conditions the applicant should be aware of are determined by answering the following questions:

- a. Is my project considered "redevelopment"?**
- b. Where is my project located?**

IS MY PROJECT CONSIDERED REDEVELOPMENT?

The following information requests and special conditions are only applicable to proposed projects that fall within the definition of "development" or "redevelopment" as specified in City City's General Plan, Zoning Code, and Public Resources Code section 30610. For the purposes of this Interim Guidance, the City interprets the terms "redevelopment" and to "redevelop" as:

All new construction or reconstruction, additions and remodels that have a valuation exceeding fifty percent (50%) of the valuation of the existing structure; or replacement of fifty percent (50%) or more of an existing structure.

Applicants are expected to provide staff with sufficient information to make a determination as to whether a project qualifies as redevelopment. Information that may be required to make a redevelopment determination include, but are not limited to, a real estate appraisal demonstrating current market value of improvements; detailed contractor's estimate for proposed scope of work; preliminary structural plans demonstrating the extent of anticipated structural alternations (e.g., foundation, load bearing walls, roof/flooring and frame work, etc.).

WHERE IS MY PROJECT LOCATED?

Conditions and information requests to be considered are determined by the geographic location of the applicant's proposed project site and potential exposure to sea level rise, as defined by the following Zones:

Zone 1	Properties located on the ocean side of Sandyland Road between Linden Avenue and Ash Avenue
Zone 2	Properties located in the Beach Neighborhood excluding the northeast corner of the neighborhood, defined as those properties east of Holly Avenue <i>and</i> north of Third Street



Once the applicant has determined in which Zone the proposed project is located, the applicant should be prepared to expect the following information requests during the permit review process and/or special conditions of approval to be placed on the permit approval:

Zone 1	• <u>Information Request</u> ○ Wave action study ○ Site specific coastal hazards study • <u>Conditions</u> ○ Recorded disclaimers regarding (1) assumption of the risk, and/or (2) waiver of future claims against the City
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Zone 2	• <u>Information Request</u> ○ Site specific coastal hazards study • <u>Conditions</u> ○ Recorded disclaimers regarding (1) assumption of the risk, and/or (2) waiver of future claims against the City
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DESCRIPTIONS

I. Information Requests

- Wave Action Study. The City's current Safety Objective 4 (S-4) calls for minimizing "the potential risks and reduc[ing] the loss of life, property and the economic and social dislocations resulting from flooding." Implementation Policy 14 associated with this objective calls for wave run-up studies under certain circumstances. The City recognizes that every project is unique and may not present the same vulnerability to flooding hazards. The City will consider the 100-year storm event, like the 100-year flood event, as a design standard for development. Accordingly, the City will require these studies when the project is located within Zone 1.
- Coastal Hazards Study. Coastal Hazards Studies determine at what level and by what year the project site may be susceptible to sea level rise. The City and California Coastal Commission staff would likely rely on the USGS Coastal Storm Modeling System (CoSMoS) and guidance from the Commission's Sea Level Rise policy document, the 2018 Ocean Protection Council (OPC)'s Sea-Level Rise document, and appropriate tide gauges to analyze the project site's vulnerability to coastal hazards. Applicants should be aware that projects within areas susceptible to early sea level rise may be required by the Coastal Commission to address the life of their projects under the **Medium-High Risk Aversion** scenario or the **Extreme Risk Aversion (H++)** based on a set of sea level rise predictions during an appeal process. In anticipation of this requirement, applicants should prepare a Coastal Hazards Study to avoid a potential appeal to the Coastal Commission. For direction on the preparation of a Coastal Hazards Study, the City recommends reviewing the County of Santa Barbara's *Technical Guidelines for Preparation of a Coastal Hazard Report* that are pending certification by the Coastal Commission. A copy of which is attached to this guidance.

If possible, adaptation options should be identified and analyzed as a part of the applicant's project, leading to one or more alternatives for the project site that will minimize risks from sea level rise hazards and avoid or minimize impacts to coastal resources. This is because the City may require future or incremental removal of structures if property owners are faced with certain hazard triggers, for example when the shoreline comes within a certain distance of the foundation of the project, or the OPC

predictions indicate sea level rise may encroach on a project sooner than initially anticipated. Triggers identified would be based on estimated lead times needed to catalyst planning for future adaptation measures. These potential hazard triggers are typically incorporated into an adopted LCP, however, at least one court has approved removal conditions in the absence of an LCP policy requiring such removal, as long as the triggers are not overly broad. (See *Lindstrom v. California Coastal Commission* (2019) 40 Cal.App.5th 73.) This would also be consistent with the Coastal Act's purpose of minimizing coastal hazard risks and resource impacts when making redevelopment decisions. The potential condition would encourage and/or require, as applicable, at-risk structures to be brought into conformance with current standards as necessary.

II. Disclosures & Waivers

- Assumption of the Risk. For projects that qualify as "redevelopment" located in Zones 1 and 2, The City shall require applicants to assume the risk of damage caused by future sea level rise, and to waive any claims for damages for such hazards. Examples of waivers include:
 - *"By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards, including but not limited to coastal flooding, which may worsen with future sea level rise; (ii) to assume the risks to the permittee and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to waive unconditionally any claim of damage or liability against the City, its officers, agents, and employees for injury or damage from such hazards; (iv) to indemnify and hold harmless the City, its officers, agents, and employees with respect to the City's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards; (v) that sea level rise could render it difficult or impossible to provide services to the site (e.g., maintenance of roadways, utilities, sewage or water systems), thereby constraining allowed uses of the site or rendering it uninhabitable; and (vi) that the structure and/or site require future adaptation or may need to be removed or relocated and the site restored if it becomes unsafe."*
- Disclosures & Waiver of Future Development. For projects that qualify as "redevelopment" located in Zones 1 and 2, the City shall require sellers of real estate to disclose permit conditions related to coastal hazards, or property defects or vulnerabilities, including information about known current and potential future vulnerabilities to sea level rise, to prospective buyers prior to closing escrow. As a corollary, the Coastal Commission, on appeal, may require additional disclosures that inform

future property owners that under certain circumstances they are unable to seek future CDPs for bluff or shoreline protective device(s), or other development, in the event their structure is damaged by sea level rise or storm events. An example of such disclosures, which would be tailored for individual projects based on potential hazards, includes:

- *"By acceptance of this Permit, the applicants agree, on behalf of themselves and all successors and assigns, that no bluff or shoreline protective device(s) shall ever be constructed to protect the development approved pursuant to Coastal Development Permit No. [X] including, but not limited to, the residence and foundation in the event that the development is threatened with damage or destruction from waves, erosion, storm conditions, bluff retreat, landslides, or other natural hazards in the future. By acceptance of this Permit, the applicants hereby waive, on behalf of themselves and all successors and assigns, any rights to construct such devices that may exist under Public Resources Code Section 30235."*

APPLICABLE AUTHORITY

All CDPs issued by the City must be consistent with its certified CLUP/GP as well as with the policies of the California Coastal Act. There are several policies within the City's current CLUP/GP which guide the City's evaluation and issuance of CDPs. These include, but are not limited to, the following:

- **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.
- **Policy LU-1a:** The policies of the Coastal Act are incorporated by reference as the guiding policies of the land use plan (Public Resources Code Sections 30210 through 30263). As applicable, the City may rely on:
 - *Section 30250 Location; existing developed area*
 - *Section 30253 Minimization of adverse impacts*
- **Objective S-4:** Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from flooding.
 - *S-4-Implementation Policy 13:* 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 with permission from the Coastal Commission and US Army Corps of Engineers, the City may construct a sand berm on the City Beach parallel to the homes fronting on the beach.

- *S-4-Implementation Policy 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. Shoreline protective devices, such as seawalls and revetments, shall be prohibited. Coastal development permits for new construction, including reconstruction where more than 50 percent of the exterior walls are removed, shall be conditioned to not allow a future seawall to protect the development.

The Coastal Commission has taken the policy position that local governments are able to rely on the broader flood hazards policies of the Coastal Act as authority to analyze sea level rise impacts on new development without needing amendments to local coastal programs. (Pub. Res. Code, § 30253.) More specifically, while the Commission's jurisdiction on appeal is "limited to an allegation that the development does not conform to the standards set forth in the certified local coastal program or the public access policies set forth in [the Coastal Act]." (Pub. Res. Code, § 30603(b)(1)), the Commission's jurisdiction on appeal does include imposing reasonable terms and conditions on the permit "to ensure that such development or action will be in accordance with the provisions of this division." (Pub. Res. Code, § 30607.) Accordingly, applicants should be aware that the Coastal Commission has utilized the broader policies of the Coastal Act to impose special conditions for appealed projects, even if not within the authority allowed in the local government's certified LCP.

Appendix 1

County of Santa Barbara's Technical Guidelines for Preparation of a Coastal Hazard Report

APPENDIX I: TECHNICAL GUIDELINES FOR PREPARATION OF A COASTAL HAZARD REPORT

The following standards and guidelines are intended to clarify and assist with the preparation of a Coastal Hazard Report for beachfront and bluff-top development. This appendix also includes the methodology for calculating a site-specific bluff edge setback and preparing a wave run-up study. All of these standards and guidelines may not be applicable or necessary for an individual project on a specific site, based upon the initial analysis performed by a qualified professional. The qualified professional must provide sufficient evidence to show that individual standards or guidelines do not apply to a specific site or proposed development.

1. Sea Level Rise Projection Information.

The Medium Sea Level Rise Coastal Hazard Screening Map (Appendix J to the Coastal Land Use Plan) shows areas of the county coastline that are potentially subject to increased threats from sea level rise and coastal hazards, where further site-specific study is needed to assess potential adverse impacts. The Screening Map shows the “medium” sea level rise scenario possible by the years 2030, 2060, and 2100, based on projections described in the County’s 2017 “Sea Level Rise and Coastal Hazards Vulnerability Assessment.” Table I-1 below shows the medium sea level rise scenario, as well as the low and high scenarios. All three scenarios can be visually examined using the Coastal Resilience Mapping Portal available online through the Planning and Development Department website.

Table I-1. Sea Level Rise Projections for Santa Barbara County (inches)

<u>Time Period</u>	<u>Low Sea Level Rise Scenario</u>	<u>Medium Sea Level Rise Scenario</u>	<u>High Sea Level Rise Scenario</u>
<u>By 2030</u>	<u>0.04</u>	<u>3.5</u>	<u>10.2</u>
<u>By 2060</u>	<u>2.8</u>	<u>11.8</u>	<u>27.2</u>
<u>By 2100</u>	<u>10.6</u>	<u>30.7</u>	<u>60.2</u>

Source: Santa Barbara County Sea Level Rise and Coastal Hazards Vulnerability Assessment, July 2017.

2. Methodology for Calculating a Bluff Edge Setback:

- (a) Identify bluff edge consistent with the Article II definition of “bluff edge.”
- (b) Determine a slope stability setback. Evaluate the stability of the bluff. If the slope exhibits a factor of safety of less than 1.5 for the static condition or 1.1 for the pseudostatic condition, then a “slope stability buffer” shall be established landward of the bluff edge. The slope stability buffer is the line landward of the bluff edge where the minimum factor of safety (1.5 static and 1.1 pseudostatic) can be met. When determining the slope stability buffer, the minimum factor of safety shall be achieved without the use of new or existing slope or shoreline protection devices.
- (c) Determine the bluff erosion setback. A site-specific evaluation of the long-term bluff retreat rate at the site shall be conducted that considers not only historical bluff retreat data, but also acceleration of bluff retreat projected to occur under continued and accelerated sea level rise and any known site-specific conditions. The geologic evaluation must include the total scope of development (e.g., proposed grading, buildings, structures, landscaping, and associated irrigation). Such an evaluation shall be used to determine the distance from the bluff edge (or from the slope stability buffer line if applicable) that the bluff might reasonably be expected to erode over the anticipated life of the structure (refer to Coastal Land Use Plan Policy 3-10), factoring in sea level rise using the current best available science, and without the use of new or existing slope or shoreline protection devices. Analysis of the effect of sea level rise on erosion rate shall use the best available science and include an examination of the “medium” amount of the sea level rise expected over the anticipated life of the development. Historic erosion rates can be determined by examination of historic records, surveys,

aerial photographs, studies, or other evidence showing the location of the bluff edge through time. A minimum of 50 years' worth of historic data is generally used to evaluate historic erosion rates, but a greater time period may be warranted if the shoreline has changed dramatically due to natural forces or development.

- (d) Determine the bluff edge setback by adding the slope stability and bluff erosion setback distances. Development shall be setback from the bluff edge the distance needed to: ensure slope stability (the slope stability setback); ensure the development is not endangered by erosion (the bluff erosion setback); and avoid the need for protective devices during the life of the structure.

3. Standards and Guidelines for Preparation of a Coastal Hazard Report for Bluff-top Properties:

A site-specific Coastal Hazard Report shall be required that is prepared by a qualified California licensed engineer with expertise in coastal processes. At a minimum, the Coastal Hazard shall examine the "medium" scenario of projected sea level rise over the expected life of the structure using the current best available science. The conditions that shall be considered in the hazard evaluation are: a seasonally eroded beach combined with erosion over the life of the structure, excluding the effects of any existing shoreline protective device; high tide conditions, combined with projections for sea level rise for the life of the structure; and storm waves from a 100-year event. The study shall provide maps and profiles that identify these conditions, as well as recommendations and alternatives to avoid, and if avoidance is not feasible, minimize, identified coastal hazards over the expected life of the structure. The study shall identify unavoidable coastal resource impacts and appropriate mitigation measures. Studies shall include an assessment of the availability of and potential risks to services to the site, including risks to public or private roads, stormwater management, water, sewer, electricity, and other utilities over the life of the development, considering sea level rise.

Coastal Hazard Reports shall include analysis of the physical impacts from coastal hazards and sea level rise that might constrain the project site and/or adversely impact the proposed development. Reports should address and demonstrate the site hazards and effects of the proposed development on coastal resources, including discussion, maps, profiles and/or other relevant information that describe the following:

- (a.) Current conditions at the site, including the current:
- tidal range, referenced to an identified vertical datum
 - intertidal zone
 - inland extent of flooding and wave run-up associated with extreme tidal conditions and storm events
 - beach erosion rates, both long-term and seasonal variability
 - bluff erosion rates, both long-term and episodic
- (b) Projected future conditions at the site, accounting for sea level rise over the anticipated life of the development, including the future:
- Shoreline, dune, or bluff edge, accounting for long-term erosion and assuming an increase in erosion from sea level rise
 - intertidal zone
 - inland extent of flooding and wave run-up associated with both storm and non-storm conditions
- (c) Safety of the proposed structure to current and projected future coastal hazards, including:
- Identification of a building envelope on the site that avoids hazards
 - Identification of options to minimize hazards if no building envelope exists that would allow avoidance of hazards

- Analysis of the adequacy of the proposed building/foundation design to ensure stability of the development relative to expected wave run-up, flooding and groundwater inundation for the anticipated life of the development in both storm and non-storm conditions.
 - Description of any proposed future sea level rise adaptation measures, such as incremental removal or relocation when threatened by coastal hazards
- (e) Discussion of the study and assumptions used in the analysis including a description of the calculations used to determine long-term erosion impacts and the elevation and inland extent of current and future flooding and wave runup.
- (f) For blufftop development, the report shall include a detailed analysis of erosion risks, including the following:
- To examine risks from erosion, the predicted bluff edge, shoreline position, or dune profile shall be evaluated considering not only historical retreat, but also acceleration of retreat due to continued and accelerated sea level rise and other climatic impacts. Future long-term erosion rates should be based upon the best available information, using resources such as the highest historic retreat rates, sea level rise model flood projections, or shoreline/bluff/dune change models that take rising sea levels into account. Additionally, proposals for blufftop development shall include a quantitative slope stability analysis demonstrating a minimum factor of safety against sliding of 1.5 (static) and 1.1 (pseudostatic, $k=0.15$ or determined through a quantitative slope stability analysis by a geotechnical engineer), whereby safety and stability must be demonstrated for the predicted position of the bluff and bluff edge following bluff recession over the identified project life, without the need for caissons or other protective devices. The analysis should consider adverse impacts both with and without any existing shoreline protective devices.

The “medium” sea level rise scenario shall be examined to understand potential adverse impacts that may occur throughout the anticipated life of the development. At a minimum, flood risk over the anticipated life of the development should be examined. Additionally, the analysis should consider the frequency of future flooding impacts (e.g., daily impacts versus flooding from extreme storms only) and describe the extent to which the proposed development would be able to avoid, minimize, and/or withstand impacts from such occurrences of flooding. Studies should describe adaptation strategies that reduce hazard risks and neither create nor add to adverse impacts on existing coastal resources and that could be incorporated into the development.

4. Standards and Guidelines for Preparation of a Coastal Hazard Report for Beachfront Properties:

A site-specific Coastal Hazard shall be required that is prepared by a qualified California licensed engineer with expertise in coastal processes. At a minimum, the Coastal Hazard shall examine the projected sea level rise under the “medium” scenario, over the expected life of the structure, using the current best available science. The conditions that shall be considered in the hazard evaluation are: a seasonally eroded beach combined with erosion over the life of the structure, excluding the effects of any existing shoreline protective device; high tide conditions, combined with projections for sea level rise for the life of the structure; and storm waves from a 100-year event. The study shall provide maps and profiles that identify these conditions as well as recommendations and alternatives to avoid, and if avoidance is not feasible, minimize, identified coastal hazards over the expected life of the structure. The study shall identify unavoidable coastal resource impacts and appropriate mitigation measures. Studies shall include an assessment of the availability of and potential risks to services to the site, including risks to public or private roads, stormwater management, water, sewer, electricity, and other utilities over the life of the development, considering sea level rise.

Coastal Hazard Reports shall include analysis of the physical impacts from coastal hazards and sea level rise that might constrain the project site and/or adversely impact the proposed development. Studies should address and demonstrate the site hazards and effects of the proposed development on coastal

resources, including discussion, maps, profiles and/or other relevant information that describe the following:

(a) Current conditions at the site, including the current:

- tidal range, referenced to an identified vertical datum
- intertidal zone
- inland extent of flooding and wave run-up associated with extreme tidal conditions and storm events
- beach erosion rates, both long-term and seasonal variability
- bluff erosion rates, both long-term and episodic

(b) Projected future conditions at the site, accounting for sea level rise over the anticipated life of the development, including the future:

- shoreline, dune, or bluff edge, accounting for long-term erosion and assuming an increase in erosion from sea level rise
- intertidal zone
- inland extent of flooding and wave run-up associated with both storm and non-storm conditions

(c) Safety of the proposed structure to current and projected future coastal hazards, including:

- Identification of a building envelope on the site that avoids hazards
- Identification of options to minimize hazards if no building envelope exists that would allow avoidance of hazards
- Analysis of the adequacy of the proposed building/foundation design to ensure stability of the development relative to expected wave run-up, flooding and groundwater inundation for the anticipated life of the development in both storm and non-storm conditions
- Description of any proposed future sea level rise adaptation measures, such as incremental removal or relocation when threatened by coastal hazards

(d) Discussion of the study and assumptions used in the analysis including a description of the calculations used to determine long-term erosion impacts and the elevation and inland extent of current and future flooding and wave runup.

(e) For development on a beach, dune, low bluff, or other shoreline property subject to coastal flooding, inundation or erosion, the report shall include a detailed wave uprush and impact report and analysis, including the following:

- The analysis shall consider current flood hazards as well as flood hazards associated with sea level rise over the anticipated life of the development. To examine risks and adverse impacts from flooding, including daily tidal inundation, wave impacts, runup, and overtopping, the site should be examined under conditions of a beach subject to long-term erosion and seasonally eroded shoreline combined with a large storm event (1% probability of occurrence). Flood risks should take into account daily and annual high tide conditions, backwater flooding, water level rise due to El Niño and other atmospheric forcing, groundwater inundation, storm surge, sea level rise appropriate for the time period, and waves associated with a large storm event (such as the 100 year storm or greater). The analysis should consider impacts both with and without any existing shoreline protective devices.

At a minimum, the "medium" scenario of projected sea level rise shall be examined to understand the potential adverse impacts that may occur throughout the anticipated life of the development. Additionally, the analysis should consider the frequency of future flooding impacts (e.g., daily impacts versus flooding from extreme storms only) and describe the extent to which the proposed development would be able to avoid, minimize, and/or withstand impacts from such occurrences of flooding. Studies should describe adaptation strategies that reduce hazard risks and neither create nor add to impacts on existing coastal resources and that could be incorporated into the development.

**CITY OF CARPINTERIA
ARCHITECTURAL REVIEW BOARD
Meeting of February 15, 2024**

Agenda Item #3

**COMMUNITY DEVELOPMENT DEPARTMENT
PROJECT REVIEW**

Project: 23-2233-DP/CDP/ARB
Address: 4949 Dorrance Way
APN: 003-440-026
Zoning: Planned Residential Development (PRD-20)
Applicant: Dylan Chappell for Peter and Barbara Coeler

Planner: Brian Banks

Project Review: ☐ Conceptual
☒ Preliminary
☐ Final

PROJECT DESCRIPTION

This is a preliminary review of a proposal to construct a new 1,970 square-foot two-story duplex with two attached one-car garages totaling 341 square-feet and an entry porch of 114 square feet, for a total project size of 2,311 square feet. The ground floor would contain a 1,001 square-foot one-bedroom unit with a 114 square-foot covered porch, and the second floor would contain an 855 square-foot one-bedroom unit with a 308 square-foot uncovered balcony. The existing residence and garage on the property would be demolished. The maximum height of the proposed duplex would be 23-feet, eight-inches above the finished grade. Grading of 300 cubic yards of fill is required for site preparation. Access would be via a new driveway off of Dorrance Way.

Preliminary architectural plans are attached as Attachment A and the proposed colors/materials board is provided as Attachment B. Story poles for the proposed project were erected on February 1, 2024. Photographs of the story poles from different vantages are provided as Attachment C.

PROJECT SETTING

The subject parcel is 4,500 square feet in size and is located on the south side of Dorrance Way between Linden Avenue and Elm Avenue. The property is currently developed with a single-story residence and a detached garage. The original residence was constructed in 1947 with an addition in 1950, and the detached garage was constructed in 1953. The project site is located in the Beach Neighborhood (Community Design Subarea 1), which is comprised of a mix of single- and multi-family residences with both one- and two-story designs. The site is immediately surrounded by a single-family residence and The Spot restaurant parking lot to the north (across Dorrance Way); a vacant parcel and a two-story single-family residence with a detached garage to the east; single-story single-family residences to the south, and one- and two-story residences to the west.

The property is zoned Planned Residential Development (PRD-20) and has a Medium Density Residential (MDR) land use designation. The project site is not currently located in any overlay districts. The site is, however, located in an area identified as being vulnerable to future sea level

rise impacts as discussed in the City's Sea Level Rise Vulnerability Assessment and Adaptation Plan (SLRVAAP).

PROJECT HISTORY

Architectural Review Board Concept Review

The project was previously reviewed by the Architectural Review Board (ARB) at a conceptual level on December 15, 2022 prior to the formal project application submittal on July 23, 2023. A copy of the approved Minutes from the December 15, 2022 conceptual ARB meeting is included as Attachment D and a copy of the previous conceptual plans is included as Attachment E.

While the overall scope of the project is unchanged (i.e., same general site layout, same unit arrangements, and same project square footage), the project had been revised in response to the ARB's conceptual review comments in several ways:

- Overall height reduced approximately 2.5 feet;
- First floor plate height reduced from 10 feet to 9 feet;
- Tower entry/stair element reduced in height approximately 3 feet;
- Driveway width reduced to 16 feet;
- Clarification of pad and finished floor heights (FF approx. + 2 ft from existing grade); and
- Preliminary landscape/hardscape plan is now provided.

PROJECT ANALYSIS

Carpinteria Municipal Code (CMC), Title 14- Zoning

Planned Residential Development district (PRD), CMC §14.14

A duplex is a permissible use in this district, subject to specific development standards, and approval of a Development Plan and Coastal Development Permit by the Planning Commission. The following table identifies the project's conformance with applicable PRD District and other CMC requirements:

Standard	Requirement/Allowance	Proposal
Setbacks		
Front (Dorrance Way)	50 feet from centerline of street or 20 feet from property line, whichever is greater.	40 feet from centerline of street; 20 feet from property line*
Side (East)	5 feet min., 10 feet max.	5 feet
Side (West)	5 feet min., 10 feet max.	5 feet

Rear (South)	15 feet min.	30 feet
Height	30 feet max.	23 feet, 8 inches max.
Building Coverage	50% max. (2,250 square feet)	32% (1,456 square feet)
Open Space & Landscaping	20% min. (900 square feet)	44% (1,957 square feet)
Density	2 units max. (20 units/acre)	2 units
Parking	2 spaces min. (1 covered space/unit)	2 garage spaces*
Driveway Width	16 feet max.	16 feet

*See driveway design and setback modifications discussions below.

Driveway Design and Backout Modification

The proposed new driveway off Dorrance Way has been reduced in width to 16-feet in response to the ARB's conceptual review comments, and to comply with CMC §14.54.100, which specifies that a residential driveway shall have a maximum width of 16-feet. Therefore, a modification for the driveway width is no longer required.

However, as currently designed, the project would still require a Development Plan modification to allow vehicles to back-out onto Dorrance Way. Pursuant to CMC §14.54.070.3.d., parking for multi-family developments, "*shall be so designed that no vehicle shall be required to encroach into a street or sidewalk in backing out of a parking space.*" This requirement includes pedestrian safety and line-of-sight considerations for driveways serving multi-family developments. The updated plans now include an approximately 5-foot decomposed granite (DG) strip between the front property line and the existing edge of pavement. The intent is to provide a buffer from the proposed low wall and landscaping along the Dorrance Way property line to provide adequate line-of-sight and for pedestrian safety. The DG strip also allows for public on-street parking on the road shoulder. Without approval of the Development Plan back-out modification, a substantial portion of the front yard area would need to be paved to allow vehicles to turn around and face out as they exit the property. Balancing these considerations, and with ARB's conceptual support to allow the garages to face the street, support for this Development Plan modification seems appropriate.

Setback Modification

Another modification would be necessary for a reduction to the front yard setback. Approximately 270 square-feet of habitable space in the front portion of the duplex is proposed to be located 20-feet from the front property line, which meets the required minimum setback as measured from the property line but not as measured from street centerline. The front yard setback requirement in the PRD zone is 50-feet from the street centerline or 20-feet from the property line, whichever is greater. In this case, the Dorrance Way right-of-way is only 40-feet wide (20-feet on each side of the centerline), so the more restrictive front yard setback would be the 50-foot setback from the street centerline, which equates to a 30-foot setback from the front property line (20 feet in the ROW + 30 feet on the property = 50 feet total). The existing residence is set back 30.5-feet from the front property line, and thus complies with the current setback requirements. Other residential structures in the area exhibit front yard setbacks of 20-feet or less from the front property line, so such a

request is not without precedent, and the applicant has provided a setback exhibit depicting the front setback pattern for adjacent properties along Dorrance Way for the ARB's consideration (see Sheet A1.0 Site Plan). However, the majority of these front setback encroachments appear to be historic non-conformities rather than more recent developments that were purposely approved with setback modifications as requested here. Further, there is ample room for the structure to be moved slightly rearward on the lot to comply with the required front yard setback. This movement would center the project on the lot and not conflict with the rear yard setback, thus resulting in a project which fully complies with all required setbacks.

The Carpinteria Municipal Code (CMC) §14.50.120 provides the following provision to allow for modifications to zoning district requirements: *"In reviewing a development plan, the planning commission or city council may consider modification of requirements of the base zoning district in which the proposed development is located, including building height, yard setback, parking, building coverage or landscaping, if it is determined that such modification is necessary to accommodate an innovative project which will result in at least one of the following public benefits:*

- 1. Energy efficient heating/cooling; or*
- 2. Provision of affordable housing units through mix of housing types, innovative design and construction techniques, or other means; or*
- 3. Provision of a larger amount of open space or landscaping than the minimum requirements of the district."*

Granting any of the above-described modifications would require the Planning Commission to make at least one of the findings noted above. Allowing vehicles to back out of the driveway onto Dorrance Way would also require approval from the Public Works Department, demonstrating that this maneuver would not pose an undue safety risk.

The Board should provide input on the appropriateness of the proposed front yard setback and backout modifications for the Planning Commission's consideration.

Demolition of Existing Residential Rental Units

There are several local and state laws, including the City's own Residential Rental Unit Demolition (CMC § 14.73) and Just Cause for Termination of Residential Tenancy ordinances (CMC § 7.04), which may limit the circumstances under which existing residential rental units can be demolished without triggering a requirement for replacement housing, relocation assistance, or other types of housing-related mitigation. Staff is currently working with the applicant to determine the applicability (if any) of these local and State laws, and the project application remains incomplete while this analysis occurs. Depending on the applicability of these local and State laws, project changes may result. If changes to the project are required, any revisions to the project will return to the ARB for further review prior to the project proceeding to the Planning Commission.

Design Review

The design of the project includes a combination of Spanish and Mediterranean architectural traits. The body would be smooth white stucco, with Santa Barbara sandstone and tile accents at the base. The roof would be red-tile, with exposed wooden beams and rafter tails under the roof overhangs. A tower-like feature with a tiled arch entry would contain the stairwell up to the second-floor unit. Three tiled “eyebrow arches” would be located above the second-story windows facing Dorrance Way. The second floor would be stacked above the first floor with offset distances ranging from 1.75 feet on the sides to 9.5 feet on the front in an effort to reduce the apparent massing.

The surrounding neighborhood contains primarily vernacular one- and two-story cottage and craftsman style residences. A few Spanish/Mediterranean residences are located throughout the Beach Neighborhood, including the residence just east of the project site (former Stein residence). While the Spanish/Mediterranean architecture style is commonly found in surrounding communities (e.g., the unincorporated areas of the County and the City of Santa Barbara), this style is less common in the Beach Neighborhood. Given the predominance of cottage architecture in the Beach Neighborhood, and the related historic identity of the existing neighborhood associated with the cottage style, the introduction of a new purely Spanish/Mediterranean development in this location could be perceived as incompatible.

The proposed duplex would face Dorrance Way, including the garage doors. A low stucco wall with gates would enclose the portion of the front yard that does not interfere with the driveway. A landscaped planter would be located in front of the wall facing the street. The main entrance to the ground floor unit would be accessed from the west (side) elevation. Access to the second-floor unit would be achieved via a portal facing Dorrance Way with a stairwell up to the unit. The duplex would be located towards the front of the site to allow for a large 1,499 square-foot common open yard area in the backyard.

As mentioned previously, this property is potentially vulnerable to future sea level rise (SLR), and could be impacted in the event of five-feet (or more) of SLR by 2100, according to the City’s SLRVAAP. Although the City’s Interim Sea Level Rise Guidance document does not apply to this site, the City is in the initial stages of crafting updated General Plan/Coastal Plan policies and zoning code standards that will require sea level rise considerations be taken into account for all new development in identified vulnerable areas. Accordingly, staff recommends that applicants take SLR adaptation into consideration for development applications, as the potential impacts from SLR could occur during the economic lifetime of any new development on the site. The revised project plans now reflect a finished floor elevation approximately 2-feet above the existing grade (as opposed to the conceptual plans at approximately 8-inches above existing grade), and approximately 1-foot higher than the existing residence’s finished floor elevation.

The Board should provide comments on the overall architectural style, massing, and neighborhood compatibility of the project.

General Plan/Coastal Plan- Land Use and Design

The City's Community Design Element of the General Plan contains both general over-arching citywide policies and specific subarea policies. The project site is in Design Subarea 1 (Beach Neighborhood).

Land Use Element

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.*

Policy LU-3b: *The Community Design Element shall guide the character of development, and represent a comprehensive statement of the community's visual objectives.*

Policy LU-3f: *Encourage the remodeling and revitalization of neighborhoods and commercial areas in accordance with principles established in the Community Design Element.*

Policy 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.*

The proposed new duplex represents an in-fill development project in an urbanized, developed part of the City's beach neighborhood that would result in a net gain of one dwelling unit on a site zoned for a density of up to two units. Such infill projects are generally encouraged by the above-stated Objective and Policies, provided they are executed in a manner that is consistent with other applicable City policies and regulations, as discussed below.

Citywide Community Design Element Objectives and Policies

Objective CD-1: *The size, scale and form of buildings on a parcel should be compatible with the adjacent 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.*

The surrounding neighborhood contains primarily vernacular one- and two-story cottage and craftsman style residences. A few Spanish/Mediterranean residences are located throughout the Beach Neighborhood, including the residence just east of the project site (former Stein residence). The size and massing of the proposed duplex is comparable to other two-story structures in the vicinity. However, the proposed height would be considerably taller than the immediately adjacent single-story structures. Given the predominance of single-story residences in the immediate vicinity, the height of the proposed two-story duplex could impact the privacy of surrounding neighbors, although the only second story deck is at the front of the project and oriented towards Dorrance Way rather than any immediate neighbors.

The Board should comment on the proposed architectural size, scale and form, and overall compatibility with the neighborhood.

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).*

Although views of the mountains are available from the site, the proposed project would not significantly block public views due to the project site's location on the south side of Dorrance Way. Views of the ocean are not available from the site.

Objective CD-5: *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.*

Policy CD-5a: *Main entrances to homes should be oriented to the street. Entry elements such as porches, stoops, patios and forecourts are encouraged. Such entry elements should be selected for their compatibility with the adjacent houses and the general neighborhood pattern.*

Policy CD-5b: *Garages should not dominate views from any public street.*

Policy CD-5c: *Low walls, low fences and hedges should be encouraged along the frontages to define the edge of the private yard area, where appropriate.*

Policy CD-5d: *Houses within a neighborhood may vary in materials and style, but strong contrasts in scale, color and roof forms should generally be avoided.*

Objective CD-10: *Areas with attractive frontages designs should be maintained. New development should be carefully planned with frontage areas, which maintain and enhance the quality of Carpinteria's streetscape.*

Policy CD-10b: *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.*

The project site fronts on Dorrance Way, which is one of the three streets to access the Beach Neighborhood from Linden Avenue. The narrowly paved street does not have sidewalks nor other improvements, and is regularly traveled by pedestrians and vehicles. Welcoming features to the proposed units include a decorative arched entry facing Dorrance Way and a low stucco wall with gates around the front yard area. Landscaping is proposed along the street in front of the wall. The garage comprises 18-feet, or 45% of the front elevation's width. The garages have been designed to be as small as possible to minimize the prominence of the garages as viewed from the street and have been well-articulated, making use of decorative materials and quality detailing. The updated plans now include an approximately 5-foot decomposed granite (DG) strip between the property line and the existing edge of pavement. The intent is to provide a buffer from the proposed low wall and

landscaping along the Dorrance Way property line to provide adequate line-of-sight and for pedestrian safety. The DG strip also allows for public on-street parking on the road shoulder.

The Board should comment on the proposal's consistency with the City's street frontage design objectives and policies.

Objective CD-13: *Ensure that lighting of new development is sensitive to the character and natural resources of the City and minimizes photo-pollution to the maximum extent feasible.*

Policy CD-13b: *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.*

Spanish lantern-style exterior lights are depicted on the provided details, and the proposed fixtures are indicated as dark sly compliant. No landscape lighting details are provided.

The Board should comment on the proposal's consistency with the City's lighting design objectives and policies.

Objective CD-14: *Protect and preserve natural resources by reducing energy consumption.*

Policy CD-14a: *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.*

CD-14-Implementation Policy 7: *Building orientation shall be designed to maximize natural lighting and passive solar heating and cooling.*

CD-14-Implementation Policy 8: *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.*

The project would be required to, at minimum, comply with current building and Title 24 code requirements for energy efficiency and conservation measures, including the provision of roof-mounted solar panels. Proposed landscaping appears to comply with the applicable design policies and water conservation requirements promoting the use of low water use and locally adapted species.

Subarea 1 (Beach Neighborhood) Objectives and Policies

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 primarily devoted to garages.*

CDS1-Implementation Policy 1: *New buildings should discourage the ground floor being dominated by garage doors or “boxy” building design.*

CDS1-Implementation Policy 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.*

CDS1-Implementation Policy 4: *No more than 50 percent of the facade width should be occupied by garage doors.*

CDS1-Implementation Policy 5: *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.*

CDS1-Implementation Policy 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.*

CDS1-Implementation Policy 8: *Building articulation is encouraged: e.g., balconies, bay windows, dormers, porches and pergolas.*

CDS1-Implementation Policy 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.*

The proposed design would be articulated with a combination of hip and shed roofs, a tower element, and portions of the front and side elevations stepped back in various locations. The arched entry cover and second story balcony add further depth to the proposal. A low stucco wall with pedestrian gate, picket fencing, and landscaping would separate the private front yard area from the street and provide a welcoming street presence. The garage comprises less than 50% of the front elevation’s width. The garages have been designed to be as small as possible to minimize the prominence of the garages as viewed from the street and have been well-articulated, making use of decorative materials and quality detailing. The revised project plans now reflect a finished floor elevation approximately 2-feet above the existing grade (as opposed to the conceptual plans at approximately 8-inches above existing grade), and approximately 1-foot higher than the existing residence’s finished floor elevation.

The Board should comment on the scale and character of the project consistent with the above Beach Neighborhood objectives and policies.

Beach Neighborhood Residential Design Guidelines

DG 1: *The primary dwelling should not be located beyond a side yard encroachment plane defined as follows: a 15-degree angle measured from the vertical at a point beginning six feet above the existing grade along the interior side property line(s). For street side yards, the standard setback shall be applied. Encroachments consistent with those defined in CMC Section 14.50.070, General Yard Regulations, (i.e., sills, belt courses, buttresses, cornices, chimneys, eaves, ornamental features and uncovered landings) are permitted.*

The proposed duplex does not encroach into the side yard encroachment plane, in compliance with DG 1, as depicted on the front elevation drawing on sheet A3.0.

DG 2: *New or modified buildings should be compatible with surrounding buildings and with the character of the Beach Neighborhood. The small beach town charm should be reflected in the scale and form of the building.*

As a result of the project revisions to lower the overall height by approximately 2.5 feet (including reducing the first-floor plate height by 1 foot), the size, bulk, and scale of the revised project is generally similar to, and compatible with, other two-story buildings in the Beach Neighborhood. A few Spanish/Mediterranean residences are located throughout the Beach Neighborhood, including the residence just east of the project site (former Stein residence), however the architectural style is not common in the Beach Neighborhood.

DG 3: *Buildings should be composed of varying masses. Variety in the shape, scale and design of buildings is encouraged throughout the neighborhood.*

DG 5: *Second floor frontages should be stepped in at least three feet from the ground floor façade in order to maintain single story elements along the street frontage and reduce the prominence of second floors.*

The massing of the proposed duplex is varied in the front between the one- and two-story portions, in addition to the arched entry and the second story balcony providing additional “stepping” to reduce the apparent mass from the street frontage. The proposed second-story is stepped back between three and 9.5-feet from the lower ground floor façade, therefore the proposed duplex complies with DG 5.

DG 7: *Maximum building heights over 26 feet for two-story structures are discouraged.*

The project height has been reduced to 23 feet, eight inches to comply with the recommended maximum height specified in DG 7.

DG 10: *Building facades longer than 20 feet should incorporate design features such as larger windows or off-set wall planes.*

The revised project elevations incorporate off-set wall planes, an entry arch with a tile surround, a tile accent below the front window, wooden garage doors, and arched windows facing the second story balcony, and “eyebrows” on the side elevations in compliance with this Design Guideline.

DG 11: *Greater side setbacks should be considered for multi-unit dwellings when located adjacent to single family dwellings.*

The proposed project is on a site located adjacent to a single-family dwelling on the west side and is sited with just the minimum required five-foot side yard setbacks. However, given the requirement to provide two garage spaces within the structure (which occupy approximately 45% of the structure width), it is likely that there are not opportunities to consider greater side setbacks on this 50-foot-wide lot.

DG 12: *Large roof masses should be avoided. Roofs should feature varied and articulated roof planes, which may include but are not limited to front-facing gables, cross gables or hipped roofs. Flat roofs and side-facing gables are discouraged.*

As discussed previously, the roof on the proposed duplex incorporates hip roofs and a shed roof element above the garage doors and on the side elevations, with the only gable roof element oriented towards the rear of the lot. These variations break up the roof mass and appear to comply with DG 12.

DG 13: *Frontages that include porches and/or yards where residents may sit or interact with the public realm are encouraged. A boundary such as a landscape feature between the public realm (i.e., the street or sidewalk) and the private realm (the private property) may exist, but not in a manner that prevents the desired interaction.*

DG 14: *Multi-unit residential buildings should include frontages that are welcoming to residents and visitors from the street. These frontages may include courtyards or gateways and should allow residents and visitors to interact with the surrounding public realm.*

DG 15: *Dwellings should include a pathway separate from the driveway to lead pedestrians from the front door to the street or sidewalk.*

The portion of the front yard west of the driveway would be surrounded by a low stucco wall with a pedestrian gate for access from Dorrance Way. The low wall and gate, the proposed patio seating area in the front yard, and 42-inch picket fence along each side the front yard setback area would create an open feeling between the public and private spaces while also welcoming and directing visitors from the street.

DG 17: *Garages and driveways should not dominate the habitable frontage of the dwelling. Garages that are placed out of view (such as detached garages placed at the rear of a lot) and accessed via a driveway or alley are preferred. Garages included as part of the frontage design are acceptable but should include measures to reduce their prominence (see DG 18).*

DG 18: *Garage design may include windows, trellises, separate doors, decorative trim and other architectural elements to enhance the aesthetics of the garage. When placed at the front of a house, garages should be set back from the main frontage and entry.*

The driveway and garages are located at the front of the duplex facing the street. The revised driveway width was reduced from 19-feet to 16-feet in response to the ARB's conceptual comments and to comply with the CMC. The garages have been designed to meet the minimum dimensions and will have separate doors. The face of the wall with the garages is set back five-feet from the front of the lower level of the duplex, and is covered by a shed roof with exposed wooden beams, rafter tails and supports. These design features help to reduce the visual impact of the garages facing the street.

DG 20: *The selected architectural style should include the primary identifying features indicative of that style.*

DG 21: *Elements such as windows and doors should be consistent in design with the architectural style, and when appropriate, should draw from elements in the existing neighborhood.*

DG 22: *Bay windows, dormers, balconies, covered porches and other decorative elements are encouraged when appropriate to the architecture of a building, particularly when these elements are oriented toward a public street, public space or open space.*

DG 23: *Fenestration should be provided to add architectural interest when facades are visible from the public realm.*

DG 24: *Exterior architectural detail and treatment should be carried around all sides of the building.*

DG 25: *Muted tones are encouraged or other colors determined to be appropriate by the Architectural Review Board.*

DG 26: *Second floor balconies, windows and decks that are oriented toward the public realm are preferred. When these features face adjacent private properties, they should be located and designed to protect privacy.*

The proposed design incorporates white stucco walls, a red tile roof, and exposed wooden beams with rafter tails, all of which are trademark features of the Spanish/Mediterranean architectural style. The architectural details, including the entry arch with a tile surround, other tile and stone accents, wooden doors and gates, and lantern style light fixtures are fine details that further embellish and add detail to the design. The second story balcony would primarily overlook the street, so minimal privacy impacts are anticipated. High windows on the west side of the second story are incorporated to reduce potential privacy impacts on the adjacent neighbor to the west.

The Board should comment on the architectural style, detailing, and color scheme.

DG 27: *Trees, shrubs and other low plantings should be compatible with the surrounding landscape and urban form. Plantings should include native or drought-tolerant species and trees that complement the public realm. Native species are encouraged where appropriate.*

DG 29: *Landscaping should allow visibility of the building and complement its architecture, without hindering privacy or causing excessive shading or leaf litter on adjacent lots.*

DG 30: *Hardscape materials should complement the building and be distinguishable from materials used in the public realm. Hardscape that incorporates varied materials, textures and designs is encouraged.*

DG 31: *Permeable materials are encouraged for all driveways and parking areas to reduce runoff.*

Landscaping includes perimeter plantings of queen palm and fruitless olive trees, agave and boxwood shrubs, and low groundcover plantings, along with a lawn and additional trees in the backyard. Lavender star plantings are proposed in an espalier fashion along the property line fence adjacent to the building. Planters are provided at the front of the site along Dorrance Way to provide a buffer along the street frontage while allowing visibility of the building. The driveway, front patio seating area, and access paths along each side of the building are comprised of permeable pavers.

DG 32: *Exposed walls should be finished with stone, stucco or other aesthetic treatment.*

DG 33: *Fences should be finished on both sides to create a uniform appearance as viewed from either side.*

DG 34: *Along street frontages, open fence types such as picket, wrought iron or post and rail are preferred. Chain-link and solid fencing materials are discouraged but if they are used, should be screened with landscaping to the height of the top of the fence or wall.*

As discussed previously, a new low stucco wall with gates is proposed to enclose the patio seating area in the front yard. This style of wall is consistent with the proposed Spanish/Mediterranean style of architecture for the duplex. A 42-inch picket fence is proposed along each side property line of the front yard setback area. A landscaped planter is proposed in front of the wall to provide screening and softening.

DG 36: *Outdoor lighting should include:*

- *Fully shielded fixtures positioned so that light is not visible above the horizontal plane of the fixture;*
- *Motion sensor and timers to keep lights off when not in use;*
- *Energy efficient light types with low watts and lumens;*
- *Fewest number of fixtures possible at minimum heights necessary; and*
- *Cutoffs for fixtures to prevent spillover onto neighboring properties.*

Spanish lantern-style exterior lights are depicted on the provided details, and the proposed fixtures are indicated as dark sly compliant. No landscape lighting details are provided.

The Board should comment on the proposed landscape, hardscape, and lighting design of the project consistent with the above Design Guidelines.

Circulation Element

Policy C-3c: *Review new development proposals to improve neighborhood circulation patterns and enhance the inter-neighborhood routing characteristics of the City's master plan.*

Policy 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.*

Policy C-8f: *Encourage pedestrian movement by providing pedestrian facilities that are direct and convenient, particularly in the beach and downtown areas.*

Policy C-9o: *Require well-designed walkways as a condition to new development approval.*

The site fronts on Dorrance Way, which is one of the three streets that provide access into the Beach Neighborhood from Linden Avenue. The narrowly paved street does not have sidewalks or other improvements, and is regularly traveled by pedestrians and vehicles. The proposal would introduce a new low stucco wall and a driveway with garages that would back-out onto Dorrance Way. The updated plans now include an approximately 5-foot decomposed granite (DG) strip between the property line and the existing edge of pavement. The intent is to provide a buffer from the proposed low wall and landscaping along the Dorrance Way property line to provide adequate line-of-sight and for pedestrian safety. The DG strip also allows for public on-street parking on the road shoulder.

Safety Element

Objective S-4: *Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from flooding.*

Although the project site is not currently located in the designated 100-year floodplain, it is located in an area projected to become increasingly vulnerable to flooding impacts. These vulnerabilities, as discussed above, are likely to become more pronounced in the future as a result of rising sea levels, as discussed in the City's SLRVAAP, which shows the subject property as being vulnerable to flooding impacts resulting from five-feet or more of sea level rise by 2100.

Although the City's Interim Sea Level Rise Guidance document does not apply to this site, the City is in the initial stages of crafting updated General Plan/Coastal Plan policies and zoning code standards that will require sea level rise considerations be taken into account for all new development in identified vulnerable areas. As such, the revised project plans now reflect a finished floor elevation approximately 2-feet above the existing grade (as opposed to the conceptual plans at approximately 8-inches above existing grade), and approximately 1-foot higher than the existing residence's finished floor elevation.

SUMMARY OF ISSUES

- Proposed Spanish/Mediterranean architectural style and overall design;
- Requested front setback and backout modifications as related to neighborhood compatibility;
- The architectural details and color scheme;
- The street frontage design;
- Compatibility with the beach neighborhood and “small beach town” character;
- Project exterior lighting; and
- Project landscape and hardscape design.

RECOMMENDATION

The Board should receive public comment and provide comments on the identified issue areas. If the Board finds the project consistent with the applicable design criteria, the Board should recommend preliminary approval with comments, to the Planning Commission.

ATTACHMENTS

- Attachment A- Preliminary Architectural Plans
Attachment B- Preliminary Colors and Materials Board
Attachment C- Story Pole Photographs
Attachment D- Conceptual ARB Meeting Minutes from December 15, 2022
Attachment E- Conceptual ARB Plans (Superseded)
Attachment F- Interim Sea Level Rise Guidance Document

Attachment A
Preliminary Architectural Plans

Coeler Duplex (4949 Dorrance Way)
Preliminary ARB Review
February 15, 2023



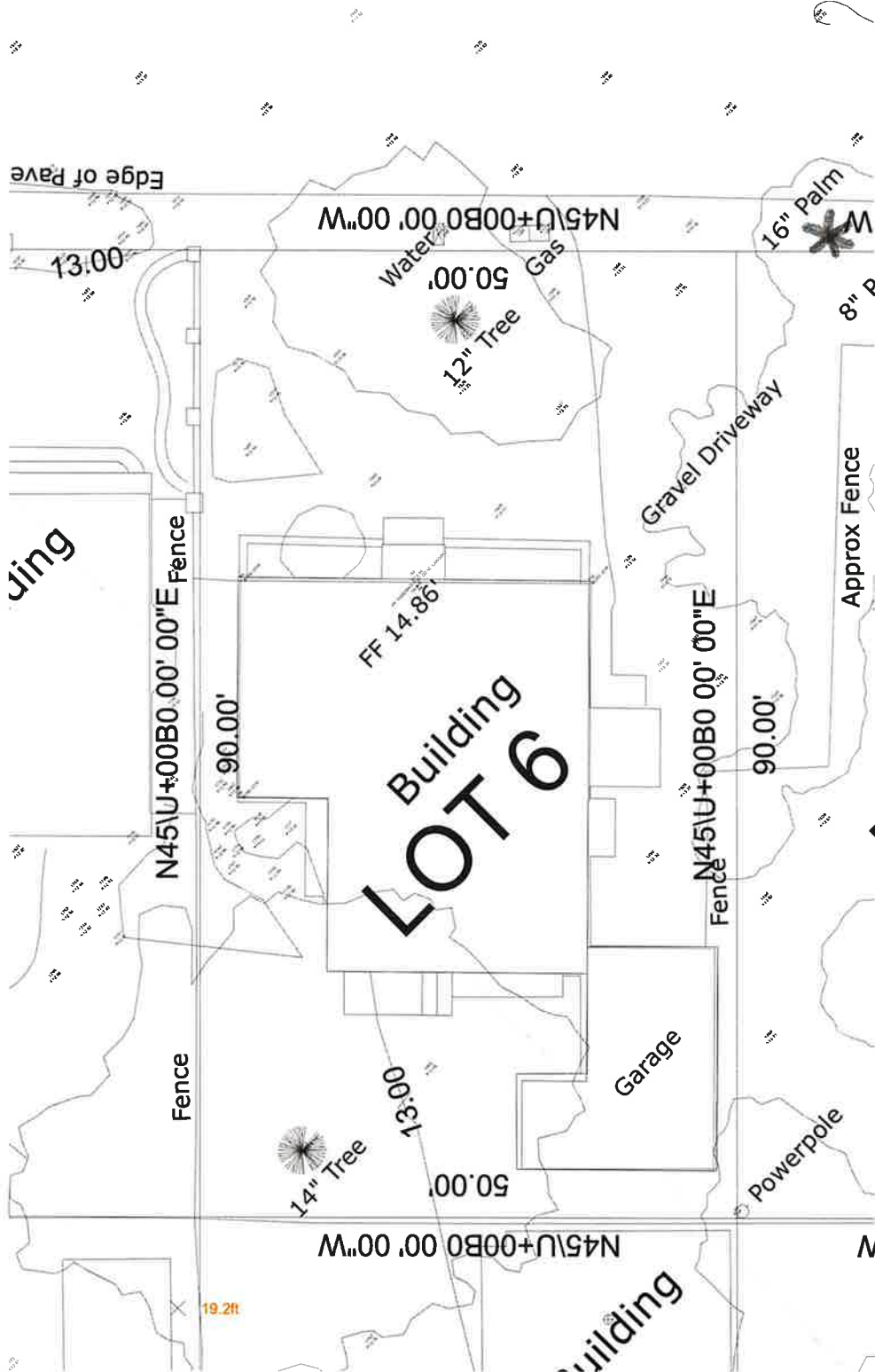
CITY CASE NUMBER
PLN2023-2233

4949 DORRANCE DUPLEX

4949 DORRANCE WAY
CARPINTERIA, CA 93013

ARB PRELIMINARY SUBMITTAL 12/01/2023

REVISION	DATE
NO DESCRIPTION	



LEGAL DESCRIPTION:

APN 003-1440-027
 Lot 1 and Lot 5 in Block B of the Town of Carpinteria, in the City of Carpinteria, County of Santa Barbara, State of California, in the J W Dorrance Re-Subdivision of Blocks 34, 40, 45, 56 and portions of Blocks 46 and 55, according to the map thereon recorded in Book 9 of Maps and Surveys, at Page 95, in the Office of the County Recorder of said County.

APN 003-440-010
 Lot 4 in Block "H" of the 1 W, Dorrance Subdivision of Blocks 31, 40, 45, 56 and portions of Blocks 46 and 55, in the City of Carpinteria, in the County of Santa Barbara, State of California,
 according to the map thereof recorded in Book 9, Page 95 of Maps and Surveys, in the Office of the County Recorder of said County.

[illegible][illegible]

CUT	0	CU YES	EXPORT	0	CU YES	DISPOSAL SITE	N/A
FILL	300 <th>CU YES</th> <td>IMPORT</td> <td>300 <th>CU YES</th> <td>THO</td> <td></td> </td>	CU YES	IMPORT	300 <th>CU YES</th> <td>THO</td> <td></td>	CU YES	THO	
REINFORCED CONCRECTION	390 <th>CU YES</th> <td></td> <td></td> <td></td> <td></td> <td>ALGAE NATURAL SLOPE IN THE AREA OF GRADING</td>	CU YES					ALGAE NATURAL SLOPE IN THE AREA OF GRADING
							1.5%



Know what's below.
Call before you dig.

CONTINUED

CITY OF CARPINTERIA
APPROVED BY:

ROBERT WILLIAM COMPANY

COELER RESIDENCE

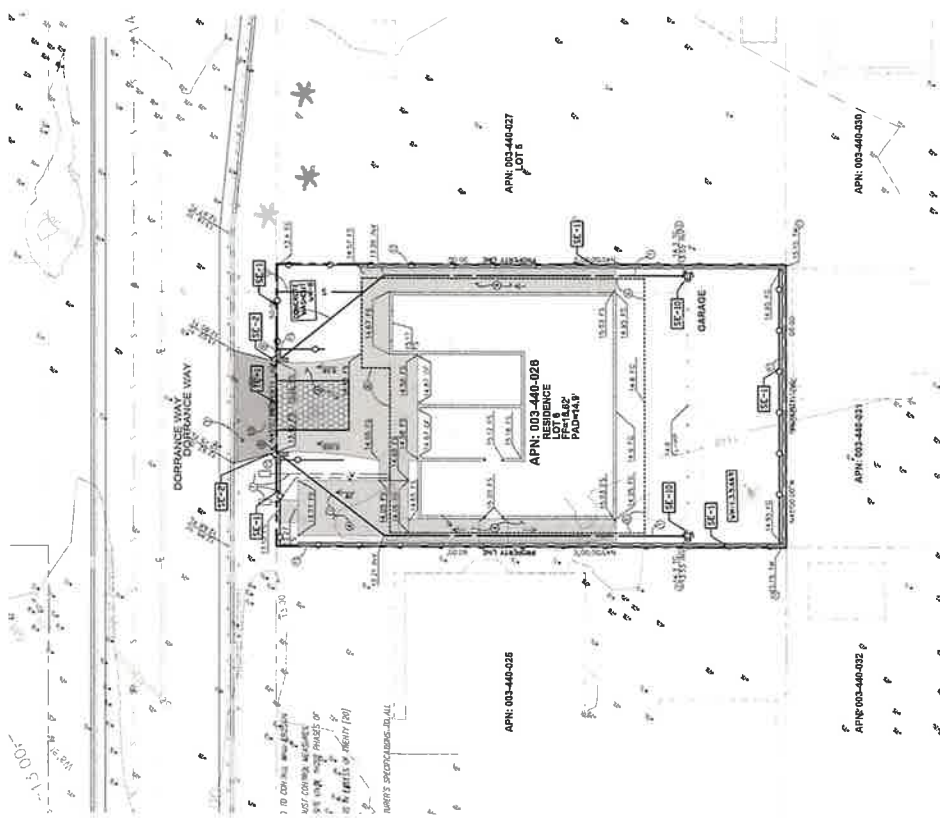
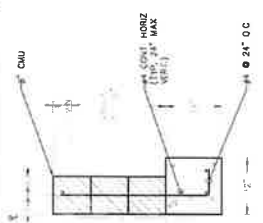
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PAGE	1 OF 2
DATE	11-11-2023



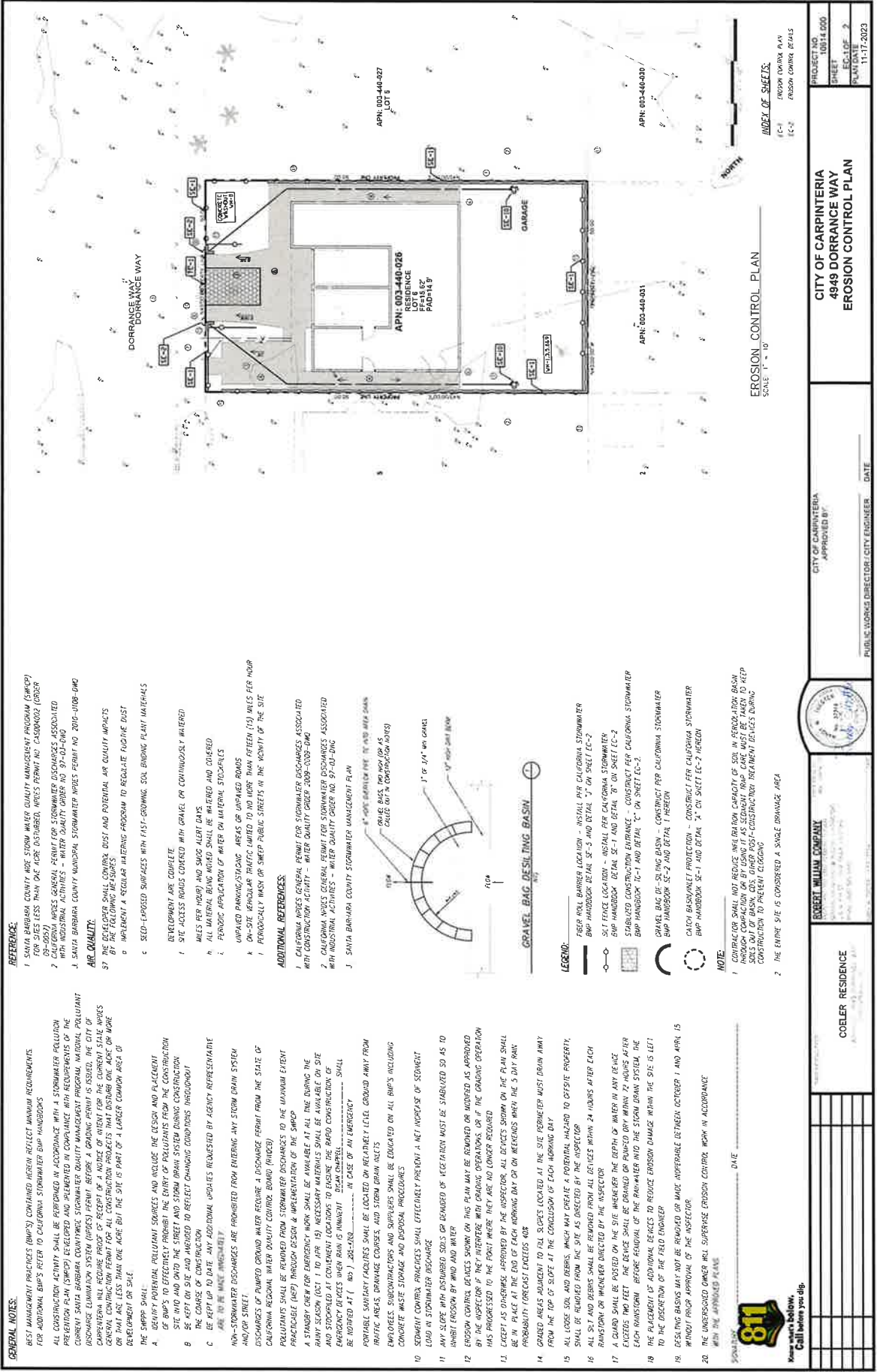
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SHEET	2 OF 2
PLAN DATE	11-11-2021

CITY OF CARPINTERIA
APPROVED BY

COELER RESIDENCE
 2049 NEGRAND WAY

[illegible][illegible]

VARIED HEIGHT SLOUGH WALL PER CONSTRUCTION NOTE (11)



- GENERAL NOTES:**
- BEST MANAGEMENT PRACTICES (BMP'S) CONTAINED HEREIN REFLECT MINIMUM REQUIREMENTS FOR ADDITIONAL BMP'S REFER TO CALIFORNIA STORMWATER BMP HANDBOOKS
- ALL CONSTRUCTION ACTIVITY SHALL BE PERFORMED IN ACCORDANCE WITH A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) DEVELOPED AND IMPLEMENTED IN COMPLIANCE WITH REQUIREMENTS OF THE CURRENT SANTA BARBARA COUNTY STORMWATER QUALITY MANAGEMENT PROGRAM, NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT, BEFORE A GRADING PERMIT IS ISSUED, THE CITY OF CARPINTERIA WILL REQUIRE PROOF OF RECEIPT OF A NOTICE OF INTENT FOR THE CURRENT STATE NPDES PERMIT. CONSTRUCTION PERMIT FOR ALL CONSTRUCTION PROJECTS THAT DISTURB ONE ACRE OR MORE OF LAND ARE LESS THAN ONE ACRE BUT THE SITE IS PART OF A LARGER COMMON AREA OF DEVELOPMENT OR SALE.
- THE SWPPP SHALL:
- A. IDENTIFY POTENTIAL POLLUTANT SOURCES AND INCLUDE THE DESIGN AND PLACEMENT OF BMP'S TO EFFECTIVELY PREVENT THE ENTRY OF POLLUTANTS FROM THE CONSTRUCTION SITE TO ADJACENT AREAS.
 - B. BE KEPT ON SITE AND ADJUSTED TO REFLECT CHANGING CONDITIONS THROUGHOUT THE COURSE OF CONSTRUCTION.
 - C. BE KEPT UP TO DATE. ANY ADDITIONAL UPDATES REQUESTED BY AGENCY REPRESENTATIVE ARE TO BE MADE IMMEDIATELY.
- NON-STORMWATER DISCHARGES ARE PROHIBITED FROM ENTERING ANY STORM DRAIN SYSTEM AND/OR STREET.
- DISCHARGES OF PUMPED GROUND WATER REQUIRE A DISCHARGE PERMIT FROM THE STATE OF CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD (RWQCB).
- POLLUTANTS SHALL BE REMOVED FROM STORMWATER DISCHARGES TO THE MAXIMUM EXTENT PRACTICABLE (NPDES) THROUGH DESIGN & IMPLEMENTATION OF THE SWPPP.
- A STANDBY CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON (OCT. 1 TO APR. 15). NECESSARY MATERIALS SHALL BE AVAILABLE ON SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO ENSURE THE RAPID CONSTRUCTION OF EMERGENCY DEVICES WHEN RAIN IS IMMINENT. DRAIN CHANNELS SHALL BE NOTIFIED AT (805) 302-2828 IN CASE OF AN EMERGENCY.
- PORTABLE SANITARY FACILITIES SHALL BE LOCATED ON RELATIVELY LEVEL GROUND AWAY FROM TRAFFIC AREAS, DRAINAGE COURSES, AND STORM DRAIN ALLEYS.
- EMPLOYEES, SUBCONTRACTORS AND SUPPLIERS SHALL BE EDUCATED ON ALL BMP'S INCLUDING CONCRETE WASTE STORAGE AND DISPOSAL PROCEDURES.
10. SEDIMENT CONTROL DEVICES SHALL EFFECTIVELY PREVENT A NET INCREASE OF SEDIMENT LOAD IN STORMWATER DISCHARGE.
11. ANY SLOPE WITH DISTURBED SOILS OR DEGRADED VEGETATION MUST BE STABILIZED SO AS TO PREVENT EROSION BY WIND AND WATER.
12. EROSION CONTROL DEVICES SHOWN ON THIS PLAN MAY BE REMOVED OR MODIFIED AS APPROVED BY THE INSPECTOR IF THE INTERFERENCE WITH GRADING OPERATIONS OR IF THE GRADING OPERATION HAS PROCEEDED TO THE POINT WHERE THEY ARE NO LONGER REQUIRED.
13. EXCEPT AS OTHERWISE APPROVED BY THE INSPECTOR, ALL DEVICES SHOWN ON THE PLAN SHALL BE IN PLACE AT THE END OF EACH WORKING DAY OR ON WEEKENDS WHEN THE 5 DAY RAIN PROBABILITY FORECAST EXCEEDS 60%.
14. GRADED AREAS ADJACENT TO FILL SLOPES LOCATED AT THE SITE PERMITS MUST DRAIN AWAY FROM THE TOP OF SLOPE AT THE CONCLUSION OF EACH WORKING DAY.
15. ALL LOOSE SOIL AND DEBRIS, WHICH MAY CREATE A POTENTIAL HAZARD TO OFFSITE PROPERTY, SHALL BE REMOVED FROM THE SITE AS DIRECTED BY THE INSPECTOR.
16. ALL SILT AND DEBRIS SHALL BE REMOVED FROM ALL DEVICES WITHIN 24 HOURS AFTER EACH RAINFALL OR WHENEVER DIRECTED BY THE INSPECTOR.
17. A GUARD SHALL BE POSTED ON THE SITE WHENEVER THE DEPTH OF WATER IN ANY DEVICE EXCEEDS TWO FEET. THE DEVICE SHALL BE DRAINED OR PUMPED DRY WITHIN 72 HOURS AFTER EACH RAINFALL. BEFORE REMOVAL OF THE RAINWATER INTO THE STORM DRAIN SYSTEM, THE EACH RAINFALL OF ADDITIONAL DEVICES TO REDUCE EROSION DAMAGE WITHIN THE SITE IS LEFT TO THE DISCRETION OF THE FIELD ENGINEER.
18. DESTABILIZING BASINS MAY NOT BE REMOVED OR MADE INOPERABLE BETWEEN OCTOBER 1 AND APRIL 15 WITHOUT PRIOR APPROVAL OF THE INSPECTOR.
19. THE UNDERSIGNED OWNER WILL SUPERVISE EROSION CONTROL WORK IN ACCORDANCE WITH THE APPROVED PLAN.
- DATE _____
- 811** **Call before you dig**
- COLEER RESIDENCE**
- EROSION CONTROL PLAN**
- SCALE: 1" = 10'
- INDEX OF SHEETS:**
- EC-1 EROSION CONTROL PLAN
 - EC-2 EROSION CONTROL DETAILS
- CITY OF CARPINTERIA**
APPROVED BY: _____
PUBLIC WORKS DIRECTOR/CITY ENGINEER
- CITY OF CARPINTERIA**
4949 DORRANCE WAY
EROSION CONTROL PLAN
- PROJECT NO. 10814.000
SHEET 2
EC-1 OF 2
DATE 11-17-2023

[illegible]

1. CATCH BASIN/INLET PROTECTORS SHALL BE INSTALLED UP-STREAM WHERE IS A POTENTIAL OF OVERFLOW OR DOWN-STREAMS DRAIN DISCHARGED INTO IT.
2. INLET PROTECTION IS REQUIRED ALONG WITH OTHER POLLUTION PREVENTION MEASURES SUCH AS FERTILIZER CONTROL, SOIL STABILIZATION AND WEEDS TO PREVENT TRUCKING INTO THE DRAINAGE SYSTEM.
3. INLET PROTECTION SHALL BE USED TO AVOID CREATING STAGNANT WATERS.
4. INCLUDE INLET PROTECTION MEASURES AT ALL FILLURE VENTURES AND PIPE DRAINAGE SHAFTS.
5. INLET PROTECTION SHALL BE USED TO PREVENT TRUCKS AND OTHER VEHICLES FROM ENTERING THE DRAINAGE SYSTEM.
6. INLET PROTECTION SHALL BE USED TO PREVENT TRUCKS AND OTHER VEHICLES FROM ENTERING THE STORM DRAIN SYSTEM.
7. DRAINAGE SHAFTS SHALL BE REPLACED IMMEDIATELY.
8. ADDITIONAL DRAINAGE SYSTEM TRAPS SHALL BE PLACED AT INTERVALS AS INDICATED ON

1. CONTINUE THE SALT TIECE ALONG A LEVEL CONTOUR.
2. REPEAT STEPS THREE THROUGH TEN UNTIL THE DESIRED AREA IS COMPLETELY STABILIZED.
3. REMOVE STABILIZER FROM THE SANDY TO FINE SANDS AND FINE SANDS AND FINE SANDS REMOVAL EQUIPMENT BE PASS THROUGH THE SALT TIECE AND THE END OF SALT TIECE. DO EVERY OBSERVATIONS ABOUT 100 TO 20 FT. OF POUNDING AREA SHALL BE PROVIDED FOR DRY-AGE DRAINAGE TO THE DRAIN.
4. TOWARD THE END OF THE TIECE TIECE OPTIMAL TO PREVENT STABILIZER FROM FLOWING.
5. START AN OBSERVATION ON SALT TIECE AREA IMMEDIATELY BEHINDING FROM THE TIECE.
6. DO NOT PASS TO THE NEXT STAGE OF STABILIZER FLOWING IMMEDIATELY.
7. WHEN STABILIZER FLOWING STABLE IS REACHED A MINIMUM SUFFICIENT TIECE SHALL BE PASSED THROUGH THE SALT TIECE. THE TIECE MUST BE USED TO COVER APPROPRIATE WAYS. STABLES AT LEAST 1 INCH LONG, THE WIDTH OF THE TIECE.
8. REPEAT ALSO IN THE NEXT STAGE OF STABILIZER FLOWING. WHEN STABILIZER FLOWING COMPLETELY

1. TREATMENT AND OTHER MATERIALS SHALL BE PROVIDED FROM THE CITY OR A SOURCE OTHER THAN THE CITY. THE CITY SHALL NOT BE RESPONSIBLE FOR THE COST OF THE TREATMENT AND OTHER MATERIALS. THE CITY SHALL NOT BE RESPONSIBLE FOR THE COST OF THE TREATMENT AND OTHER MATERIALS. THE CITY SHALL NOT BE RESPONSIBLE FOR THE COST OF THE TREATMENT AND OTHER MATERIALS.

REMOVE ALL SEDIMENT DEPOSITED ON PAVES SURFACES IMMEDIATELY.
IF TRAFFIC PAVED AREAS THAT RECEIVE CONTRASTION TRAFFIC WHENEVER SEVERE BECOMES
VISIBLE
ADDITION, WASHING WITH WATER IS RECOMMENDED IF IT RESULTS IN A DISCHARGE TO THE STREET
DRAIN SYSTEM.

APPLY BNP MW-1 FROM THE 2015 CALIFORNIA STEELWATER BNP HANDBOOK FOR CONSTRUCTION
AVAILABLE AT www.caltrembooks.com

- MATERIALS, DELIVERY, AND STORAGE AREAS SHOULD BE LOCATED NEAR THE CONSTRUCTION ENTRANCES TO THE PROJECT TO MINIMIZE TRAFFIC AND TO FACILITATE THE DELIVERY OF MATERIALS.
- MATERIALS SHOULD BE STORED IN THEIR ORIGINAL CONTAINERS AND THE ORIGINAL PRODUCT LABELS SHOULD BE MAINTAINED IN PLACE IN A LEGIBLE CONDITION.
- MATERIALS SHOULD BE STORED IN AREAS THAT ARE PROTECTED BY A CURB OR FENCE TO PREVENT THE SECONDARY CONTAMINATION. SUCH AREAS SHOULD BE PROVIDED TO PROTECT THE PROTECTION FROM WIND AND RAIN. MATERIALS SHOULD BE COVERED DURING NON-WINDING DAYS AND PRIOR TO AND DURING RAIN OR WIND EVENTS.
- LIQUIDS AND SUBCORNERS SHOULD BE TREATED IN PROPER MATERIAL DELIVERY AND STORAGE PRACTICES AND BE INCARCERATED IN SPILL CLEANUP PROCEDURES.

A diagram showing a concrete washout area and a refuse containment area. The concrete washout area is a rectangular area with a sloped bottom. The refuse containment area is a larger area with a sloped bottom and a curved edge. A truck is shown with its rear end in the concrete washout area, and its front end in the refuse containment area. The truck has two large wheels visible. The diagram is labeled with 'CONCRETE WASHOUT AREA' and 'REFUSE CONTAINMENT AREA'.

1. FERTILE AND WHITE CONCRETE SHALL NOT BE WASHED INTO THE STREET OR INTO A DRAINAGE SYSTEM.

1. FUELING SHALL BE PERFORMED IN A DESIGNATED AREA AWAY FROM ROVINADE CHARGES
2. APPROPRIATE CLEANUP MATERIALS SHALL BE ON SITE AND USED IMMEDIATELY IN THE EVENT OF
A SPILL
3. REFUEL SHALL BE DONE AWAY FROM ROVINADE CHARGES AND ROVINADE CHARGES

Diagram illustrating a mechanical assembly, likely a pump or motor component, with labels: ASSUREMENT CLOUPEAU and CLAVANON.

1. **LOADING, UNLOADING, AND COUNTRYSIDE SHALL NOT BE ALLOWED ON-ROUTE EQUIPMENT AND VEHICLES SHALL BE STOPPED IMMEDIATELY FOR LEAKS AND SHALL BE REPAIRED IMMEDIATELY.** CLEAN UP SPILLS AND LEAKS PROMPTLY WITH APPROPRIATE MATERIALS.

2. **ALL TRUCKS MUST WEAR:**

- a. **SPILL KITS**
- b. **SPILL CLEANUP MATERIALS**
- c. **SPILL CLEANUP EQUIPMENT**
- d. **SPILL CLEANUP PERSONNEL**
- e. **SPILL CLEANUP PROCEDURES**
- f. **SPILL CLEANUP TRAINING**
- g. **SPILL CLEANUP RECORDS**
- h. **SPILL CLEANUP INSPECTION**
- i. **SPILL CLEANUP INSPECTION REPORTS**
- j. **SPILL CLEANUP INSPECTION RESULTS**
- k. **SPILL CLEANUP INSPECTION CORRECTIVE ACTION**
- l. **SPILL CLEANUP INSPECTION CORRECTIVE ACTION REPORTS**
- m. **SPILL CLEANUP INSPECTION CORRECTIVE ACTION RESULTS**
- n. **SPILL CLEANUP INSPECTION CORRECTIVE ACTION CORRECTIVE ACTION**
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A line drawing of a hand pump sprayer nozzle. It features a cylindrical body with a handle on top and a spray wand extending from the bottom. The spray wand has a trigger gun at the end, which is shown spraying a fine mist. The nozzle is labeled with '1' and '2'.

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NO.	REVISION	DATE



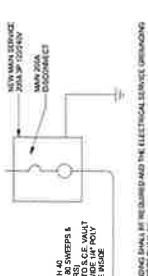
SETBACK EXHIBIT
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SCALE 1" = 1'-0"

8-of Pavement

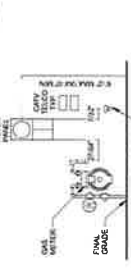


SITE PLAN
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SCALE 1" = 1'-0"

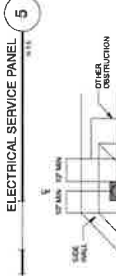
NEW 800 AMP PANEL



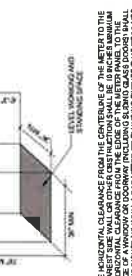
METER ASSEMBLY SEPARATION



ELECTRICAL SERVICE PANEL



ELECTRICAL METER INSTALL

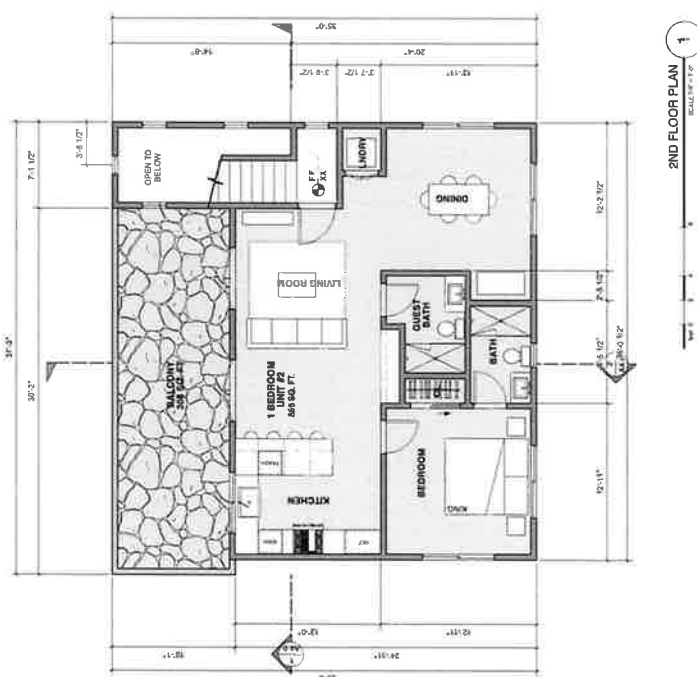
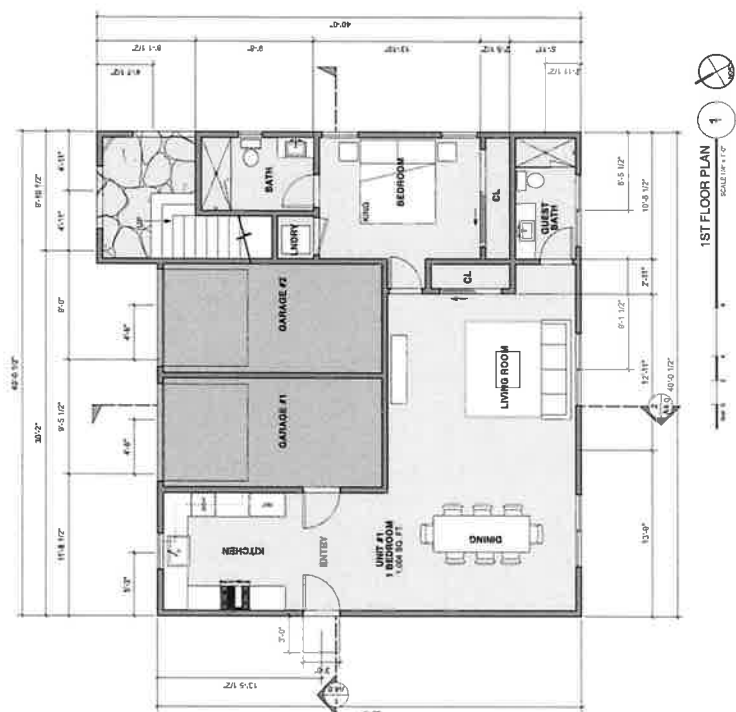


CONCRETE WASHOUT

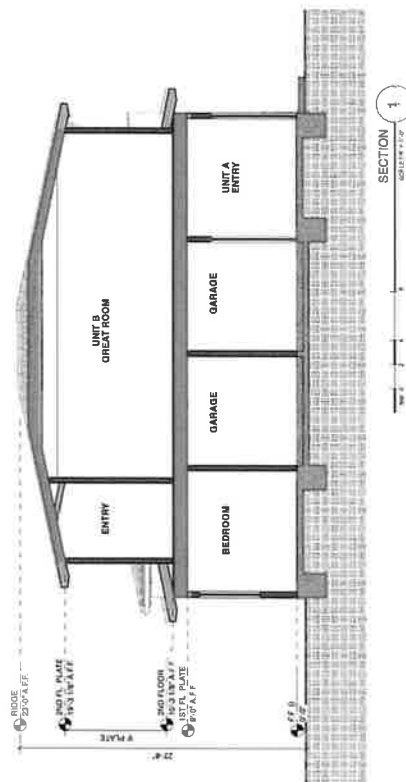


REVISIONS, COMMENTS AND BIDDING NOTES

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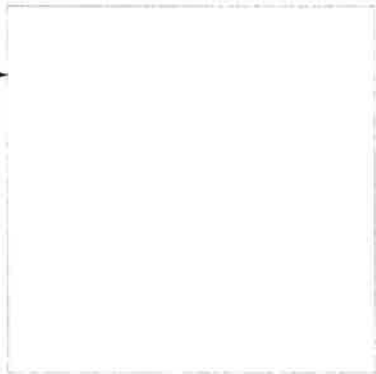
3 NORTH ELEVATION (STREET)



Attachment B
Preliminary Colors and Materials Board

Coeler Duplex (4949 Dorrance Way)
Preliminary ARB Review
February 15, 2023

EXT. STUCCO



MANUFACTURER:
LA HABRA

COLOR:
50 CRYSTAL WHITE

TILE ROOF



MANUFACTURER:
BORAL

COLOR:
2-PIECE BOOSTED
BARCELONA CAPS
ON ALL EDGES
AND FOR FIRST
THREE ROWS ON
ALL EAVES, WITH
BOOSTED CAPS
MIXED
IN FOR 15% OF
FIELD, CASA
GRANDE BLEND

EXT. WOOD
STAIN



MANUFACTURER:
CABOT

COLOR:
CHESTNUT
BROWN

PATH LIGHT



MANUFACTURER:
HAMPTON BAY

COLOR:
DARK BRONZE

2.3 WATT LED
PATH LIGHT

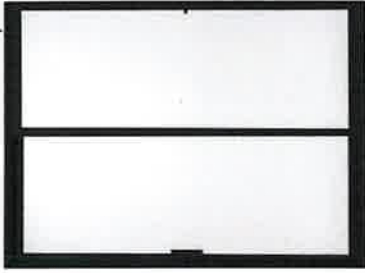
SANTA BARBARA
SANDSTONE



MANUFACTURER:
NATURAL STONE

5 POINT DESIGN

WINDOWS &
DOORS



MANUFACTURER:
ANDERSON A-SERIES

COLOR:
BLACK

DARKSKY
LIGHT FIXTURE



MANUFACTURER:
MAXIM

MODEL:
WHISPER DARK SKY
LED:

1-8 WATT INTEGRATED

CHAPPELL
ARCHITECTURE

COMMERCIAL - RESIDENTIAL

4353 BARTON RD
LOS ANGELES, CA 90050
805.852.1677

PROJECT: **4949 DORRANCE DUPLEX**

LOCATION: 4949 DORRANCE, CARPINTERIA, CA 93013

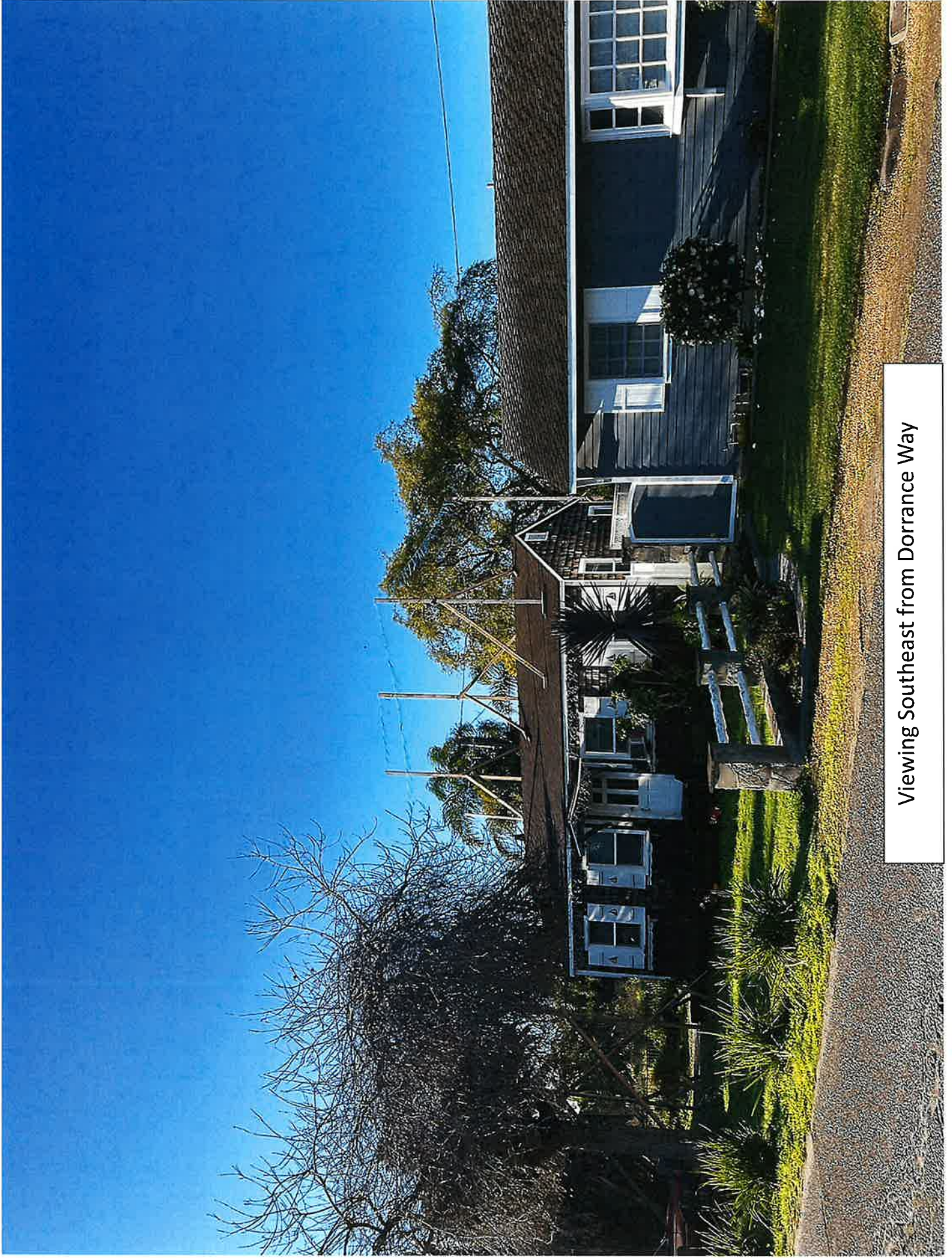
OWNER: PB LIVING TRUST

MATERIAL BOARD

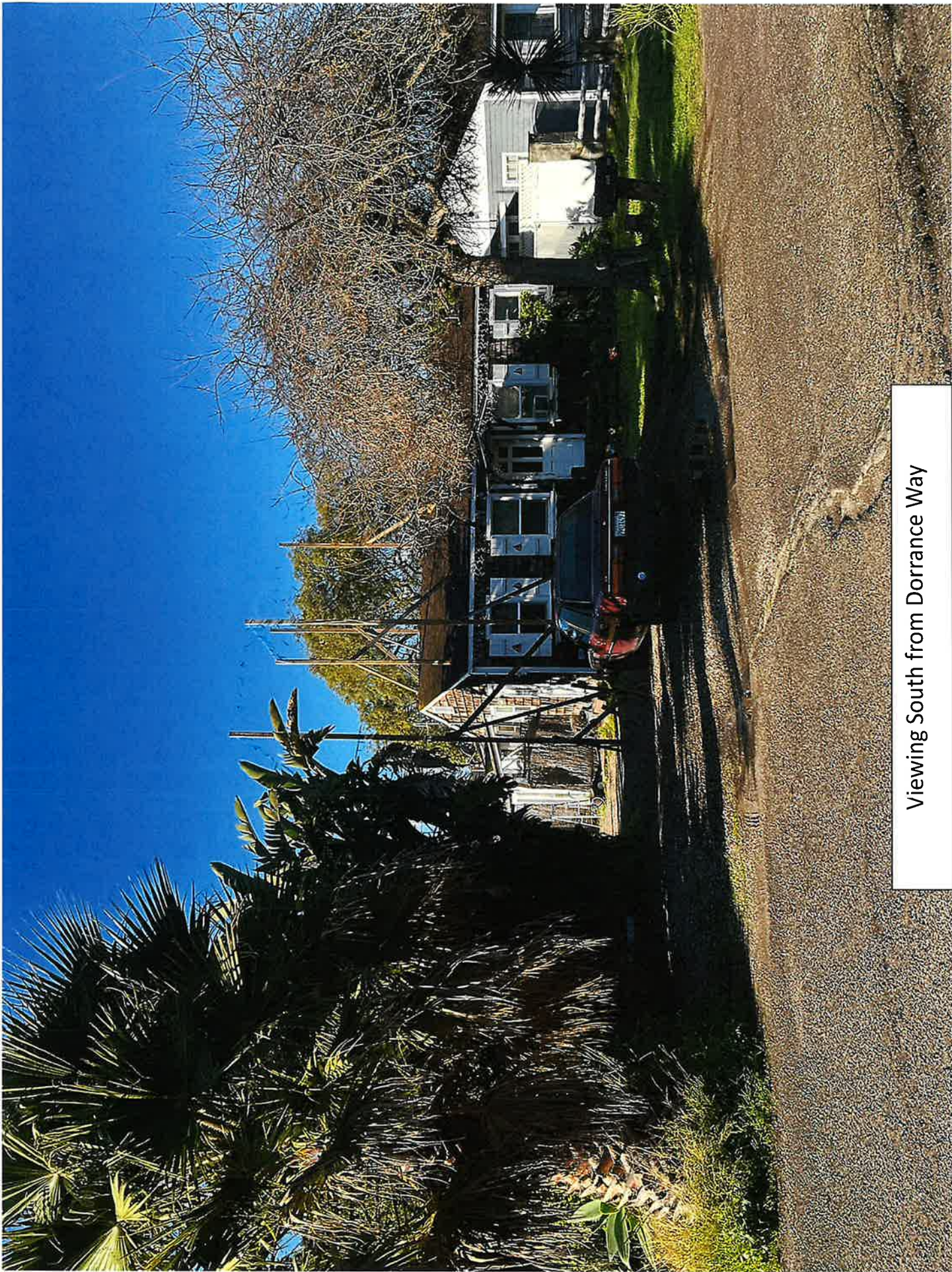
11/29/2023

Attachment C
Story Pole Photographs

Coeler Duplex (4949 Dorrance Way)
Preliminary ARB Review
February 15, 2023



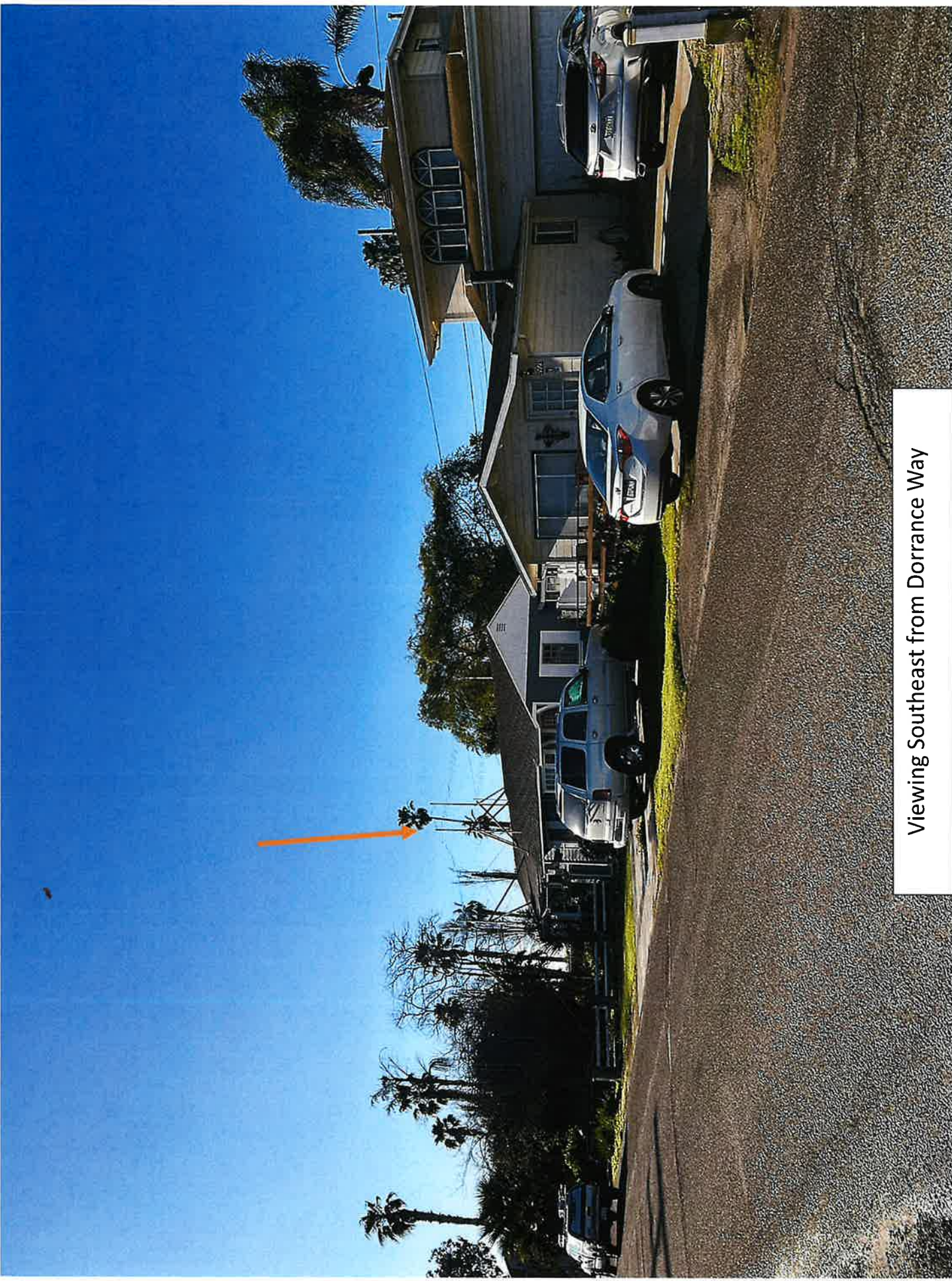
Viewing Southeast from Dorran Way



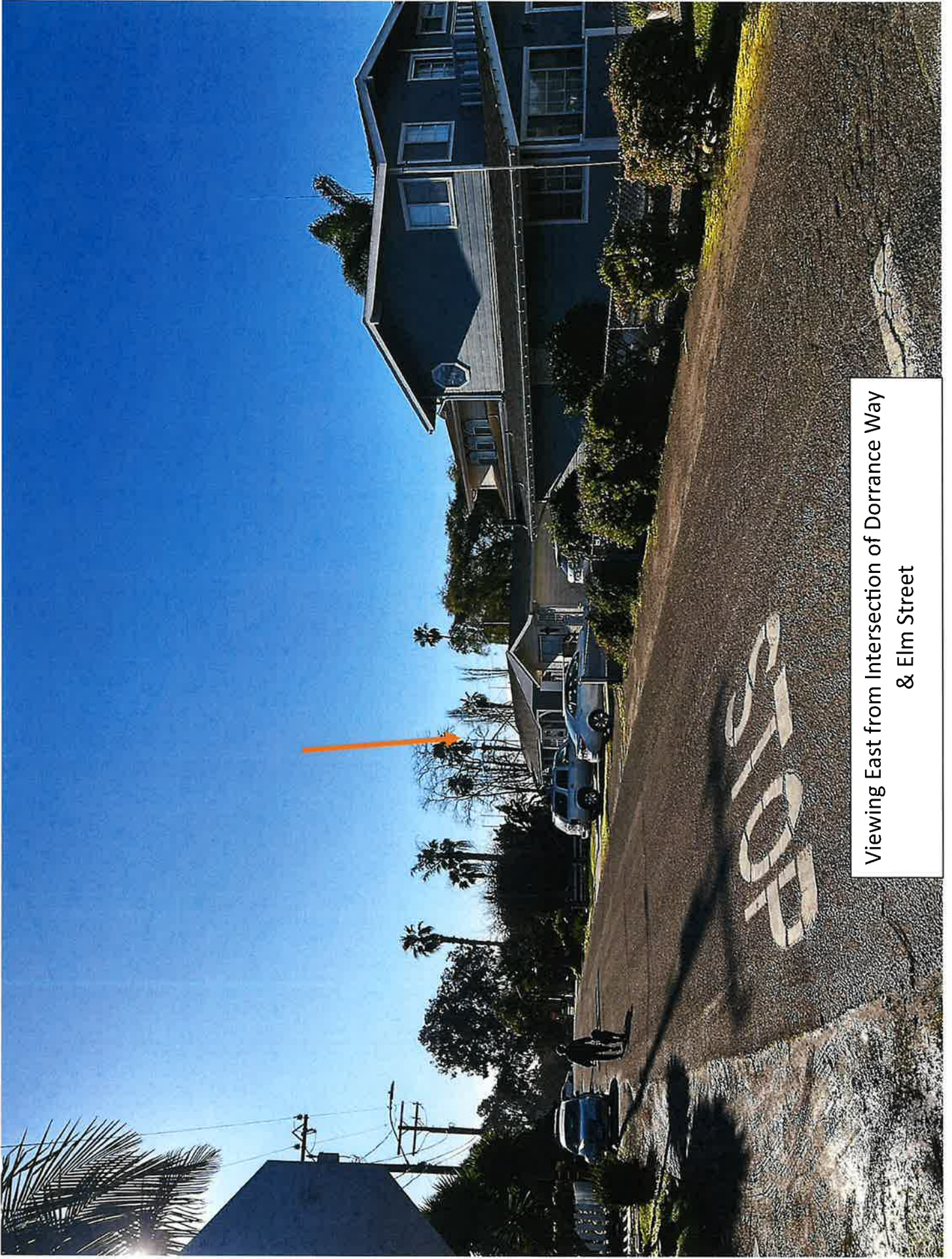
Viewing South from Dorrance Way



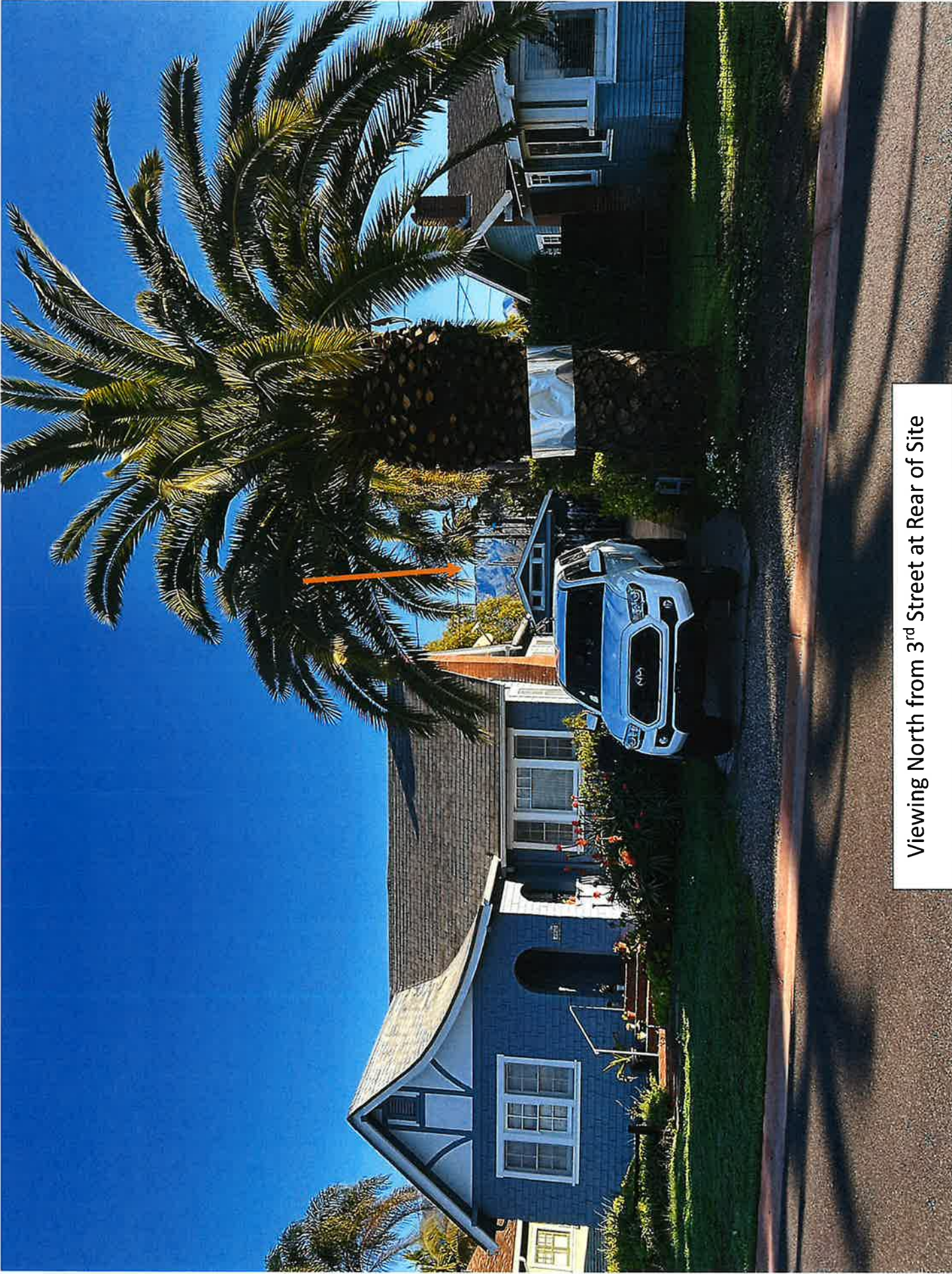
Viewing Southwest from Intersection of
Dorrance Way & Linden Ave



Viewing Southeast from Dorrance Way



Viewing East from Intersection of Dorrance Way
& Elm Street



Viewing North from 3rd Street at Rear of Site

Attachment D

Conceptual ARB Meeting Minutes from December 15, 2022

Coeler Duplex (4949 Dorrance Way)
Preliminary ARB Review
February 15, 2023

ACTION MINUTES

The meeting was called to order at 5:30 p.m. by Vice Chair Blakemore.

ROLL CALL

Boardmembers present: Amy Blakemore, Vice Chair
Richard Johnson
Patrick O'Connor
Jim Reginato

Boardmembers absent: Brad Stein, Chair

OTHERS PRESENT: 8 members of the public were in attendance.

PUBLIC COMMENT: None.

PROJECT REVIEW

- 1) **Project:** Flourish Pool and Trellis, Project 22-2172-ARB/CDP
Address: 5637 Calle Pacific
Applicant: C.J. Bonura, contractor, for Lauren Kasmer
Planner: Syndi Souter

Request of C.J. Bonura, contractor, for Lauren Kasmer, to consider Project 22-2172-ARB/CDP for final review of a request to construct a new swimming pool, louvered wall and 471 square-foot shade trellis, fire pit, hammock, new flatwork, and new landscaping. An existing swimming pool would be demolished as part of the project. The property is a 6,710 square foot parcel zoned Single Family Residential (6-R-1) and shown as APN 003-351-037, addressed as 5637 Calle Pacific.

Staff presented the updated project and explained the ways the applicant revised the plan to respond to previous comments from the ARB. Staff noted that all or most of the ARB comments appeared to have been addressed and was recommending approval to the ARB.

C.J. Bonura provided additional details about some of the changes made to the project. He noted the shared property line fence is proposed to be placed on the property line and would run up to the palm tree(s), leave a gap for the tree(s) and then pick up on the other side so as to provide a continuous enclosed property line fence while also leaving the tree(s) in place.

Public Comment:

Sue Boynton, 5632 Calle Pacific, shared her frustration with the years-long duration of construction occurring at this house and the associated noise, dust, and visual impacts. She inquired as to how debris removal for demolition of the existing pool would be accomplished. Staff responded that construction hours can be conditioned to provide neighbors with a break from construction noise on evenings and weekends. Likewise, dust control measures are required to be employed during construction and neighbors may call the building inspector or APCD if dust control measures are not being adhered to. Finally, staff acknowledged that demolition and debris removal is likely to be staged and transported through the front yard, and asked that the applicant reach out to affected neighbors to coordinate on timing and possible "good neighbor" efforts to mitigate impacts.

David Ledig, 5641 Calle Pacific, noted he was mainly concerned with the shared property line fence between his family's property and the subject property. He noted the neighbor's existing palms interfere with the proposed fence placement on the property line and the palms encroach into his family's property. He noted as the trees continue to grow, they will continue to become a maintenance issue for the upkeep of the property line fence and also create maintenance issues for his family's property and access to/upkeep of their detached garage located in close proximity to the proposed fence. He expressed his preference to see the trees relocated or removed, and a continuous fence or wall constructed on the property line between the two properties.

Julie Songer-Ledig, 5641 Calle Pacific, noted there was a continuous shared property line fence between these two properties previously. She also noted that one of the existing palms is already only four inches from the garage on her family's property and during wind events, the tree hits their garage.

Boardmember Discussion:

Boardmember Johnson inquired about various construction details like for the fence construction design and how the trellis beam would be boxed in. He also inquired about pool and decking colors. He observed that the applicant is proposing to maintain the existing rear gate which opens mid-run onto the existing stairs without the benefit of a landing. He noted that if the Building Inspector requires this to be corrected or brought up to Code, that the ARB will want to see the revised solution. Finally, he noted that he did not see any security issues with integrating the existing palms into the new property line fence.

Boardmember Reginato shared his preference for the fire pit to use a cleaner alternative fuel source (rather than natural gas). He was skeptical of the fence's security and stability if gaps are left in the fence line for the existing palms to pass through. He expressed his preference for the palms to be relocated or removed. He urged the applicant to work with the neighbors to develop a solution to the encroaching trees and the new property line fence that both parties could agree to.

Boardmember O'Connor commented on the apparent size of the fire pit and the anticipated natural gas consumption. He echoed Boardmember Reginato's encouragement to consider alternative cleaner fuel sources. He agreed with the other Boardmembers that now is the right time to broker a mutually agreed upon solution to the encroaching trees and property line fence, and that the rear gate opening mid-stair run is awkward. Finally, he noted that the views of the property from the park lands behind have been addressed and the aesthetics are good.

Boardmember Blakemore reiterated that the encroaching trees are an issue for the neighbors and urged the applicant to work with the neighbors to find a mutually agreeable solution. She also suggested the applicant consider a smaller evergreen tree species in lieu of the proposed Sycamore, noting that the Sycamore was too large of a tree for the provided space and the maintenance issues with planting of a deciduous tree near the pool. She suggested swapping it out for a Santa Cruz Ironwood or an arbutus tree. She also thought the California Bay was too large for the space provided. She reminded the applicant that SCE will top any trees that grow too near the overhead power lines.

ACTION: Motion by Boardmember Reginato, seconded by Boardmember Blakemore to recommend final approval to the Director with the following comments:

- Provide construction details for the fence;

- Address Boardmember recommended changes to the landscape plan (i.e., Sycamore and Bay);
- Resolve property line fence issues with neighbor in a mutually agreeable manner and show the solution on the building plans;
- Revised plans to be reviewed and approved by Boardmember Reginato prior to building permit issuance.

VOTE: 4-0

- 2) Project: Coeler New Duplex Concept, Project 22-2177-CON
Address: 333 Linden Avenue
Applicant: Dylan Chappell, architect, for Peter and Barbara Coeler
Planner: Syndi Souter

Request of Dylan Chappell, architect, for Peter and Barbara Coeler, to consider Project 22-2177-CON for conceptual review of a proposal for a new 2,307 square foot two-story duplex with a maximum height of 24 feet and two attached one-car garages totaling 352 square feet, for a total size of 2,659 square feet. The site is 5,287 square feet in size and is zoned Planned Residential Development (PRD-20) shown as APN 003-440-028, addressed as 333 Linden Avenue.

Staff presented the conceptual plans for the three contemplated duplexes together (333 Linden Ave; 4949 Dorrance Way; and 4934 Dorrance Way), describing the particular details of each and some of the issue areas that staff wished for the Board and applicant to consider. These included various Zoning Code Modification requests needed for the concept designs as shown (driveway width; driveway exiting; front setback encroachments); architectural style, variety and neighborhood compatibility; and flood hazards / sea level rise considerations.

Architect Dylan Chappell described the three duplexes. He noted the chosen architectural style was intended to complement the main residence on the corner of Linden Avenue and Dorrance Way, but that the architectural styles could be changed or made more varied. He explained that the building layouts and floor plans was intended to make the buildings read like single family dwellings rather than duplexes in terms of entry placement and garage design. The buildings were placed forward on the lot to provide large usable rear yard spaces for the tenants and upper floor decks were oriented towards the street to avoid privacy impacts. He clarified that the driveways could be narrowed to meet City standards.

George Manuras, representing the owners, reiterated many of Dylan's comments. He noted the emphasis on provide usable rear yards was to give residents a respite from the busy streets of the Beach Neighborhood.

Public Comment:

Leah Dabney explained further the design rationale for the new duplexes and the desire to relate to, and complement, the main residence on the corner of Linden Ave and Dorrance Way. She explained when the property was for sale, the community was very fond of the existing residence and its style.

Boardmember Discussion:

Boardmember Johnson asked if the site plans for the two lots on Dorrance Way can be organized in such a way to only impact the minimum number of existing on-street parking spaces. He also asked whether the proposed duplexes on Dorrance Way could be pushed back farther into the lot to meet

required setbacks. He asked if there were many other examples of Spanish style architecture in the neighborhood, noting he thought of it as mostly a “cottage” or “bungalow” neighborhood. Introduce more variety into architecture; maybe trend more towards a bungalow style or soften the Spanish style architecture to something more Monterey in style. He commented that 10’ plates on the front elevation are not very friendly to neighborhood. He recommended restudying to bring the massing down as viewed from street through lowering the scale (lower 2nd floor plate heights) of the building, stepping in the second floor massing, similar measures. He also recommended moving the buildings back to the front setback line and narrowing the driveway widths. Toning down colors/shades to better fit the neighborhood was also suggested.

Boardmember O’Connor inquired about the historic lotting patterns of the area and whether there was development potential of additional surrounding lots. He described the architecture as “muscular” and said it was very Santa Barbara in style. He related to the layout and organization of the surrounding properties and how that should influence the design of these duplexes. He thought the similar style and detailing of the duplexes was too uniform amongst the three, giving the impression of a gated or planned community. He agreed that backing out of the driveways raises safety concerns but seems somewhat inevitable.

Boardmember Reginato asked if the projects would require a full redesign if the structures were required to be elevated due to flood zone or sea level rise considerations. He described the architecture as beautiful but not the right fit for the neighborhood. At minimum, he thought the architecture could be toned down and some more colors/shades introduced. He noted his disagreement with the need for multiple zoning modifications and felt the projects could be revised to not need as many or perhaps any modifications.

Boardmember Blakemore overall noted she was in agreement with the others. She reiterated the need for more variety in style/appearance amongst the buildings. She also recommended building massing be reduced and setbacks increased.

The Boardmembers clarified that while they generally preferred the buildings to be set back farther into the lot and the driveways made narrower, they were not opposed to the garages facing the street.

ACTION: Public comment received and conceptual feedback provided.

VOTE: N/A

- 3) Project: Coeler New Duplex Concept, Project 22-2178-CON
Address: 4949 Dorrance Way
Applicant: Dylan Chappell, architect, for Peter and Barbara Coeler
Planner: Syndi Souter

Request of Dylan Chappell, architect, for Peter and Barbara Coeler, to consider Project 22-2178-CON for conceptual review of a proposal for a new 1,970 square foot two-story duplex with a maximum height of 26.17 feet and two attached one-car garages totaling 341 square feet, for a total size of 2,311 square feet. The property is a 4,500 square foot parcel zoned Planned Residential Development (PRD-20) and shown as APN 003-440-026, addressed as 4949 Dorrance Way.

NOTE: This item was presented and discussed in conjunction with item no. 2, above. See Action Minutes for item no. 2.

- 4) Project: Coeler New Duplex Concept, Project 22-2179-CON
Address: 4934 Dorrance Way
Applicant: Dylan Chappell, architect, for Peter and Barbara Coeler
Planner: Syndi Souter

Request of Dylan Chappell, architect, for Peter and Barbara Coeler, to consider Project 22-2179-CON for conceptual review of a proposal for a new 2,221 square foot two-story duplex with a maximum height of 26.17 feet and two attached garages totaling 527 square feet, for a total size of 2,748 square feet. The property is a 5,582 square foot parcel zoned Planned Residential Development (PRD-20) and shown as APN 003-440-010, addressed as 4934 Dorrance Way.

NOTE: This item was presented and discussed in conjunction with item no. 2, above. See Action Minutes for item no. 2.

OTHER BUSINESS:

CONSENT CALENDAR:

5. Action Minutes of the Architectural Review Board Meeting of October 27, 2022

ACTION: Motion by Boardmember Reginato, seconded by Boardmember Blakemore to approve the Minutes as presented.

VOTE: 4-0

MATTERS REFERRED BY THE PLANNING COMMISSION/CITY COUNCIL: None

MATTERS PRESENTED BY BOARDMEMBERS/STAFF:

- 1215 Vallecito Road shed: As a follow-up to an inquiry from Boardmember Blakemore at the last meeting, staff explained that contact had been made with the property owner about the highly visible shed in the rear yard and that the owner was working with CDD staff to determine what could be permitted.
- St Joseph's Church Fencing Project: Following up on an inquiry from the Board, staff explained that the landscaping would begin to be installed in early 2023 following the holiday season.
- 4772 Third Street Condominiums Paint Colors & Driveway Replacements: Staff shared the proposed new paint color scheme for the condominiums and replacing the turfblock driveways with standard concrete. The Board did not object to the change to the driveway materials. With respect to paint colors, they suggested the gray body color go a little darker to provide more contrast from the trim color. They also suggested the trim color should correlate to the window colors (or paint the windows to match the trim, if feasible).

ADJOURNMENT

Vice Chair Blakemore adjourned the meeting at 7:20 p.m. to the next regularly scheduled meeting to be held at 5:30 pm on Thursday, January 12, 2023. Boardmember Blakemore indicated she would be absent. All other Boardmembers indicated they expected to be present.

Chair, Architectural Review Board

ATTEST:

Secretary, Architectural Review Board

Attachment E
Conceptual Architectural Plans (Superseded)

Coeler Duplex (4949 Dorrance Way)
Preliminary ARB Review
February 15, 2023

CITY CASE NUMBER
PLN2022-XXXX

4949 DORRANCE DUPLEX
4949 DORRANCE WAY
CARPINTERIA, CA 93013
ARB CONCEPT SUBMITTAL 07/26/2022

ARB CONCEPT SUBMITTAL 07/26/2022

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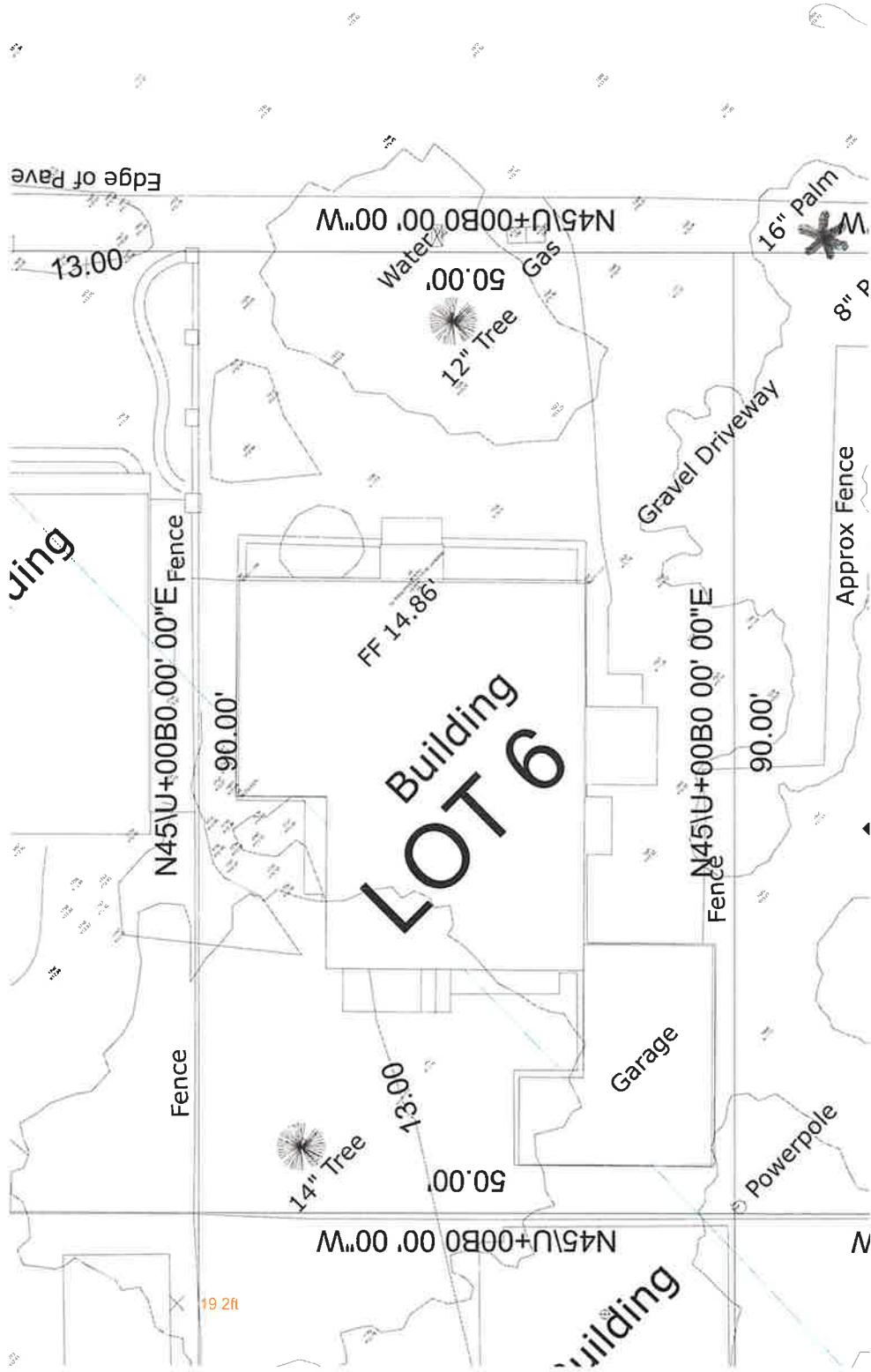
SITE PHOTOS

G2.0



CITY CASE NUMBER
PL2022-XXXX

4949 DORRANCE DUPLEX
4949 DORRANCE WAY
CARPINTERIA, CA 93013
ARB CONCEPT SUBMITTAL 07/26/2022





CITY CASE NUMBER
PLN2022-XXXX

4949 DORRANCE DUPLEX
4949 DORRANCE WAY
CARPINTERIA, CA 93013
ARB CONCEPT SUBMITTAL 07/26/2022

REVISION	NO.	DESCRIPTION	DATE
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SITE PLAN
A1.0



NO	REVISION	DATE
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4949 DORRANCE WAY
CARPINTERIA, CA 93013
ARB CONCEPT SUBMITTAL 07/26/2022

4949 DORRANCE DUPLEX





1
SOUTH ELEVATION (STREET)

Attachment F
Interim Sea Level Rise Guidance Document

Coeler Duplex (4949 Dorrance Way)
Preliminary ARB Review
February 15, 2023

**CITY OF CARPINTERIA
INTERIM SEA LEVEL RISE GUIDANCE
APPLICANT CHECKLIST FOR NEW DEVELOPMENT
IN AREAS POTENTIALLY AFFECTED BY SEA LEVEL RISE**



INTRODUCTION

In reviewing an applicant's proposed project, the City of Carpinteria's (City) must consider a proposed project's consistency with the City's certified Coastal Land Use Plan/General Plan (CLUP/GP). The City's current CLUP/GP references the broader policies of the California Coastal Act (Coastal Act) by incorporation which allows the City to consider sea level rise impacts in the interim while the City's CLUP/GP is formally amended to include specific policies and development standards. The purpose of this Interim Guidance document is to notify applicants of the information requests and the potential special conditions the City anticipates imposing on Coastal Development Permit applications for new development and redevelopment that may be affected by sea level rise within the City's jurisdiction.

DECISION PROCESS

The City will review applications to analyze (1) whether the proposed project site will be impacted by sea level rise within the life of the project, relying on the best available science, and (2) the estimated extent of the impact caused by sea level rise. The City will use these analyses to determine whether any special conditions will be placed on the Coastal Development Permit (CDP), if approved. The remaining sections of this guidance provide applicants with an overview of the potential information requests, and possible special conditions, the City may require in order to inform its review and approval of a CDP. The information requests and special conditions the applicant should be aware of are determined by answering the following questions:

- a. Is my project considered "redevelopment"?**
- b. Where is my project located?**

IS MY PROJECT CONSIDERED REDEVELOPMENT?

The following information requests and special conditions are only applicable to proposed projects that fall within the definition of "development" or "redevelopment" as specified in City City's General Plan, Zoning Code, and Public Resources Code section 30610. For the purposes of this Interim Guidance, the City interprets the terms "redevelopment" and to "redevelop" as:

All new construction or reconstruction, additions and remodels that have a valuation exceeding fifty percent (50%) of the valuation of the existing structure; or replacement of fifty percent (50%) or more of an existing structure.

Applicants are expected to provide staff with sufficient information to make a determination as to whether a project qualifies as redevelopment. Information that may be required to make a redevelopment determination include, but are not limited to, a real estate appraisal demonstrating current market value of improvements; detailed contractor's estimate for proposed scope of work; preliminary structural plans demonstrating the extent of anticipated structural alternations (e.g., foundation, load bearing walls, roof/flooring and frame work, etc.).

WHERE IS MY PROJECT LOCATED?

Conditions and information requests to be considered are determined by the geographic location of the applicant's proposed project site and potential exposure to sea level rise, as defined by the following Zones:

Zone 1	Properties located on the ocean side of Sandyland Road between Linden Avenue and Ash Avenue
Zone 2	Properties located in the Beach Neighborhood excluding the northeast corner of the neighborhood, defined as those properties east of Holly Avenue <i>and</i> north of Third Street



Once the applicant has determined in which Zone the proposed project is located, the applicant should be prepared to expect the following information requests during the permit review process and/or special conditions of approval to be placed on the permit approval:

Zone 1	• <u>Information Request</u> ○ Wave action study ○ Site specific coastal hazards study • <u>Conditions</u> ○ Recorded disclaimers regarding (1) assumption of the risk, and/or (2) waiver of future claims against the City
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Zone 2	• <u>Information Request</u> ○ Site specific coastal hazards study • <u>Conditions</u> ○ Recorded disclaimers regarding (1) assumption of the risk, and/or (2) waiver of future claims against the City
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DESCRIPTIONS

I. Information Requests

- Wave Action Study. The City's current Safety Objective 4 (S-4) calls for minimizing "the potential risks and reduc[ing] the loss of life, property and the economic and social dislocations resulting from flooding." Implementation Policy 14 associated with this objective calls for wave run-up studies under certain circumstances. The City recognizes that every project is unique and may not present the same vulnerability to flooding hazards. The City will consider the 100-year storm event, like the 100-year flood event, as a design standard for development. Accordingly, the City will require these studies when the project is located within Zone 1.
- Coastal Hazards Study. Coastal Hazards Studies determine at what level and by what year the project site may be susceptible to sea level rise. The City and California Coastal Commission staff would likely rely on the USGS Coastal Storm Modeling System (CoSMoS) and guidance from the Commission's Sea Level Rise policy document, the 2018 Ocean Protection Council (OPC)'s Sea-Level Rise document, and appropriate tide gauges to analyze the project site's vulnerability to coastal hazards. Applicants should be aware that projects within areas susceptible to early sea level rise may be required by the Coastal Commission to address the life of their projects under the **Medium-High Risk Aversion** scenario or the **Extreme Risk Aversion (H++)** based on a set of sea level rise predictions during an appeal process. In anticipation of this requirement, applicants should prepare a Coastal Hazards Study to avoid a potential appeal to the Coastal Commission. For direction on the preparation of a Coastal Hazards Study, the City recommends reviewing the County of Santa Barbara's *Technical Guidelines for Preparation of a Coastal Hazard Report* that are pending certification by the Coastal Commission. A copy of which is attached to this guidance.

If possible, adaptation options should be identified and analyzed as a part of the applicant's project, leading to one or more alternatives for the project site that will minimize risks from sea level rise hazards and avoid or minimize impacts to coastal resources. This is because the City may require future or incremental removal of structures if property owners are faced with certain hazard triggers, for example when the shoreline comes within a certain distance of the foundation of the project, or the OPC

predictions indicate sea level rise may encroach on a project sooner than initially anticipated. Triggers identified would be based on estimated lead times needed to catalyst planning for future adaptation measures. These potential hazard triggers are typically incorporated into an adopted LCP, however, at least one court has approved removal conditions in the absence of an LCP policy requiring such removal, as long as the triggers are not overly broad. (See *Lindstrom v. California Coastal Commission* (2019) 40 Cal.App.5th 73.) This would also be consistent with the Coastal Act's purpose of minimizing coastal hazard risks and resource impacts when making redevelopment decisions. The potential condition would encourage and/or require, as applicable, at-risk structures to be brought into conformance with current standards as necessary.

II. Disclosures & Waivers

- Assumption of the Risk. For projects that qualify as "redevelopment" located in Zones 1 and 2, The City shall require applicants to assume the risk of damage caused by future sea level rise, and to waive any claims for damages for such hazards. Examples of waivers include:
 - *"By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards, including but not limited to coastal flooding, which may worsen with future sea level rise; (ii) to assume the risks to the permittee and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to waive unconditionally any claim of damage or liability against the City, its officers, agents, and employees for injury or damage from such hazards; (iv) to indemnify and hold harmless the City, its officers, agents, and employees with respect to the City's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards; (v) that sea level rise could render it difficult or impossible to provide services to the site (e.g., maintenance of roadways, utilities, sewage or water systems), thereby constraining allowed uses of the site or rendering it uninhabitable; and (vi) that the structure and/or site require future adaptation or may need to be removed or relocated and the site restored if it becomes unsafe."*
- Disclosures & Waiver of Future Development. For projects that qualify as "redevelopment" located in Zones 1 and 2, the City shall require sellers of real estate to disclose permit conditions related to coastal hazards, or property defects or vulnerabilities, including information about known current and potential future vulnerabilities to sea level rise, to prospective buyers prior to closing escrow. As a corollary, the Coastal Commission, on appeal, may require additional disclosures that inform

future property owners that under certain circumstances they are unable to seek future CDPs for bluff or shoreline protective device(s), or other development, in the event their structure is damaged by sea level rise or storm events. An example of such disclosures, which would be tailored for individual projects based on potential hazards, includes:

- *"By acceptance of this Permit, the applicants agree, on behalf of themselves and all successors and assigns, that no bluff or shoreline protective device(s) shall ever be constructed to protect the development approved pursuant to Coastal Development Permit No. [X] including, but not limited to, the residence and foundation in the event that the development is threatened with damage or destruction from waves, erosion, storm conditions, bluff retreat, landslides, or other natural hazards in the future. By acceptance of this Permit, the applicants hereby waive, on behalf of themselves and all successors and assigns, any rights to construct such devices that may exist under Public Resources Code Section 30235."*

APPLICABLE AUTHORITY

All CDPs issued by the City must be consistent with its certified CLUP/GP as well as with the policies of the California Coastal Act. There are several policies within the City's current CLUP/GP which guide the City's evaluation and issuance of CDPs. These include, but are not limited to, the following:

- **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.
- **Policy LU-1a:** The policies of the Coastal Act are incorporated by reference as the guiding policies of the land use plan (Public Resources Code Sections 30210 through 30263). As applicable, the City may rely on:
 - *Section 30250 Location; existing developed area*
 - *Section 30253 Minimization of adverse impacts*
- **Objective S-4:** Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from flooding.
 - *S-4-Implementation Policy 13:* 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 with permission from the Coastal Commission and US Army Corps of Engineers, the City may construct a sand berm on the City Beach parallel to the homes fronting on the beach.

- *S-4-Implementation Policy 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. Shoreline protective devices, such as seawalls and revetments, shall be prohibited. Coastal development permits for new construction, including reconstruction where more than 50 percent of the exterior walls are removed, shall be conditioned to not allow a future seawall to protect the development.

The Coastal Commission has taken the policy position that local governments are able to rely on the broader flood hazards policies of the Coastal Act as authority to analyze sea level rise impacts on new development without needing amendments to local coastal programs. (Pub. Res. Code, § 30253.) More specifically, while the Commission's jurisdiction on appeal is "limited to an allegation that the development does not conform to the standards set forth in the certified local coastal program or the public access policies set forth in [the Coastal Act]." (Pub. Res. Code, § 30603(b)(1)), the Commission's jurisdiction on appeal does include imposing reasonable terms and conditions on the permit "to ensure that such development or action will be in accordance with the provisions of this division." (Pub. Res. Code, § 30607.) Accordingly, applicants should be aware that the Coastal Commission has utilized the broader policies of the Coastal Act to impose special conditions for appealed projects, even if not within the authority allowed in the local government's certified LCP.

Appendix 1

County of Santa Barbara's Technical Guidelines for Preparation of a Coastal Hazard Report

APPENDIX I: TECHNICAL GUIDELINES FOR PREPARATION OF A COASTAL HAZARD REPORT

The following standards and guidelines are intended to clarify and assist with the preparation of a Coastal Hazard Report for beachfront and bluff-top development. This appendix also includes the methodology for calculating a site-specific bluff edge setback and preparing a wave run-up study. All of these standards and guidelines may not be applicable or necessary for an individual project on a specific site, based upon the initial analysis performed by a qualified professional. The qualified professional must provide sufficient evidence to show that individual standards or guidelines do not apply to a specific site or proposed development.

1. Sea Level Rise Projection Information.

The Medium Sea Level Rise Coastal Hazard Screening Map (Appendix J to the Coastal Land Use Plan) shows areas of the county coastline that are potentially subject to increased threats from sea level rise and coastal hazards, where further site-specific study is needed to assess potential adverse impacts. The Screening Map shows the “medium” sea level rise scenario possible by the years 2030, 2060, and 2100, based on projections described in the County’s 2017 “Sea Level Rise and Coastal Hazards Vulnerability Assessment.” Table I-1 below shows the medium sea level rise scenario, as well as the low and high scenarios. All three scenarios can be visually examined using the Coastal Resilience Mapping Portal available online through the Planning and Development Department website.

Table I-1. Sea Level Rise Projections for Santa Barbara County (inches)

<u>Time Period</u>	<u>Low Sea Level Rise Scenario</u>	<u>Medium Sea Level Rise Scenario</u>	<u>High Sea Level Rise Scenario</u>
<u>By 2030</u>	<u>0.04</u>	<u>3.5</u>	<u>10.2</u>
<u>By 2060</u>	<u>2.8</u>	<u>11.8</u>	<u>27.2</u>
<u>By 2100</u>	<u>10.6</u>	<u>30.7</u>	<u>60.2</u>

Source: Santa Barbara County Sea Level Rise and Coastal Hazards Vulnerability Assessment, July 2017.

2. Methodology for Calculating a Bluff Edge Setback:

- (a) Identify bluff edge consistent with the Article II definition of “bluff edge.”
- (b) Determine a slope stability setback. Evaluate the stability of the bluff. If the slope exhibits a factor of safety of less than 1.5 for the static condition or 1.1 for the pseudostatic condition, then a “slope stability buffer” shall be established landward of the bluff edge. The slope stability buffer is the line landward of the bluff edge where the minimum factor of safety (1.5 static and 1.1 pseudostatic) can be met. When determining the slope stability buffer, the minimum factor of safety shall be achieved without the use of new or existing slope or shoreline protection devices.
- (c) Determine the bluff erosion setback. A site-specific evaluation of the long-term bluff retreat rate at the site shall be conducted that considers not only historical bluff retreat data, but also acceleration of bluff retreat projected to occur under continued and accelerated sea level rise and any known site-specific conditions. The geologic evaluation must include the total scope of development (e.g., proposed grading, buildings, structures, landscaping, and associated irrigation). Such an evaluation shall be used to determine the distance from the bluff edge (or from the slope stability buffer line if applicable) that the bluff might reasonably be expected to erode over the anticipated life of the structure (refer to Coastal Land Use Plan Policy 3-10), factoring in sea level rise using the current best available science, and without the use of new or existing slope or shoreline protection devices. Analysis of the effect of sea level rise on erosion rate shall use the best available science and include an examination of the “medium” amount of the sea level rise expected over the anticipated life of the development. Historic erosion rates can be determined by examination of historic records, surveys,

aerial photographs, studies, or other evidence showing the location of the bluff edge through time. A minimum of 50 years' worth of historic data is generally used to evaluate historic erosion rates, but a greater time period may be warranted if the shoreline has changed dramatically due to natural forces or development.

- (d) Determine the bluff edge setback by adding the slope stability and bluff erosion setback distances. Development shall be setback from the bluff edge the distance needed to: ensure slope stability (the slope stability setback); ensure the development is not endangered by erosion (the bluff erosion setback); and avoid the need for protective devices during the life of the structure.

3. Standards and Guidelines for Preparation of a Coastal Hazard Report for Bluff-top Properties:

A site-specific Coastal Hazard Report shall be required that is prepared by a qualified California licensed engineer with expertise in coastal processes. At a minimum, the Coastal Hazard shall examine the "medium" scenario of projected sea level rise over the expected life of the structure using the current best available science. The conditions that shall be considered in the hazard evaluation are: a seasonally eroded beach combined with erosion over the life of the structure, excluding the effects of any existing shoreline protective device; high tide conditions, combined with projections for sea level rise for the life of the structure; and storm waves from a 100-year event. The study shall provide maps and profiles that identify these conditions, as well as recommendations and alternatives to avoid, and if avoidance is not feasible, minimize, identified coastal hazards over the expected life of the structure. The study shall identify unavoidable coastal resource impacts and appropriate mitigation measures. Studies shall include an assessment of the availability of and potential risks to services to the site, including risks to public or private roads, stormwater management, water, sewer, electricity, and other utilities over the life of the development, considering sea level rise.

Coastal Hazard Reports shall include analysis of the physical impacts from coastal hazards and sea level rise that might constrain the project site and/or adversely impact the proposed development. Reports should address and demonstrate the site hazards and effects of the proposed development on coastal resources, including discussion, maps, profiles and/or other relevant information that describe the following:

- (a.) Current conditions at the site, including the current:
- tidal range, referenced to an identified vertical datum
 - intertidal zone
 - inland extent of flooding and wave run-up associated with extreme tidal conditions and storm events
 - beach erosion rates, both long-term and seasonal variability
 - bluff erosion rates, both long-term and episodic
- (b) Projected future conditions at the site, accounting for sea level rise over the anticipated life of the development, including the future:
- Shoreline, dune, or bluff edge, accounting for long-term erosion and assuming an increase in erosion from sea level rise
 - intertidal zone
 - inland extent of flooding and wave run-up associated with both storm and non-storm conditions
- (c) Safety of the proposed structure to current and projected future coastal hazards, including:
- Identification of a building envelope on the site that avoids hazards
 - Identification of options to minimize hazards if no building envelope exists that would allow avoidance of hazards

- Analysis of the adequacy of the proposed building/foundation design to ensure stability of the development relative to expected wave run-up, flooding and groundwater inundation for the anticipated life of the development in both storm and non-storm conditions
 - Description of any proposed future sea level rise adaptation measures, such as incremental removal or relocation when threatened by coastal hazards
- (e) Discussion of the study and assumptions used in the analysis including a description of the calculations used to determine long-term erosion impacts and the elevation and inland extent of current and future flooding and wave runup.
- (f) For blufftop development, the report shall include a detailed analysis of erosion risks, including the following:
- To examine risks from erosion, the predicted bluff edge, shoreline position, or dune profile shall be evaluated considering not only historical retreat, but also acceleration of retreat due to continued and accelerated sea level rise and other climatic impacts. Future long-term erosion rates should be based upon the best available information, using resources such as the highest historic retreat rates, sea level rise model flood projections, or shoreline/bluff/dune change models that take rising sea levels into account. Additionally, proposals for blufftop development shall include a quantitative slope stability analysis demonstrating a minimum factor of safety against sliding of 1.5 (static) and 1.1 (pseudostatic, $k=0.15$ or determined through a quantitative slope stability analysis by a geotechnical engineer), whereby safety and stability must be demonstrated for the predicted position of the bluff and bluff edge following bluff recession over the identified project life, without the need for caissons or other protective devices. The analysis should consider adverse impacts both with and without any existing shoreline protective devices.

The “medium” sea level rise scenario shall be examined to understand potential adverse impacts that may occur throughout the anticipated life of the development. At a minimum, flood risk over the anticipated life of the development should be examined. Additionally, the analysis should consider the frequency of future flooding impacts (e.g., daily impacts versus flooding from extreme storms only) and describe the extent to which the proposed development would be able to avoid, minimize, and/or withstand impacts from such occurrences of flooding. Studies should describe adaptation strategies that reduce hazard risks and neither create nor add to adverse impacts on existing coastal resources and that could be incorporated into the development.

4. Standards and Guidelines for Preparation of a Coastal Hazard Report for Beachfront Properties:

A site-specific Coastal Hazard shall be required that is prepared by a qualified California licensed engineer with expertise in coastal processes. At a minimum, the Coastal Hazard shall examine the projected sea level rise under the “medium” scenario, over the expected life of the structure, using the current best available science. The conditions that shall be considered in the hazard evaluation are: a seasonally eroded beach combined with erosion over the life of the structure, excluding the effects of any existing shoreline protective device; high tide conditions, combined with projections for sea level rise for the life of the structure; and storm waves from a 100-year event. The study shall provide maps and profiles that identify these conditions as well as recommendations and alternatives to avoid, and if avoidance is not feasible, minimize, identified coastal hazards over the expected life of the structure. The study shall identify unavoidable coastal resource impacts and appropriate mitigation measures. Studies shall include an assessment of the availability of and potential risks to services to the site, including risks to public or private roads, stormwater management, water, sewer, electricity, and other utilities over the life of the development, considering sea level rise.

Coastal Hazard Reports shall include analysis of the physical impacts from coastal hazards and sea level rise that might constrain the project site and/or adversely impact the proposed development. Studies should address and demonstrate the site hazards and effects of the proposed development on coastal

resources, including discussion, maps, profiles and/or other relevant information that describe the following:

(a) Current conditions at the site, including the current:

- tidal range, referenced to an identified vertical datum
- intertidal zone
- inland extent of flooding and wave run-up associated with extreme tidal conditions and storm events
- beach erosion rates, both long-term and seasonal variability
- bluff erosion rates, both long-term and episodic

(b) Projected future conditions at the site, accounting for sea level rise over the anticipated life of the development, including the future:

- shoreline, dune, or bluff edge, accounting for long-term erosion and assuming an increase in erosion from sea level rise
- intertidal zone
- inland extent of flooding and wave run-up associated with both storm and non-storm conditions

(c) Safety of the proposed structure to current and projected future coastal hazards, including:

- Identification of a building envelope on the site that avoids hazards
- Identification of options to minimize hazards if no building envelope exists that would allow avoidance of hazards
- Analysis of the adequacy of the proposed building/foundation design to ensure stability of the development relative to expected wave run-up, flooding and groundwater inundation for the anticipated life of the development in both storm and non-storm conditions
- Description of any proposed future sea level rise adaptation measures, such as incremental removal or relocation when threatened by coastal hazards

(d) Discussion of the study and assumptions used in the analysis including a description of the calculations used to determine long-term erosion impacts and the elevation and inland extent of current and future flooding and wave runup.

(e) For development on a beach, dune, low bluff, or other shoreline property subject to coastal flooding, inundation or erosion, the report shall include a detailed wave uprush and impact report and analysis, including the following:

- The analysis shall consider current flood hazards as well as flood hazards associated with sea level rise over the anticipated life of the development. To examine risks and adverse impacts from flooding, including daily tidal inundation, wave impacts, runup, and overtopping, the site should be examined under conditions of a beach subject to long-term erosion and seasonally eroded shoreline combined with a large storm event (1% probability of occurrence). Flood risks should take into account daily and annual high tide conditions, backwater flooding, water level rise due to El Niño and other atmospheric forcing, groundwater inundation, storm surge, sea level rise appropriate for the time period, and waves associated with a large storm event (such as the 100 year storm or greater). The analysis should consider impacts both with and without any existing shoreline protective devices.

At a minimum, the "medium" scenario of projected sea level rise shall be examined to understand the potential adverse impacts that may occur throughout the anticipated life of the development. Additionally, the analysis should consider the frequency of future flooding impacts (e.g., daily impacts versus flooding from extreme storms only) and describe the extent to which the proposed development would be able to avoid, minimize, and/or withstand impacts from such occurrences of flooding. Studies should describe adaptation strategies that reduce hazard risks and neither create nor add to impacts on existing coastal resources and that could be incorporated into the development.