

City of Carpinteria
City Council Regular Meeting Agenda
Monday, April 13, 2015
Council Chamber, 5775 Carpinteria Avenue

4:00 p.m. Closed Session – 5:30 p.m. Regular Session

INFORMATION ABOUT CITY COUNCIL MEETINGS:

- The time at which an item on the agenda is scheduled to be heard is an estimate only. The City Council may consider and act on an agenda item in any order it deems appropriate. In addition, an item may be considered earlier or later than the Estimated Time, depending on the length of time which is devoted to other agenda items. All persons interested in an item listed on the agenda are advised to be present throughout the meeting to ensure that they are present when the item is called.
- The regular meeting will be broadcast live over Government Access Television Channel 21. The City Council meetings will be rebroadcast on Wednesdays at 8:00 p.m. and Saturdays at 5:00 p.m.
- Materials related to an Agenda item submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office at 5775 Carpinteria Avenue, Carpinteria, during normal business hours. Such documents are also available on the City of Carpinteria website at www.carpinteria.ca.us subject to staff's ability to post the documents before the meeting.
- Any written or printed material and/or exhibits presented at a City Council meeting or work session become the property of the City.
- Any information presented to the City Council by the public on any agenda item and during Public Comment using electronic media to be displayed on the overhead projector must be arranged with staff for review of materials in advance of the meeting and no later than close of business Wednesday prior to the Council meeting.
- As a courtesy to others and to avoid interference with the public address system, please refrain from using cell phones in the Council Chambers and please turn off all audible pagers and rings.
- If you wish to speak on a matter scheduled for consideration in a closed session, you will have an opportunity to address the City Council before the Council retires to its closed session deliberations.

**ESTIMATED
TIME:**

4:00 p.m. **CALL TO ORDER**

4:00 p.m. **ROLL CALL**

4:00 p.m. **PUBLIC COMMENT ON CLOSED SESSION MATTERS**

4:05 p.m. **CLOSED SESSION**

1. CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION, Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: One case.

4:05 p.m. **TEMPORARY ADJOURNMENT TO CLOSED SESSION**

5:30 p.m. **CALL BACK TO ORDER**

5:30 p.m. **ROLL CALL**

5:31 p.m. **CLOSED SESSION REPORT**

5:31 p.m. **PLEDGE OF ALLEGIANCE**

5:32 p.m. **INTRODUCTIONS, PROCLAMATIONS AND PRESENTATIONS**

2. Presentation of the City's spring 2015 Outstanding Community Partner award to Carpinteria Beautiful.

5:35 p.m. **PUBLIC INFORMATION REPORTS AND ANNOUNCEMENTS**

5:35 p.m. **CITY MANAGER'S REPORT**

The City Manager will report to the City Council regarding various City and/or community events and/or matters of interest. There will be no City Council discussion except to ask questions or refer matters to staff; and no action will be taken unless listed on a subsequent agenda.

5:37 p.m. **PRESENTATIONS BY CITIZENS/PUBLIC COMMENT**

This is a time for public comments on matters not otherwise on the agenda but within the subject matter jurisdiction of the City Council. The Public Comment period is limited to 15 minutes and divided among those

persons desiring to speak. No person shall speak longer than three minutes; however, the Mayor may establish shorter periods based on the time available and/or the number of persons waiting to speak. Persons wishing to speak on a specific item will be recognized at the time the agenda item is considered.

Please be aware that items on the consent calendar are considered to be routine and are normally enacted by one unanimous vote of the Council. If you wish to speak on a consent calendar item, or on a matter scheduled for consideration in a closed session at the end of the agenda, please do so during the Presentations by Citizens/Public Comment portion of the meeting.

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

5:52 p.m. **AGENDA MODIFICATIONS:** The City Council may modify the regular agenda by tabling items, adding urgency items to the agenda, or changing the order in which items are considered. Changes to the Consent Calendar are considered at the time the Consent Calendar is considered.

5:52 p.m. **CONSENT CALENDAR (to be approved by roll call vote on one motion with all resolutions and ordinances as read by title only).** Individual items may be removed and considered separately at the request of a Councilmember. Any item, which is removed from the Consent Calendar, will be added to the end of the agenda under Other Business.

3. Expenditures for the period beginning March 12, 2015 and ending April 1, 2015.

4. Minutes of the regular meeting held March 23, 2015.

ADMINISTRATIVE MATTERS: None.

PUBLIC HEARINGS: None.

OTHER BUSINESS:

5:53 p.m. 5. Consider Sending a Letter Requesting that the San Luis Obispo County Planning Commission Deny the Proposed Phillips 66 Santa Maria Refinery Rail Spur Extension Project

Recommendation: Approve and authorize the Mayor to sign on behalf of the City Council the proposed letter to the San Luis Obispo County Planning Commission.

Staff presenter: Dave Durflinger, City Manager

- a. Staff Report
- b. Public Comment
- c. City Council Determination

6:10 p.m. 6. 2014 General Plan Annual Progress Report

Recommendation: Accept the Report and direct the Community Development Director to submit it to the Governor's Office of Planning and Research.

Staff presenter: Shanna R. Farley-Judkins, Assistant Planner

- a. Staff Report
- b. Public Comment
- c. City Council Determination

6:25 p.m. 7. Authorization to Seek Public Bids for the Renovation of Portions of Carpinteria City Hall and Grounds

Recommendation: Authorize the Parks and Recreation Director to seek public bids from qualified contractors to complete renovation of portions of Carpinteria City Hall and grounds pursuant to Public Contract Code §20164.

Staff presenter: Matt Roberts, Director of Parks and Recreation

- a. Staff Report
- b. Public Comment
- c. City Council Determination

6:40 p.m. 8. Consider Adoption of an Ordinance Amending Section 12.04.070 of the Carpinteria Municipal Code Relating to the City Engineer's Issuance of Annual Permits for Work in the Public Street Rights of Way

Recommendation: a) Approve the first reading of Ordinance No. 700, as read by title only, amending section 12.04070 of the Carpinteria Municipal Code to increase the value of work allowed

under annual permits to twenty-five thousand dollars; and b)
Continue for second reading to the City Council meeting of April 27,
2015.

Staff presenter: Charlie Ebeling, Director of Public Works

- a. Staff Report
- b. Public Comment
- c. City Council Determination

- 6:55 p.m. 9. Consider Adoption of an Ordinance, Amending Chapter 2.17 of the
Carpinteria Municipal Code Relating to Performance Guarantee
Bonds for Development Projects

Recommendation: a) Approve the first reading of Ordinance No.
701, as read by title only, amending sections 2.17.040 and
2.17.110 of the Carpinteria Municipal Code to adjust the bond
amounts for small developments and authorize the City Manager to
release certain bonds; and b) Continue for second reading to the
City Council meeting of April 27, 2015.

Staff presenter: Charlie Ebeling, Director of Public Works

- a. Staff Report
- b. Public Comment
- c. City Council Determination

7:10 p.m. **COMMITTEE REPORTS, INQUIRIES AND OTHER MATTERS
PRESENTED BY COUNCILMEMBERS**

Informational reports from Councilmember representatives on the
committees, commissions and organizations listed below. This is also an
opportunity for Councilmembers to request information from staff or seek
support from fellow Councilmembers for future agenda items.

- 1. Representatives to Regional Agencies and Committees
 - a. Beach Erosion Authority for Clean Oceans and Nourishment (BEACON)
(Shaw/Alt. Carty)
 - b. California Joint Powers Insurance Authority (CJPIA) (Clark/Alt. Shaw)
 - c. Channel Counties Division, League of California Cities (Nomura/Alt.
Shaw)
 - d. Santa Barbara County Association of Governments (SBCAG)(Clark/Alt.
Nomura)
 - e. Santa Barbara County Air Pollution Control District (APCD)(Clark/Alt.
Nomura)
 - f. Santa Barbara Joint Housing Task Group (Carty &Shaw)

- g. Central Coast Collaborative on Homelessness (C3H) (Clark)
- h. South Coast Task Force on Youth Gangs Leadership and Executive Council (Carty & Clark)

2. Joint and Standing Committees

- a. City Council/Chamber of Commerce Board of Directors Committee (Carty & Nomura)
- b. City Council/Public Safety Committee (Clark & Shaw)
- c. City Council/School Board Committee (Stein & Carty)
- d. City Council/Utilities Committee (Stein & Nomura)
- e. City Council/First District Supervisor Committee (Stein & Carty)
- f. City Council Finance/Budget Committee (Stein & Clark)
- g. 50th Anniversary Committee (Carty & Nomura)

3. Ad Hoc Committees

- a. Public Facility Site Acquisition/Development Committee (Carty & Nomura)
- b. Transportation Committee (Stein & Shaw)
- c. Labor Relations Committee (Nomura & Shaw)

4. City Representatives on other Committees

- a. Community Media Access Center (Gary Dobbins)
- b. Santa Barbara Coastal Vector Control District (Ronald Hurd)
- c. Santa Barbara Metropolitan Transit District (Chuck McQuary)

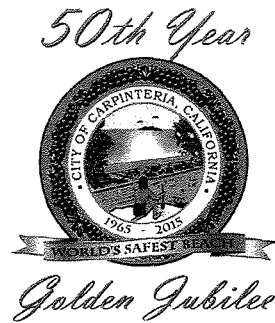
7:15 p.m. **ATTENDANCE OF COUNCILMEMBERS FOR FUTURE MEETINGS**

7:15 p.m. **ADJOURNMENT**

The next regular meeting to be held on **Monday, April 27, 2015** at **5:30 P.M.**, in the Council Chamber, City Hall, 5775 Carpinteria Avenue, Carpinteria, California.

In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact the City Clerk's Office at 684-5405, extension 403 or the California Relay Service at (866) 735-2929. Notification of two business days prior to the meeting will enable the City to make reasonable arrangements for accessibility to this meeting.

This agenda was posted on Wednesday, April 8, 2015, in the City Clerk's Office, on the City Hall Public Notices Board, and on the Internet.



City of Carpinteria

COUNCIL AGENDA STAFF REPORT April 13, 2015

ITEM FOR COUNCIL CONSIDERATION

Presentation of the City's spring 2015 Outstanding Community Partner award to Carpinteria Beautiful.

STAFF RECOMMENDATION

Action Item ____ ; Non-Action Item X

Staff Recommendation: Present the City's spring 2015 Outstanding Community Partner award to Carpinteria Beautiful.

Motion: None required

BACKGROUND

The purpose of the City's Outstanding Community Partner program is to recognize businesses, organizations, and individuals that provide:

- *Extraordinary service and/or assistance to a disadvantaged segment of the community (e.g., seniors, youth, economically disadvantaged, etc.)*
- *Exceptional leadership / participation in a community based event, activity, project and/or organization*
- *A significant aesthetic, accessibility related and/or environmental improvement to the community*
- *Community philanthropic efforts*

DISCUSSION

Carpinteria Beautiful has been selected as the City's spring 2015 Outstanding Community Partner Award Recipient. They are an all-volunteer, grass roots organization that was formed in 1992 to promote beauty in the community and to

encourage civic pride through education and good example. Their simply-stated goal is to keep Carpinteria "Clean, Green & Beautiful." In pursuit of that goal, volunteers paint out graffiti, keep the doggie bag dispensers full and pick up unsightly litter. The Adopt-a-Spot group alone puts over 50 litter-spotters on the streets on a weekly basis.

In the fall, through the generosity of S&S Seeds, they package and distribute free California Poppy Seeds; a December project has local students decorating the City holiday display Christmas Trees with their hand-made ornaments; and in spring, they invite youth groups and artistically inclined to repaint the colorful bus benches.

Over the years, Carpinteria Beautiful has planted dozens of trees, published a booklet about Carpinteria's special trees and donated proceeds from the sale of Commemorative Tree Plaques to purchase new trees for parks and walkways. When Linden Avenue was refurbished several years ago, they stepped in to fill the designated spaces left for art work with the historic tile murals that now adorn the Seal Fountain Plaza area. Later, they added Whitney Abbott's mural to the Tyco Building and also sponsored John Wullbrandt's "World's Safest Beach" mural on Wullbrandt Way.

Each April, proclaimed by the Mayor as "Carpinteria Beautiful Month," the group offers a Home & Garden Tour. The tour showcases the creativity, diversity and beauty of Carpinteria's residential neighborhoods while providing funds for ongoing programs.

The City congratulates Carpinteria Beautiful as its spring 2015 Outstanding Community Partner award recipient and is fortunate and grateful for their many contributions to the community.

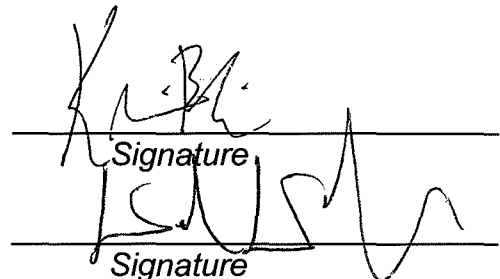
(Carpinteria Beautiful generally meets the second Saturday of the month, September to June, at 9:00 am in the City Council Chambers; the meetings are open to the public. For more information go to: www.carpinteriabeautiful.org or find them on Facebook.)

PRINCIPAL PARTIES EXPECTED AT MEETING

Carpinteria Beautiful representative(s)

Staff Contact: Kevin Silk, Assist. to the City Manager
(805) 684-5405 x450 kevins@ci.carpinteria.ca.us)

Reviewed by: Dave Durlinger, City Manager



Signature

Signature



City of Carpinteria

COUNCIL AGENDA STAFF REPORT April 13, 2015

ITEM FOR COUNCIL CONSIDERATION

Expenditures for the period beginning March 12, 2015 and ending April 1, 2015.

STAFF RECOMMENDATION

Action Item ____ ; Non-Action Item X

Motion: That the City Council accept this report concerning the current list of warrants pursuant to Carpinteria Municipal Code 2.08.150(F).

DISCUSSION

As part of each regular City Council agenda, a list of all checks (attached) dispersed since the last reporting period is presented to the City Council pursuant to C.M.C. 2.08.150(F). The report is provided for City Council and public information and serves as Staff's verification that the expenditures have been reviewed and are within budgeted appropriations.

FINANCIAL CONSIDERATIONS

The warrant register included as an attachment is designed to communicate fiscal activity since the prior reporting period. No action is requested as part of this report.

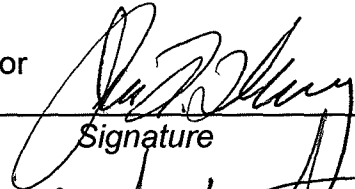
ATTACHMENTS

Attachment A: Warrant Register for the period beginning March 12, 2015 and ending April 1, 2015.

Staff contact: Monique Epley, Finance Supervisor
(805) 684-5405 ext. 406
moniquee@ci.carpinteria.ca.us


Signature

Reviewed by: John Thornberry, Admin. Services Director


Signature

Reviewed by: Dave Durflinger, City Manager


Signature

3:58 PM
04/01/15

CITY OF CARPINTERIA
Warrant Register
March 12 through April 1, 2015

Num	Date	Name	Source Name	Memo	Account	Paid Amount
	03/27/15	ALL AROUND LANDSCAPE SUPPLY	ALL AROUND LAN...	VOID: INVOICE #S1785778.001	1000101 · Operating Cash 10	
TOTAL						0.00
85313	03/18/15	ALAMO SELF STORAGE	ALAMO SELF STO...	OFFSITE STORAGE FEES	1000101 · Operating Cash 10	
	03/17/15		ALAMO SELF STO...	OFFSITE STORAGE FEES	1013221 · Miscellaneous Contract...	(335.00)
TOTAL						(335.00)
85314	03/18/15	CALIFORNIA STATE DISBURSEMENT UNIT	CALIFORNIA STAT...	CASE NUMBER 0850182383-01	1000101 · Operating Cash 10	
PAYROLL 0...	03/17/15		CALIFORNIA STAT...	PAYROLL WITHHOLDING 03-19-15	1000105 · ICMA Cash	(330.46)
TOTAL						(330.46)
85315	03/18/15	CARPINTERIA VALLEY WATER DISTRICT	CARPINTERIA VAL...	FEB 2015 BILLING	1000101 · Operating Cash 10	
FEB 2015 B...	02/28/15		CARPINTERIA VAL...	CIVIC CENTER	1013312 · Utility - Water 13	(354.84)
			CARPINTERIA VAL...	PARKING	3332312 · Utility - Water 32	(1,078.49)
			CARPINTERIA VAL...	PARKS	2361312 · Utility - Water 23	(3,725.35)
			CARPINTERIA VAL...	POOL	4866312 · Utility - Water 66	(723.08)
			CARPINTERIA VAL...	VETS HALL	4865309 · Misc Operating Expens...	(133.40)
			CARPINTERIA VAL...	PROJ 4865 - VETS HALL	1000251 · Development Deposits	(270.84)
TOTAL						(6,286.00)
85316	03/18/15	COAST OFFICE TECHNOLOGY	COAST OFFICE TE...	INVOICE #4944	1000101 · Operating Cash 10	
4944	03/01/15		COAST OFFICE TE...	COMPUTER MAINTENANCE	1018220 · System Administration	(2,667.50)
TOTAL						(2,667.50)
85317	03/18/15	COASTAL VIEW NEWS	COASTAL VIEW N...		1000101 · Operating Cash 10	
45150	02/26/15		COASTAL VIEW NE...	LEGAL NOTICES	1011303 · Printing & Advertising 11	(72.24)
45122	02/26/15		COASTAL VIEW NE...	LEGAL NOTICES	1011303 · Printing & Advertising 11	(122.78)
45209	03/05/15		COASTAL VIEW NE...	FIRST FRIDAY	1044302 · Marketing Materials	(832.00)
TOTAL						(1,027.02)
85318	03/18/15	DUDEK	DUDEK	INVOICE #20150245	1000101 · Operating Cash 10	
20150245	02/13/15		DUDEK	PROJ 1522	1000251 · Development Deposits	(2,000.00)
TOTAL						(2,000.00)
85319	03/18/15	EDD-SDI	EDD-SDI	776-5147-9	1000101 · Operating Cash 10	
PAYROLL 0...	03/17/15		EDD-SDI	PAYROLL 03-19-15	1000223 · SDI Withheld 10	(870.62)
TOTAL						(870.62)

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04/01/15

CITY OF CARPINTERIA
Warrant Register
 March 12 through April 1, 2015

Num	Date	Name	Source Name	Memo	Account	Paid Amount
85320	03/18/15	EDD-SIT	EDD-SIT	932-0283-6	1000101 · Operating Cash 10	
PAYROLL 0...	03/17/15		EDD-SIT	PAYROLL 03-19-15	1000221 · SIT Withheld 10	(3,653.22)
TOTAL						(3,653.22)
85321	03/18/15	GRACENOTE	GRACENOTE	INVOICE #0646811	1000101 · Operating Cash 10	
0646811	03/02/15		GRACENOTE	PROJ 4863 GATV LISTING	1000251 · Development Deposits	(57.97)
TOTAL						(57.97)
85322	03/18/15	IMPULSE INTERNET SERVICES	IMPULSE INTERNE...	INVOICE #792239	1000101 · Operating Cash 10	
792239	03/13/15		IMPULSE INTERNE...	EMAIL FILTERING SERVICES	1018222 · Equipment Maintenance	(89.95)
TOTAL						(89.95)
85323	03/18/15	MANURAS, GEORGE	MANURAS, GEORGE	PROJECT 1754 REFUND	1000101 · Operating Cash 10	
PROJ 1754 ...	03/02/15		MANURAS, GEORGE	PROJ 1754 REFUND	1000251 · Development Deposits	(386.47)
TOTAL						(386.47)
85324	03/18/15	PRAXAIR	PRAXAIR	INVOICE #51866268	1000101 · Operating Cash 10	
51866268	02/20/15		PRAXAIR	PW SUPPL,IES	2531308 · Supplies & Materials 31	(28.18)
TOTAL						(28.18)
85325	03/18/15	QUALITY DISCOUNT ICE CREAM	QUALITY DISCOUN...	INVOICE 3051506914	1000101 · Operating Cash 10	
3051506914	03/10/15		QUALITY DISCOUN...	POOL RESALE ITEMS	4866350 · Supplies for Resale	(110.48)
TOTAL						(110.48)
85326	03/18/15	ROCKWELL PRINTING	ROCKWELL PRINT...		1000101 · Operating Cash 10	
25865	03/09/15		ROCKWELL PRINTI...	PARKING CITATIONS	1022303 · Printing & Advertising	(2,584.30)
25866	03/09/15		ROCKWELL PRINTI...	ADMIN CITATIONS	1022303 · Printing & Advertising	(1,402.48)
TOTAL						(3,986.78)
85327	03/18/15	SANTA BARBARA COUNTY, ENVIROMENT...	SANTA BARBARA ...	INVOICE #IN0044731	1000101 · Operating Cash 10	
IN0044731	03/05/15		SANTA BARBARA ...	OIL PAYMENT PROGRAM	2000261 · Deferred Revenue 20	(390.00)
TOTAL						(390.00)
85328	03/18/15	SATCOM GLOBAL FZE	SATCOM GLOBAL ...	INVOICE AS06140609	1000101 · Operating Cash 10	
AS06140609	07/01/14		SATCOM GLOBAL ...	IRIDIUM TRADE-UP	1024215 · Disaster Preparedness	(42.75)
TOTAL						(42.75)

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04/01/15

CITY OF CARPINTERIA
Warrant Register
 March 12 through April 1, 2015

Num	Date	Name	Source Name	Memo	Account	Paid Amount
85329	03/18/15	SEUI LOCAL 620	SEUI LOCAL 620	PAYROLL 03-19-15	1000101 · Operating Cash 10	
PAYROLL 0...	03/17/15		SEUI LOCAL 620	PAYROLL 03-19-15	1000229 · SEIU Local 620	(172.31)
TOTAL						(172.31)
85330	03/18/15	STAPLES ADVANTAGE	STAPLES ADVANT...		1000101 · Operating Cash 10	
3259389203	02/13/15		STAPLES ADVANT...	POOL OFFICE/RESTROOM SUPPLIES	4866308 · Supplies & Materials 66	(272.97)
3257838421	02/21/15		STAPLES ADVANT...	OFFICE FURNITURE	1013308 · Supplies & Materials 13	(401.72)
TOTAL						(674.69)
85331	03/18/15	STAPLETON, WILLIAM	STAPLETON, WILL...	SFRHIP REFUND	1000101 · Operating Cash 10	
SFRHIP RE...	03/11/15		STAPLETON, WILLI...	SFRHIP REFUND	1010191 · RENTAL HOUSING IN...	(150.00)
TOTAL						(150.00)
85332	03/18/15	T. ROWE PRICE	T. ROWE PRICE	PAYROLL CONTRIBUTION - ANTHONY VEGA	1000101 · Operating Cash 10	
PAYROLL 0...	03/17/15		T. ROWE PRICE	PAYROLL 03-19-15 - ANTHONY VEGA	1000105 · ICMA Cash	(50.00)
TOTAL						(50.00)
85333	03/18/15	UNITED WAY OF SANTA BARBARA COUN...	UNITED WAY OF S...	PAYROLL 03-19-15	1000101 · Operating Cash 10	
PAYROLL 0...	03/17/15		UNITED WAY OF S...	PAYROLL 03-19-15	1000224 · United Way Payable	(20.00)
TOTAL						(20.00)
85334	03/18/15	VANTAGEPOINT TRANSFER AGENTS - 457	VANTAGEPOINT T...	PAYROLL 03-19-15	1000101 · Operating Cash 10	
PAYROLL 0...	03/17/15		VANTAGEPOINT T...	PAYROLL CONTRIBUTION 03-19-15	1000105 · ICMA Cash	(1,000.00)
TOTAL						(1,000.00)
85335	03/18/15	VENTURA COLLEGE CAREER CENTR	VENTURA COLLE...	JOB FAIR 2015	1000101 · Operating Cash 10	
JOB FAIR 2...	02/13/15		VENTURA COLLEG...	JOB FAIR	1016303 · Recruitment Advertising	(10.00)
TOTAL						(10.00)
85336	03/18/15	WEST GROUP	WEST GROUP	565-139-500	1000101 · Operating Cash 10	
831365671	03/01/15		WEST GROUP	SUBSCRIPTION PRODUCT CHARGES	1051305 · Dues & Subscriptions 51	(132.68)
TOTAL						(132.68)
85337	03/18/15	WESTERN EXTERMINATOR COMPANY	WESTERN EXTER...	FEBRUARY 2015 BILLING	1000101 · Operating Cash 10	
FEB 2015 B...	02/28/15		WESTERN EXTER...	PROJ 4865 MEDICAL CLINIC	1000251 · Development Deposits	(46.50)
TOTAL						(46.50)

3:58 PM

04/01/15

CITY OF CARPINTERIA
Warrant Register
 March 12 through April 1, 2015

Num	Date	Name	Source Name	Memo	Account	Paid Amount
85338	03/18/15	A-OK POWER EQUIPMENT	A-OK POWER EQU...	INVOICE #83284	1000101 · Operating Cash 10	
83284	02/25/15		A-OK POWER EQU...	PW SUPPLIES	2531308 · Supplies & Materials 31	(136.14)
TOTAL						(136.14)
85339	03/18/15	AFLAC	AFLAC	INVOICE #203888	1000101 · Operating Cash 10	
203888	03/08/15		AFLAC	WELLNESS - APRIL	2361194 · Wellness 61	(48.80)
			AFLAC	WELLNESS - APRIL	1016194 · Wellness 16	(64.30)
			AFLAC	WELLNESS - APRIL	1041194 · Wellness 41	(24.10)
			AFLAC	WELLNESS - APRIL	1051194 · Wellness 51	(43.30)
			AFLAC	WELLNESS - APRIL	1012194 · Wellness 12	(62.60)
			AFLAC	WELLNESS - APRIL	1030194 · Wellness 30	(43.30)
			AFLAC	WELLNESS - APRIL	1022194 · Wellness 22	(23.60)
			AFLAC	WELLNESS - APRIL	1042194 · Wellness 42	(100.76)
			AFLAC	WELLNESS - APRIL	1041194 · Wellness 41	(32.20)
			AFLAC	WELLNESS - APRIL	1022194 · Wellness 22	(35.10)
			AFLAC	WELLNESS - APRIL	2531194 · Wellness 31	(48.80)
			AFLAC	WELLNESS - APRIL	1042194 · Wellness 42	(63.10)
			AFLAC	WELLNESS - APRIL	1030194 · Wellness 30	(29.60)
			AFLAC	WELLNESS - APRIL	2531194 · Wellness 31	(52.10)
			AFLAC	WELLNESS - APRIL	3332194 · Wellness 32	(106.80)
			AFLAC	WELLNESS - APRIL	1069194 · Wellness 69	(56.96)
			AFLAC	WELLNESS - APRIL	1014194 · Wellness 14	(50.31)
			AFLAC	WELLNESS - APRIL	1069194 · Wellness 69	(76.00)
			AFLAC	WELLNESS - APRIL	1051194 · Wellness 51	(32.20)
			AFLAC	WELLNESS - APRIL	2531194 · Wellness 31	(48.80)
TOTAL						(1,042.73)
85340	03/18/15	ALL AROUND LANDSCAPE SUPPLY	ALL AROUND LAN...	INVOICE #S1750662.001	1000101 · Operating Cash 10	
S1782995.0...	02/23/15		ALL AROUND LAN...	PW SUPPLIES	3332308 · Supplies & Materials 32	(16.10)
TOTAL						(16.10)
85341	03/18/15	BROWNSTEIN HYATT FARBER SCHRECK	BROWNSTEIN HYA...		1000101 · Operating Cash 10	
593086	02/23/15		BROWNSTEIN HYA...	LITIGATION	1017228 · Litigation	(6,423.22)
593117	02/23/15		BROWNSTEIN HYA...	PROJ 1175	1000251 · Development Deposits	(175.00)
593116	02/23/15		BROWNSTEIN HYA...	CITY ATTORNEY OVER 50 HOURS	1017229 · City Attorney Off-Retainer	(39,557.50)
TOTAL						(46,155.72)
85342	03/18/15	CARQUEST OF VENTURA #7311	CARQUEST OF VE...	INVOICE #7294-447600	1000101 · Operating Cash 10	
7294-447600	02/25/15		CARQUEST OF VE...	PW FLEET	2531307 · Vehicle Oper & Mainten...	(98.85)
TOTAL						(98.85)
85343	03/18/15	HASLER	HASLER	7900-0110-3770-5400	1000101 · Operating Cash 10	
7900011037...	03/08/15		HASLER	POSTAGE	1013302 · Postage 13	(1,000.00)
TOTAL						(1,000.00)

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85344	03/18/15	KIMBALL MIDWEST	KIMBALL MIDWEST	INVOICE 4065052	1000101 · Operating Cash 10	
4065052	02/24/15		KIMBALL MIDWEST	PW SUPPLIES	3332308 · Supplies & Materials 32	(70.50)
TOTAL						(70.50)
85345	03/18/15	PAPER DIRECT	PAPER DIRECT	INVOICE 3515820400012	1000101 · Operating Cash 10	
3515820400...	02/23/15		PAPER DIRECT	CERTIFICATE PAPER	1011308 · Supplies & Materials 11	(36.98)
TOTAL						(36.98)
85346	03/18/15	SANTA BARBARA COUNTY, SHERIFF'S D...	SANTA BARBARA ...	VOID:	1000101 · Operating Cash 10	
TOTAL						0.00
85347	03/18/15	SANTA BARBARA PEST CONTROL	SANTA BARBARA ...	INVOICE #58899	1000101 · Operating Cash 10	
58899	02/20/15		SANTA BARBARA ...	PEST CONTROL	3332223 · Chemical Treatment	(65.00)
TOTAL						(65.00)
85348	03/18/15	SO CA EDISON	SO CA EDISON	2-01-201-6465	1000101 · Operating Cash 10	
2-01-201-64...	03/10/15		SO CA EDISON	SIGNALS	2923220 · Street Lighting	(7,686.07)
TOTAL						(7,686.07)
85349	03/18/15	STAPLES ADVANTAGE	STAPLES ADVANT...		1000101 · Operating Cash 10	
3258015331	02/24/15		STAPLES ADVANT...	OFFICE SUPPLIES	1013308 · Supplies & Materials 13	(24.58)
3258114393	02/25/15		STAPLES ADVANT...	CITY CLERK	1011308 · Supplies & Materials 11	(42.07)
			STAPLES ADVANT...	OFFICE SUPPLIES	1013308 · Supplies & Materials 13	(17.23)
TOTAL						(83.88)
85350	03/18/15	VERIZON CALIFORNIA	VERIZON CALIFOR...	011711121344992803	1000101 · Operating Cash 10	
0117111213...	03/07/15		VERIZON CALIFOR...	BOAT HOUSE	2862301 · Telephone 62	(190.47)
TOTAL						(190.47)
85351	03/18/15	CAL-SLA	CAL-SLA	INVOICE NO. 14053	1000101 · Operating Cash 10	
14053	07/01/14		CAL-SLA	ANNUAL MEMBERSHIP DUES 2015	2923308 · Supplies & Materials 23	(900.00)
TOTAL						(900.00)
85352	03/18/15	CONTRERAS, DIEGO	CONTRERAS, DIE...	MARCH 2015 FIRST FRIDAY	1000101 · Operating Cash 10	
MAR 2015 F...	03/11/15		CONTRERAS, DIEGO	MARCH 2015 FIRST FRIDAY	1044302 · Marketing Materials	(15.00)
TOTAL						(15.00)

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85353	03/18/15	MONTES, ERNIE	MONTES, ERNIE	MARCH 2015 FIRST FRIDAY	1000101 · Operating Cash 10	
MAR 2015 F...	03/11/15		MONTES, ERNIE	MARCH 2015 FIRST FRIDAY	1044302 · Marketing Materials	(15.00)
TOTAL						(15.00)
85354	03/18/15	ORSBURN, ERYN	ORSBURN, ERYN	MARCH 2015 FIRST FRIDAY	1000101 · Operating Cash 10	
MAR 2015 F...	03/11/15		ORSBURN, ERYN	MARCH 2015 FIRST FRIDAY	1044302 · Marketing Materials	(30.00)
TOTAL						(30.00)
85355	03/18/15	OSEGUEDA, MANUEL	OSEGUEDA, MAN...	MARCH 2015 FIRST FRIDAY	1000101 · Operating Cash 10	
MAR 2015 F...	03/11/15		OSEGUEDA, MANU...	MARCH 2015 FIRST FRIDAY	1044302 · Marketing Materials	(30.00)
TOTAL						(30.00)
85356	03/18/15	PAPKE, CHLOE	PAPKE, CHLOE	FIRST FRIDAY ART SHOW WINNER	1000101 · Operating Cash 10	
MAR 2015 F...	03/11/15		PAPKE, CHLOE	MARCH 2015 FIRST FRIDAY ART SHOW	1044302 · Marketing Materials	(30.00)
TOTAL						(30.00)
85357	03/18/15	STROUP, JENNA	STROUP, JENNA	MARCH 2015 FIRST FRIDAY	1000101 · Operating Cash 10	
MAR 2015 F...	03/11/15		STROUP, JENNA	MARCH 2015 FIRST FRIDAY	1044302 · Marketing Materials	(60.00)
TOTAL						(60.00)
85358	03/18/15	ZAPATA DE LA ROSA, ESTEPHANIE	ZAPATA DE LA RO...	MARCH 2015 FIRST FRIDAY	1000101 · Operating Cash 10	
MAR 2015 F...	03/11/15		ZAPATA DE LA RO...	MARCH 2015 FIRST FRIDAY	1044302 · Marketing Materials	(20.00)
TOTAL						(20.00)
85359	03/25/15	A-OK POWER EQUIPMENT	A-OK POWER EQU...	INVOICE #83825	1000101 · Operating Cash 10	
83825	02/27/15		A-OK POWER EQU...	PW SUPPLIES	2531308 · Supplies & Materials 31	(2.05)
TOTAL						(2.05)
85360	03/25/15	AG ENT INC	AG ENT INC	14625	1000101 · Operating Cash 10	
14625	03/17/15		AG ENT INC	BF TEST	2361221 · Miscellaneous Contracts	(289.91)
TOTAL						(289.91)
85361	03/25/15	AGGRESSIVE INDUSTRIES INC.	AGGRESSIVE IND...	INVOICE 105007	1000101 · Operating Cash 10	
105007	02/27/15		AGGRESSIVE IND...	SWIM PLATFORM	2862308 · Supplies & Materials 62	(1,271.00)
TOTAL						(1,271.00)

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85362	03/25/15	ALL AROUND LANDSCAPE SUPPLY	ALL AROUND LAN...		1000101 · Operating Cash 10	
S1782097.0...	02/18/15		ALL AROUND LAN...	MEMORIAL PARK	2361221 · Miscellaneous Contracts	(23.06)
S1782695.0...	02/20/15		ALL AROUND LAN...	MEMORIAL PARK	2361221 · Miscellaneous Contracts	(7.39)
TOTAL						(30.45)
85363	03/25/15	ANIMAL MEDICAL CLINIC	ANIMAL MEDICAL ...	INVOICE #158155	1000101 · Operating Cash 10	
158155	03/17/15		ANIMAL MEDICAL ...	ANIMAL SHELTERING	1047213 · Animal Sheltering	(1,963.34)
TOTAL						(1,963.34)
85364	03/25/15	AQUASOURCE	AQUASOURCE	INVOICE #36470	1000101 · Operating Cash 10	
36470	02/09/15		AQUASOURCE	POOL SUPPLIES	4866338 · Chemicals	(3,692.30)
TOTAL						(3,692.30)
85365	03/25/15	AT & T MOBILITY	AT & T MOBILITY	ACCOUNT 828848611	1000101 · Operating Cash 10	
828848611	03/05/15		AT & T MOBILITY	POOL SUPT	4866308 · Supplies & Materials 66	(97.00)
			AT & T MOBILITY	ASP/AC	4866308 · Supplies & Materials 66	(57.28)
			AT & T MOBILITY	PARK MTC	2862308 · Supplies & Materials 62	(13.13)
			AT & T MOBILITY	JR GUARDS	2862308 · Supplies & Materials 62	(57.28)
TOTAL						(224.69)
85366	03/25/15	BENEFIELD, JANE L	BENEFIELD, JANE L	TRAVEL REIMBURSEMENT	1000101 · Operating Cash 10	
REIMBURS...	03/15/15		BENEFIELD, JANE L	TRAVEL REIMBURSEMENT	1041306 · Meetings & Travel 41	(793.92)
TOTAL						(793.92)
85367	03/25/15	BENGAL ENGINEERING	BENGAL ENGINEE...	INVOICE #2582	1000101 · Operating Cash 10	
2582	03/06/15		BENGAL ENGINEE...	RINCON TRAIL MEASURE A GRANT	2000261 · Deferred Revenue 20	(1,570.00)
TOTAL						(1,570.00)
85368	03/25/15	BIG RED CRANE COMPANY	BIG RED CRANE C...	INVOICE #809	1000101 · Operating Cash 10	
809	03/09/15		BIG RED CRANE C...	TOWERS	2879418 · Lifeguard Tower	(600.00)
TOTAL						(600.00)
85369	03/25/15	BOB TRAUTZ LAND DEV CO, INC	BOB TRAUTZ LAN...		1000101 · Operating Cash 10	
4906	03/14/15		BOB TRAUTZ LAN...	LIFEGUARD TOWERS	2879418 · Lifeguard Tower	(5,851.36)
4907	03/23/15		BOB TRAUTZ LAN...	LIFEGUARD TOWERS	2879418 · Lifeguard Tower	(2,473.04)
TOTAL						(8,324.40)
85370	03/25/15	BROWNSTEIN HYATT FARBER SCHRECK	BROWNSTEIN HYA...		1000101 · Operating Cash 10	

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595221	03/16/15		BROWNSTEIN HYA...	LITIGATION	1017228 · Litigation	(70.00)
595222	03/16/15		BROWNSTEIN HYA...	CITY ATTORNEY OFF RETAINER	1017229 · City Attorney Off-Retainer	(37,750.00)
595229	03/16/15		BROWNSTEIN HYA...	PROJ 1175	1000251 · Development Deposits	(385.00)
TOTAL						(38,205.00)
85371	03/25/15	CalPERS	CalPERS	APRIL 2015 HEALTH	1000101 · Operating Cash 10	
APR 2015 H...	03/17/15		CalPERS	APRIL 2015 HEALTH	1051194 · Wellness 51	(4,722.92)
			CalPERS	APRIL 2015 HEALTH	1011194 · Wellness 11	(1,039.05)
			CalPERS	APRIL 2015 HEALTH	1012194 · Wellness 12	(1,940.86)
			CalPERS	APRIL 2015 HEALTH	1013194 · Wellness 13	(1,346.46)
			CalPERS	APRIL 2015 HEALTH	1014194 · Wellness 14	(4,253.59)
			CalPERS	APRIL 2015 HEALTH	1016194 · Wellness 16	(585.18)
			CalPERS	APRIL 2015 HEALTH	1030194 · Wellness 30	(4,751.15)
			CalPERS	APRIL 2015 HEALTH	2531194 · Wellness 31	(4,039.38)
			CalPERS	APRIL 2015 HEALTH	1041194 · Wellness 41	(4,019.51)
			CalPERS	APRIL 2015 HEALTH	1042194 · Wellness 42	(1,355.07)
			CalPERS	APRIL 2015 HEALTH	1069194 · Wellness 69	(2,106.65)
			CalPERS	APRIL 2015 HEALTH	1022194 · Wellness 22	(2,382.20)
			CalPERS	APRIL 2015 HEALTH	2361194 · Wellness 61	(1,346.46)
			CalPERS	APRIL 2015 HEALTH	3332194 · Wellness 32	(2,382.20)
			CalPERS	APRIL 2015 HEALTH	1044194 · Wellness 44	(1,346.46)
			CalPERS	APRIL 2015 HEALTH	1000249 · Health Insurance Premi...	(352.63)
			CalPERS	APRIL 2015 HEALTH	1016196 · Health Insurance Surch...	(150.45)
			CalPERS	APRIL 2015 HEALTH	4868194 · Wellness 68	(1,035.74)
TOTAL						(39,155.96)
85372	03/25/15	CARPINTERIA VALLEY CHAMBER OF CO...	CARPINTERIA VAL...	2015-2016 BUSINESS DIRECTORY	1000101 · Operating Cash 10	
2015-2016 ...	03/01/15		CARPINTERIA VAL...	2015-2016 BUSINESS DIRECTORY	4866308 · Supplies & Materials 66	(595.00)
TOTAL						(595.00)
85373	03/25/15	CENTRAL COAST IMAGING SOLUTIONS	CENTRAL COAST I...	INVOICE #AR29692	1000101 · Operating Cash 10	
AR29692	03/17/15		CENTRAL COAST I...	COPIER MAINTENANCE	1018222 · Equipment Maintenance	(1,129.90)
TOTAL						(1,129.90)
85374	03/25/15	CHANNEL ISLANDS DO IT BEST	CHANNEL ISLAND...	10001	1000101 · Operating Cash 10	
FEB 2015 B...	02/28/15		CHANNEL ISLAND...	POOL	4866308 · Supplies & Materials 66	(19.42)
			CHANNEL ISLAND...	POOL	4866308 · Supplies & Materials 66	(1.26)
			CHANNEL ISLAND...	PARKS	2361221 · Miscellaneous Contracts	(29.23)
			CHANNEL ISLAND...	POOL	4866308 · Supplies & Materials 66	(43.69)
			CHANNEL ISLAND...	ASH AVE	2862308 · Supplies & Materials 62	(16.51)
			CHANNEL ISLAND...	PARKS	2361221 · Miscellaneous Contracts	(111.73)
			CHANNEL ISLAND...	PW SUPPLIES	2531308 · Supplies & Materials 31	(6.80)
			CHANNEL ISLAND...	POOL	4866308 · Supplies & Materials 66	(60.44)
			CHANNEL ISLAND...	BEACH	2862308 · Supplies & Materials 62	(38.86)
			CHANNEL ISLAND...	PARKS	2361221 · Miscellaneous Contracts	(6.80)
			CHANNEL ISLAND...	PW SUPPLIES	3332224 · Graffiti Removal	(46.60)
			CHANNEL ISLAND...	PW SUPPLIES	2531308 · Supplies & Materials 31	(12.95)
			CHANNEL ISLAND...	POOL	4866308 · Supplies & Materials 66	(8.08)

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TOTAL						(402.37)
85375	03/25/15	CHEVRON & TEXACO BUSINESS CARD S...	CHEVRON & TEXA...	789-819-058-7	1000101 · Operating Cash 10	
43850511	03/22/15		CHEVRON & TEXA...	VEHICLE FUEL	1013307 · Vehicle Oper & Mainten...	(259.34)
			CHEVRON & TEXA...	VEHICLE FUEL	2531307 · Vehicle Oper & Mainten...	(111.17)
			CHEVRON & TEXA...	VEHICLE FUEL	3332307 · Vehicle Oper & Mainten...	(501.92)
			CHEVRON & TEXA...	VEHICLE FUEL	2361307 · Vehicle Oper/Maintena...	(160.90)
TOTAL						(1,033.33)
85376	03/25/15	COAST OFFICE TECHNOLOGY	COAST OFFICE TE...	INVOICE #2015104	1000101 · Operating Cash 10	
2015104	03/13/15		COAST OFFICE TE...	COMPUTER PRODUCT	1070417 · Computer Hardware	(309.12)
TOTAL						(309.12)
85377	03/25/15	COCA-COLA BOTTLING COMPANY OF SO...	COCA-COLA BOTT...	8647365	1000101 · Operating Cash 10	
3096059119	03/19/15		COCA-COLA BOTT...	SODA PURCHASES FOR RESALE @ POOL	4866350 · Supplies for Resale	(357.84)
TOTAL						(357.84)
85378	03/25/15	COUNCIL ON ALCOHOLISM & DRUG ABU...	COUNCIL ON ALC...	022815CALGRIP2-2	1000101 · Operating Cash 10	
022815CAL...	03/23/15		COUNCIL ON ALC...	CALGRIP GRANT	2000261 · Deferred Revenue 20	(14,338.86)
TOTAL						(14,338.86)
85379	03/25/15	COUNTY OF SANTA BARBARA, EMPLOYEE...	COUNTY OF SANT...	MEDIATOR TRAINING - BALMADRID	1000101 · Operating Cash 10	
MEDIATOR ...	03/23/15		COUNTY OF SANT...	MEDIATOR TRAINING - BALMADRID	1016228 · Employee Training	(750.00)
TOTAL						(750.00)
85380	03/25/15	DUDEK	DUDEK	INVOICE #20150865	1000101 · Operating Cash 10	
20150865	03/17/15		DUDEK	PROJ 1522	1000251 · Development Deposits	(150.00)
TOTAL						(150.00)
85381	03/25/15	FORD OF VENTURA	FORD OF VENTURA	RO #5019582	1000101 · Operating Cash 10	
5019582	02/28/15		FORD OF VENTURA	VEHICLE MAINTENANCE	1013307 · Vehicle Oper & Mainten...	(47.45)
TOTAL						(47.45)
85382	03/25/15	HD SUPPLY FACILITIES MAINTENANCE LTD	HD SUPPLY FACILI...	INVOICE #9135488852	1000101 · Operating Cash 10	
9135488852	02/16/15		HD SUPPLY FACILI...	POOL	4866308 · Supplies & Materials 66	(64.07)
TOTAL						(64.07)
85383	03/25/15	HILLYARD	HILLYARD	INVOICE 601506224	1000101 · Operating Cash 10	

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601506224	02/23/15		HILLYARD	POOL RESTROOM SUPPLIES	4866308 · Supplies & Materials 66	(140.49)
TOTAL						(140.49)
85384	03/25/15	HOUSE SANITARY SUPPLY	HOUSE SANITARY ...	INVOICE #137464A	1000101 · Operating Cash 10	
137464A	02/27/15		HOUSE SANITARY ...	POOL	4866308 · Supplies & Materials 66	(75.60)
TOTAL						(75.60)
85385	03/25/15	MAINTENANCE SUPERINTENDENT ASSOC	MAINTENANCE SU...	2015 MSA MEMBERSHIP - MEDEL	1000101 · Operating Cash 10	
MEMBERS...	03/24/15		MAINTENANCE SU...	2015 MSA MEMBERSHIP APPLICATION - MEDEL	2531305 · Dues & Subscriptions 31	(40.00)
TOTAL						(40.00)
85386	03/25/15	METLIFE - GROUP BENEFITS	METLIFE - GROUP ...	APRIL 2015 DENTAL	1000101 · Operating Cash 10	
APRIL 2015...	03/15/15		METLIFE - GROUP ...	APRIL 2015 DENTAL	1051194 · Wellness 51	(537.07)
			METLIFE - GROUP ...	APRIL 2015 DENTAL	1011194 · Wellness 11	(175.90)
			METLIFE - GROUP ...	APRIL 2015 DENTAL	1012194 · Wellness 12	(246.38)
			METLIFE - GROUP ...	APRIL 2015 DENTAL	1013194 · Wellness 13	(189.49)
			METLIFE - GROUP ...	APRIL 2015 DENTAL	1014194 · Wellness 14	(378.98)
			METLIFE - GROUP ...	APRIL 2015 DENTAL	1016194 · Wellness 16	(56.89)
			METLIFE - GROUP ...	APRIL 2015 DENTAL	1030194 · Wellness 30	(538.14)
			METLIFE - GROUP ...	APRIL 2015 DENTAL	2531194 · Wellness 31	(568.47)
			METLIFE - GROUP ...	APRIL 2015 DENTAL	1041194 · Wellness 41	(551.73)
			METLIFE - GROUP ...	APRIL 2015 DENTAL	1042194 · Wellness 42	(189.49)
			METLIFE - GROUP ...	APRIL 2015 DENTAL	1069194 · Wellness 69	(246.38)
			METLIFE - GROUP ...	APRIL 2015 DENTAL	1022194 · Wellness 22	(232.79)
			METLIFE - GROUP ...	APRIL 2015 DENTAL	3332194 · Wellness 32	(305.35)
			METLIFE - GROUP ...	APRIL 2015 DENTAL	1044194 · Wellness 44	(189.49)
			METLIFE - GROUP ...	APRIL 2015 DENTAL	2361194 · Wellness 61	(189.49)
			METLIFE - GROUP ...	APRIL 2015 DENTAL	4868194 · Wellness 68	(113.78)
TOTAL						(4,709.82)
85387	03/25/15	MNS ENGINEERS INC	MNS ENGINEERS I...		1000101 · Operating Cash 10	
65229	02/20/15		MNS ENGINEERS I...	PROJ 5436	1000251 · Development Deposits	(5,000.00)
65230	02/20/15		MNS ENGINEERS I...	PROJ 1710	1000251 · Development Deposits	(300.00)
65231	02/20/15		MNS ENGINEERS I...	PROJ 1728	1000251 · Development Deposits	(1,044.60)
65272	03/12/15		MNS ENGINEERS I...	SSV GRANT	2000261 · Deferred Revenue 20	(1,350.00)
			MNS ENGINEERS I...	SSV GRANT	2079275 · Public Work Grants	(1,350.00)
TOTAL						(9,044.60)
85388	03/25/15	MORAGA, VIC	MORAGA, VIC	FEBRUARY 2015 FIRST FRIDAY	1000101 · Operating Cash 10	
FIRST FRI 2...	03/25/15		MORAGA, VIC	FEB 2015 FIRST FRIDAY	1044302 · Marketing Materials	(200.00)
TOTAL						(200.00)
85389	03/25/15	RUDY PEREZ PAINTING	RUDY PEREZ PAIN...	MARCH 2015 INVOICE	1000101 · Operating Cash 10	

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MAR 2015 I...	03/17/15		RUDY PEREZ PAIN...	CITY HALL PAINTING	1013224 · Interior Maintenance	(1,350.00)
TOTAL						(1,350.00)
85390	03/25/15	SANTA BARBARA COUNTY, ENVIROMENT...	SANTA BARBARA ...		1000101 · Operating Cash 10	
IN0044951	03/05/15		SANTA BARBARA ...	ANNUAL PERMIT COMMUNITY POOL	4866338 · Chemicals	(289.00)
IN0044952	03/05/15		SANTA BARBARA ...	ANNUAL PERMIT PUBLIC WORKS YARD	3332308 · Supplies & Materials 32	(889.00)
TOTAL						(1,178.00)
85391	03/25/15	SANTA BARBARA COUNTY, SHERIFF'S D...	SANTA BARBARA ...		1000101 · Operating Cash 10	
15-187	02/18/15		SANTA BARBARA ...	SHERIFF OVERTIME	1021215 · Sheriff's Overtime	(1,022.69)
15-189	02/28/15		SANTA BARBARA ...	CONTRACT SERVICES	1021214 · SB County Sheriff	(276,199.42)
			SANTA BARBARA ...	CONTRACT SERVICES	1000150 · COPS Grant Receivable	(8,333.33)
			SANTA BARBARA ...	CONTRACT SERVICES	1121214 · SB County Sheriff 11	(1,303.25)
15-196	03/04/15		SANTA BARBARA ...	SHERIFF OVERTIME	1021215 · Sheriff's Overtime	(610.11)
TOTAL						(287,468.80)
85392	03/25/15	SANTA BARBARA COUNTY, TREAS/TAX C...	SANTA BARBARA ...		1000101 · Operating Cash 10	
004-047-017	03/03/15		SANTA BARBARA ...	PROJ 4865 PROPERTY TAXES FY 14-15	1000251 · Development Deposits	(1,275.48)
			SANTA BARBARA ...	FY 14-15 PROPERTY TAXES SECOND INSTAL...	4865309 · Misc Operating Expens...	(628.21)
004-105-011	03/03/15		SANTA BARBARA ...	FY 14-15 PROPERTY TAXES SECOND INSTAL...	3361317 · Utility - Sewer 61	(414.64)
004-047-001	03/03/15		SANTA BARBARA ...	FY 14-15 PROPERTY TAXES SECOND INSTAL...	3333335 · ROW #3 - CURRENT Y...	(475.70)
004-005-005	03/03/15		SANTA BARBARA ...	FY 14-15 PROPERTY TAXES SECOND INSTAL...	2361317 · Utility - Sewer 23	(965.08)
003-470-013	03/03/15		SANTA BARBARA ...	FY 14-15 PROPERTY TAXES SECOND INSTAL...	2862315 · Utility - Sewer	(547.53)
003-261-008	03/03/15		SANTA BARBARA ...	FY 14-15 PROPERTY TAXES SECOND INSTAL...	3361317 · Utility - Sewer 61	(540.41)
001-180-072	03/03/15		SANTA BARBARA ...	FY 14-15 PROPERTY TAXES SECOND INSTAL...	2361317 · Utility - Sewer 23	(344.61)
001-180-062	03/03/15		SANTA BARBARA ...	FY 14-15 PROPERTY TAXES SECOND INSTAL...	3333335 · ROW #3 - CURRENT Y...	(36.01)
001-170-018	03/03/15		SANTA BARBARA ...	FY 14-15 PROPERTY TAXES SECOND INSTAL...	1013317 · Utility - Sewer 13	(1,911.24)
001-080-038	03/03/15		SANTA BARBARA ...	FY 14-15 PROPERTY TAXES SECOND INSTAL...	2361317 · Utility - Sewer 23	(622.08)
004-047-040	03/03/15		SANTA BARBARA ...	FY 14-15 PROPERTY TAXES SECOND INSTAL...	4866317 · Utility - Sewer 66	(4,200.92)
TOTAL						(11,961.91)
85393	03/25/15	SANTA BARBARA PEST CONTROL	SANTA BARBARA ...		1000101 · Operating Cash 10	
58900	02/20/15		SANTA BARBARA ...	PROJ 4865	1000251 · Development Deposits	(30.15)
			SANTA BARBARA ...	VETS HALL	4865309 · Misc Operating Expens...	(14.85)
59660	03/11/15		SANTA BARBARA ...	RODENT CONTROL	3332223 · Chemical Treatment	(65.00)
TOTAL						(110.00)
85394	03/25/15	SILICON CONSTELLATIONS INC	SILICON CONSTEL...	INVOICE #608BH03	1000101 · Operating Cash 10	
608BH03	01/19/15	15068	SILICON CONSTEL...	MATERIALS FOR LIGHTED CROSSWALK	2779612 · Pavement Rehabilitation	(462.40)
TOTAL						(462.40)
85395	03/25/15	SO CA GAS COMPANY	SO CA GAS COMP...		1000101 · Operating Cash 10	
016-913-95...	03/09/15		SO CA GAS COMP...	CIVIC CENTER	1013314 · Utility - Natural Gas	(365.64)
140-914-30...	03/10/15		SO CA GAS COMP...	PROJ 4865	1000251 · Development Deposits	(107.73)

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006-514-27...	03/10/15		SO CA GAS COMP...	VETS HALL	4865309 · Misc Operating Expens...	(53.05)
014-914-32...	03/10/15		SO CA GAS COMP...	POOL	4866314 · Utility - Natural Gas 66	(2,014.63)
			SO CA GAS COMP...	SEASIDE	4865309 · Misc Operating Expens...	(57.11)
TOTAL						(2,598.16)
85396	03/25/15	STAPLES ADVANTAGE	STAPLES ADVANT...		1000101 · Operating Cash 10	
3258242929	02/27/15		STAPLES ADVANT...	PARKS	2361221 · Miscellaneous Contracts	(49.58)
			STAPLES ADVANT...	PW	2531308 · Supplies & Materials 31	(49.57)
3258242933	02/27/15		STAPLES ADVANT...	OFFICE SUPPLIES	1013308 · Supplies & Materials 13	(5.61)
3258680720	02/28/15		STAPLES ADVANT...	OFFICE SUPPLIES	1013308 · Supplies & Materials 13	(180.66)
TOTAL						(285.42)
85397	03/25/15	STRADLING YOCCA CARLSON & RAUTH	STRADLING YOCC...	295344-0001	1000101 · Operating Cash 10	
295344-0001	02/26/15		STRADLING YOCC...	MISC EMPLOYMENT MATTERS	1072211 · Personnel Services	(2,449.00)
TOTAL						(2,449.00)
85398	03/25/15	VAN ATTA ASSOCIATES INC	VAN ATTA ASSOCI...		1000101 · Operating Cash 10	
5191	02/23/15		VAN ATTA ASSOCI...	SEASIDE BUILDING	3100242 · Park Improvements DIF	(595.25)
5193	02/23/15		VAN ATTA ASSOCI...	MEMORIAL PARK	3100242 · Park Improvements DIF	(4,810.00)
TOTAL						(5,405.25)
85399	03/25/15	VERIZON WIRELESS	VERIZON WIRELESS	INVOICE #9741946495	1000101 · Operating Cash 10	
9741946495	03/09/15		VERIZON WIRELESS	CELL PHONE - BUILDING INSPECTOR	1042308 · Supplies & Materials 42	(113.93)
TOTAL						(113.93)
85400	03/25/15	WEST COAST ARBORIST INC	WEST COAST ARB...	INVOICE 102681	1000101 · Operating Cash 10	
102681	12/31/14		WEST COAST ARB...	TREE MAINTENANCE	2732220 · Public Tree Maintenan...	(10,702.00)
TOTAL						(10,702.00)
85401	03/25/15	ALL AROUND LANDSCAPE SUPPLY	ALL AROUND LAN...	INVOICE #S1785027.001	1000101 · Operating Cash 10	
S1785027.0...	03/05/15		ALL AROUND LAN...	PW SUPPLIES	3332308 · Supplies & Materials 32	(15.48)
TOTAL						(15.48)
85402	03/25/15	BIG GREEN CLEANING COMPANY	BIG GREEN CLEA...		1000101 · Operating Cash 10	
456531	03/01/15		BIG GREEN CLEAN...	CITY HALL	1013224 · Interior Maintenance	(861.00)
			BIG GREEN CLEAN...	VETS HALL	4865224 · Custodial Services	(776.00)
456534	03/01/15		BIG GREEN CLEAN...	ASH AVE	2861225 · Marsh Park Maintenance	(371.00)
			BIG GREEN CLEAN...	ROW	3332221 · Miscellaneous Contract...	(742.00)
			BIG GREEN CLEAN...	PARKS	2361221 · Miscellaneous Contracts	(1,488.00)
456529	03/01/15		BIG GREEN CLEAN...	SEASIDE BUILDING	4865309 · Misc Operating Expens...	(177.00)
TOTAL						(4,415.00)

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85403	03/25/15	CARPINTERIA VALLEY LUMBER CO	CARPINTERIA VAL...	ACCOUNT 164	1000101 · Operating Cash 10	
FEB 2015 B...	03/12/15		CARPINTERIA VAL...	PROJ 4865 VETS HALL	1000251 · Development Deposits	(6.54)
			CARPINTERIA VAL...	ROW	3332308 · Supplies & Materials 32	(34.54)
			CARPINTERIA VAL...	PW SUPPLIES	3332308 · Supplies & Materials 32	(13.04)
			CARPINTERIA VAL...	ROW	3332308 · Supplies & Materials 32	(23.21)
			CARPINTERIA VAL...	POOL	4866308 · Supplies & Materials 66	(24.05)
			CARPINTERIA VAL...	PARKING LOTS	3332308 · Supplies & Materials 32	(13.18)
			CARPINTERIA VAL...	EL CARRO	2361221 · Miscellaneous Contracts	(28.60)
			CARPINTERIA VAL...	EL CARRO	2361221 · Miscellaneous Contracts	(12.83)
			CARPINTERIA VAL...	ROW	3332308 · Supplies & Materials 32	(31.85)
			CARPINTERIA VAL...	CITY HALL	1013224 · Interior Maintenance	(43.28)
			CARPINTERIA VAL...	EL CARRO	2361221 · Miscellaneous Contracts	(6.47)
			CARPINTERIA VAL...	POOL	4866308 · Supplies & Materials 66	(47.13)
			CARPINTERIA VAL...	POOL	4866308 · Supplies & Materials 66	(12.63)
			CARPINTERIA VAL...	EL CARRO	2361221 · Miscellaneous Contracts	(36.17)
			CARPINTERIA VAL...	EL CARRO	2361221 · Miscellaneous Contracts	(15.29)
			CARPINTERIA VAL...	VIOLA	2361221 · Miscellaneous Contracts	(2.35)
TOTAL						(351.16)
85404	03/25/15	EMERGENCY MEDICAL PRODUCTS INC	EMERGENCY MED...	INVOICE #1717053	1000101 · Operating Cash 10	
1717053	03/01/15		EMERGENCY MEDI...	POOL FIRST AID SUPPLIES	4866308 · Supplies & Materials 66	(250.20)
TOTAL						(250.20)
85405	03/25/15	JOY EQUIPMENT PROTECTION INC	JOY EQUIPMENT P...	INVOICE #61759	1000101 · Operating Cash 10	
61759	03/04/15		JOY EQUIPMENT P...	FIRE EXTINGUISHERS	3332221 · Miscellaneous Contract...	(202.00)
TOTAL						(202.00)
85406	03/25/15	RISDON'S 76 AUTOCARE CENTER	RISDON'S 76 AUT...		1000101 · Operating Cash 10	
A54959	03/02/15		RISDON'S 76 AUTO...	UNIT 120 VEHICLE MAINTENANCE	1013307 · Vehicle Oper & Mainten...	(53.63)
A54960	03/02/15		RISDON'S 76 AUTO...	UNIT 121 VEHICLE MAINTENANCE	1013307 · Vehicle Oper & Mainten...	(53.63)
TOTAL						(107.26)
85407	03/25/15	SATCOM GLOBAL FZE	SATCOM GLOBAL ...	INVOICE AS03150978	1000101 · Operating Cash 10	
AS03150978	03/01/15		SATCOM GLOBAL ...	IRIDIUM TRADE-UP	1024215 · Disaster Preparedness	(42.75)
TOTAL						(42.75)
85408	03/25/15	SO CA EDISON	SO CA EDISON		1000101 · Operating Cash 10	
2-27-939-99...	03/20/15		SO CA EDISON	HOCKEY RINK	1013314 · Utility - Natural Gas	(24.83)
2-25-126-20...	03/20/15		SO CA EDISON	VIOLA	2361313 · Utility - Electric 23	(31.65)
TOTAL						(56.48)
85409	03/25/15	STAPLES ADVANTAGE	STAPLES ADVANT...		1000101 · Operating Cash 10	

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3259313079	03/05/15		STAPLES ADVANT...	OFFICE SUPPLIES	1013308 · Supplies & Materials 13	(212.51)
3259313077	03/05/15		STAPLES ADVANT...	OFFICE SUPPLIES	1013308 · Supplies & Materials 13	(90.70)
3259313072	03/05/15		STAPLES ADVANT...	OFFICE SUPPLIES	1013308 · Supplies & Materials 13	(142.13)
3259313082	03/05/15		STAPLES ADVANT...	EMERGENCY PREPAREDNESS	1024308 · Supplies & Materials 24	(51.78)
3259313080	03/05/15		STAPLES ADVANT...	EMERGENCY PREPAREDNESS	1024308 · Supplies & Materials 24	(96.36)
TOTAL						(593.48)
85410	03/25/15	TRI-CO BLUE PRINT & SUPPLY	TRI-CO BLUE PRIN...	20912	1000101 · Operating Cash 10	
20912	03/05/15		TRI-CO BLUE PRIN...	COPY PLANS	1010181 · CITY CLERK CHARGES	(208.66)
TOTAL						(208.66)
85411	03/25/15	ZUMAR INDUSTRIES INC.	ZUMAR INDUSTRI...	INVOICE 0157440	1000101 · Operating Cash 10	
0157440	03/03/15		ZUMAR INDUSTRIE...	SIGNAGE	2531308 · Supplies & Materials 31	(658.22)
TOTAL						(658.22)
85412	03/27/15	JEAKLE, JULIE	JEAKLE, JULIE	VOID: PAYROLL 04-02-15	1000101 · Operating Cash 10	
TOTAL						0.00
85413	03/27/15	JEAKLE, JULIE	JEAKLE, JULIE	PAYROLL 04-02-15	1000101 · Operating Cash 10	
PAYROLL 0...	03/27/15		JEAKLE, JULIE	PAYROLL 04-02-15 FINAL PAYCHECK	1000101 · Operating Cash 10	(7,116.74)
TOTAL						(7,116.74)
85414	04/01/15	ATT	ATT	ACCOUNT 030-149-5366-001	1000101 · Operating Cash 10	
030-149-53...	03/19/15		ATT	CIVIC CENTER	1013301 · Telephone 13	(737.19)
			ATT	PW	2531301 · Telephone 31	(32.87)
			ATT	BEACH	2862301 · Telephone 62	(119.74)
			ATT	POOL	4866301 · Telephone 66	(131.47)
TOTAL						(1,021.27)
85415	04/01/15	BALMADRID, ARLENE	BALMADRID, ARL...	CELL PHONE REIMBURSEMENT	1000101 · Operating Cash 10	
	04/01/15		BALMADRID, ARLE...	CELL PHONE REIMBURSEMENT	1016308 · Supplies & Materials 16	(65.00)
TOTAL						(65.00)
85416	04/01/15	BORNHURT, BRUCE	BORNHURT, BRUCE	PROJECT 1680 REFUND	1000101 · Operating Cash 10	
PROJ 1680 ...	03/30/15		BORNHURT, BRUCE	PROJ 1680 REFUND	1000251 · Development Deposits	(127.18)
TOTAL						(127.18)
85417	04/01/15	CALIFORNIA STATE DISBURSEMENT UNIT	CALIFORNIA STAT...	CASE NUMBER 0850182383-01	1000101 · Operating Cash 10	
PAYROLL 0...	03/31/15		CALIFORNIA STAT...	PAYROLL WITHHOLDING 04-02-15	1000105 · ICMA Cash	(330.46)

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TOTAL						(330.46)
85418	04/01/15	CAMPBELL, JACQUELINE	CAMPBELL, JACQ...	CELL PHONE REIMBURSEMENT	1000101 · Operating Cash 10	
	04/01/15		CAMPBELL, JACQ...	CELL PHONE REIMBURSEMENT	1041308 · Supplies & Materials 41	(65.00)
TOTAL						(65.00)
85419	04/01/15	COLSON, MARY ANN	COLSON, MARY A...	WELLNESS REIMBURSEMENT	1000101 · Operating Cash 10	
	04/01/15		COLSON, MARY ANN	WELLNESS REIMBURSEMENT	1014194 · Wellness 14	(395.87)
TOTAL						(395.87)
85420	04/01/15	DIAZ, JAYNE	DIAZ, JAYNE	WELLNESS REIMBURSEMENT	1000101 · Operating Cash 10	
	04/01/15		DIAZ, JAYNE	WELLNESS REIMBURSEMENT	1014194 · Wellness 14	(395.87)
TOTAL						(395.87)
85421	04/01/15	DRIGGERS, LARRY	DRIGGERS, LARRY	WELLNESS REIMBURSEMENT	1000101 · Operating Cash 10	
	04/01/15		DRIGGERS, LARRY	WELLNESS REIMBURSEMENT	1014194 · Wellness 14	(395.87)
TOTAL						(395.87)
85422	04/01/15	DURFLINGER, DAVID	DURFLINGER, DAV...	CELL PHONE REIMBURSEMENT	1000101 · Operating Cash 10	
	04/01/15		DURFLINGER, DAV...	CELL PHONE REIMBURSEMENT	1012308 · Supplies & Materials 12	(65.00)
TOTAL						(65.00)
85423	04/01/15	EBELING, CHARLES	EBELING, CHARLES		1000101 · Operating Cash 10	
TRAVEL RE...	03/27/15		EBELING, CHARLES	TRAVEL REIMBURSEMENT	1030306 · Meetings & Travel 30	(16.00)
	04/01/15		EBELING, CHARLES	CELL PHONE REIMBURSEMENT	1030308 · Supplies & Materials 30	(65.00)
TOTAL						(81.00)
85424	04/01/15	EDD-SDI	EDD-SDI	776-5147-9	1000101 · Operating Cash 10	
PAYROLL 0...	03/31/15		EDD-SDI	PAYROLL 04-02-15	1000223 · SDI Withheld 10	(954.73)
TOTAL						(954.73)
85425	04/01/15	EDD-SIT	EDD-SIT	932-0283-6	1000101 · Operating Cash 10	
PAYROLL 0...	03/31/15		EDD-SIT	PAYROLL 04-02-15	1000221 · SIT Withheld 10	(4,378.48)
TOTAL						(4,378.48)
85426	04/01/15	ENGINEERING NEWS-RECORD	ENGINEERING NE...	ENR RENEWAL 2015	1000101 · Operating Cash 10	
2015 RENE...	03/30/15		ENGINEERING NE...	ENR RENEWAL 2015	1030305 · Dues & Subscriptions 30	(109.00)

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TOTAL						(109.00)
85427	04/01/15	FRONTADO, JOHN	FRONTADO, JOHN	WELLNESS PAYMENT	1000101 · Operating Cash 10	
	04/01/15		FRONTADO, JOHN	WELLNESS REIMBURSEMENT	1014194 · Wellness 14	(395.87)
TOTAL						(395.87)
85428	04/01/15	GARCIA, FIDELA	GARCIA, FIDELA	CELL PHONE REIMBURSEMENT	1000101 · Operating Cash 10	
	04/01/15		GARCIA, FIDELA	CELL PHONE REIMBURSEMENT	1011308 · Supplies & Materials 11	(65.00)
TOTAL						(65.00)
85429	04/01/15	HIDALGO, BENNY	HIDALGO, BENNY	WELLNESS REIMBURSEMENT	1000101 · Operating Cash 10	
	04/01/15		HIDALGO, BENNY	WELLNESS REIMBURSEMENT	1014194 · Wellness 14	(395.87)
TOTAL						(395.87)
85430	04/01/15	HINDERLITER DE LLAMAS	HINDERLITER DE ...	INVOICE 0023500-IN	1000101 · Operating Cash 10	
0023500-IN	03/02/15		HINDERLITER DE L...	CONTRACT SERVICES - SALES TAX 1ST QUA...	1010121 · SALES TAX	(915.67)
TOTAL						(915.67)
85431	04/01/15	HUNT, CONNIE	HUNT, CONNIE	DOG LICENSE REFUND	1000101 · Operating Cash 10	
REFUND	03/25/15		HUNT, CONNIE	DOG LICENSE REFUND	1010135 · DOG LICENSES	(15.00)
TOTAL						(15.00)
85432	04/01/15	JIMENEZ, ERNEST	JIMENEZ, ERNEST	WELLNESS REIMBURSEMENT	1000101 · Operating Cash 10	
	04/01/15		JIMENEZ, ERNEST	WELLNESS REIMBURSEMENT	1014194 · Wellness 14	(395.87)
TOTAL						(395.87)
85433	04/01/15	LEMERE, PATRICIA	LEMERE, PATRICIA	WELLNESS REIMBURSEMENT	1000101 · Operating Cash 10	
	04/01/15		LEMERE, PATRICIA	WELLNESS REIMBURSEMENT	1014194 · Wellness 14	(395.87)
TOTAL						(395.87)
85434	04/01/15	LINCOLN FINANCIAL GROUP	LINCOLN FINANCI...	APRIL 2015 BILLING	1000101 · Operating Cash 10	
APR 2015 B...	04/01/15		LINCOLN FINANCIA...	APRIL 2015	1051191 · Life Insurance Premium...	(67.75)
			LINCOLN FINANCIA...	APRIL 2015	1011191 · Life Insurance Premium...	(100.63)
			LINCOLN FINANCIA...	APRIL 2015	1012191 · Life Insurance Premium...	(122.49)
			LINCOLN FINANCIA...	APRIL 2015	1013191 · Life Insurance Premium...	(32.07)
			LINCOLN FINANCIA...	APRIL 2015	1014191 · Life Insurance Premium...	(184.06)
			LINCOLN FINANCIA...	APRIL 2015	1016191 · Life Insurance Premium...	(172.37)
			LINCOLN FINANCIA...	APRIL 2015	1030191 · Life Insurance Premium...	(283.10)
			LINCOLN FINANCIA...	APRIL 2015	2531191 · Life Insurance Premium...	(181.69)
			LINCOLN FINANCIA...	APRIL 2015	1041191 · Life Insurance Premium...	(390.29)

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			LINCOLN FINANCIA...	APRIL 2015	1042191 · Life Insurance Premium...	(184.15)
			LINCOLN FINANCIA...	APRIL 2015	1069191 · Life Insurance Premium...	(184.07)
			LINCOLN FINANCIA...	APRIL 2015	1022191 · Life Insurance Premium...	(129.06)
			LINCOLN FINANCIA...	APRIL 2015	3332191 · Life Insurance Premium...	(73.64)
			LINCOLN FINANCIA...	APRIL 2015	1044191 · Life Insurance Premium...	(91.90)
			LINCOLN FINANCIA...	APRIL 2015	2361191 · Life Insurance Premium...	(58.71)
			LINCOLN FINANCIA...	APRIL 2015	4868191 · Life Insurance Premium...	(65.04)
TOTAL						(2,321.02)
85435	04/01/15	MENTAL WELLNESS CENTER	MENTAL WELLNE...	HOPENET OF CARPINTERIA	1000101 · Operating Cash 10	
2014-2015 ...	03/04/15		MENTAL WELLNES...	HOPENET GRANT 2014-2015	1046216 · HopeNet of Carpinteria	(1,182.00)
TOTAL						(1,182.00)
85436	04/01/15	REAL GREEN GARDENING	REAL GREEN GAR...		1000101 · Operating Cash 10	
1273	10/08/14		REAL GREEN GAR...	TARPITS PARK	2361221 · Miscellaneous Contracts	(805.00)
FEB 2015 B...	11/30/14		REAL GREEN GAR...	BAILARD	2361306 · Bluffs Park Expense	(540.00)
			REAL GREEN GAR...	CARP CREEK	2361225 · Park Maintenance 61	(540.00)
			REAL GREEN GAR...	PROJ 4865	1000251 · Development Deposits	(75.00)
			REAL GREEN GAR...	PALM TO LINDEN TRAIL	2000261 · Deferred Revenue 20	(540.00)
			REAL GREEN GAR...	MARSH	2861225 · Marsh Park Maintenance	(450.00)
			REAL GREEN GAR...	MONTE VISTA	2361225 · Park Maintenance 61	(1,375.00)
			REAL GREEN GAR...	SEASIDE	4865220 · Grounds Maintenance 65	(275.00)
			REAL GREEN GAR...	COASTAL VISTA	2861225 · Marsh Park Maintenance	(360.00)
			REAL GREEN GAR...	TAR PITS	2861225 · Marsh Park Maintenance	(450.00)
			REAL GREEN GAR...	VETS HALL	4865221 · Miscellaneous Contract...	(59.40)
			REAL GREEN GAR...	PROJ 4865	1000251 · Development Deposits	(120.60)
			REAL GREEN GAR...	VIOLA	2361306 · Bluffs Park Expense	(720.00)
			REAL GREEN GAR...	SEASIDE	4865309 · Misc Operating Expens...	(340.00)
			REAL GREEN GAR...	HEATH RANCH	2361221 · Miscellaneous Contracts	(1,247.50)
			REAL GREEN GAR...	BAILARD	2361306 · Bluffs Park Expense	(540.00)
			REAL GREEN GAR...	CARP CREEK	2361225 · Park Maintenance 61	(540.00)
			REAL GREEN GAR...	PROJ 4865	1000251 · Development Deposits	(75.00)
			REAL GREEN GAR...	PALM TO LINDEN TRAIL	2000261 · Deferred Revenue 20	(540.00)
			REAL GREEN GAR...	MARSH	2861225 · Marsh Park Maintenance	(450.00)
			REAL GREEN GAR...	MONTE VISTA	2361225 · Park Maintenance 61	(1,375.00)
			REAL GREEN GAR...	SEASIDE	4865220 · Grounds Maintenance 65	(275.00)
			REAL GREEN GAR...	COASTAL VISTA	2861225 · Marsh Park Maintenance	(360.00)
			REAL GREEN GAR...	TAR PITS	2861225 · Marsh Park Maintenance	(450.00)
			REAL GREEN GAR...	VETS HALL	4865221 · Miscellaneous Contract...	(59.40)
			REAL GREEN GAR...	PROJ 4865	1000251 · Development Deposits	(120.60)
			REAL GREEN GAR...	VIOLA	2361306 · Bluffs Park Expense	(720.00)
			REAL GREEN GAR...	BAILARD	2361306 · Bluffs Park Expense	(540.00)
			REAL GREEN GAR...	CARP CREEK	2361225 · Park Maintenance 61	(540.00)
			REAL GREEN GAR...	PROJ 4865	1000251 · Development Deposits	(75.00)
			REAL GREEN GAR...	PALM TO LINDEN TRAIL	2000261 · Deferred Revenue 20	(540.00)
			REAL GREEN GAR...	MARSH	2861225 · Marsh Park Maintenance	(450.00)
			REAL GREEN GAR...	MONTE VISTA	2361225 · Park Maintenance 61	(1,375.00)
			REAL GREEN GAR...	SEASIDE	4865220 · Grounds Maintenance 65	(275.00)
			REAL GREEN GAR...	COASTAL VISTA	2861225 · Marsh Park Maintenance	(360.00)
			REAL GREEN GAR...	TAR PITS	2861225 · Marsh Park Maintenance	(450.00)
			REAL GREEN GAR...	VETS HALL	4865221 · Miscellaneous Contract...	(59.40)
			REAL GREEN GAR...	PROJ 4865	1000251 · Development Deposits	(120.60)
JAN 2015 BI...	12/31/14		REAL GREEN GAR...	VIOLA	2361306 · Bluffs Park Expense	(720.00)
			REAL GREEN GAR...	BAILARD	2361306 · Bluffs Park Expense	(540.00)
			REAL GREEN GAR...	CARP CREEK	2361225 · Park Maintenance 61	(540.00)
			REAL GREEN GAR...	PROJ 4865	1000251 · Development Deposits	(75.00)
			REAL GREEN GAR...	PALM TO LINDEN TRAIL	2000261 · Deferred Revenue 20	(540.00)
			REAL GREEN GAR...	MARSH	2861225 · Marsh Park Maintenance	(450.00)
			REAL GREEN GAR...	MONTE VISTA	2361225 · Park Maintenance 61	(1,375.00)
			REAL GREEN GAR...	SEASIDE	4865220 · Grounds Maintenance 65	(275.00)
			REAL GREEN GAR...	COASTAL VISTA	2861225 · Marsh Park Maintenance	(360.00)
			REAL GREEN GAR...	TAR PITS	2861225 · Marsh Park Maintenance	(450.00)
			REAL GREEN GAR...	VETS HALL	4865221 · Miscellaneous Contract...	(59.40)
			REAL GREEN GAR...	PROJ 4865	1000251 · Development Deposits	(120.60)

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1270	12/31/14		REAL GREEN GAR...	VIOLA	2361306 · Bluffs Park Expense	(720.00)
1285	01/12/15		REAL GREEN GAR...	TRAIL MAINTENANCE	2361221 · Miscellaneous Contracts	(215.00)
			REAL GREEN GAR...	PROJ 4865	1000251 · Development Deposits	(120.60)
			REAL GREEN GAR...	LIBRARY	4865309 · Misc Operating Expens...	(59.40)
1286	01/13/15		REAL GREEN GAR...	SALT MARSH	2361221 · Miscellaneous Contracts	(329.19)
1284	01/29/15		REAL GREEN GAR...	PARKS	2361221 · Miscellaneous Contracts	(142.50)
1300	02/02/15		REAL GREEN GAR...	EL CARRO	2361221 · Miscellaneous Contracts	(315.00)
1302	02/04/15		REAL GREEN GAR...	HEATH RANCH	2361221 · Miscellaneous Contracts	(45.00)
1299	02/13/15		REAL GREEN GAR...	PROJ 4865	1000251 · Development Deposits	(46.90)
			REAL GREEN GAR...	VETS HALL	4865309 · Misc Operating Expens...	(23.10)
1298	02/18/15		REAL GREEN GAR...	CREEK PARK	2361221 · Miscellaneous Contracts	(231.16)
1303	02/23/15		REAL GREEN GAR...	SALT MARSH	2361221 · Miscellaneous Contracts	(430.08)
1301	02/24/15		REAL GREEN GAR...	SEASIDE	4865309 · Misc Operating Expens...	(241.62)
TOTAL						(21,107.05)
85437	04/01/15	ROBERTS, MATTHEW	ROBERTS, MATTH...	CELL PHONE REIMBURSEMENT	1000101 · Operating Cash 10	
	04/01/15		ROBERTS, MATTH...	CELL PHONE REIMBURSEMENT	1069308 · Supplies & Materials 69	(65.00)
TOTAL						(65.00)
85438	04/01/15	ROCKWELL PRINTING	ROCKWELL PRINT...	INVOICE #26082	1000101 · Operating Cash 10	
26082	03/25/15		ROCKWELL PRINTI...	OFFICE SUPPLIES - ENVELOPES	1013308 · Supplies & Materials 13	(404.42)
TOTAL						(404.42)
85439	04/01/15	SBC VOAD	SBC VOAD	2015 MEMBERSHIP	1000101 · Operating Cash 10	
2015 MEMB...	01/01/15		SBC VOAD	2015 MEMBERSHIP	1024305 · Dues & Subscriptions 24	(100.00)
TOTAL						(100.00)
85440	04/01/15	SEUI LOCAL 620	SEUI LOCAL 620	PAYROLL 04-02-15	1000101 · Operating Cash 10	
PAYROLL 0...	03/31/15		SEUI LOCAL 620	PAYROLL 04-02-15	1000229 · SEIU Local 620	(172.31)
TOTAL						(172.31)
85441	04/01/15	SHAW, FRED	SHAW, FRED	REIMBURSEMENT	1000101 · Operating Cash 10	
REIMBURS...	03/25/15		SHAW, FRED	MEETING REIMBURSEMENT	1051306 · Meetings & Travel 51	(35.00)
TOTAL						(35.00)
85442	04/01/15	SILK, KEVIN	SILK, KEVIN	CELL PHONE REIMBURSEMENT	1000101 · Operating Cash 10	
	04/01/15		SILK, KEVIN	CELL PHONE REIMBURSEMENT	1044308 · Supplies & Materials 44	(35.00)
TOTAL						(35.00)
85443	04/01/15	SOUTHERN CALIFORNIA GAS CO	SOUTHERN CALIF...	PROJ 1737 REFUND	1000101 · Operating Cash 10	
PROJ 1737 ...	03/30/15		SOUTHERN CALIF...	PROJ 1737 REFUND	1000251 · Development Deposits	(3,494.00)

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CITY OF CARPINTERIA
Warrant Register
 March 12 through April 1, 2015

Num	Date	Name	Source Name	Memo	Account	Paid Amount
TOTAL						(3,494.00)
85444	04/01/15	STAPLES ADVANTAGE	STAPLES ADVANT...		1000101 · Operating Cash 10	
3259389205	03/06/15		STAPLES ADVANT...	PW SUPPLIES	2531308 · Supplies & Materials 31	(297.12)
3259389204	03/06/15		STAPLES ADVANT...	EMERGENCY PREPAREDNESS	1024308 · Supplies & Materials 24	(282.24)
TOTAL						(579.36)
85445	04/01/15	T. ROWE PRICE	T. ROWE PRICE	PAYROLL CONTRIBUTION - ANTHONY VEGA	1000101 · Operating Cash 10	
PAYROLL 0...	03/31/15		T. ROWE PRICE	PAYROLL 04-02-15 - ANTHONY VEGA	1000105 · ICMA Cash	(50.00)
TOTAL						(50.00)
85446	04/01/15	THORNBERRY, JOHN	THORNBERRY, JO...	VOID: CELL PHONE REIMBURSEMENT - JAN ...	1000101 · Operating Cash 10	
TOTAL						0.00
85447	04/01/15	TOFOLLA, DOMENIC A	TOFOLLA, DOMENI...	BBQ REFUND	1000101 · Operating Cash 10	
BBQ REFU...	03/25/15		TOFOLLA, DOMENI...	BBQ REFUND	1000152 · Deposits	(50.00)
TOTAL						(50.00)
85448	04/01/15	TONY BALBINOT	TONY BALBINOT	MARCH 2015 FIRST FRIDAY	1000101 · Operating Cash 10	
MAR 2015 F...	03/25/15		TONY BALBINOT	MARCH 2015 FIRST FRIDAY	1044302 · Marketing Materials	(250.00)
TOTAL						(250.00)
85449	04/01/15	TRANSAMERICA EMPLOYEE BENEFITS	TRANSAMERICA E...	GROUP ID#G000026466	1000101 · Operating Cash 10	
APR 2015 B...	03/31/15		TRANSAMERICA E...	APRIL 2015 WELLNESS	1030194 · Wellness 30	(18.75)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1016194 · Wellness 16	(35.70)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1030194 · Wellness 30	(56.75)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1041194 · Wellness 41	(36.45)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1051194 · Wellness 51	(33.12)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	4868194 · Wellness 68	(35.70)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1011194 · Wellness 11	(18.75)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1030194 · Wellness 30	(40.68)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1012194 · Wellness 12	(33.12)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1022194 · Wellness 22	(35.70)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1042194 · Wellness 42	(99.37)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1041194 · Wellness 41	(87.43)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1041194 · Wellness 41	(33.12)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1022194 · Wellness 22	(72.48)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1012194 · Wellness 12	(18.75)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1042194 · Wellness 42	(67.40)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	2531194 · Wellness 31	(109.37)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1030194 · Wellness 30	(35.70)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	2531194 · Wellness 31	(67.40)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1011194 · Wellness 11	(35.70)
			TRANSAMERICA E...	APRIL 2015 WELLNESS	1022194 · Wellness 22	(18.75)

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CITY OF CARPINTERIA
Warrant Register
March 12 through April 1, 2015

Num	Date	Name	Source Name	Memo	Account	Paid Amount
			TRANSAMERICA E...	APRIL 2015 WELLNESS	4868194 · Wellness 68	(18.75)
TOTAL						(1,008.94)
85450	04/01/15	TRI-CO BLUE PRINT & SUPPLY	TRI-CO BLUE PRIN...	20956	1000101 · Operating Cash 10	
20956	03/06/15		TRI-CO BLUE PRIN...	COPY PLANS	1030308 · Supplies & Materials 30	(21.06)
TOTAL						(21.06)
85451	04/01/15	UNITED WAY OF SANTA BARBARA COUN...	UNITED WAY OF S...	PAYROLL 04-02-15	1000101 · Operating Cash 10	
PAYROLL 0...	03/31/15		UNITED WAY OF S...	PAYROLL 04-02-15	1000224 · United Way Payable	(24.00)
TOTAL						(24.00)
85452	04/01/15	VANTAGEPOINT TRANSFER AGENTS - 457	VANTAGEPOINT T...	PAYROLL 04-02-15	1000101 · Operating Cash 10	
PAYROLL 0...	03/31/15		VANTAGEPOINT T...	PAYROLL CONTRIBUTION 04-02-15	1000105 · ICMA Cash	(1,000.00)
TOTAL						(1,000.00)
85453	04/01/15	VENCO WESTERN INC	VENCO WESTERN ...	VOID: INVOICE #2500395-IN	1000101 · Operating Cash 10	
TOTAL						0.00
85454	04/01/15	VOLGISTICS INC	VOLGISTICS INC	ORDER-INVOICE #77126489	1000101 · Operating Cash 10	
77126489	03/26/15		VOLGISTICS INC	VOLUNTEER TRACKING	1045305 · Dues & Subscriptions 45	(216.00)
TOTAL						(216.00)
85455	04/01/15	ALL AROUND LANDSCAPE SUPPLY	ALL AROUND LAN...		1000101 · Operating Cash 10	
S1785778.0...	03/09/15		ALL AROUND LAN...	PW SUPPLIES	3332308 · Supplies & Materials 32	(0.43)
S1786537.0...	03/12/15		ALL AROUND LAN...	PW SUPPLIES	3332308 · Supplies & Materials 32	(31.81)
TOTAL						(32.24)
85456	04/01/15	FEDEX	FEDEX	2-982-47295	1000101 · Operating Cash 10	
2-982-47295	03/27/15		FEDEX	DIF HWY INTERCHANGE	3100232 · DIF Highway Interchange	(11.95)
			FEDEX	DIF HWY INTERCHANGE	3179616 · FHWA HBR 31	(11.95)
TOTAL						(23.90)
85457	04/01/15	FLAG FACTORY, THE	FLAG FACTORY, T...	INVOICE 21883	1000101 · Operating Cash 10	
21883	03/11/15		FLAG FACTORY, T...	PBIA BANNERS	3845222 · Marketing/Project Carpi...	(421.20)
TOTAL						(421.20)
85458	04/01/15	PORT SUPPLY	PORT SUPPLY	INVOICE 2199161	1000101 · Operating Cash 10	

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CITY OF CARPINTERIA
Warrant Register
 March 12 through April 1, 2015

Num	Date	Name	Source Name	Memo	Account	Paid Amount
2199161	03/11/15		PORT SUPPLY	TOWERS	2879418 · Lifeguard Tower	(322.24)
TOTAL						(322.24)
85459	04/01/15	RMLA	RMLA	INVOICE #0000536	1000101 · Operating Cash 10	
0000536	03/17/15		RMLA	CITY HALL DESIGN	3179614 · City Hall Improvements	(4,383.90)
			RMLA	CITY HALL DESIGN	3100231 · DIF Gen'l Facilities	(4,383.89)
TOTAL						(8,767.79)
85460	04/01/15	SO CA EDISON	SO CA EDISON	2-00-378-2059	1000101 · Operating Cash 10	
2-00-378-20...	03/26/15		SO CA EDISON	CIVIC CENTER	1013313 · Utility - Electric 13	(1,645.87)
			SO CA EDISON	ROW	3332313 · Utility - Electric 32	(43.80)
			SO CA EDISON	PARKING	3332313 · Utility - Electric 32	(165.11)
			SO CA EDISON	PARKS	2361313 · Utility - Electric 23	(380.99)
			SO CA EDISON	POOL	4866313 · Utility - Electric 66	(1,267.45)
			SO CA EDISON	STREET LIGHTING	2923220 · Street Lighting	(517.41)
			SO CA EDISON	BIKEWAYS	2923225 · Public Right of Way Lig...	(61.87)
TOTAL						(4,082.50)
85461	04/01/15	STAPLES ADVANTAGE	STAPLES ADVANT...		1000101 · Operating Cash 10	
3259796127	03/11/15		STAPLES ADVANT...	OFFICE SUPPLIES	1013308 · Supplies & Materials 13	(88.95)
3259796125	03/11/15		STAPLES ADVANT...	OFFICE SUPPLIES	1013308 · Supplies & Materials 13	(243.05)
TOTAL						(332.00)
85462	04/01/15	TRI-CO BLUE PRINT & SUPPLY	TRI-CO BLUE PRIN...		1000101 · Operating Cash 10	
20985	03/09/15		TRI-CO BLUE PRIN...	COPY PLANS	1010181 · CITY CLERK CHARGES	(46.46)
21163	03/11/15	15030	TRI-CO BLUE PRIN...	SSV GRANT	2000261 · Deferred Revenue 20	(4.05)
		15030	TRI-CO BLUE PRIN...	SSV GRANT	2079275 · Public Work Grants	(4.05)
TOTAL						(54.56)
85463	04/01/15	VENCO POWER SWEEPING INC	VENCO POWER S...	INVOICE 0045191-IN	1000101 · Operating Cash 10	
	03/15/15		VENCO POWER S...	STREET SWEEPING SERVICE	2531227 · Street Sweeping	(3,318.60)
TOTAL						(3,318.60)
85464	04/01/15	VENCO WESTERN INC	VENCO WESTERN ...	INVOICE #2500395-IN	1000101 · Operating Cash 10	
2500395-IN	02/28/15		VENCO WESTERN ...	FRANKLIN PARK	2361221 · Miscellaneous Contracts	(126.34)
TOTAL						(126.34)
85465	04/01/15	VERIZON CALIFORNIA	VERIZON CALIFOR...	011711126512506601	1000101 · Operating Cash 10	
0117111265...	03/22/15		VERIZON CALIFOR...	OUTSIDE PD	1013301 · Telephone 13	(88.03)
TOTAL						(88.03)

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CITY OF CARPINTERIA
Warrant Register
 March 12 through April 1, 2015

Num	Date	Name	Source Name	Memo	Account	Paid Amount
85466	04/01/15	WATER GEAR INC	WATER GEAR INC	INVOICE 00241547	1000101 · Operating Cash 10	
00241547	03/10/15		WATER GEAR INC	POOL RESALE ITEMS	4866350 · Supplies for Resale	(244.78)
TOTAL						(244.78)
85467	04/01/15	THORNBERRY, JOHN	THORNBERRY, JO...	VOID: CELL PHONE REIMBURSEMENT - JAN ...	1000101 · Operating Cash 10	
TOTAL						0.00
85468	04/01/15	THORNBERRY, JOHN	THORNBERRY, JO...	VOID: CELL PHONE REIMBURSEMENT - JAN ...	1000101 · Operating Cash 10	
TOTAL						0.00
85469	04/01/15	SOUTHERN CALIFORNIA SWIMMING	SOUTHERN CALIF...	RIO MESA BRWLC	1000101 · Operating Cash 10	
RIO MESA ...	04/02/15		SOUTHERN CALIF...	RIO MESA BRWCL	4868308 · Supplies & Materials 68	(118.75)
TOTAL						(118.75)

TOTAL \$610,826.76

**City of Carpinteria
City Council Minutes
Regular Meeting
Council Chambers
Monday, March 23, 2015**

CALL TO ORDER

Mayor Carty called the meeting to order at 5:30 p.m.

ROLL CALL

Councilmembers present:

Councilmember Al Clark
Councilmember Wade Nomura
Vice Mayor Fred Shaw
Mayor Gregg Carty

Councilmember J. Bradley Stein was absent.

Staff members present:

Dave Durflinger, City Manager
Jena Shoaf, on behalf of Brownstein Hyatt Farber Schreck, LLP, acting as
Deputy City Attorney of the City of Carpinteria
Fidela Garcia, City Clerk
Jackie Campbell, Community Services Director
Julie Jeakle, Emergency Services Coordinator
Sheriff Lt. Brad McVay

PLEDGE OF ALLEGIANCE

All present were led in the salute to the flag by Mayor Carty.

INTRODUCTIONS, PROCLAMATIONS AND PRESENTATIONS

1. Proclamation designating April 2015 as Carpinteria Beautiful Month.

Mayor Carty presented a proclamation to members of Carpinteria Beautiful designating April 2015 as Carpinteria Beautiful Month. Donna Jordan thanked the City Council and noted that California was experiencing its fourth year of drought. She encouraged everyone to attend the Water Security Symposium on April 19 at 3:00 p.m. at the Plaza Playhouse Theatre.

PUBLIC INFORMATION REPORTS AND ANNOUNCEMENTS

Vice Mayor Shaw noted the Santa Barbara County Alcohol, Drug, and Mental Health Services provides a walk-in clinic at the Carpinteria Community Church on the second and fourth Thursday of the month from 8:30 a.m. to 5:00 p.m., and a 24-hour hotline is available by calling (888) 868-1649.

Mayor Carty announced the Home & Garden Tour would take place on April 25.

CITY MANAGER'S REPORT

- Coastal Housing Coalition will hold its Annual Santa Barbara Housing Conference on April 10 with the theme "Housing Needs and Opportunities Revealed." The conference will be held at the Carrillo Recreation Center in Downtown Santa Barbara, and Community Development Director Jackie Campbell will participate in a panel and discuss Carpinteria's Housing Element and housing program-related topics.
- The beach berm has been removed and the lifeguard tower reconstruction is underway. Beachgoers are advised to be aware during this construction period.

Charlie Ebeling, Public Works Director, provided an update regarding the lane reconfiguration on the northbound Highway 101 at the Bailard Avenue Interchange. He displayed before and after photographs of the restriping and noted that Caltrans responded to concerns by restriping and relocating the transition.

PRESENTATIONS BY CITIZENS/PUBLIC COMMENT

Michael Baker, CEO of United Boys and Girls Club, thanked the City Council for its continued support. He invited Mayor Carty to a luncheon on March 26 at Earl Warren Show Grounds featuring Edward James Olmos as the guest speaker. He encouraged the City Council to tour the Boys and Girls Club facilities.

Lisa Guravitz, representing Measure Z Committee, noted this bond measure would be on a mail-in ballot on May 5. She asked the City Council to agendaize an item to consider endorsing this bond measure, which would allow a new Summerland Fire Station to be built and retrofit the Carpinteria Fire Station.

AGENDA MODIFICATIONS: Modification to Item 5 to reflect Resolution No. 5602 rather than No. 5600, and corrections to the Minutes of the regular meeting held March 9, 2015.

CONSENT CALENDAR

Motion by Vice Mayor Shaw, seconded by Councilmember Clark, to accept and approve the Consent Calendar with the changes to Item 5 and minutes of March 9, 2015, and adopt all resolutions on the Consent Calendar as read by title only.

Upon voice vote, Councilmember Clark, Councilmember Nomura, Vice Mayor Shaw, and Mayor Carty were in favor. Councilmember Stein was absent. Motion carried.

2. Expenditures for the period beginning February 26, 2015 and ending March 11, 2015.
3. Minutes of the regular meeting held March 9, 2015.
4. Resolution No. 5599 entitled, A Resolution of the City Council of the City of Carpinteria Ordering the City Manager to Prepare an Assessment Diagram, Plans, Specifications, Estimate and Report, Pursuant to the Provisions of Division 14, Part 1, Chapter 8.5, Streets and Highways Code, Street Lighting Act of 1919, as amended, for the Furnishing of Electric Current for the Maintenance of Certain Lighting Fixtures and Appliances in all Portions of the City in Street Lighting Assessment District No. 1 for the Period Beginning July 1, 2015 and ending June 30, 2016.
5. Resolution No. 5602 entitled, A Resolution of the City Council of the City of Carpinteria Ordering the City Engineer to Prepare and File a Report in Accordance with Chapter 3, Part 2, Landscaping and Lighting Act of 1972, Commencing with Section 22620, California Streets and Highways Code, for the Purpose of Considering the Levy of an Assessment for Carpinteria Lighting, Landscaping and Right-of-Way Improvement District No. 3 for the Fiscal Year 2015-16.
6. Resolution No. 5593 entitled, A Resolution of the City Council of the City of Carpinteria Ordering that a Report be Prepared in Accordance with Chapters 3 and 4 of the "Parking and Business Improvement Area Law of 1989" of the California Streets and Highways Code, as Amended, Commencing with Section 36500, for the Acquisition, Construction or Maintenance of Parking Facilities and Other Eligible Improvements and Business Promotion Activities in the Central Business District of the City of Carpinteria, for Fiscal Year Commencing July 1, 2015 and Ending June 30, 2016, Carpinteria Parking and Business Improvement Area District No. 4.
7. Resolution No. 5601 entitled, A Resolution of the City Council of the City of Carpinteria Initiating Proceedings to Set the Annual Assessment for Assessment District No. 5, Pursuant to the Municipal Improvement Act of 1913, for Fiscal Year 2015-16.

8. Resolution No. 5591 entitled, A Resolution of the City Council of the City of Carpinteria Authorizing the Filing of a Claim with the Santa Barbara County Association of Governments for Allocation of Transportation Development Act Fund for Fiscal Year 2015-16.

ADMINISTRATIVE MATTERS: None.

PUBLIC HEARINGS: None.

OTHER BUSINESS:

9. Permit Processing Fee Waiver for Off-Leash Dog Park

Recommendation: Grant the permit processing fee waiver request in an amount not to exceed \$4,000.

Jackie Campbell, Community Development Director, presented the staff report and PowerPoint presentation.

Marla Daily spoke in support of an off-leash dog park at the Venoco property.

Natasha Lohmus spoke in support of a local off-leash dog park and in support of the processing fee waiver request.

Ted Rhodes, President of Citizens for Carpinteria Bluffs, spoke in support of an off-leash dog park at the Venoco property and in support of the permit processing fee waiver request.

Gail Marshall spoke in support of the permit processing fee waiver request for a dog park in Carpinteria. She thanked Venoco for donating the property for an off-leash dog park.

Dave Moore spoke in support of a dog park in Carpinteria.

Motion by Vice Mayor Shaw, seconded by Councilmember Nomura, to grant the permit processing fee waiver request in an amount not to exceed \$4,000 for review of an off-leash dog park at 5619 Carpinteria Avenue.

Councilmember Clark expressed concern with the proposed location for the off-leash dog park due to noise from barking dogs.

Councilmember Nomura and Mayor Clark expressed support for the proposed location for an off-leash dog park at 5619 Carpinteria Avenue.

Upon voice vote, Councilmember Clark, Councilmember Nomura, Vice Mayor Shaw, and Mayor Clark were in favor. Councilmember Stein was absent. Motion carried.

10. Review of Home Sales Prices and Adjusting the In-lieu Affordable Housing Fee Pursuant to Carpinteria Municipal Code §14.75 Inclusionary Housing Requirement

Recommendation: Receive and file the report of the City's home sales prices for 2014 and set the affordable housing in-lieu fee for condominiums and single-family dwellings in 2015.

Jackie Campbell, Community Development Director, presented the staff report

There were no public comments.

Motion by Councilmember Clark, seconded by Vice Mayor Shaw, to adopt Resolution No. 5600, as read by title only, setting the affording housing in-lieu fee for condominiums and single-family dwellings in 2015.

Upon voice vote, Councilmember Clark, Councilmember Nomura, Vice Mayor Shaw, and Mayor Clark were in favor. Councilmember Stein was absent. Motion carried.

11. Review of the 2014 Annual Report to the State Department of Housing and Community Development on the Status of the Housing Element and Progress on Implementation of Its Goals, Policies and Objectives

Recommendation: Accept the Annual Report on the status of the Housing Element Program implementation and direct the Community Development Director to submit the document to the State Department of Housing and Community Development.

Jackie Campbell, Community Development Director, presented the staff report and PowerPoint presentation.

There were no public comments.

Motion by Councilmember Clark, seconded by Councilmember Nomura, to accept the Annual Report on the status of the Housing Element Program implementation and direct the Community Development Director to submit the document to the State Department of Housing and Community Development.

Upon voice vote, Councilmember Clark, Councilmember Nomura, Vice Mayor Shaw, and Mayor Clark were in favor. Councilmember Stein was absent. Motion carried.

12. Report on Railroad Transportation of Crude Oil and Other Hazardous Materials and Consider Sending a Letter to the U.S. Department of Transportation to Advocate for Safety Improvements

Recommendation: Receive report and approve and authorize the Mayor to sign, on behalf of the City Council, the letter to the U. S Department of Transportation.

Jena Shoaf stated for the record that Councilmember Stein was abstaining from this item due to his employment with Southern Pacific Railroad.

Dave Durflinger, City Manager, presented the staff report

Julie Jeakle, Emergency Services Coordinator, and Mr. Durflinger presented a PowerPoint presentation.

Mayor Carty inquired regarding the railroad's precautions for earthquakes. Ms. Jeakle responded she would inquire and follow-up.

A letter from Nancy Schoenfield was submitted in support of staff's recommendation to send a letter to State and Federal representative to regulate transportation of oil and hazardous materials by train in Carpinteria.

Jim Taylor, representing the Carpinteria Valley Association, spoke in support of sending a letter to the San Luis Obispo County Board of Supervisors concerning the Santa Maria Refinery Rail Spur Project in order to request denial of a permit for this project.

Gail Marshall spoke in support of the City Council writing a letter to the U.S. Department of Transportation and asked that the City Council consider sending a letter to the San Luis Obispo County Board of Supervisors asking that they deny the Phillips rail extension.

Vera Bensen spoke in support of Jim Taylor's comments and in support of the City sending a letter to the San Luis Obispo County Board of Supervisors.

Fran Farina, on behalf of Senator Hannah-Beth Jackson, submitted a copy of a letter dated March 17, 2015, to Secretary Anthony Foxx, U. S. Department of Transportation regarding Tank Car Safety Standards, and several copies of letters from various Ventura County cities and the Ventura County Board of Supervisors, and Senator Hanna-Beth Jackson to San Luis Obispo County Planning Commission requesting that San Luis Obispo County deny the proposed Phillips 66 Co Santa Maria Refinery Rail Spur Extension Project.

Rebecca Claassen spoke in support of the City Council submitting a letter to the San Luis Obispo County decision-makers asking that they deny the Phillips 66 Rail Spur Project.

Larry Charpied spoke in support of the City sending a letter to the San Luis Obispo County Board of Supervisors in opposition to rail extension project

Donna Charpied spoke in support of the City sending a letter in opposition to the rail spur extension project.

Amrita Salm expressed concern with the adequacy of rail safety evacuation plan.

Dick Weinberg spoke in support of the City Council sending letters in opposition to the rail spur extension project.

Fire Chief Mike Mingee noted that the Carpinteria-Summerland Fire District has taken this matter under consideration and they are ready to support the City in whatever action it takes.

Councilmember Clark inquired whether the community would be ready to respond to a catastrophic rail event. Fire Chief Mingee responded that crude by rail is not new and the real issue was this different type of crude oil, which is highly more flammable. He stated that there are plans in place to respond to a rail event.

Motion by Councilmember Clark, seconded by Councilmember Nomura, to receive the report and approve and authorize the Mayor to sign, on behalf of the City Council, the letter to the U. S. Department of Transportation and other federal and state agencies and representatives, as determined appropriate by City staff, and agendaize an item on a future agenda for the City Council to consider sending a letter to the San Luis Obispo County Board of Supervisors.

Upon voice vote, Councilmember Clark, Councilmember Nomura, Vice Mayor Shaw, and Mayor Carty were in favor. Councilmember Stein was absent. Motion carried.

COMMITTEE REPORTS, INQUIRIES AND OTHER MATTERS PRESENTED BY COUNCILMEMBERS

Councilmember Nomura reported he attended a ribbon-cutting ceremony for the high occupancy vehicle (HOV) lane,

Vice Mayor Shaw reported that he and Councilmember Nomura attended the League of California Cities – Channel Counties Division meeting in Santa Maria where they discussed raising the membership dues, upcoming golf tournament fundraiser, and water issues. Councilmember Nomura added that they also discussed the fact that 2,300 bills have gone through, impacts of rail movement of oil, and the United Nations standard for hazardous materials signage.

Councilmember Clark reported that he and Mr. Durflinger attended the C3H meeting where they addressed homeless issues in Carpinteria. Mr. Durflinger added that the

committee identifies and prioritizes people as candidates to get into housing and find the services they need.

Vice Mayor Shaw noted he provided a copy of a DVD to Lt. McVay produced by the Santa Maria Police Department regarding gangs.

Councilmember Nomura asked for an item to be placed on the agenda for the City Council to consider endorsing the 50th Anniversary Golden Jubilee logo.

Lt. Brad McVay, Santa Barbara Sheriff's Department, spoke regarding the City's emergency operations and evacuation plans and noted that these plans are made to be very general rather than specific.

ATTENDANCE OF COUNCILMEMBERS FOR FUTURE MEETINGS

All Councilmembers plan on being present at the April 13, 2015 City Council meeting.

ADJOURNMENT

The meeting was adjourned at 7:28 p.m. by Mayor Carty.

Gregg Carty, Mayor

ATTEST:

Fidela Garcia, CMC, City Clerk



City of Carpinteria

COUNCIL AGENDA STAFF REPORT April 13, 2015

ITEM FOR COUNCIL CONSIDERATION

Sending a letter requesting that the San Luis Obispo County Planning Commission deny the proposed Phillips 66 Santa Maria Refinery Rail Spur Extension Project.

STAFF RECOMMENDATION

Action Item _X_ ; Non-Action Item ___

Approve and authorize the Mayor to sign on behalf of the City Council the proposed letter to the San Luis Obispo County Planning Commission.

Motion: I move to approve and authorize the Mayor to sign on behalf of the City Council the proposed letter to the San Luis Obispo County Planning Commission.

BACKGROUND

San Luis Obispo County is processing a development permit application for the Santa Maria Refinery Rail Spur Project (Project). The application was submitted by the Phillips 66 Company for various improvements necessary to accommodate expanded railroad service to and from the Santa Maria Refinery, which the company operates near Nipomo in southwestern San Luis Obispo County. The Project environmental impact report (EIR) process was initiated by the County in 2013, and the public comment period on the recirculated draft EIR closed in November 2014. The County expects public hearings to be scheduled for consideration of the proposed final EIR and the Project permit this summer. Project information, including the Draft Recirculated EIR and comment letters can be found on the County website at:

http://www.slocounty.ca.gov/planning/environmental/EnvironmentalNotices/Phillips_66_Company_Rail_Spur_Extension_Project.htm. Attached to this report are several excerpts from the Draft Recirculated EIR including the Executive Summary, Project Description and Project Impact Summary Tables.

The primary environmental effect of the Project in Carpinteria will be an increase in the number of trains carrying hazardous material, i.e., crude oil, on the UPRR mainline that

bisects the City. The Draft EIR estimates that the Project would result in up to five unit trains per week (a unit train has 80 tank cars) and up to 250 trains per year. Each rail car has an estimated capacity of 27,300 gallons and each unit train 2.18 million gallons.

At its meeting of February 23, 2015, the City Council received public comment and a letter from Jim Taylor, representing the Carpinteria Valley Association, requesting that the City Council oppose the Project. A series of significant accidents, related news reports, and reports issued by various federal and state agencies studying the safety of oil-by rail transportation, have made oil-by-rail an issue of national concern. The February 2015 issue of Western Cities Magazine, the magazine of the League of California Cities, included a cover story on the issue of oil train safety and the League has recommended a list of 10 advocacy points for use by California cities in seeking improved rail safety.

In response to the Carpinteria Valley Association request, the City Council requested an agenda matter be scheduled to discuss oil transport by rail and associated risks to Carpinteria. On March 23, staff presented a report on oil-by-rail and the City Council approved a letter (attached) for transmittal to the U.S. Department of Transportation and federal representatives that advocates for a number of measures aimed at improving the safety of rail transportation of hazardous materials and, in particular, oil-by-rail transit. During the public comment period concerning the matter, the City Council received many requests for the City to also take a position against the Project. The Council directed staff to schedule the matter for consideration on its next agenda.

To date, many public agencies have commented on the Project and/or requested that it be denied. All comment letters, including those of public agencies requesting denial, can be found on the San Luis Obispo County website. Public agencies in the region that have filed letters in opposition to the project include Ventura City and County, Ventura School District, Moorpark, Simi Valley, Camarillo, Oxnard, and San Luis Obispo City. Also, First District Supervisor, Salud Carbajal submitted a letter of concern regarding the project. Finally, the City of Guadalupe City Council received a report on the subject and declined to take a position on the Project.

Staff has prepared a draft letter requesting that the San Luis Obispo County Planning Commission deny the Project and this agenda matter is intended to provide the City Council with an opportunity to approve the letter for transmittal to the County under the Mayor's signature.

DISCUSSION

As was reported and discussed during the oil-by-rail report to the City Council on March 23, oil-by-rail transportation has increased substantially in recent years as have related catastrophic accidents.¹ Local governments, such as the County of San Luis Obispo,

¹ The Project Draft EIR reports a 423% increase in crude oil carried by rail between 2011 and 2012

are preempted by federal law from regulating the mainline UPRR railroad operations affected by the Project. Also as reported at the March 23 meeting, federal and state regulations as well as railroad industry measures implemented to date have been ineffective and are in need of substantial reform.²

The Draft Recirculated EIR identifies 11 Significant and Unavoidable (Class I) environmental impacts that are expected to result from the Project. Under the California Environmental Quality Act (CEQA), where Class I impacts have been identified through the EIR process a development permit cannot be approved by the lead agency (in this case, the County of San Luis Obispo) unless certain findings are made.

California Public Resources Code §21081. Necessary findings where environmental impact report identifies effects.

Pursuant to the policy stated in Sections 21002 and 21002.1, no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

(a) The public agency makes one or more of the following findings with respect to each significant effect:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

(b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

Several of the Class I impacts identified in the Draft EIR, including the increased risk of a hazardous materials spill along the UPRR mainline, affect Carpinteria. The project Draft EIR states in part "...the County as CEQA Lead Agency, and other state and local responsible agencies may be preempted from imposing mitigation measures, conditions or regulations by federal law..." It is apparent from the Draft EIR that such mitigation and conditions will be necessary in order to address the identified Project impacts.

² "Oil by Rail Safety in California: Preliminary Findings and Recommendations", State of California Interagency Rail Safety Working Group, June 2014

The need to establish and carry out mitigation measures and/or project conditions through the Project permit approval and operations monitoring will be frustrated, if not entirely stymied, by the federal preemption, which is expected to preclude the implementation of any mitigation measures or project conditions that affect railroad operations on the UPRR mainline. UPRR confirms this issue in its letter of November 24, 2014, to San Luis Obispo County (attached), citing, among other things, actions being taken by the railroad industry and federal regulators to improve rail transportation safety and making clear that it believes San Luis Obispo County is preempted from regulating railroad operations and that the "UP will not agree to any limitation on the volume of product it ships or the frequency, route or configuration of such shipments."

As such, staff has determined that the project poses an unacceptable risk to Carpinteria as the City is located along the route that would be used to transport oil to the Project site.

POLICY CONSISTENCY

The Phillips 66 Santa Maria Refinery Rail Spur Extension Project will result in a greater amount of rail traffic carrying oil and will increase risks of a hazardous materials spill, among other impacts. The City's request that San Luis Obispo County deny a project determined to have the potential to increase risk of hazards in the City of Carpinteria can be found consistent with City policies aimed at improving public safety and mitigating rail hazards.

The City of Carpinteria City Council has responded in the past to railroad development and operations that it found would be a detriment to public health and safety. In 2000 the City Council upheld on appeal the City Planning Commission's denial of a railroad siding in the City finding, in part, that the project would impact sensitive environmental resources such as the Harbor Seal haulout and exacerbate existing constraints on public access to the coast. Also, in 1999, the City Council wrote letters in opposition to a proposal by UPRR to raise the passenger and freight train speed limits through Carpinteria.

The following General Plan and Local Coastal Plan Safety Element policies are applicable:

Objective S-6: Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from hazardous materials accidents at large industrial facilities, at facilities handling acutely hazardous materials, and along transportation corridors.

Policies:

S-6a. The City should maintain lists of facilities in the planning area that involve the use, storage, and/or transportation of hazardous materials.

S-6b. City policies concerning the use, storage, transportation and disposal of hazardous materials, and regarding underground or above-ground storage tanks shall reflect the County of Santa Barbara and the State Regional Water Quality Control Board policies and requirements and shall ensure that the use, storage, transportation and disposal of hazardous materials does not result in hazardous discharge or runoff.

S-6c. The City should consider the presence of large industrial facilities, facilities that handle acutely hazardous materials or pesticides, and railroad and utilities right-of-ways in land use planning.

S-6d. The City shall support protective measures against the spillage of hazardous materials, including crude oil, gas and petroleum products, and shall support effective containment and cleanup facilities and procedures for accidental spills that occur.

S-6e. Where feasible, new hazardous industrial development shall be located away from existing developed areas.

Implementation Policies:

22. Development of parcels that include the Rincon crude oil pipeline, the Gas Company's natural gas pipeline, a railroad right-of-way, or any other corridor or easement that contain similar uses that have the potential for hazardous materials leaks and/or catastrophic events, shall avoid the placement of habitable structures in such close proximity to the lines that public health and safety is put at risk.

26. Train speeds through Carpinteria should be maintained at levels that serve to minimize the potential for derailed train cars to leave the railroad right of way as a result of an accident.

FINANCIAL CONSIDERATIONS

A hazardous materials release that results in long-term damage to infrastructure, the environment, and/or local businesses can have long-term negative impacts on the local economy and related revenues, e.g., sales tax. Further, local response to any major disaster can be financially crippling to a city, even if federal disaster recovery funds are available and obtained. Advocating for denial of a project application that would be expected to lead to an increase in the risk of a catastrophic hazardous materials incident in the City is a way the City can take action to address such financial risk.

LEGAL

The City of Carpinteria does not have permit authority over the subject project, including the operation of the portion of Union Pacific Railroad track that bisects the City and which will be affected by the project. The City may submit comments and requests to

the County of San Luis Obispo and the California Coastal Commission, which have permit authority.

OPTIONS

1. Approve and send the letter requesting San Luis Obispo County Planning Commission deny the proposed Phillips 66 Santa Maria Refinery Rail Spur Extension project
2. Amend the proposed letter
3. Decline to send a letter.

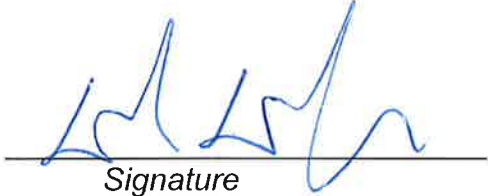
PRINCIPAL PARTIES EXPECTED AT MEETING

Carpinteria Valley Association Representatives

ATTACHMENTS

- A. Draft Letter Regarding Phillips 66 Santa Maria Refinery Rail Spur Extension Project
- B. Letter request from Carpinteria Valley Association, dated, February 23, 2015
- C. San Luis Obispo County Draft Environmental Impact Report Excerpts including:
 1. Executive Summary
 2. Project Description
 3. Impacts Summary Table
- D. Union Pacific Railroad comment letter on Draft EIR, dated November 24, 2014

Staff contact: Dave Durflinger
(805 684-5405, daved@ci.carpinteria.ca.us)



Signature

ATTACHMENT A

CITY of CARPINTERIA, CALIFORNIA

April 7, 2015

San Luis Obispo County Planning Commission
c/o James A. Bergmann, Director of Planning and Building
976 Los Osos Street, Room 200
San Luis Obispo, CA 93408



Re: Request for denial of the proposed Phillips 66 Santa Maria Refinery Rail Spur Extension Project

Dear Chair and Commissioners:

As Mayor of the City of Carpinteria, I write to you on behalf of the Carpinteria City Council to request that the Planning Commission deny the proposed Phillips 66 Santa Maria Refinery Rail Spur Extension Project due to the 11 Significant and Unavoidable (Class I) environmental impacts, identified in the project draft environmental impact report (DEIR). In particular, we object to the project due to the increased risk of a crude oil train derailment in our community.

Carpinteria is located on the coast in southeast Santa Barbara County and is bisected by the Union Pacific Railroad mainline studied in the DEIR and subject to project impacts. Thousands of Carpinterians live, work and go to school adjacent to this rail line. An oil train derailment in Carpinteria poses a significant risk of loss of life in our community.

Carpinteria is home to a variety of coastal resources that are of regional and statewide significance include an estuary, near shore ocean reefs, a harbor seal haulout/sanctuary, popular tourist destinations such as the Carpinteria downtown shopping district and the Carpinteria State Beach campground. All of these important resources are located adjacent to the UPRR railroad tracks and, in the event of an oil train derailment in Carpinteria, would put these resources at a significant risk of being damaged or destroyed.

As you know, in its letter of November 24, 2014, UPRR takes the position that federal regulations preempt local government agencies such as the San Luis Obispo County from regulating railroad operations. Yet, the regulation of rail transportation, as promulgated and carried out by the rail industry and federal regulatory agencies has proven to be inadequate to effectively address the risks represented by oil-by-rail transportation. Nationwide, the lack of effective federal or state regulations and the inability to establish local regulations has resulted in a dangerous void in oversight with, as we have seen over and over again, disastrous results. This inadequate system of regulatory oversight, the threat of federal preemption, and the posture of UPRR concerning the establishment of project mitigation or conditions that may be deemed to affect railroad operations make clear that the significant environmental impacts identified cannot be adequately addressed.

For these reasons, we respectfully request the Commission deny the proposed Phillips 66 Santa Maria Refinery project.

Sincerely,

Gregg A. Carty
Mayor

c: San Luis Obispo County Board of Supervisors
California Coastal Commission

ATTACHMENT B

14



556 Calle Ocho
Carpinteria CA 93013
408-666-7356
jim@carpdata.com

*Submitted on 2/23
Public comment.*

February 23, 2015

City Councilmembers
City of Carpinteria
5775 Carpinteria Ave.
Carpinteria CA 93013

Honorable Councilmembers,

The Carpinteria Valley Association urges the City Council to take immediate action to protect the citizens of Carpinteria from the consequences of an oil train derailment, such as occurred on February 16th in West Virginia, and in Quebec on July 6, 2013, which destroyed the town of Lac-Mégantic and killed 47 people.

Much of the City of Carpinteria lies within the blast zone of such an incident, and if the Santa Maria Phillips 66 oil refinery is permitted to build the rail terminal they propose, as many as 520 trains per year, each 1.5 miles long, pulled by 3 locomotives and carrying 52,000 barrels of oil, will bring crude oil to the refinery from the Canadian tar sands, many of which will travel the Union Pacific RR tracks that pass through town.

Communities like ours along these rail lines are woefully under-equipped to respond to such emergencies. Though approval of this rail terminal is a San Luis Obispo County decision, denial of the project presents the only viable option for communities to prevent the prospect of crude oil trains passing through their towns. "If they don't build it, they won't come."

The Santa Maria Refinery must not be allowed to receive crude oil by rail because of the effect on numerous communities of the inevitable accidents that will occur. The rail routes pass through city centers, residential neighborhoods and next to schools. Even when it doesn't explode, tar sands crude is heavier than water and notoriously difficult to clean up. Virtually all of the route through Santa Barbara County closely follows our Pacific Ocean beaches.

The Carpinteria City Council should join the rising chorus of opposition from nearby localities along the rail routes such as Oxnard, Ventura County, Camarillo, Simi Valley and Moorpark. In Northern California, San Jose, Berkeley, Oakland, Richmond, Martinez, Davis, and the Sacramento Area Council of Governments have either passed resolutions or written to the SLO Board of Supervisors in opposition to the rail terminal.

Though the official public comment period of the Draft Environmental Impact Report has expired without input from Carpinteria, and although a subsequent opportunity for comment will arise in the indefinite future, we think time is of the essence to raise public awareness about this important issue, and to inform our neighboring county of our City's strident opposition to this crude-by-rail project.

Sincerely,

Jim Taylor
Vice President, CVA

ATTACHMENT C

Executive Summary

This Revised Draft Environmental Impact Report (Draft EIR) has been prepared to address a proposed Rail Spur Extension and Crude Oil Unloading Facility (Rail Spur Project) that would be located at the Santa Maria Refinery (SMR) in Nipomo. The applicant for the Rail Spur Project is Phillips 66 Company (Phillips 66) (the Applicant). The SMR property is located in the southwestern corner of San Luis Obispo County, approximately 1 mile southwest of State Route 1, and approximately 3.5 miles west of the community of Nipomo, in the South County Coastal and South County Inland planning areas. The location of the SMR property is shown in Figure ES-1.

The EIR also contains a programmatic assessment of various coastal access options through the SMR site (Coastal Access Project). Phillips 66 was recently required to provide a vertical public right of coastal access at the SMR site as a condition of approval of the Phillips 66 Throughput Increase Project (approved by the County Board of Supervisors in March 2013). The assessment of various coastal access options is being considered as a result of the Throughput Project and is not directly related to the Rail Spur Project. The coastal access assessment is discussed in more detail at the end of the Executive Summary.

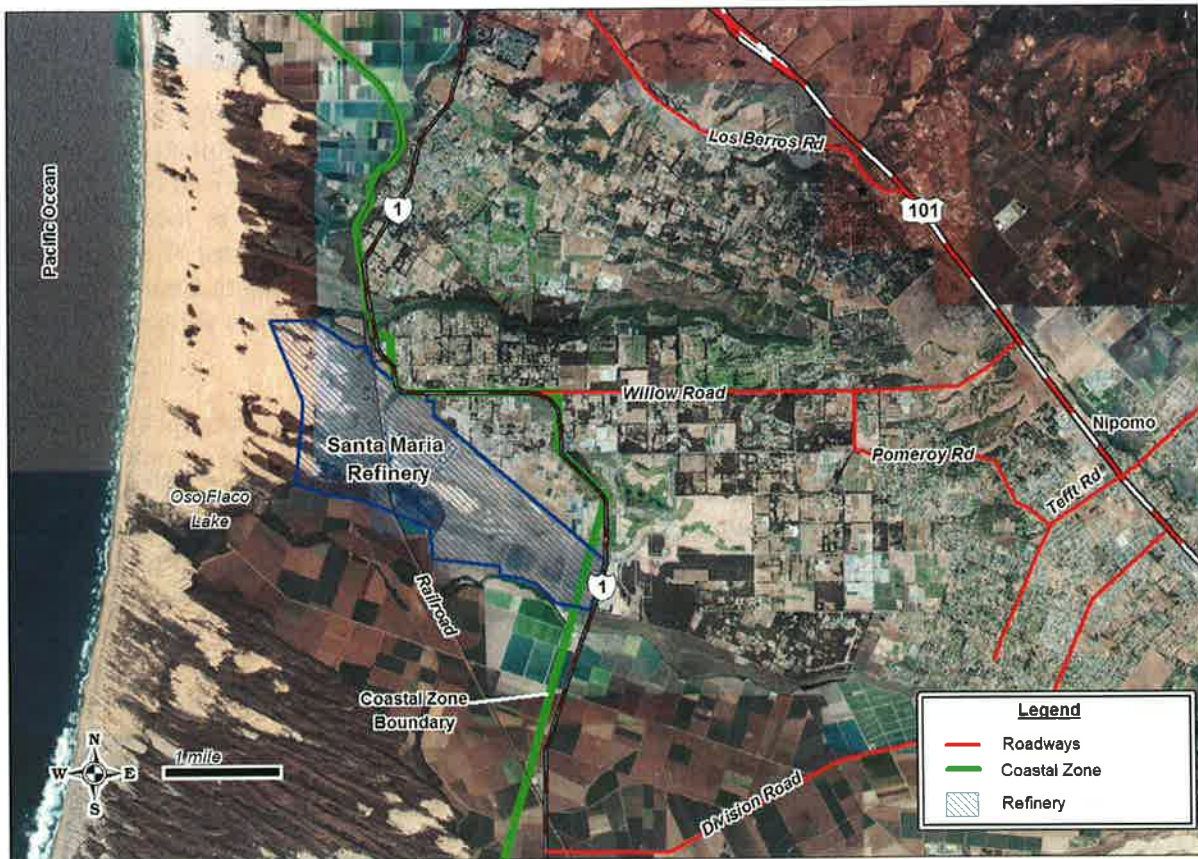
This EIR is an informational document that is being used by the general public and governmental agencies to review and evaluate the Rail Spur Project. The reader should not rely exclusively on the Executive Summary as the sole basis for judgment of the Projects. Specifically, the EIR should be consulted for information about the environmental effects associated with the Projects and potential mitigation measures to address or minimize those effects.

The remainder of the Executive Summary consists of the following sections:

- An introduction, which discusses the Notice of Preparation (NOP) process that was used for the EIR and the reasons for issuing a revised Draft EIR;
- A brief description of the Rail Spur Project;
- A summary of key impacts and mitigation measures associated with the Rail Spur Project;
- A brief description of the alternatives evaluated throughout this EIR for the Rail Spur Project;
- A summary of the Environmentally Superior Alternative for the Rail Spur Project; and
- A summary of the Vertical Coastal Access Project programmatic assessment.

A set of Impact Summary Tables for the Rail Spur Project is provided after the Executive Summary. These tables summarize the impacts and mitigation measures for the Rail Spur Project. The Rail Spur Project impacts and mitigation measures are discussed in further detail in Section 4.0. The alternatives to the Rail Spur Project are discussed in Section 5.0. The Vertical Coastal Access Project assessment is provided in Chapter 9.

Figure ES-1 Proposed Project Location



A. Introduction

The purpose of the Executive Summary is to provide the reader with a brief overview of the Rail Spur and Vertical Coastal Access Projects, the anticipated environmental effects, and the potential mitigation measures that could reduce the severity of the identified impacts. The reader should not, however, rely exclusively on the Executive Summary as the sole basis for judgment of the Projects.

In compliance with State CEQA Guidelines, the County, as the Lead Agency, prepared a NOP for the proposed projects and solicited comments through distribution of the NOP. A public scoping meeting was held in the community on July 29, 2013 to provide an opportunity for the public to comment on the scope of the EIR. The NOP and comments received in response to the NOP were used to direct the scope of the analysis and the technical studies in this EIR. A copy of the NOP and the comments received are in Appendix I of the EIR.

In addition to the County, a number of other governmental agencies require a CEQA analysis of the Rail Spur Project in order to act on the Project. These agencies include the San Luis Obispo

County Air Pollution Control District (SLOCAPCD), Calfire, California Department of Fish and Wildlife (CDFW), and Regional Water Quality Control Board (RWQCB).

In November 2013 a Draft EIR was issued for the Rail Spur Project with a 60-day comment period. The comment period for the Draft EIR closed on January 27, 2014. After reviewing the comments on the Draft EIR, the County decided that a revised Draft EIR should be recirculated for public comment. The decision to recirculate the EIR was primary based upon the need to expand the discussion of mainline UPRR impacts beyond the borders of San Luis Obispo County. Due to extensive revisions in various parts of the document, this revised Draft EIR does not contain specific written responses to the comments received on the initial Draft EIR. The entire EIR has been recirculated for public comment. All comments on the previous Draft EIR were reviewed, and the revised Draft EIR was modified to address comments that were applicable to the revised document (refer to CEQA Guidelines, Section 15088.5(f)(1)).

The revised Draft EIR has been issued for a 45-day public comment period. Based upon the comments received, changes will be made for the Final EIR. The various stakeholders will have to submit new comments on the revised Draft EIR for them to be considered in the Final EIR. All comments received on the revised Draft EIR and their corresponding responses will be provided in the Final EIR. Comment on the November 2013 Draft EIR will not be included in the Final EIR.

B. Rail Spur and Crude Unloading Facility Project Description

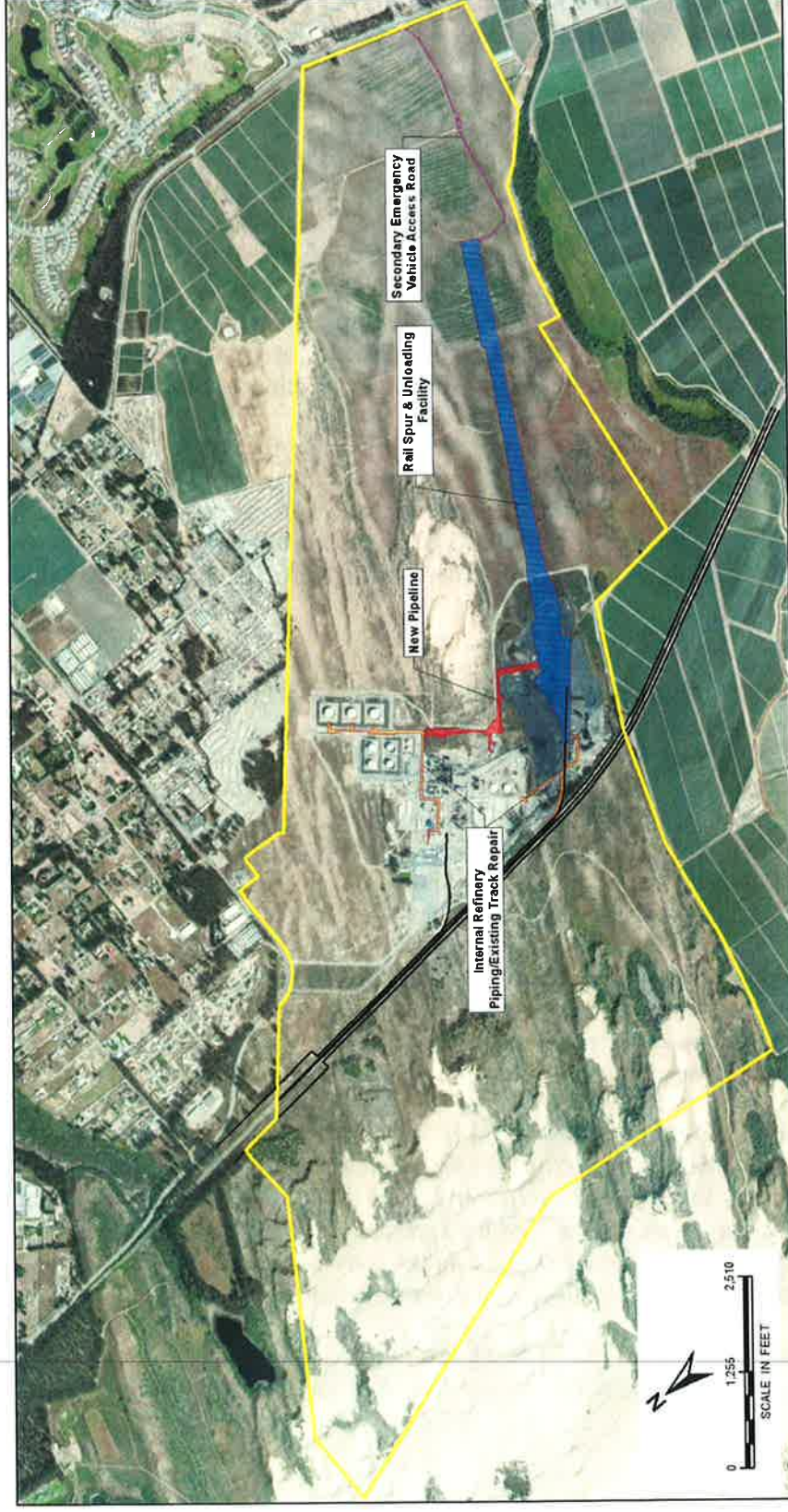
Phillips 66 is proposing to modify the existing rail spur currently on the southwest side of the SMR and to build and operate a crude oil rail unloading facility. The rail spur extension is proposed entirely on the SMR property and would be located east of the Union Pacific Railroad and the existing refinery facilities. The area of the Rail Spur Project is zoned for industrial use. Figure ES-2 shows the proposed location of the Rail Spur Project. The EIR has analyzed the Rail Spur Project to a permit (i.e., project specific) level of detail.

The project would include an eastward extension of the existing rail spur, a railcar crude oil unloading facility, and associated above-ground pipelines. Trains would deliver crude oil to the SMR for processing. The unloaded material would be transferred from the proposed unloading facility to existing crude-oil storage tanks via a new on-site above-ground pipeline.

The proposed tracks and unloading facilities would be designed to accommodate unit trains and manifest trains. Unit trains consist of approximately 80 tank cars and associated locomotives and other supporting cars that stay together as one assembly fully dedicated to delivery of crude oil to the SMR. Manifest trains may have a variety of car types and cargos, other than crude oil, that are not fully dedicated as are unit trains. Manifest trains may deliver one or more cars to the refinery and then continue to other destinations to deliver other cargo.

The proposed rail spur lines would extend from the terminus of the current spur. The unloading facility would be located at the end of the existing coke storage area and along an existing internal refinery road.

Figure ES-2 Location of Proposed Rail Spur Project



Source: Arcadis 2013.

Modification of the existing rail spur would include constructing five parallel tracks. Two tracks would surround an unloading rack and then would come together to form a common track that extends to the east of the loading area to allow for the entire train to be parked off of the mainline track and unloaded. Three additional tracks would extend the full length of the rail spur and run parallel to the unloading area.

The Rail Spur Project would involve unloading of up to five unit trains per week (or a combined total of five unit and manifest trains), with a 250 annual maximum number of trains. Trains would arrive from different oilfields and/or crude oil loading points depending on market economics and other factors. Trains could arrive at the Phillips 66 site from the north or the south. The refinery feedstock definition (meaning the materials that could be transported by train into the proposed facility) excludes gaseous feeds, natural gas liquids (NGL), liquefied petroleum gas (LPG), finished refined products, and Bakken crude oil.

Phillips 66 has proposed to ship crude oil to the refinery in non-jacketed CPC-1232 tank cars (i.e., post October 1, 2011 tank cars). These cars have a capacity of approximately 31,808 gallons per car. Each car has a weight limit of 210,700 pounds of crude oil. Each tank car would be approximately 90 feet long. The tank cars would meet the current specifications that have been established by the American Railroad Association for use in transporting crude oil. The rail cars would be designed to meet DOT Packing Group I requirements, which is the highest rating. The tank cars would be equipped with half height head shields, double couplers, and all stainless steel valves. The relief valve would be a designed for high flow. All of the tanker cars servicing the SMR as part of either a unit or manifest train would be owned or leased by Phillips 66.

In a unit train configuration, each train would consist of three locomotives, two buffer cars, and 80 railcars each carrying between 26,076 and 28,105 gallons for a total of between 49,670 and 53,532 barrels of crude oil per unit train. The tank cars would be limited to this range of volume (as opposed to the 31,808 gallons per car listed above) due to the estimated weight of the oil that would be delivered to the SMR. With the delivery of five unit trains per week the average daily delivery of crude oil would be between 35,478 and 38,237 barrels, which is less than the permitted capacity of the SMR with or without the throughput increase project.

Unit trains would arrive at the SMR, be unloaded and then leave the refinery. The total time each train is expected to be at the refinery would be between ten and twelve hours. However, this could vary depending upon when Union Pacific schedules the departure time for the train once it has been unloaded.

The Rail Spur Project would not affect the amount (throughput volume) of material processed at the refinery. Throughput levels at the refinery are capped by the County of San Luis Obispo Department of Planning and Building and by the SLOCAPCD. These throughput limits cannot be exceeded without a modification to existing land use and air permits, which would require additional environmental and public review. In addition, no crude oil or refined product would be transported out of the refinery by rail.

C. Union Pacific Railroad Mainline

The operation of unit and manifest trains to and from the SMR would be performed by Union Pacific Railroad (UPRR), on UPRR property, and on trains operated by UPRR employees. The movements of those trains to and from the Project Site may be preempted from local and state environmental regulations by federal law under the Interstate Commerce Commission Termination Act of 1995 and the Commerce Clause of the United States Constitution.

While the potential impacts of those train movements along the UPRR mainline are described in appropriate chapters of this EIR, the County as CEQA Lead Agency, and other state and local responsible agencies may be preempted from imposing mitigation measures, conditions or regulations on UPRR train movements on the mainline.

Trains could enter California at five different locations (one at the north end of the state from Oregon, two at the northeast from Nevada, one at the southeast from Nevada, and one at the south from Arizona). Depending upon the route taken by the train they could arrive at the Phillips 66 site from the north or the south. It is unknown what route UPRR would use to deliver the trains to the SMR. Figure ES-3 shows the main UPRR train routes in California that could be used to deliver crude to the SMR.

Coming from the north the routes merge at the UPRR Roseville Rail Yard. From the south the routes merge at the Colton Rail Yard. Given that the route the trains would travel to get to these two UPRR yards is speculative, the EIR has evaluated in more detail the impacts of trains traveling from these two UPRR yards to the SMR.

Beyond the two UPRR Yards, trains could travel any number of routes. Also, crude oil delivered to California by UPRR would generally pass through either of these two rail yards in route to the SMR. Depending upon the source of the crude oil, crude oil trains could use any portion of the UPRR network between Roseville/Colton and the source location for the crude oil. The exact route that would be taken would depend upon a number of factors, that could include the source of the crude oil, weather conditions, train traffic conditions, etc. Since the routes past Roseville and Colton are somewhat speculative, the EIR has discussed in a more qualitative nature the potential impacts of train traffic beyond these two rail yards.

D. Rail Spur Project Impacts and Mitigation Measures

In the Impact Summary Tables and throughout this EIR, impacts of the Rail Spur Project and alternatives have been classified using the categories Class I, II, III, and IV as described below.

- Class I – Significant impacts that cannot be mitigated to less than significant levels,
- Class II – Significant impacts that can be mitigated to less than significant levels,
- Class III – Less than significant impacts without mitigation, and
- Class IV – Beneficial impacts.

Figure ES-3 Mainline Rail UPRR Routes to the Santa Maria Refinery



Source: Adapted by MRS from UPRR maps.

The term “significance” is used in these tables and throughout this EIR to characterize the magnitude of the projected impact. For the purposes of this EIR, a significant impact is a substantial, or potentially substantial, change to resources in the local Project area or the area adjacent to the Project in comparison to the thresholds of significance established for the resource or issue area. These thresholds of significance are discussed by issue area in Section 4.0.

The impacts along with the identified mitigation measures for each Rail Spur Project impact are shown in the Impact Summary Tables, immediately following this Executive Summary. Each

section of the Impact Summary Tables describes and classifies each impact, lists recommended mitigation, and states the level of impact after mitigation.

The remainder of this section presents a brief summary of the key impacts and mitigation measures for the Rail Spur Project. The reader should refer to the Impact Summary Tables and Section 4.0 of the EIR for a more detailed discussion of the impacts and associated mitigation measures for the Rail Spur Project.

Aesthetics and Visual Resources

There are no significant and unavoidable (Class I) impacts to aesthetics and visual resources associated with the Rail Spur Project.

The impacts on aesthetics and visual resources would be less than significant with mitigation (Class II). The eastern end of the proposed rail spur and the associated trains operating in the area would reduce the quality of the views of the open space as seen from portion of State Route 1, the California Coastal Trail, the De Anza Trail, and other public areas east of State Route 1. Landscaping and the installation of a berm at the east end of the tracks would reduce these impacts to less than significant.

Lighting associated with the Rail Spur Project would create a new source of substantial light and glare which would adversely affect nighttime views in the area. Development of a lighting plan that requires lighting to be minimized and directed downward and to use lights that are dark sky compliant would reduce this impact to less than significant levels.

Agricultural Resources

The Rail Spur Project could result in less than significant with mitigation (Class II) impacts to productivity of adjacent farmlands due to construction activities. Dust, air emissions, and water runoff generated by the construction activities could produce a significant short-term impact and temporarily affect the productivity of row crops. Implementation of the fugitive dust and stormwater control mitigation measures identified in air quality and water resources would reduce these impacts to less than significant.

In the event of an oil spill at the SMR due to the unloading operations there could be impacts to agricultural crops on adjacent properties. These impacts could be direct oiling of the crops or due to impacts to surface or groundwater. These impacts at the SMR were found to be less than significant with mitigation. Implementation of the oil spill containment systems and Spill Prevention Control and Countermeasure Plan (SPCCP) would reduce this impact to less than significant levels.

If there is an oil spill along the UPRR mainline tracks there could be impacts to adjacent agricultural crops due to direct oiling, fire, or surface and groundwater impacts. These impacts were found to be significant and unavoidable (Class I) in the event that a spill where it could impact agricultural resources. Only portions of the UPRR mainline track runs adjacent to agricultural operations. Mitigation measures identified for improving emergency response and oil spill cleanup would help to mitigate these impacts. However, the County may be preempted by Federal law from requiring mitigation for operations on the UPRR mainline tracks (See Section H of the Executive Summary for more discussion on the preemption issue).

Air Quality

Construction impact for the Rail Spur Project would be less than significant (Class III). Operational pollutant emissions (i.e., NO_x, ROC, and DPM) within San Luis Obispo County and outside the County on the mainline could be potentially significant and unavoidable (Class I). The operational pollutant emissions associated with operation of the Rail Spur Project within the County would exceed the SLOCAPCD thresholds. Outside the County the mainline emissions would exceed most other air district thresholds. This impact can be reduced to less than significant with the use of Tier 4 locomotive and the application of emission reduction credits, which would make the impact less than significant with mitigation (Class II). However, the County may be preempted by Federal law from mitigating the air impacts associated with the locomotives outside of the SMR property. (See Section G of the Executive Summary for more discussion on the preemption issue). If the County is preempted from applying mitigation to the locomotive emissions on the UPRR mainline, the impact would remain significant and unavoidable (Class I). However, regardless of the preemption issue, the air emissions within the SMR can be mitigated through the use of emission reduction credits.

Air toxic emissions at the SMR would be significant and unavoidable (Class I) since the cancer risk over a 30-year exposure period would be greater than the 10 in a million threshold established by the SLOCAPCD. This cancer risk is driven mainly by diesel particulate emissions. About half of this cancer risk is due to the diesel particulate emissions from the existing trucking operations at the SMR. Use of Tier 4 locomotives would reduce most of the cancer risk from the rail operations, but the cancer risk would remain significant and unavoidable since the baseline risk is already about the SLOCAPCD threshold. As stated above, the County may be preempted by Federal law from applying mitigation to the UPRR locomotives.

Air toxic emissions from the mainline rail operations would be significant and unavoidable (Class I) for areas along the mainline that are in close proximity to populated areas, and there is a speed limit restriction on trains of less than 30 mph (when more emissions occur per length of rail due to the slower speeds). In these locations the 30-year cancer risk would exceed the SLOCAPCD thresholds beyond the railroad right-of-way. There are areas along the mainline rail route that have reduced speed limits for trains that pass in proximity of sensitive receptors. For example, in the City of San Luis Obispo, trains are limited to a speed of 25 miles per hour. In the City of Davis, there are stretches of track that are limited in speed to 10 mph.

Greenhouse gas (GHG) emissions within the State of California could be significant and unavoidable (Class I) since they would exceed the SLOCAPCD threshold for GHG emissions. This impact can be reduced to less than significant with the use of emission reduction credits, which would make the impact less than significant with mitigation (Class II). However, the County may be preempted by Federal law from mitigating the GHG emissions associated with the locomotives outside of the SMR property. (See Section G of the Executive Summary for more discussion on the preemption issue).

Fugitive dust (PM₁₀) emissions from the project would be less than significant (Class III). Operation of the Rail Spur Project would generate very low levels of fugitive dust, which are well below the SLOCAPCD thresholds. The Rail Spur Project would not be expected to affect the overall PM₁₀ emissions in the project area.

Biological Resources

Most of the biological impacts would be associated with construction of the Rail Spur Project. Construction activities associated could result in impacts to habitat for listed and special status species and habitat for rare plants and animals. These impacts were found to be less than significant with mitigation (Class II). Some of the mitigation measures identified for these impacts include implementing a Sensitive Species Management Plan, a Dune Habitat Restoration Plan, conducting updated surveys of sensitive species habitats, and employing an independent biological monitor. With implementation of these measures the impacts to biological resources would be less than significant.

An oil spill at the SMR due to the unloading operations could result in impacts to biological resources. These impacts at the SMR were found to be less than significant with mitigation (Class II). Implementation of the oil spill containment systems and Spill Prevention Control and Countermeasure Plan (SPCCP) would reduce this impact to less than significant levels.

In the event of an oil spill along the UPRR mainline tracks there could be impacts to adjacent biological resources due to direct oiling, fire, or surface water impacts. These impacts were found to be significant and unavoidable (Class I) in the event that a spill impacted sensitive biological resources. Only portions of the UPRR mainline tracks run adjacent to sensitive biological areas. Mitigation measures identified for improving emergency response and oil spill cleanup would help to mitigate these impacts. However, the County may be preempted by Federal law from requiring mitigation for operations on the UPRR mainline tracks (See Section H of the Executive Summary for more discussion on the preemption issue).

Cultural Resources

Impacts to cultural resources during construction were found to be less than significant with mitigation (Class II) include unanticipated disturbance to human remains due to construction activities. Mitigation measures for these impacts include developing a monitoring plan and halting area activities for expert assessment if resources are discovered.

In the event of an oil spill at the SMR due to the unloading operations there could be impacts to cultural resources associated with the cleanup operations. These impacts at the SMR were found to be less than significant with mitigation (Class II). Implementation of the oil spill containment systems and Spill Prevention Control and Countermeasure Plan (SPCCP) would reduce this impact to less than significant levels.

An oil spill along the UPRR mainline tracks would require cleanup activities that could impact cultural resources. These impacts were found to be significant and unavoidable (Class I) in the event that a spill occurred in an areas that had cultural resources. Only portions of the UPRR mainline tracks would have the potential to be in areas where cultural resources might be encountered during the cleanup activities. Mitigation measures identified for improving emergency response and oil spill cleanup would help to mitigate these impacts. However, the County may be preempted by Federal law from requiring mitigation for operations on the UPRR mainline tracks.

Geological Resources

There are no significant and unavoidable (Class I) impacts to geological resources associated with the Rail Spur Project.

Construction activities associated with the Rail Spur Project could result in erosion due to the grading activities. Seismically induced ground shaking could damage proposed structures and infrastructure, potentially resulting in loss of property, risk to human health and safety, and oil spills. These impacts were found to be less than significant with mitigation (Class II). Implementation of a Storm Water Pollution Prevention Plan (SWPPP) using Best Management Practices, and adequate design of the facilities to withstand anticipated horizontal and vertical ground acceleration in the Project area, based on the California Building Code would result in less than significant impacts.

Hazards and Hazardous Materials

The main hazards associated with the Rail Spur Project are potential accidents at the SMR and along the UPRR mainline that could result in oil spills, fires and explosions. At the SMR the hazard zones associated with these events would be limited to the SMR property and would not impact offsite areas. The hazards that could occur at the SMR would be limited to spills during the unloading operations and the pipeline. Given the low speed the trains would be moving at the SMR site (3 mph) it is unlikely that a tank car could be impacted enough to result in a spill. The estimated shell and head puncture velocity of the tank car design proposed for use by the Applicant are 8.3 and 10.3 miles per hour respectively. Therefore, the hazard impacts at the SMR were found to be less than significant (Class III).

For the UPRR mainline tracks within the County a quantitative risk assessment (QRA) was conducted to determine the level risk associated with the movement of trains from the SMR to the Roseville and Colton rail yards. The risk for the full length of all three of the routes evaluated was found to be significant (Class I) in the event of a release of crude oil that resulted in a fire or explosion in the vicinity of a populated area. This finding is based upon the risk along the entire length of the routes. The risk within any individual City or County would be considerably less. The risk is primarily driven by the HTUA (Los Angeles Area, Bay Area, and Sacramento) since these are the locations where fairly long stretches of track are in close proximity to heavily populated areas. Mitigation requiring the use of the safest tank car design that is part of the U.S. Department of Transportation (DOT) proposed rulemaking for high hazard flammable trains (HHFT), which would include crude oil trains, would substantially reduce the risk. It has been estimated that use of this tank car design would reduce the probability of an oil spill by about 74 percent. However, the County may be preempted by Federal law from requiring mitigation for operations on the UPRR mainline tracks (See Section H of the Executive Summary for more discussion on the preemption issue).

The hazards analysis found that the return period (i.e., average incident rate) for a release of 100 gallons or more of oil from a train between the SMR and the Roseville or Colton rail yards was estimated to be between one every 46 years to once every 76 years depending upon the rail route used to get to the SMR. For the full routes within the State of California the return period for a release of 100 gallons or more of oil from a train was estimated to be between once every 19 years to once every 30.8 years depending upon the route taken. All of these estimates assume

that all 250 trains per year use the same route. These numbers represent a range of return periods for the crude oil train within California. The actual figure likely would be a weighted average of several of these routes, and likely would vary each year.

Recreation

There are no significant and unavoidable (Class I) impacts to recreation associated with the Rail Spur Project. Impacts to recreational access were found to be less than significant (Class III) in the event of an oil spill along the UPRR mainline that impacted a recreational area. While spill cleanup activities could limit access to recreational areas, it would be temporary and would not result in permanent limits on access.

Noise and Vibration

There are no significant and unavoidable (Class I) impacts to noise and vibration associated with the Rail Spur Project.

Operation of the Rail Spur Project would generate noise in the area around the SMR due to the movement of trains during the unloading operations. These impacts were found to be less than significant with mitigation (Class II). The unloading of a unit train would be expected to take about 10 to 12 hours. This includes the time need to position the train, unload the tanker cars, reassemble the train, and depart the facility. Noise modeling done as part of the EIR determined that the County nighttime noise standards could be exceeded during the train positioning operations when locomotive are operating east of the unloading racks. This is the area closest to residential area.

The requirement for a Rail Unloading and Management Plan, and limits on the amount of time locomotives can operate at night east of the unloading racks should reduce the noise impacts to less than significant. There is some level of uncertainty associated with the unloading timeline and the noise modeling. Therefore, a mitigation measure has been added that would require noise monitoring to assure that the rail unloading operations due not exceed the County noise standards.

Population and Housing

There are no significant and unavoidable (Class I) impacts to population and housing associated with the Rail Spur Project. Impacts to population and housing demand were found to be less than significant (Class III).

Public Services and Utilities

Operation of the Rail Spur Project could increase demand for fire protection and emergency response services at both the SMR and along the UPRR mainline tracks due to incidents such as oil spills, fires, or explosions. The impact to fire protection and emergency services was found to be less than significant with mitigation (Class II) at the SMR. As part of the Rail Spur Project fire protection and spill containment systems would be installed, and a new emergency access road would be constructed to the rail unloading site. Implementation of a Fire Protection Plan, Emergency Response Plan, Spill Prevention Control and Countermeasure Plan, training requirements for Calfire and other local mutual aid fire departments, and the SMR fire brigade would result in less than significant impacts.

The impact to fire protection and emergency services along the UPRR mainline was found to be significant (Class I) in the event of a fire or explosion. Many of the local emergency responders along the various mainline rail routes that could be used for transporting crude oil to the SMR lack adequate resources to respond to oil by rail accidents. Many of these first responders are in rural areas and have little or no funding for firefighters and rely on volunteer firefighters. Specifically, 40% of the fire fighters in California are volunteer firefighters, with many fire departments entirely staffed by volunteer firefighters. These departments lack the necessary capacity to support a hazmat team or to obtain training in the specialized areas of oil rail safety and flammable liquid, and their response time to significant oil by rail accident could be hours. In addition, some of these volunteer fire departments are in rural mountain areas where the rail lines traverse local safety hazard areas (LSHA), which historically have had a higher probability of train derailments.

Mitigation measures requiring training, drills, and notification for emergency responders along the mainline rail routes would help to mitigate these impacts. However, the County may be preempted by Federal law from requiring mitigation for operations on the UPRR mainline tracks (See Section H of the Executive Summary for more discussion on the preemption issue). Therefore, the impact would remain significant (Class I).

Transportation and Circulation

There are no significant and unavoidable (Class I) impacts to transportation and circulation associated with the Rail Spur Project.

Minimal traffic would be generated during the operations of the Rail Spur Project. Traffic impacts during construction were found to be less than significant with mitigation (Class II). Trucks delivering construction materials to the SMR would be required to use Willow Road from the new interchange with Highway 101. Implementation of a Construction Traffic Management Plan would reduce the construction traffic impact to less than significant.

The EIR evaluated the impacts of the Rail Spur Project on passenger train on-time performance. Unit trains moving on the UPRR mainline tracks could potentially interfere with schedule passenger trains. The EIR analysis found that impact to on-time performance of passenger train service from two additional trains per day (one coming to the SMR and one leaving the SMR) would be less than significant (Class III).

Water Resources

Construction and operational activities associated with the Rail Spur Project could degrade surface water and groundwater quality, which was found to be a less than significant with mitigation (Class II) impact. Implement a Storm Water Pollution Prevention Plan (SWPPP) using Best Management Practices, and an Oil Spill Contingency Plan would result in less than significant impacts.

Accidental oil spills at the SMR associated with the operation of the Rail Spur Project were found to be less than significant with mitigation (Class II). Oil spills could result from onsite pipelines, or other rail unloading equipment such as the unloading pumps and lines. Implementation of the oil spill containment systems and Spill Prevention Control and Countermeasure Plan (SPCCP) would reduce this impact to less than significant levels.

Accidental oil spills along the UPRR mainline tracks were found to be significant and unavoidable (Class I) in the event that a spill where it could impact water resources. Only portions of the UPRR mainline track run adjacent to water resources. In the event of an oil spill along the UPRR mainline tracks there could be impacts to adjacent surface and groundwater. Mitigation measures identified for improving emergency response and oil spill cleanup would help to mitigate these impacts. However, the County may be preempted by Federal law from requiring mitigation for operations on the UPRR mainline tracks (See Section H of the Executive Summary for more discussion on the preemption issue).

The Rail Spur Project would increase water demand by 250 gallons per day, or 0.3 AFY. The total SMR water demand would be 1,111.3 AFY, which would be less than the 1,550 AFY of water available for SMR use under the Court Stipulation. Therefore, water supply related impacts are considered less than significant (Class III).

E. Description of Project Alternatives

Alternatives to the Rail Spur Project have been developed per CEQA Guidelines Section 15126.6. The EIR has used an alternative screening analysis to select the alternatives evaluated in detail in the EIR. The screening analysis looked at alternative transportation modes such as trucking and marine transport, alternative rail unloading sites, an alternative rail unloading facility configuration, and reduced train deliveries.

The screening analysis provides the detailed explanation of why some of the alternatives were rejected for further analysis and ensures that only potentially environmentally preferred alternatives are evaluated and compared in the EIR. Please see Chapter 5 of the EIR for a detailed discussion of the screened alternatives. The following are the alternatives that were selected as part of the screening analysis for more detailed review.

No Project Alternative

With the No Project Alternative no rail spur would be built and crude oil would not be delivered by train to the SMR. Crude oil deliveries to the SMR would continue to be via pipeline and truck. Trucks deliver crude oil to the Santa Maria Pump Station, and the oil is then moved via pipeline to the SMR. In the past year the SMR has been receiving Canadian crude via rail and truck. The crude is delivered to a rail unloading facility in Bakersfield and then loaded into truck and delivered to the Santa Maria Pump Station, which it is moved via pipeline to the SMR.

Under the No Project Alternative, Phillips 66 could increase the delivery of North American crudes to the SMR by about 19,660 barrels per day, using the existing rail and truck system without requiring any new permits. Oil would be moved via rail to an existing rail unloading facility in Bakersfield. The oil would then be loaded on to trucks and moved to the Santa Maria Pump Station. The majority of the truck route would be along State Highway 166 in San Luis Obispo County. Movement of 19,600 barrels per day would require 2.5 crude oil unit trains per week.

Loop Rail Unloading Configuration

With this alternative a large circular track would be constructed at the SMR for the delivery and unloading of unit trains. This would eliminate the need to uncouple the train into sections for unloading, however, the area needed for the tracks would be much larger. Trains would pull into the track and twenty cars would be unloaded. The train would then pull forward and the next twenty cars would be unloaded. This process would continue until all eighty cars had been unloaded. The train would then be prepared for departure from the facility. The unloading operations would be the same as described for the proposed unloading operations.

Reduce Train Deliveries

With this option the Rail Spur Project would be built and operated as proposed, but the SMR would receive only a maximum of three unit trains per week instead of the proposed five per week. All of the construction and operational activities would be the same as the proposed project, which are discussed in Chapter 2 of the EIR.

F. Environmentally Superior Alternative

This section summarizes the advantages and disadvantages of each of the alternatives as compared to the Rail Spur Project. A more detailed comparison of the Rail Spur Project and the alternatives can be found in Section 5.4 of the EIR.

CEQA does not provide specific direction regarding the methodology of comparing alternatives to a proposed project. Each project must be evaluated for the issues and impacts that are most important; this will vary depending on the project type and the environmental setting. Issue areas with significant long-term impacts are generally given more weight in comparing alternatives. Impacts that are short-term (e.g., construction-related impacts) or those that can be mitigated to less than significant levels are generally considered to be less important.

For the Rail Spur Project, the determination of the environmentally superior alternative is somewhat complicated by the preemption issue. The level and severity of a number of the mainline and locomotive impacts would vary depending upon whether mitigation can be applied to the Rail Spur Project or some of the Alternatives.

No Project Alternative

With the No Project Alternative, construction and operation of the Rail Spur Project would not occur. Since the No Project Alternative could occur without any new permits, mitigation measures could not be applied. If the County is preempted from requiring mitigation on the UPRR mainline and locomotives, The No Project Alternative offers a number of environmental advantages since fewer trains would be need to move the oil. Some of this advantage is offset by the additional truck transportation that would be needed with the No Project Alternative.

With fewer trains the level of public safety risk would be reduced but would likely remain significant. The trains would avoid the HUTAs of Los Angeles and the Bay Area since the trains would be routed to the San Joaquin Valley. However, they could pass through Sacramento (a HUTA), Davis, Stockton, Fresno, Bakersfield, etc.

Annual air and toxic emissions would be reduced with this alternative. However, the peak day emissions would increase due to the truck emissions. The Class I air toxic impact at the SMR would be eliminated, and the air toxic impacts at the Bakersfield rail facility would be less than significant (Class III) since the site is surrounded by agriculture and there are no sensitive receptors in close proximity to the facility. Annual GHG emissions would increase with the No Project Alternative due to the additional truck emissions and would remain significant and unavoidable (Class I).

The risk of impacting sensitive biological and water resources along the mainline rail would be reduced since the probability of a spill would decrease due to few annual trains. Some of this risk would be offset by the risk of a spill from trucks along State Highway 166. While the maximum spill volume for trucks is lower, the accident rate for trucks is higher than for trains. The risk of impacting agricultural resources in the event of an oil spill would increase since more of the mainline rail route would be in close proximity to prime agricultural land in the San Joaquin Valley.

If the County is not preempted from applying mitigation to the mainline rail and locomotive, then almost all of the advantages of the No Project Alternative would be eliminated since no mitigation could be applied to the No Project Alternative. In this case, the Rail Spur Project would have a number of environmental advantages over the No Project Alternative due to the benefits of mitigation.

The No Project Alternative would meet most of the basic objectives of the Rail Spur Project. However, it may not allow the SMR to operate at its permitted throughput capacity since less crude oil could be available to the refinery.

Loop Rail Unloading Configuration

This alternative would not reduce the impact classification of any of the impacts for the Rail Spur Project, and would not result in any new impacts that were not identified for the Rail Spur Project.

The alternative would reduce the air and toxic emissions of the rail operations at the SMR since less trains movements would be needed to unload the rail cars. However, this alternative would increase the severity of 21 impacts identified for the Rail Spur Project, but would not change the classification of any of these impacts (these are all Class II or Class III impacts). Most of these impacts would be related to construction activities. The loop track configuration would require a larger area of disturbance and more cut and fill, which increases the severity of some of the construction impacts. The loop track configuration would require a change in topography of the site that would increase the severity of the visual impacts. From an environmental standpoint, the slight reduction in air emission at the SMR would be offset by the increase in severity of a large number of construction related impacts, and increased visual impacts. This would be the case whether the County is preempted from applying mitigation on the mainline rail and locomotives.

The Loop Configuration Alternative would meet most of the basic objective of the Rail Spur Project and would allow for delivery of the same amount of crude oil to the refinery as the proposed project.

Reduce Train Deliveries

All of the construction impacts would be the same as the Rail Spur Project. A reduction in crude oil deliveries to the SMR would affect some of the operational impacts associated with air quality, hazards and hazardous material, and to some degree noise. Operational impacts in all the other issue areas would remain essentially the same as the Rail Spur Project. This alternative would not result in any new impacts not identified as part of the Rail Spur Project.

If the County is preempted from applying mitigation to the mainline rail and locomotive, the public safety risk would be reduced since the probability of an oil release would be less due to fewer annual trains. Annual air, toxic and GHG emissions would be less due to fewer annual trains, but the peak day emissions would remain the same. It would also offer some advantage in term of 30-year cancer risk in the vicinity of the SMR and along the mainline routes since there would be less annual exposure to toxic air emissions due to fewer trains.

If the County is not preempted, the reduced rail delivery alternative would offer no advantage over the Rail Spur Project in terms of air and GHG emissions since these emissions could be fully mitigated. However, the reduced rail delivery alternative would offer some very minor advantages over the Rail Spur Project in terms of hazards, noise, and health risk. It would reduce the likelihood of a train accident due to less annual train miles, reduce the exposure of sensitive receptors to train unloading noise, and reduce localized air toxic emissions. The advantage in terms of 30-year cancer risk would be due to the reduction in localized air toxic emissions. It is unlikely that all the DPM emission reduction credits, which is a mitigation measure, would occur in the localized area of the SMR and mainline tracks.

All of these slight reductions would result since fewer trains would be delivered to the SMR. Therefore, even if the County is not preempted, the reduced rail delivery alternative would offer a very slight environmental advantage over the Rail Spur Project.

G. Vertical Coastal Access

As a condition of approval of the Phillips 66 Throughput Increase Project (approved by the County Board of Supervisors in February 2013), Phillips 66 was required to provide a vertical public right of coastal access at the SMR Site. The permit conditions require Phillips 66 to construct vertical public access from State Route 1 to their western property line to comply with the coastal access provisions of the County's Coastal Zone Land Use Ordinance (CZLUO).

The condition of approval for the Throughput Increase Project requires that the coastal accessway be developed within 10 years of permit issuance or at the time of any subsequent use permit approval at the project site, whichever occurs first. Therefore, if the Rail Spur Project is approved (presumably in less than 10 years), the Throughput coastal accessway requirement would have to be met at that time to be consistent with the County's conditions.

The County's condition of approval on the Throughput Project requires that the access be consistent with the standards of Section 23.04.420 of the Coastal Zone Land Use Ordinance, including provisions that a vertical right of access be provided for each mile of coastal frontage,

unless that access would be inconsistent with public safety, military security needs or the protection of fragile coastal resources.

The vertical coastal access analysis will be used by the County to assist in determining whether coastal access is appropriate for the SMR site consistent with the standards of Section 23.04.420 of the Coastal Zone Land Use Ordinance. If the County determines that coastal access at this location is appropriate, then Phillips 66 and the County could use the information in this EIR to assist in developing a final design for the coastal access (if substantial improvements would be required); or could rely on the information in this EIR to develop a coastal accessway (if only minor improvements are required).

If the County finds that coastal access for this location is consistent with the requirements of Section 23.04.420 of the Coastal Zone Land Use Ordinance, but substantial improvements are required to provide a higher intensity of access, then additional environmental review and an appropriate environmental determination may be required prior to final approval. An additional Coastal Development Permit would also be required based on the location of coastal access and resources found in the vicinity of the identified alignment.

Chapter 9 of this EIR contains a programmatic assessment the potential environmental impacts of various coastal access options for the SMR site. The information in the chapter is summarized below.

G.1 Vertical Coastal Access Project Description

The coastal access would be located in the southwestern corner of San Luis Obispo County, approximately one mile southwest of State Route 1, and approximately 3.5 miles west of the community of Nipomo, in the South County Coastal planning area.

The recently approved Throughput Increase Project at the SMR included a site-specific Conditions of Approval (COA) that required that the coastal access “*be located within or immediately adjacent to the existing maintenance road*”. This access route alignment would follow an existing refinery truck entrance road from State Route 1 to a service road that is used by Phillips 66 to maintain an outfall pipeline. This is a practical alignment in that it follows the dune contours to provide a relatively gently sloping route, generally avoiding the steep unstable dune faces and the low-lying surface water features (e.g., Jack Lake, Lettuce Lake) and wetlands (dune slacks) throughout the area. This alignment would be approximately 2 miles in length from State Route 1 to the western SMR property line shared with the Oceano Dunes State Vehicle Recreation Area (ODSVRA). The location of the existing refinery service road is shown in Figure ES-4.

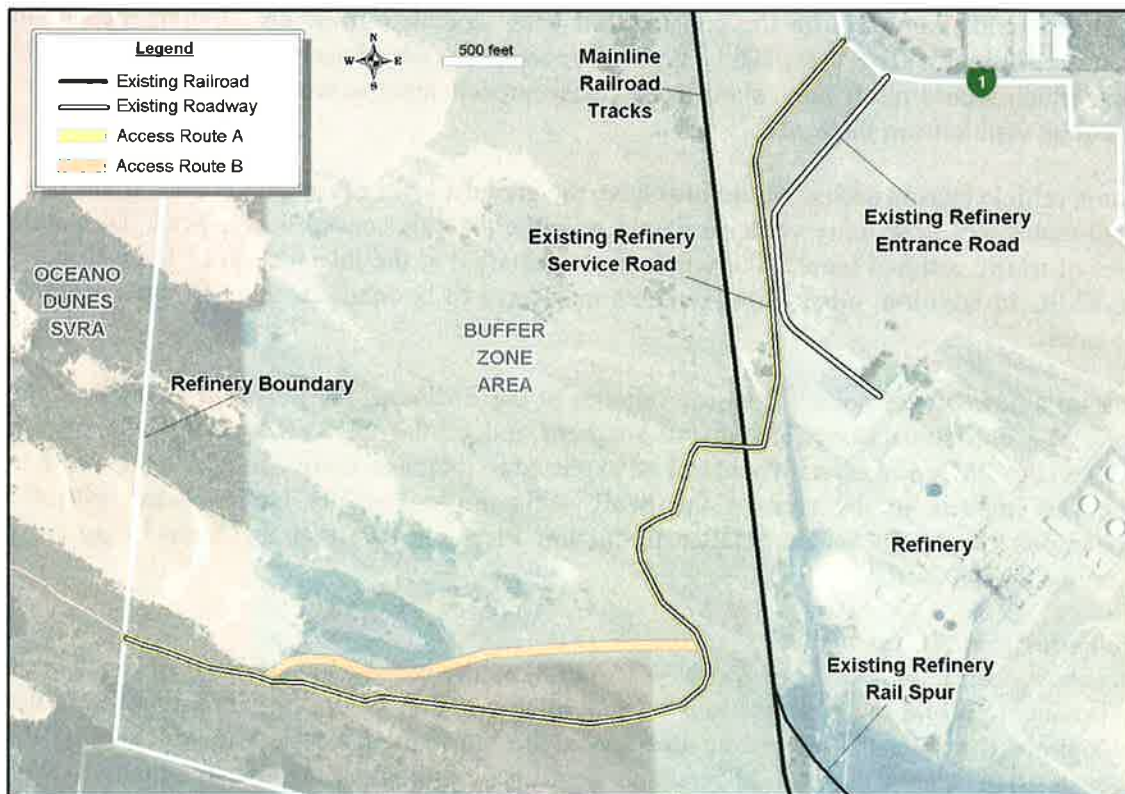
At the outlet of the route alignment across the SMR property, the public users would reach the ODSVRA, and would be approximately 1.5 miles from the ocean. It is assumed that users would continue to follow the existing service road to the beach and not short-cut through the vegetated dune areas and the large dune wetland area immediately west of the SMR property. The location and design of the access across ODSVRA would ultimately have to be determined by the California Department of Parks and Recreation.

No formal design for coastal access has been developed by Phillips 66 or the County. As such, the EIR had to develop conceptual designs for various coastal access options that have been used to assess the range of environmental impacts that could occur with development of coastal access at the SMR. If and when a final design is developed for a coastal access additional environmental review may be required depending upon the type of access, and the extent of improvements that would be required. Three possible options for use of this service road and the adjacent area were identified, which included the following:

- Motor Vehicle, Bicycle, and Pedestrian Access,
- Bicycle and Pedestrian Access, and
- Docent Led Access for Pedestrians Only.

These three options were chosen since they represent the full range of intensity for the coastal access.

Figure ES-4 Coastal Access Route at the SMR Property



Source: Adapted from Arcadis 2013

G.2 Summary of Vertical Coastal Access Assessment

The impacts identified in the coastal access assessment were based upon very limited conceptual designs, and therefore, represent potential impacts that could occur. The severity and significance of these impacts could change once detailed designs for each of the options were developed. However, the impact assessment can be used to gauge the type and possible extent of the impacts could occur with each of the coastal access options. A summary of the impacts for each of the options is provided below.

Motor Vehicle, Bicycle/Pedestrian Access

The motor vehicle coastal access would provide the highest intensity of public use, but would also have the greatest level of impacts on the environment. Construction of the motor vehicle access road could result in significant biological impact to sensitive plant species including the Nipomo Mesa lupine, sensitive terrestrial and semi-aquatic wildlife species, and wetlands. Impacts to sensitive biological and cultural resources could also occur from users straying from the designated path into sensitive areas.

This option would likely require the construction of a separated-grade crossing of the Union Pacific railroad tracks. The most likely type of separated-grade crossing would be a vehicle overpass, which would likely have significant visual impacts since it would be a large structure that would be visible from the beach.

The motor vehicle coastal access would also have the greatest level of traffic impacts. It has been estimated that 3,579 peak daily vehicles would possible use this coastal access road. To handle this level of traffic a signal would likely have to be installed at the intersection of State Route 1 and the SMR. In addition, other improvements may have to be made to State Route 1 such as turnout lanes.

Opening up a new access point for motor vehicles at the SMR has the potential to increase the level of PM₁₀ emissions from sand at the southern end of the ODSVRA. While the overall baseline level of PM₁₀ emissions would not be expected to increase, there could be an increase in the localized impacts in the area of the SMR. This might possibly be mitigated with the implementation of the Particulate Matter Reduction Plan (PMRP) that the State is currently preparing for the ODSVRA.

Bicycle/Pedestrian Access

The bicycle/pedestrian coastal access option would have the second lowest level of impacts on the environment. While the construction impacts of this option would be similar to the motor vehicle option, the intensity of public use would be substantially less. Construction of the bicycle/pedestrian access path could result in significant biological impact to sensitive plant species including the Nipomo Mesa lupine, sensitive terrestrial and semi-aquatic wildlife species, and wetlands. Impacts to sensitive biological and cultural resources could also occur from users straying from the designated path into sensitive areas.

If a new parking lot would have to be built, there could be impacts to Nipomo Mesa lupine, which would be a significant biological impact. This option would likely require the construction

of a separated-grade crossing of the Union Pacific railroad tracks. The most likely type of separated-grade crossing would be an elevated walkway.

Docent-Led Access

The docent-led coastal access option would have the lowest level of impacts on the environment. Minimal construction would be needed to implement this option. This option would have the lowest intensity of public use and access to the coastal trail would be supervised. However, this option would provide limited public access. If a new parking lot would have to be built, there could be impacts to Nipomo Mesa lupine, which would be a significant biological impact. It is also uncertain if a grade-separated crossing of the Union Pacific railroad tracks would be needed for this level of access. If the California Public Utilities Commission (CUPC) considers the docent-led access to be a public crossing, then it is possible that a grade-separated crossing could be required. This would increase some of the construction impacts associated with this option.

G.3 Key Issues Associated with the Vertical Coastal Access Project

Two key issues were identified for the Vertical Coastal Access Project. Each of these is discussed below.

Public Safety

The coastal access route evaluated in this assessment would pass within about 900 feet of the active refinery operations, and would parallel or use one of the two main access roads to the SMR. Opening up a public access route in close proximity to an active refinery presents a number of public safety issues. In the event of an incident at the SMR members of the public would be at greater risk of being injured or killed. There is also the potential for interference with emergency response activities at the refinery in the event of an incident.

While these types of incidents at the SMR are extremely unlikely, typically it is prudent to maintain an adequate buffer between the active refinery operations and the general public. To avoid these public safety issues a quantitative risk assessment (QRA) should be conducted to determine the minimum distance from the SMR operations the coastal access route should be located.

Relationship to Ongoing ODSVRA Evaluations

Construction of the coastal access across the SMR property would be for access to the ODSVRA. This would be particularly true for the motor vehicle access. The question of the best manner and location for access and staging for ODSVRA has not been completely resolved. It is a complicated question, and one that is informed by a long and involved permitting history. The question of access and staging for the ODSVRA may be resolved in the relatively near future (including in relation to an upcoming Habitat Conservation Plan for ODSVRA, ongoing Californian Coastal Commission (CCC) condition compliance and review efforts pursuant to CSDP CDP 4-82-300, and State Parks' current CDP application associated with dust control) (CCC 2013).

Conditions included in CDPR's CDP issued by the CCC (CDP 4-82-300, as amended) for ODSVRA operations require CDPR to determine a permanent access and staging location for

OHV activities that is the least environmentally damaging alternative and that incorporates all feasible mitigation measures. As a result, a number of studies have been conducted to examine potential alternative access routes into the ODSVRA. These studies have included a 1991 Environmental Impact Report for the ODSRVA Access Corridor Project, and a 2006 Alternative Access Study Oceano Dunes State Vehicle Recreation Area. Until the CDPR resolves the long standing issues associated with access and staging for the ODSVRA, the type of access for the SMR site is uncertain.

H. Known Areas of Controversy and Uncertainty

According to Section 15123 of the CEQA Guidelines, the EIR shall identify “areas of controversy known to the Lead Agency including issues raised by agencies and the public.” A number of areas of controversy and uncertainty were raised during the preparation of the EIR. Each of these is briefly discussed below.

Assessment of Union Pacific Mainline Environmental Impacts

The operation of unit and manifest trains to and from the Rail Spur Project Site would be performed by UPRR, on UPRR property, and on trains operated by UPRR employees. The movements of those trains within San Luis Obispo County to and from the Project Site, while described in this section of the EIR, may be preempted from local and state environmental regulations by federal law under the Interstate Commerce Commission Termination Act of 1995.

While the potential impacts of those trains movements along the UPRR mainline within San Luis Obispo County are described in appropriate chapters of this EIR, the County as CEQA Lead Agency, and other state and local responsible agencies may be preempted from imposing mitigation measures, conditions or regulations to reduce or mitigate potential impacts of UPRR train movements on the mainline.

By contrast, all activities performed within the Rail Spur Project Site are not preempted by federal law since they would not occur on UPRR property and would not be operated by UPRR employees. The impacts of the activities that occur on the Rail Spur Project Site are described and evaluated in respective chapters of this EIR, and the County as CEQA Lead Agency, and other state and local responsible agencies have the authority to impose mitigation measures, conditions or regulations to reduce or mitigate potential impacts within the Rail Spur Project Site.

Train Unloading Sequence and Time

There is some uncertainty in the estimated time that each of the train unloading steps would require at the SMR. The EIR preparers worked with Phillips 66 to develop a detailed breakdown of the unloading operations that looked at how the locomotive would move while at the SMR and how long each operation would take. The results of this analysis are presented in Chapter 2 of the EIR. Changes in this unloading sequence or associated times could affect the noise and air quality impacts. If the times were shorter than the impact levels could decrease. If time are longer than the impacts could increase. What has been analyzed in the EIR is a reasonable worst case in term of train speeds, uncoupling times and tanker car unloading times. Given the

uncertainty, noise mitigation has been proposed that would limit the amount of time locomotives could operate at night east of the unloading rack.

Fugitive Dust Emissions

Exceedences of fugitive dust standards has been an issue on the Nipomo Mesa. A study performed by the SLOCAPCD, the South County Phase 2 Particulate Study, evaluated whether impacts from off-road vehicle activities at the ODSVRA, the Phillips 66 Refinery coke piles, and adjacent agricultural fields were contributing to the particulate problems on the Nipomo Mesa. The ODSVRA is upwind of the Nipomo Mesa; the study data includes the ODSVRA in the area that is the major source of particulates on the Nipomo Mesa. The study indicates that off-road vehicle activity on the dunes is known to cause de-vegetation, destabilization of dune structure, and destruction of the natural crust on the dune surface. All of these increase the ability of winds to entrain sand particles from the dunes and carry them to the Nipomo Mesa, representing an indirect emissions impact from the off-road vehicles. The study concluded that off-road vehicle activity is the primary cause of the high PM levels measured on the Nipomo Mesa during episode days.

Impacts of the Rail Spur Project on fugitive dust emissions are discussed in Section 4.3, Air Quality and Greenhouse Gases. The Rail Spur Project would generate about 1.32 lbs per day of fugitive dust emissions (PM₁₀). This is well below the SLOCAPCD threshold of 25 pound per day.

Relationship between the Recently Approved SMR Throughput Project and the Rail Spur Project

A number of people have raised the issue that the Rail Spur Project is directly related to the recently approved SMR Throughput Increase Project, and should have been evaluated in the same CEQA document.

The Rail Spur Project would not affect the amount (throughput volume) of material processed at the refinery. Throughput levels at the refinery are capped by the County of San Luis Obispo and by the SLOCAPCD. The ability of the SMR to operate at the maximum approved throughput level is based on the existing infrastructure and is not dependent on, or related to, the Rail Spur Project. However, if and when local crude oil production (the current major source of oil for the SMR) declines, the Rail Spur Project, if approved, would allow the SMR to maintain operating up to its permitted throughput levels.

The land use application for the SMR Throughput Project was submitted in 2008 and the Final EIR for the Throughput Project was certified by the County Board of Supervisors in March of 2013, which was approximately two months before the application for the Rail Spur Project was submitted to the County. Therefore, evaluation of these projects separately would not be considered “piece-mealing” under CEQA.

Federal and State Regulations on Crude Oil by Rail

Traditionally, pipelines and oceangoing tankers have delivered the vast majority of crude to U.S. refineries, accounting for approximately 93% of total receipts (in barrels) in 2012. Although other modes of transportation—rail, barge, and truck—have accounted for a relatively minor portion of crude oil shipments, volumes have been rising very rapidly. The volume of crude oil

carried by rail increased 423% between 2011 and 2012 (Congressional Research Service 2014). This increase in crude oil transportation by rail has resulted in a number of recent crude oil train derailments and release. As of a result of these incidents, the Federal Government and the State of California have begun taking action to improve crude by rail safety.

The movement of crude on the mainline rail within the United States is regulated by the Federal Railroad Administration (FRA) and the Pipeline and Hazardous Materials Safety Administration (PHMSA), which are both part of DOT.

On July 23, 2014 the DOT issued a notice of proposed rulemaking covering enhanced tank car standards and operational controls for high-hazard flammable trains, which include crude oil trains. As part of the proposed DOT rulemaking, the PHMSA, in coordination with the FRA, is proposing: (1) new operational requirements for certain trains transporting a large volume of Class 3 flammable liquids¹; (2) improvements in tank car standards; and (3) revision of the general requirements for offerors to ensure proper classification and characterization of mined gases and liquids. These proposed requirements are designed to lessen the frequency and consequences of train accidents/incidents (train accidents) involving certain trains transporting a large volume of flammable liquids.

In July of 2014 the DOT issued an advanced notice of proposed rulemaking covering oil spill response plans for high-hazard flammable trains. The advanced notice of proposed rulemaking would set a lower threshold for when a comprehensive Oil Spill Response Plan (OSRP) is required for crude oil trains. Some of the thresholds that are suggested in the notice are 1,000,000 gallons or more per train (approximately 35 car loads), 20 or more car loads, or 42,000 gallons per train. The notice also discusses the possibility conducting training, drills, and equipment testing, and placing oil spill response equipment along rail road tracks.

This advanced notice of proposed rulemaking is currently out for a 90-day comment period. It is expected that the DOT will eventually issue a notice of proposed rulemaking and adopt some final regulation regarding oil spill response plans for high-hazard flammable trains.

In 2014, Governor Brown expanded California's oil spill prevention and response program to cover all statewide surface waters at risk of oil spills. This expansion provided funding for industry preparedness, spill response, and continued coordination with local, state and federal government along with industry and non-governmental organizations. Senate Bill 861 authorized the Office of Spill Prevention and Response (OSPR) with the statewide expansion and regulatory oversight. The changes would apply to railroads, pipelines, and oil well/production facilities. These facilities will be required to have oil spill contingency plans. The legislation also requires announced and unannounced drills to test response and cleanup operations, equipment, contingency plans, and procedures. All elements of the plan must be excised at least one very three years. Operators of covered facilities must be able to demonstrate financial resources to pay for spill response and damages based upon a reasonable worst case spill volume.

¹ A flammable liquid having a flash point of not more than 141°F, or any material in a liquid phase with a flash point at or above 100°F, and would include crude oil.

The regulation requires a six and one-half cent per barrel tax on crude oil and petroleum products received at refineries or marine terminals within California to cover the cost of the expanded oil spill response program.

The final outcome of the Federal regulations and the implementation timing for SB 861 were unknown at the time of the writing of this Draft EIR. Full implementation of the final Federal regulations and SB 861 could affect the analysis and conclusions in this Draft EIR.

2.0 Project Description

Phillips 66 Company (Phillips 66) proposes to modify the existing rail spur currently on the southwest side of the Santa Maria Refinery (SMR) located in unincorporated San Luis Obispo County California (see Figure 2-1). Modifications to the rail spur are being proposed to allow Phillips 66 to receive crude oil at the refinery via train. The project would include an eastward extension of the existing rail spur as well as a railcar unloading facility. Trains would deliver crude oil to the SMR for refining. The unloaded crude oil would be transferred from the new unloading facility to existing crude-oil storage tanks via a new on-site above-ground pipeline. No crude oil would be shipped out of the refinery as part of this project except for any off-spec crude¹ that is delivered by rail. No Bakken crude would be delivered to the SMR as part of the project.

The proposed tracks and unloading facilities would be designed to accommodate unit trains and manifest trains. Unit trains consist of approximately 80 tank cars and associated locomotives and other supporting cars that stay together as one assembly. Manifest trains may have a variety of car types and cargos and are not fully dedicated to a single cargo as are unit trains. Manifest trains may deliver one or more cars to the refinery and then continue to other destinations to deliver other cargo.

2.1 SMR Rail Project Purpose and Objectives

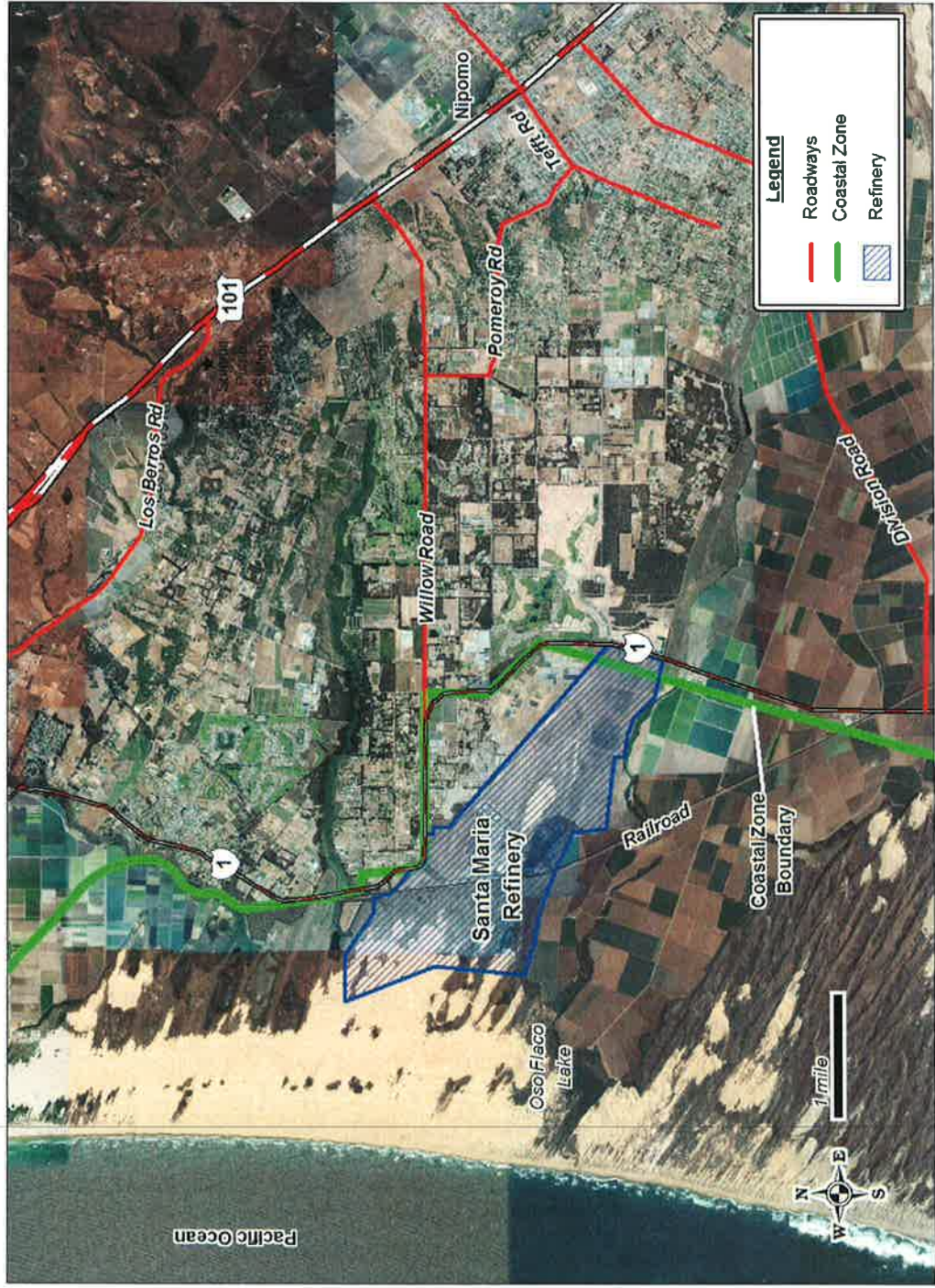
Pursuant to Section 15124(b) of the CEQA Guidelines, the description of the proposed project is to contain “a clearly written statement of objectives” that would aid the lead agency in developing a reasonable range of alternatives to evaluate in the EIR, would aid decision makers in preparing findings and, if necessary, a statement of overriding considerations.

The objectives of the project as defined by the Applicant are the following:

- Allow the refinery to obtain a range of competitively priced crude oil by providing the capability to obtain raw material from North American sources that are served by rail.
- Extend the existing rail spur within the refinery and install the necessary infrastructure to safely and efficiently transfer crude oil from rail cars to the existing refinery storage tanks for processing.
- Avoid and minimize environmental and community impacts, and mitigate any unavoidable impacts to the maximum extent feasible.

¹ Off-spec crude would be crude that does not meet the agreed upon specification between P66 and the producer. Typically off-spec crude has higher amounts of water than allowed by the refinery. It is not expected that much off-spec crude would be delivered to the refinery, and would likely be limited to one or two tank cars per year.

Figure 2-1 Santa Maria Refinery Location



Note: While the UPRR tracks pass through the refinery property, Phillips 66 does not own the railroad right-of-way. This property is owned by UPRR.
Source: MRS.

- Develop a project that is consistent with the objectives of the San Luis Obispo County General Plan and Local Coastal Program.
- Design, construct, and operate a project that complies with all local, state, and federal regulatory requirements.
- Maximize the use of existing infrastructure and resources to support the economic vitality of the County and State.

2.2 Refinery Site Background

The SMR was built on the Arroyo Grande mesa in southern San Luis Obispo County (SLOC) in 1955 (see Figure 2-1). The facility is surrounded by industrial, recreational, agricultural, residential land, and open space (see Table 2.1). The SMR operates 24 hours per day and 365 days per year, except when shut down for maintenance.

Table 2.1 General Project Site Information

Item	Description
Assessor parcel numbers	091-141-062, 092-391-021, 034, 092-401-005, 011, 013, 092-411-002, 005
Supervisory district #	4
Planning area	South County Coastal
Land use category	IND - Industrial
Combining designation(s)	Flood Hazard Area Coastal Appealable Zone
Existing uses	Phillips 66 Company Santa Maria Refinery
Topography	Generally flat, coastal dunes
Vegetation	Coastal, dune vegetation
Parcel size	2.5 square miles (~1,644 acres)
Surrounding Land Use Categories and Uses	
North	Industrial and Residential Suburban (IND and RS). Mobile home storage and residential uses.
East	Industrial, Agricultural, and Recreation (IND, AG, and REC). Vacant, farming, residential, and golf course.
South	Agricultural (AG). Farming.
West	Open Space and Recreational (OS and REC). Sensitive resource area and dune recreation.

Source: SLOC 2010

The SMR was previously owned by several companies, including Union Oil Company of California, Tosco, Phillips Petroleum, and ConocoPhillips. Since 1955, the land use has been petroleum oil refining.

2.0 Project Description

The SMR and the Rodeo Refinery (located in the San Francisco Bay area), are linked by a 200-mile pipeline and comprise the San Francisco Refinery (see Figure 2-2). The SMR is designed to process heavy, high-sulfur crude oil. The refinery is not designed to process large quantities of light crude oil.

Figure 2-2 Facility Location and Pipeline Route to Rodeo Refinery



Source: MRS

Semi-refined liquid products from the SMR are sent by pipeline to the Rodeo Refinery for upgrading into finished petroleum products. The semi-refined products that are shipped via pipeline to the Rodeo Refinery include naphtha and gas oils². Products leaving the SMR are: (1) semi-refined petroleum by pipeline; (2) solid petroleum coke by rail or haul truck; and (3) solid recovered sulfur by haul truck.

2.3 Proposed SMR Rail Project

Phillips 66 proposes to extend the existing rail spur on from the southwest side of the refinery extending east to add an unloading facility, on-site pipelines, and replacement coke rail loading tracks (see Figure 2-3). Additionally, an existing agricultural road would be improved as an unpaved eastern Emergency Vehicle Access route between the eastern end of the rail spur and State Route 1. The tracks and unloading facilities would be designed to accommodate trains of approximately 80 tank cars and associated locomotives in unit trains or manifest train configurations. These trains would deliver crude oil to the facility for processing. The unloaded material would be transferred to the existing storage tanks via a new pipeline that would be constructed across the existing coke storage area and along an existing internal refinery road. The project would occur entirely within the existing Phillips 66 boundary.

The project would also include work within the existing refinery connecting and upgrading existing infrastructure. This includes adding a new electricity cable to an existing pipeway and adding a new fire water pipeline to an existing pipe rack. The rails on the existing rail spur would also be replaced.

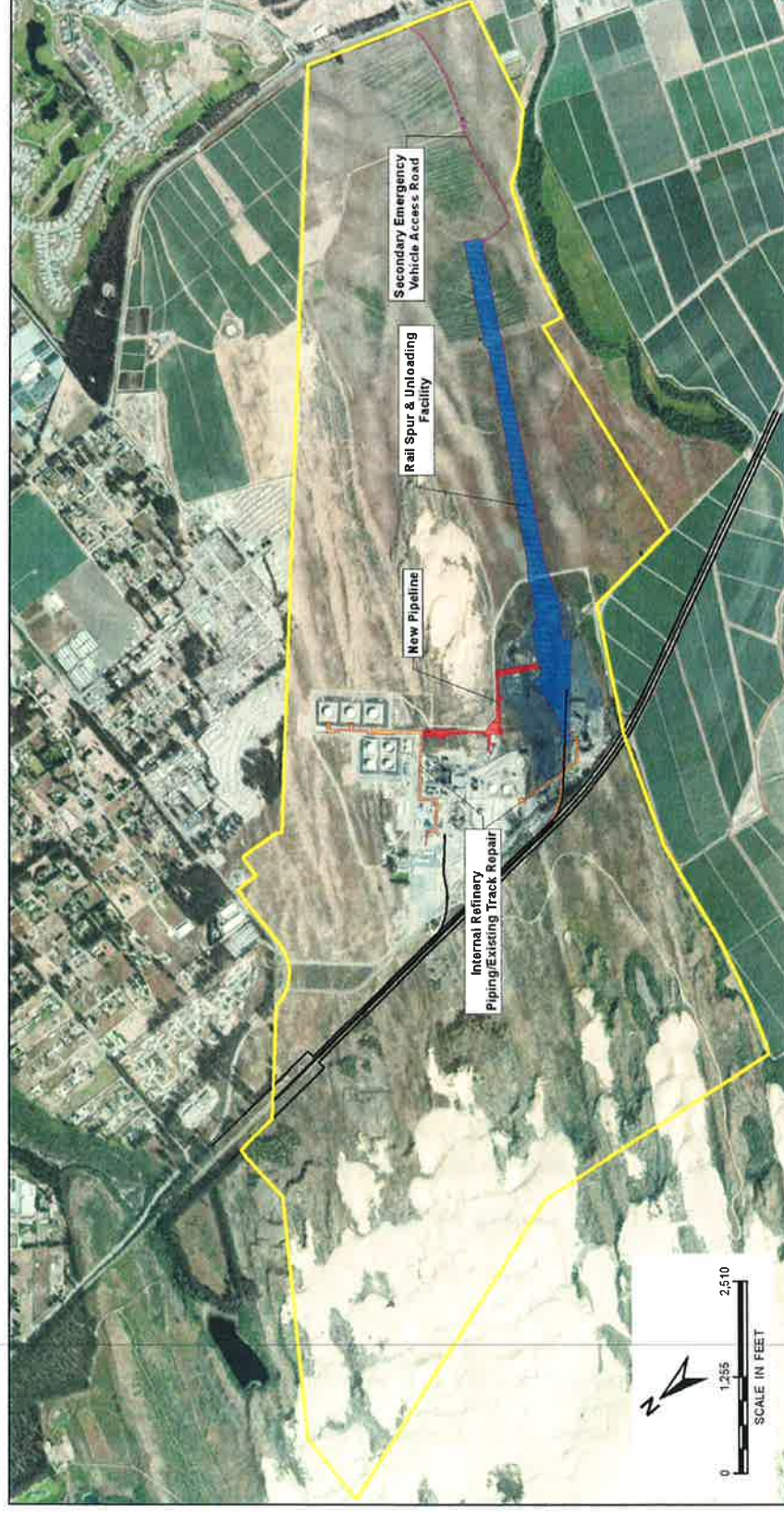
The new rail spur lines would extend from the terminus of the current spur. The unloading facility would be located at the end of the existing coke storage area and along an existing internal refinery road.

The construction areas are summarized below and shown on Figure 2-3:

- 6,915 feet – Length of spur extension (including approximately 2,445 feet within the existing industrial coke plant area);
- 270 feet – Maximum width of construction area for rail extension;
- 2,325 feet – Length of the new pipeline route from the unloading facility to the internal refinery (an additional 2,800 feet would be constructed within the existing refinery connecting to the existing storage tanks and existing steam boilers); and
- 2,400 feet - Length of new steam pipelines from the unloading facility east between Tracks 1 and 2.

² Naphtha is a mixture of hydrocarbon molecules generally having between 5 and 12 carbon atoms. Gas oils are a mixture of hydrocarbons molecules that generally have between 13 and 25 carbon atoms. Both of these are intermediate products that are typically used at refineries to produce gasoline and other transportation fuels.

Figure 2-3 Proposed Project Areas



Notes: Yellow line the boundary of the SMR property.

While the UPRR tracks pass through the refinery property, Phillips 66 does not own the railroad right-of-way. This property is owned by UPRR.

Source: Arcadis 2013.

The maximum width of the temporary construction area for pipeline installation would be 25 feet. The construction and permanent facilities would affect the acreages shown in Table 2.2. Acreage breakdown (temporary + permanent) are summarized below:

- 41.6 acres – Rail Spur and Unloading Facility (25.3 acres permanent),
- 3.8 acres – New Pipeline (1.8 acres permanent), and
- 1.6 acres – Secondary Emergency Vehicle Access (1.6 acres permanent).

Collectively, the entire project, including temporary and permanent impacts, would affect approximately 47 acres. Of this area, 19.5 acres would occur within the existing refinery and coke area, and 27.5 acres would occur in undeveloped areas outside the refinery and coke facilities.

Detailed maps showing temporary and permanent areas of disturbance are provided in Appendix A (see pages A-9 through A-11).

Table 2.2 Proposed Project Impacted Areas

Area	Construction Disturbed Area (acres) ^a	Permanent Disturbed Area (acres)
Rail Spur Within Currently Undisturbed Areas Outside of The Refinery and Coke Facilities	25.9	16.7
Pipeline Route Within Currently Undisturbed Portions of the Coke Area	0.6	0.4
Rail Spur and Unloading Area Within Currently Disturbed Portions of the Coke Area	15.7	8.6
Pipeline Portion Within Currently Undisturbed Areas of the Refinery	1.1	0.8
Pipeline Portion Within Currently Disturbed Areas of the Refinery	2.1	0.6
Secondary Emergency Vehicle Access ^b	1.6	1.6
Total Area Currently Undisturbed	28.3	18.6
Total Area Currently Disturbed	18.7	10.1
Total Area	47.0	28.7

a. Acreages include both temporary and permanent disturbance areas.

b. Existing dirt road disturbed area is 0.9 acres. Improved road disturbance area would be 1.6 acres. New disturbance for access road would be 0.7 acres.

Source: Applicant drawing 5632-SK-A-200A-C dated 8/8/2013. See Appendix A pages A-9 through A-11.

Currently undisturbed areas, temporarily affected during construction, would be returned to pre-project conditions following completion of construction. The construction grading would create approximately 139,775 cubic yards of cut and 113,675 cubic yards of fill. Note that the final volumes may differ based on final engineering design plans.

2.0 Project Description

The proposed project would consist of the following components:

- Rail Spur Modifications,
- Mainline Turnout,
- Unloading Facility,
- Unloading System,
- Fire Protection and Safety System,
- Pipelines
- Access Roads,
- Secondary Emergency Vehicle Access,
- Security Fence,
- Spill Containment and Response Facilities, and
- Support Buildings.

Each of these is described below.

2.3.1 Rail Spur Modifications

The unloading facility would be designed around “train slots” (a track that can contain an entire unit train). Union Pacific bases the number of slots on the number of trains arriving per day and/or the yearly tonnage, and the ‘dwell period’ (the hours that the train would be at the facility.) Phillips 66 would unload up to five trains per week. Phillips 66 estimates that a complete 80-car train would be unloaded within 10 to 12 hours, including time for positioning and preparing the train for departure. The proposed two-slot facility (Tracks 1/2 and Track 3) would allow adequate capacity unloading.

Modification of the existing rail spur would include constructing five parallel tracks, each long enough to hold an entire train (as the tracks extend east, some rail tracks would merge). In addition, two new coke rail loading tracks (Coke Track 1 [CT1] and Coke Track 2 [CT2]) would be installed north of the new crude oil unloading tracks to allow for easier and shorter access to the coke storage area. Additionally, the two existing coke rail storage tracks (Track 765 and the end of Track 764), south of the crude oil unloading tracks, would have new rails installed and would no longer be used for loading coke, but would be used as part of the rail unloading facilities as described below. A line diagram of the rail tracks at the SMR is shown in Figure 2-4.

The existing rail spur (Track 764) on the southern portion of the property will have its track replaced. Track 764 currently provides rail access to the coke storage area (end of Track 764 and Track 765) and would provide a common entry point for the new tracks. Two tracks would surround an unloading rack and then would come together to form a common track that extends to the east of the loading area to allow for the entire train to be parked off of the mainline track and unloaded. Three additional tracks would extend the full length of the rail spur and run parallel to the unloading area.

Figure 2-4 Proposed Rail Track Line Diagram

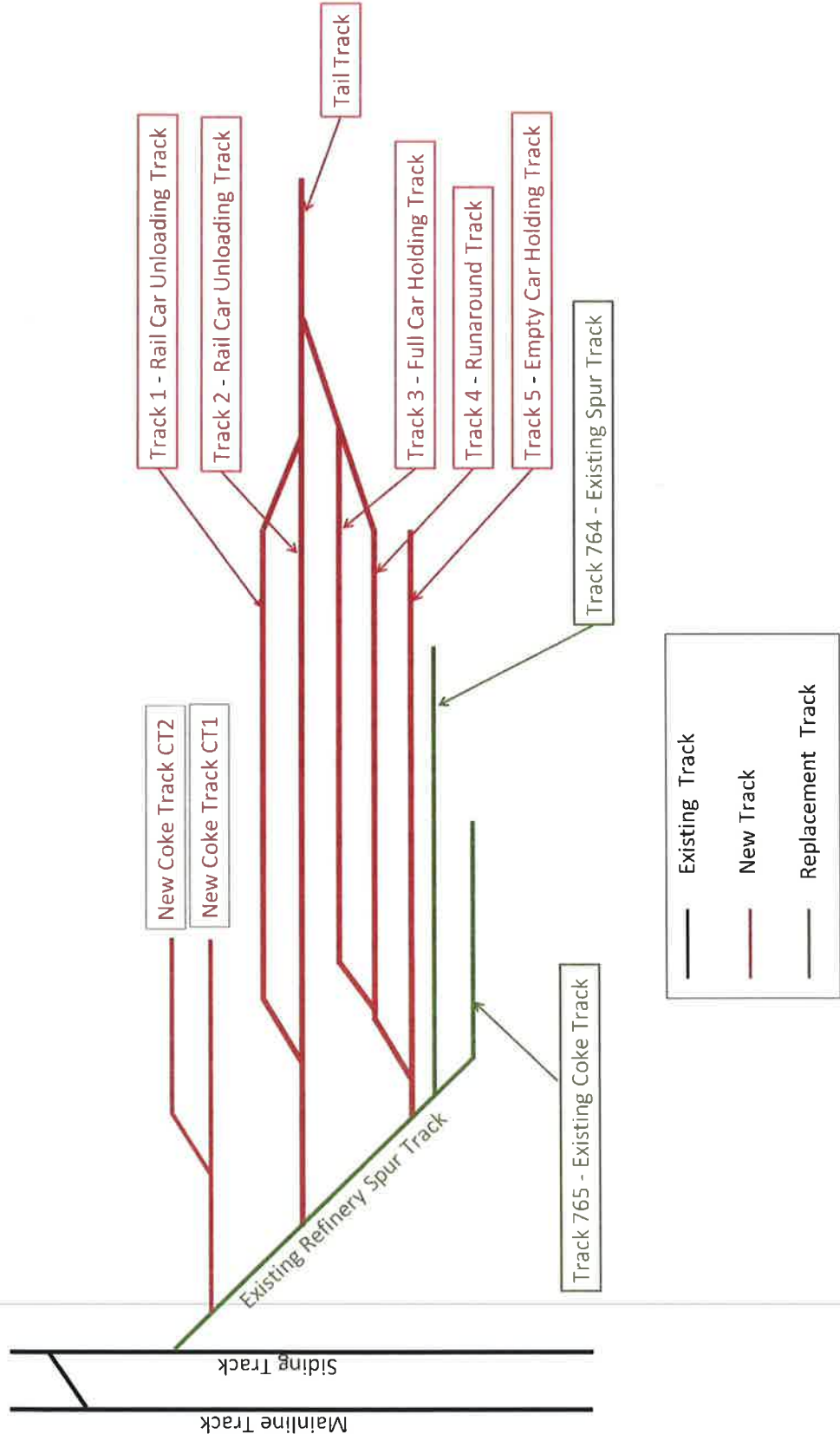


Diagram is not to scale.
Source: Developed by MRS from Union Pacific Rail Track Drawings. See Appendix A.

2.0 Project Description

The system has been designed to allow for up to two full trains to temporarily be on the Refinery Site at one time in case a second train arrives while the first is still being unloaded.

The tail track would have a connection at the eastern end that would allow the locomotives to return to the common entry and leave the facility, if required, and would also allow the locomotive to return to the entry area and the loading rack area and switch the tank car strings onto and off of the unloading rack. This “tail” track would be long enough to accommodate three locomotives.

The track area within the refinery located between the mainline and the loading area is called the “lead” track and this would be long enough for 10 tank cars and the switching locomotives. The tracks associated with the rail spur project are summarized below.

- **Existing Refinery Spur Track (Track 764)** – The existing refinery spur track provides access from the UPRR siding track to the refinery and the coke loading area, and can currently be used to load coke onto rail cars. This existing track would be replaced as part of this project. The coke cars shall be queued on this track prior to leaving full. This track would only be used for queuing and moving rail cars into and out of the SMR.
- **Track 1 (Rail Car Unloading Track)** – This unloading track would run next to the unloading rack to allow for rail car unloading and merges with Track 2 after the unloading rack. The unloading rack on Track 1 is designed to unload 10 rail cars at a time.
- **Track 2 (Rail Car Unloading Track)** – This is a second unloading track that runs next to the unloading rack (on the opposite, south side as Track 1) to allow for rail car unloading and runs the entire length of the rail spur. This track is designed to handle the full length of a unit train and is also designed to unload 10 rail cars at a time.
- **Track 3 (Full Car Holding Track)** – This track runs the entire length of the spur and would receive a full unit train should Tracks 1 and 2 be occupied by unloading trains.
- **Track 4 (Runaround Track)** – This track runs the entire length of the spur and would allow locomotives to return to the front of the facility after dropping off an 80-car train on Tracks 1 or 2. This track would be empty most of the time.
- **Track 5 (Empty Car Holding Track)** – This track would run the entire length of the spur and would be used for queuing up empty cars after the unloading process is complete;
- **Tail Track** – This is a short section of track located at the far eastern end that would allow locomotives to switch between Tracks 2, 3, and 4, and move from the front to the back of the rail cars.
- **Coke Tracks (CT1 and CT2)** – Two new coke tracks would be installed to service rail loading of coke from the coke area. The new coke tracks are needed since the proposed rail tracks for the crude oil unloading would be placed between the coke piles and the existing coke rail track. By moving the coke rail tracks to the north side of the proposed crude unloading tracks, the front end loader, which is used to load coke into rail cars, would not have to cross the proposed new tracks.
- **Refinery Spur Track (Track 765)** – Track 765 shall be repurposed as a “Bad Order” Track. This existing refinery spur track provides storage for crude railcars that cannot be unloaded

and for rail cars requiring inspection and/or repair before continued use, as needed. The rails on this existing track would be replaced as part of this project.

Detailed track diagrams are included in Appendix A (pages A-1 through A-5).

2.3.2 Mainline Turnout (Siding)

Unit train service would not require substantial changes to the turnout from the Union Pacific mainline running north-south adjacent to the refinery since this track is adequately built for the anticipated weight. The turnout guides north- and southbound trains off the mainline onto the siding and then into the refineries rail spur. Trains going south can move directly onto the siding and into the refinery rail spur. Trains coming north must pass the mainline siding and then back onto the mainline siding for access to the refinery rail spur.

Union Pacific may require a small change in the angle of the turnout; however, if required, the construction of the new turnout would be a minor change from the current configuration and the construction would occur entirely within the existing disturbed track area on UPRR right-of-way. Because other trains continually pass through the Arroyo Grande/Santa Maria area on the Union Pacific mainline, the turnout must allow a unit train to clear the mainline without stopping.

2.3.3 Unloading Facility

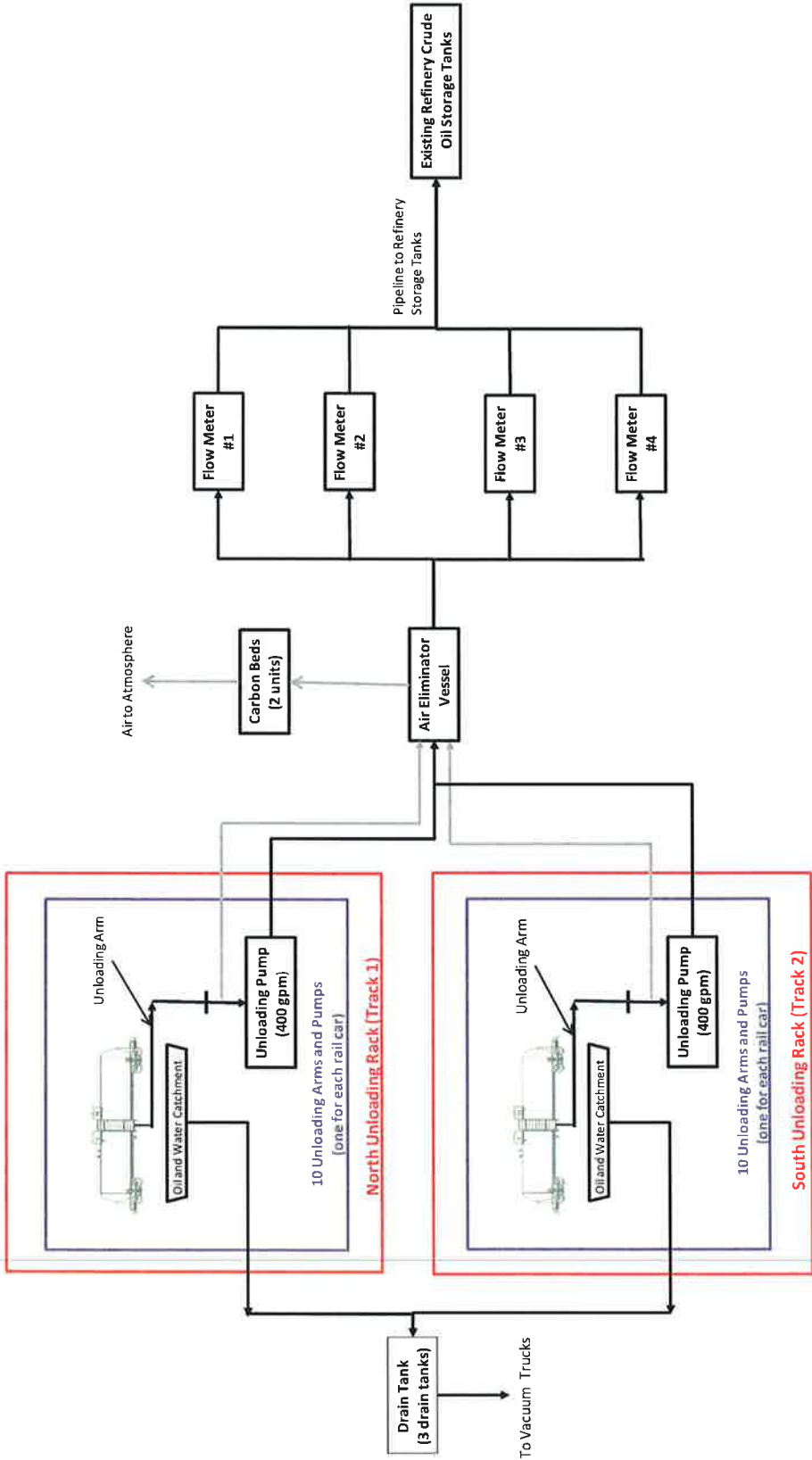
The unloading facility would include an access platform and a system of pumps and meters, suction lines from the railcars, carbon beds for vapor treatment, steam lines and steam condensate vessel, and a common pipeline leading to the refinery's existing tank farm. Figure 2-5 provides a simplified block flow diagram of the unloading facilities. Figure 2-6 provides a plot plan of the unloading facility that shows the location of the major components (the carbon beds would be located on the metering pad shown in Figure 2-6). Appendix A provides plan and cross-section views of the proposed rail unloading facility (see pages A-6 through A-8).

The access platform would run parallel to the railcar unloading tracks, with an individual gangway and safety cage at each rail car unloading station.

The access platform and tracks would be supported by reinforced concrete construction. This area would provide structural support, spill containment (see Section 2.3.10 below), and a clear, solid work surface for the operators.

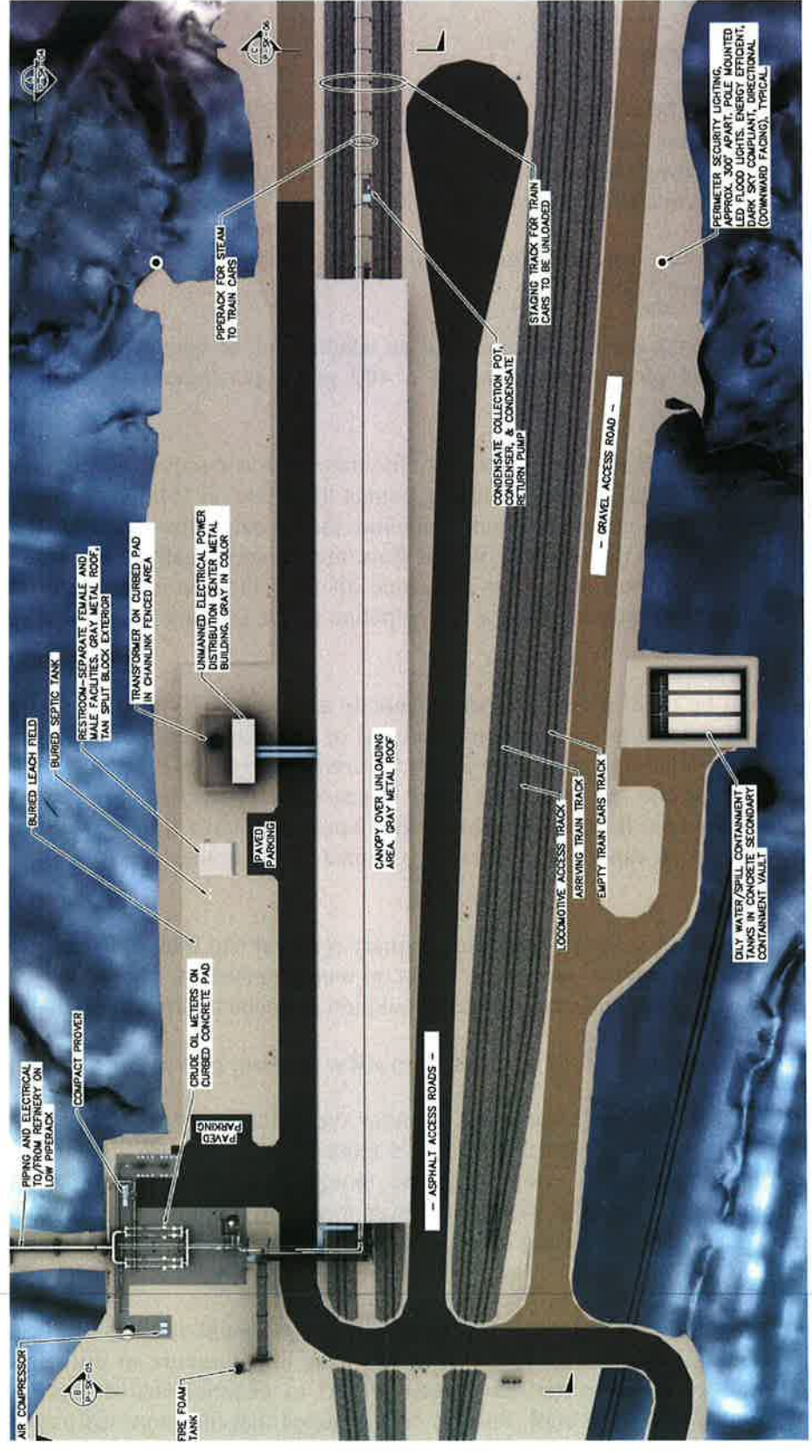
Phillips 66 would unload up to five trains per week. Phillips 66 estimates that a complete 80-car train would be unloaded within 10 to 12 hours, including time for positioning and preparing the train for departure. The proposed two-slot facility (Tracks 1/2 and Track 32) would allow adequate capacity unloading.

Figure 2-5 Simplified Block flow Diagram of Rail Unloading System



Source: Developed by MRS from Phillips 66 Land Use Application.

Figure 2-6 Plot Plan of Rail Unloading Facility



Source: Phillips 66 updated drawing, 2014.

2.3.4 Unloading System

The unloading facility would be equipped with two 10-car unloading systems allowing 20 rail cars to be unloaded at one time. The unloading rack is configured to unload two 10-car strings simultaneously (one 10-car string on Track 1 and one 10-car string on Track 2). The 600-foot-long center platform would provide access to the tops of the railcars.

Each of the rail car unloading stations would consist of an unloading line and a positive displacement pump (See Figure 2-5).

The system used to unload each car would consist of an adapter unit to connect the rail car to couplings, hoses, valves and piping connecting to a 400 gallon-per-minute (gpm) positive displacement pump.

The unloading system would be equipped with one air eliminator and associated carbon beds and four flow meters. Upon exiting each of the unloading pumps the crude oil from each unloading systems would be commingled into a common pipeline that would flow through the air eliminator to remove any air and then to one of four flow meters specifically associated with particular pumps. Upon exiting the flow meters the crude oil from the two unloading systems would again be comingled and transported via a new pipeline to the existing refinery crude oil storage tanks (see Figure 2-5).

The air eliminators would be used to remove vapors (mostly air) potentially mixed in with the crude oil. Air is typically present at the beginning and end of unloading when crude oil levels are low and the inlets to the unloading pumps are empty. Air removal reduces the potential for an explosive atmosphere, protects the system's flow meters and ensures accurate flow measurement. This air/vapor flow from the air eliminators would be passed through two carbon beds to remove any hydrocarbon vapors before the air is vented to the atmosphere (see Figure 2-5).

The carbon beds would be piped in series to provide primary removal and final polishing. These carbon beds would be located onsite as part of the crude oil metering system. The filter medium would be removed by a vendor and replaced with fresh medium as needed during operations.

In addition, a small volume 'prover' would be installed to allow frequent proving of flow meters.

A computer system would be used to control and monitor the unloading system's pumps, air compressors, meters and its interface with the refinery's crude oil storage tank system. A new 4160V-480V power distribution center would run the pumps, ventilation system, lighting, telephones, fire alarm and fire suppression systems. Power would be supplied initially from the Carbon Plant and subsequently by extending a line from the main substation located on-site in 2015.

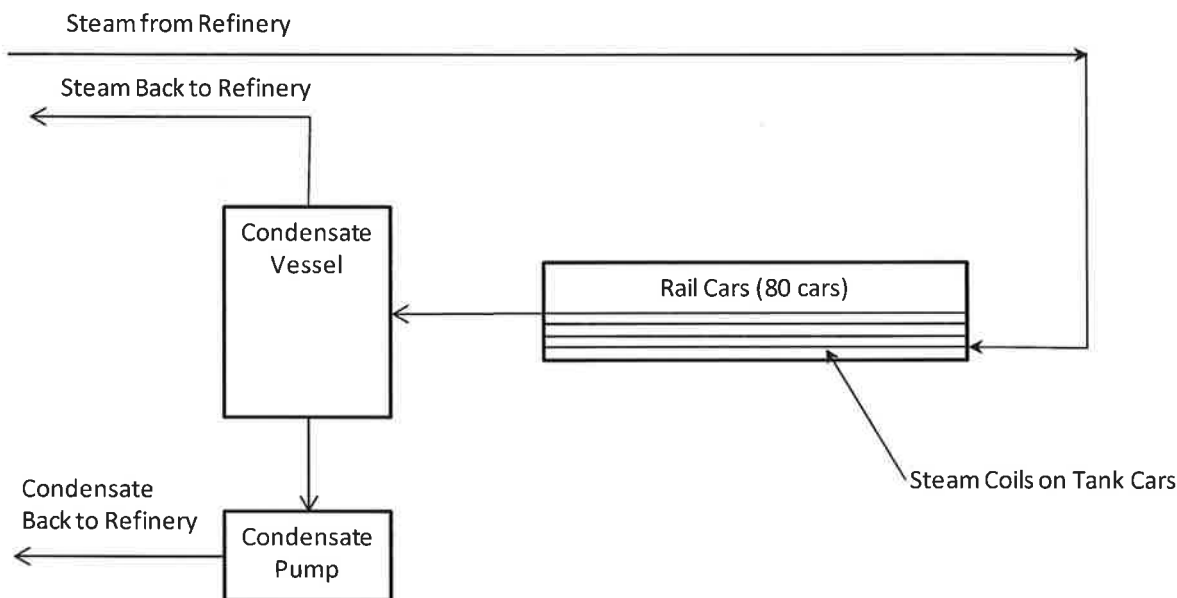
The unloading facility would also be equipped with steam lines that would allow the rail cars to be heated prior to unloading. Phillips 66 would construct new infrastructure to utilize steam already produced at SMR to heat cars that have been subject to unanticipated delays during transit that has allowed the crude oil to cool. Phillips 66 has stated that the proposed use of the

steam heating system would be used only once per year. The heating system would only be needed if a unit train was held up in transit in an area of very cold weather for two or more days and the crude cooled to a temperature below the required pour point.

The steam system would include new piping to convey steam to the rail cars and to return the “used” steam to the refinery, the installation of a condensate collection system to recover the water from further “used” steam, and piping to return the condensate back to the existing steam boilers at the refinery. The condensate collection system would include a tank and a pump to facilitate returning the condensate to the existing SMR boilers. All of the proposed infrastructure would be located in areas already disturbed or proposed for disturbance as part of the project. No new surface disturbance would be required for the installation of the steam system.

Phillips 66 would divert steam from the existing steam production system to the car heating system once per year. Phillips 66 would need to purchase an offsetting amount of electricity from PG&E during the time the steam is being used to heat the rail cars. No new steam generation would be required for the heating of the rail cars. Phillips 66 would need to divert about 30,000 lbs/hr of steam from the existing boilers. This would require Phillips 66 to purchase an additional 5 MW/hr of electricity from PG&E when the steam is diverted for use to heat the rail cars. Figure 2-7 shows a simplified schematic of the steam heating system.

Figure 2-7 Simplified Schematic of Steam Rail Car Heating System



During the heating operation, rail cars would be placed on Tracks 1 and 2 and each of the 80 cars would be connected to the steam line coming from the refinery. Each rail car would be equipped heating coils (i.e., piping coils) located on the outside bottom half of the rail cars. The steam would travel from the inlet steam pipe to the heating coils on each tank car and then to the

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return steam line. The return steam line would pass through a condensate collection tank, where any condensed steam (i.e., water) would be removed. The remaining steam would then travel via pipeline back to the SMR boiler system. Any collected condensate would be pumped via pipeline back to the SMR boiler system. The rail cars would be heated for about 21 hours and then the normal unloading operations would begin. During the heating process, all of the locomotives would be shutdown.

2.3.5 Fire Protection and Safety System

A new fire protection and safety system would be installed for the unloading rack, consisting of fire detection equipment, safety showers, eyewash stations, hydrants, controls and piping. The unloading rack would be equipped with a foam sprinkler deluge system and firewater monitors with foam generators at the unloading rack periphery. The foam spray system would require a foam concentrate storage tank. The system specifications are provided below.

- Foam/Water Deluge System.
- Square footage under canopy: 32,860 ft², 26.5 feet high.
- Divide under canopy area into 5 zones of 6,572 ft² each.
- Assume two adjacent zones would be activated in a fire.
- Design density = 0.16 GPM/ft².
- Flow rate required = $3 \times 6,572 \times 0.16 = 3,155$ GPM.
- Provide additional flow of 2×500 GPM monitors = 1,000 GPM.
- Total fire water flow required = 4,155 GPM.
- Activation of deluge valves via manual pull stations (valves) or pilot sprinkler line.
- Pilot sprinkler line shall have fusible heads rated at 175°F.
- Bladder tank for foam concentrate storage sized for two consecutive activations of two adjacent zones.
- Pressurizing of line downstream of deluge valve activates pressure switch for remote alarm and pressurizes hydraulic valve that opens to allow foam concentrate flow to ratio proportioner.
- Assumed foam concentrate is 3% type.

Foam/Water Monitors would be self-educing nozzles with foam totes. The monitors shall be mounted at grade a minimum of 50' away from unloading cars.

Water Supply System would consist of the following:

- Install approximately 1,200 feet of 8-inch pipe from the existing water line at the Coke Control Room to the unloading rack area. The supply for this pipe comes from incorporating

the existing 6-inch water line and another 6-inch pipe in the area. The two lines would come together to supply the lower portion of the loop.

- Install approximately 2,700 feet of 8 inch pipe from the existing 10" water line to the unloading rack area. Provide 8-inch fire water loop around the unloading rack.
- Provide two Fire Department Connections (FDC's) with check valve between for boosting of pressure in fire water loop at unloading rack (if necessary).
- Two new lines would tie together for a short run to allow for re-pumping by refinery fire truck pump into looped system around rack.

The project would also include a secondary Emergency Vehicle Access route from the eastern end of the rail spur to State Route 1, which is discussed below in Section 2.3.8. A copy of the Draft Fire Protection Plan prepared by the Applicant is provided in Appendix F.

2.3.6 Pipelines

Downstream of the two unloading facility meter assemblies, a new 24-inch above ground crude oil pipeline would be routed along an existing internal dirt road on the Phillips 66 property between the unloading facility and the refinery. This pipeline would connect with the existing refinery crude oil storage tanks. The route for this crude oil pipeline is shown in Figure 2-3. This dirt road accommodates periodic on-site traffic only associated with refinery personnel traveling at low-speeds. The new crude oil pipeline would be approximately 3,525 feet in length. The crude pipeline to the existing storage tanks would be equipped with electrical heat tracing that would be used to keep the heated crude warm until the next train load of crude can be used to push it into the existing storage tanks.

New steam and condensate pipelines would be installed from the existing SMR boilers to the unloading rack. The steam lines would then run east from the unloading rack between Tracks 1 and 2. Two 6-inch above ground steam lines would be installed along with one 2-inch condensate line. The route for these pipelines is shown in Figure 2-3, and would use the alignment as the crude oil pipeline. The total length of the steam pipelines would be approximately 6,300 feet. The total length of the condensate pipeline would be about 2,300 feet.

2.3.7 Access Roads

Paved access roads would be constructed around the unloading rack (1.7 acres). Crushed miscellaneous base would be used around the rail spur for access by operations, safety, and maintenance crews. The road surrounding the rail spur would be 24 feet in width along the southern side of the spur and 12 feet in width along the northern side for a total of 4.6 acres. Appropriately sized turn-around areas meeting County and CAL FIRE standards and a mid-way track crossing are also included to maximize efficiency in the event of an emergency. Figure 2-3 shows the location of the access roads.

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2.3.8 Secondary Emergency Vehicle Access

An Emergency Vehicle Access route would be constructed from the eastern end of the rail spur 3,000 feet to State Route 1 following existing agricultural roads. Figure 2-3 shows the location of the secondary emergency access road. Total area of the emergency access road would be 1.6 acres including 1 foot shoulders (with 0.6 acres currently an existing dirt roadway). The secondary access road would be improved with crushed miscellaneous base (most likely decomposed granite or comparable surfacing) to support emergency vehicles as prescribed by CAL FIRE but would not be paved.

2.3.9 Security Fence and Lighting

As required by the U.S. Department of Homeland Security, an extension of the existing eight-foot in height chain link fencing topped with barbed wire would be required around the periphery of the new tracks. The security fence would not extend east around the perimeter of the secondary emergency access road. Additional lighting would also be required for the rail unloading facility. LED flood lights would be mounted on standards. The security fence lighting would be on standards that are 15-feet high and spaced 500 feet apart. The unloading facility lighting would be on standards that are 25-feet high and spaced 150-feet apart. Each light would have a rating of 13,138 lumens³. The lights would be dark sky compliant and be downward facing to minimize nighttime glare. The approximate location of the light poles is shown in Figure 2-6. A lighting diagram for the unloading facility is provided in Appendix A (page A-20).

2.3.10 Spill Containment and Response Facilities

Trench drains would feed below-grade 16-inch-diameter drain lines routed to three parallel 20,000 gallon rectangular storage tanks (approximately 60,000 gallons total volume) located in an open top vault for containment. The system would be sized to contain the contents of one rail car as well as the foam and water that would be released from the fire suppression system. The spill containment system is shown in Figure 2-6. Oil and water would be extracted from the spill containment storage tanks with a vacuum truck, which would in turn dispose of the liquids at the refinery oily water system, or offsite at a designated petroleum waste disposal facility.

Phillips 66 has a number of existing process safety policies and procedures that would apply to the SMR rail project, including the equipment and operating procedures. These programs are designed to prevent releases of hazardous materials, minimize risk, and ensure the refinery's ability to process crude without increasing risk of releases. For example, the Mechanical Integrity Program covers equipment used to process, control, and store hazardous chemicals and assigns responsibility for equipment inspection and testing as well as maintenance. This program meets the requirements of CCR Title 8 Sec 5189, "Process Safety Management of Acutely Hazardous Materials" (f), (j) and 29 CFR 1910.119, "Process Safety Management of Highly

³ Lumens is a measure of light output. For example a 75-watt incandescent bulb casts 1,190 lumens, and a 150-watt incandescent bulb produces 2,880 lumens.

Hazardous Chemicals" (j). These programs would be applicable to the operational aspects of this proposed project. The refinery uses a Positive Material Identification (PMI) program to ensure the integrity of all mechanical and pressurized systems. This program is overseen by the refinery's Inspection Supervisor.

Any new feedstock coming to the refinery undergoes a complete Management of Change (MOC) analysis to ensure that all hazards, as well as the refinery's systems are safe and operable. The MOC program is part of the refinery's Process Safety Management program and tracks equipment modification, addition of new systems and process changes. MOC covers all changes that involve specific chemicals at or above threshold limits as defined in California Code of Regulation, Section 5189, Appendix A or flammable liquids or gasses as defined by California Code of Regulations, Section 5194(c) including new construction, modifications, changes in chemicals or materials, changes in feedstock, and changes in concentrations, temperatures, pressures, or flow rates outside of established Safe Process Limits.

The refinery is also covered by the California Accidental Release Prevention (CalARP) program, which is designed to prevent accidental releases potentially harming the public and the environment and to satisfy community right-to-know laws. Phillips 66 has prepared the required Risk Management Plan (RMP) to analyze the potential for accidents and development of operating procedures, training and maintenance requirements, compliance audits and incident investigation. The refinery additionally has an approved Spill Prevention, Control and Countermeasure Plan (SPCC).

2.3.11 Support Buildings

The unloading facility would include a small parking area and restroom facilities. Both men's and women's restroom facilities would be served by potable water and a septic system for wastewater disposal. Figure 2-6 shows the location of the support buildings. All septic system components would be constructed in accordance with applicable State and County regulations and State Regional Water Quality Control Board standards.

2.4 Construction Activities

Construction would require contractor mobilization, construction site preparation, establishment of a staging and equipment laydown area (within existing refinery disturbed areas), clearing and grading, removal of the existing rail turnout, laying new track, and assembling the unloading facility and pipeline. The last stage of construction would include demobilization, soil stabilization, restoring vegetation, and removal and disposal of construction wastes (e.g., demolition materials, packaging, and other solid waste).

After contractor mobilization, the site would be prepared, the limits of disturbance would be clearly marked, and initial clearing and grubbing would occur within the construction area. The site would be graded and any remaining soil would be used for the emergency access road, revegetation, or other access road work in the project area.

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If specified by Union Pacific, the existing rail turnout would be modified to accommodate the planned unit trains, including demolition/removal of approximately 1,300 feet of existing track and placement of a new turnout track and signal, if needed. This work would occur within the existing track corridor and would not require impacts outside the existing disturbed area.

The primary facilities, including the rail extension, unloading station and pipeline, would be constructed by Phillips 66 construction contractors. The number of construction workers would peak at approximately 150⁴ during the construction of the pipeline, rail, and unloading area. Trucks would import construction materials and components (e.g., track segments, pipe), which would be stored on site in a laydown area. If feasible, some materials may be imported by rail, but this impact analysis considers a ‘worst-case’ scenario that the construction materials need to be delivered by truck. Track construction would include grading, soil compaction and stabilization, placement of sub-ballast and installation of rail, ties and ballast. Track ballast is used to form the rail track bed to allow drainage and to bear the weight of the rail cars. Delivery of construction materials would avoid peak traffic hours.

The unloading facility and system would be assembled adjacent to the completed tracks with connections to the refinery crude oil storage tanks, stormwater collection system, firewater system, and steam system.

2.4.1 Construction Schedule

The overall construction is anticipated to occur over a period of 9 – 10 months. In some cases, portions of the individual tasks below would occur concurrently. The anticipated construction schedule is listed below and is based on a hypothetical approval date in spring 2015:

- Demolition – July 2015 (1 month)
- Turnout track replacement (if needed) – July 2015 (1 month)
- Grading – September – November 2015 (4 months)
- Soil Transport – September – August - November 2015 (4 months)
- Construction of Rail – Mid November 2015 – Mid December 2015 (1 month)
- Construction of Pipeline - December 2015 – March 2016 (4 months)
- Construction Unloading Area – December 2015 – March 2016 (4 months)
- Commissioning/Turnover – April - May 2016 (2 months)

⁴ The number of construction workers would vary depending on the construction activity and number of construction equipment required. Details on construction workers are provided in Appendix A (page A-21-22).

2.4.2 Construction Equipment

Construction equipment proposed for the construction of the facilities is listed in Table 2.3 below.

Table 2.3 Construction Equipment

Phase Name	Equipment Type	Equipment Number	Daily Usage (hours)	Horse Power	Load Factor
Demolition	Dump Truck	2	4	381	0.38
	Bulldozer	2	4	358	0.40
	Backhoe with Chipper	1	4	75	0.37
	Water Truck	1	4	381	0.38
Turnout Track Replacement	Bulldozer	3	8	358	0.40
	Tractor	4	8	75	0.37
Grading	Excavator	1	4	157	0.38
	Grader	2	4	162	0.41
	Dump Truck	4	4	381	0.38
	Bulldozer	2	4	358	0.40
	Scraper	2	4	356	0.48
	Water Truck	1	4	381	0.38
Soil Transport	Dump Truck	5	4	381	0.38
	Bulldozer	2	4	358	0.40
	Water Truck	1	4	381	0.38
Construction of Rail	Pile Driver	1	2	82	0.50
	Flatbed Truck	2	4	381	0.38
	Concrete Truck	1	4	381	0.38
	Water Truck	1	4	381	0.38
	Dump Truck	2	4	381	0.38
	Paver	1	5	89	0.42
	Compactor	1	2	8	0.29
	Bulldozer	1	4	358	0.40
	Backhoe	1	4	75	0.37
Construction of Pipeline	Cranes	1	3	208	0.29
	Flatbed Truck	3	6	381	0.38
	Paver	1	5	89	0.42
	Water Truck	1	4	381	0.38
	Compactor	1	2	8	0.29
	Backhoe (trench)	1	4	75	0.37
Construction of Unloading Area	Crane	1	7	208	0.29
	Forklift	3	8	149	0.20
	Generator Set	1	8	84	0.50
	Tractor	3	7	75	0.37
	Welder	1	8	46	0.30
Commissioning/ Turnover	None				

Source: Developed by MRS from Phillips 66 Land Use Application and Phillips 66 comments on Project Description.

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2.4.3 Construction Vehicles

Equipment and materials would need to be transported to and from the site, as well as employee vehicles. Trucks would be used to deliver piping, railroad track, ties, and ballast as well as the equipment to be installed and the construction equipment. Peak daily trips are summarized in Table 2.4 below. Appendix A shows the details of the work and truck trip estimates (pages A-21 and A-22).

Table 2.4 Vehicle Trips, Peak Day, One-Way Trips

Phase Name	Worker Trip Number	Truck Trip Number	Total Trip Number
Demolition/Removal of Existing Track	16	36	52
Turnout Track Replacement	18	18	36
Grading	40	66	106
Unloading Area and Pipeline Construction	320	110	430
Construction of Rail	24	218	242
Commissioning	40	8	48

1. Peak vehicle trip estimates do not account for vehicle movements that are confined to the project site.
2. See Appendix A for details on Vehicle Trips.

Source: Developed by MRS from Phillips 66 Land Use Application and Phillips 66 comments on Project Description.

2.5 Operations

Project operations would include unloading of up to five trains per week, with an annual maximum number of trains expected to be approximately 250. Trains would arrive from different oilfields and/or crude oil loading points depending on market availability. Trains could arrive at the Phillips 66 site from the north or the south. The refinery feedstock definition (meaning the materials that could be transported by train into the proposed facility) excludes gaseous feeds, natural gas liquids (NGL), liquefied petroleum gas (LPG), finished refined products, and Bakken crude. The feedstock would be sourced from oilfields throughout North America based on market economics and other factors.

Crude oil would be shipped to the refinery in non-jacketed CPC-1232 tank cars (i.e., post October 1, 2011 tank cars). These cars have a capacity of approximately 31,808 gallons per car. Each car has a weight limit of 210,700 pounds of crude oil. Each tank car would be approximately 90 feet long. The tank cars would meet the current specifications that have been established by the American Railroad Association for use in transporting crude oil. The rail cars would be designed to meet DOT Packing Group I requirements, which is the highest rating. The tank cars would be equipped with half height head shields, double couplers, and all stainless steel valves. The relief valve would be designed for high flow.

In a unit train configuration, each train would consist of three locomotives, two buffer cars, and 80 railcars each carrying approximately 27,300 gallons for a total of about 52,000 barrels of crude oil per unit train. The tank cars would be limited to this range of volume due to the estimated weight of the oil that would be delivered to the SMR. With the delivery of five unit

trains per week the average daily delivery of crude oil would be 37,142 barrels, which is less than the SLO Planning Department permitted capacity of 44,500 barrels per day.

Due to the weight of the train and the steep grade, an additional two locomotives would be required for the portion of the route between Santa Margarita, California and San Luis Obispo, California coming over the Cuesta Grade (a distance of approximately 15 miles).

In a manifest train configuration, varying number of railcars would be dropped off at SMR by a passing train. A dedicated locomotive would remain on-site to move cars. This would be a small locomotive that would only be capable of moving a few rail cars at a time, and would not be used for unloading of unit trains. In a manifest train configuration, a number of crude oil railcars would be dropped at the refinery and then the train would continue to other destinations. Rail cars delivered via manifest train would meet the same specifications as discussed above for the unit train tank cars. The refinery would have a dedicated locomotive that would be used to move the railcars from the manifest train while they are on site. This dedicated locomotive would only be used for manifest deliveries.

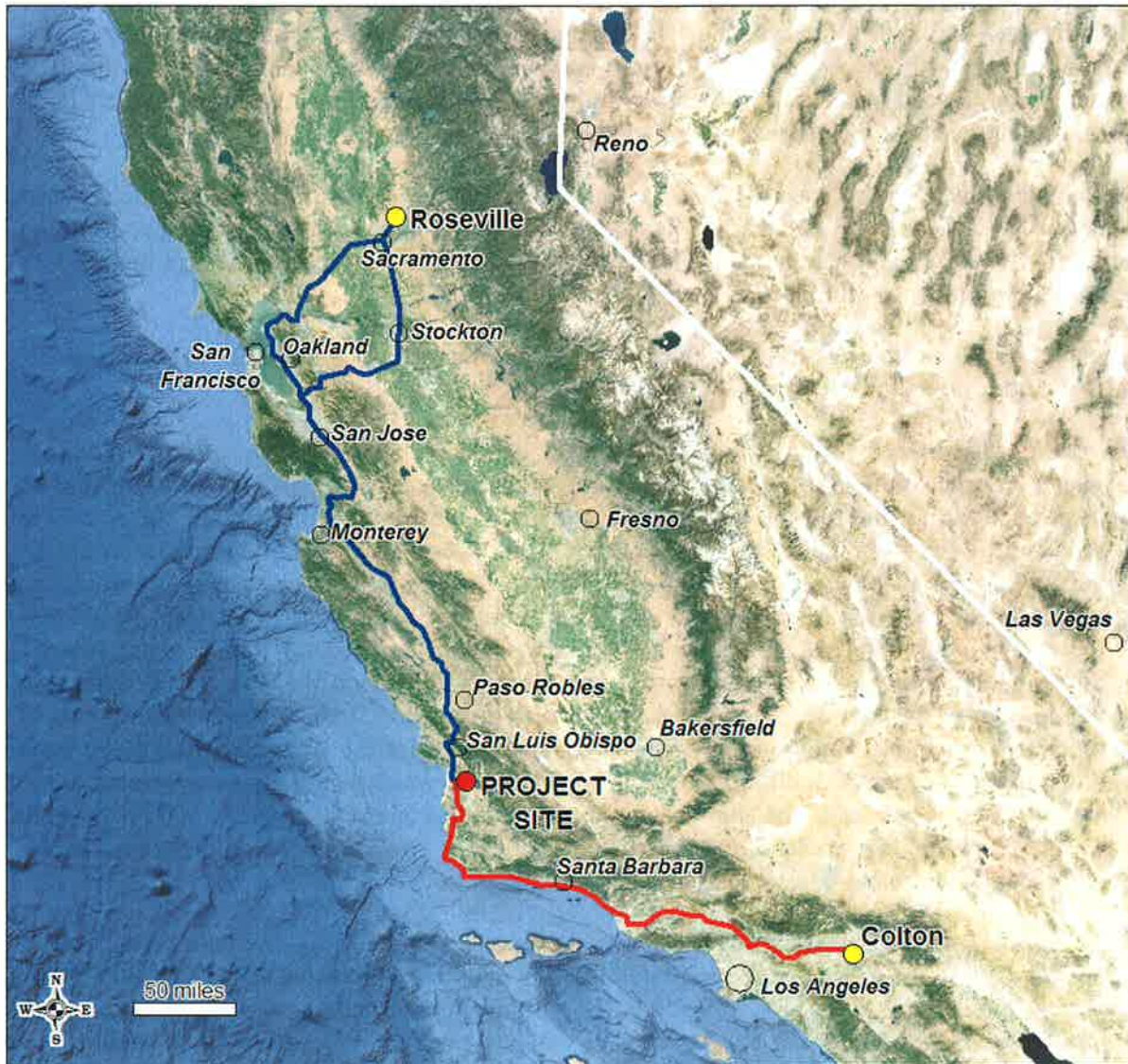
Because trains would arrive at different times throughout the week, the number of workers would vary depending on the number of trains and worker arrival and departure time would vary throughout the day and night. Additional employees over the current refinery employees would be required in order to unload and manage the trains, with the increase ranging as high as 12 additional employees at one time.

Consistent with current operations, the crude oil delivered by rail and pumped to the storage tanks at the refinery would be processed at the SMR and then the semi-refined products would be transported by pipeline to the Rodeo refinery in the Bay Area. No crude oil or refined product would be transported out of the refinery by rail except for any off-spec crude that is delivered by rail. No crude oil would be moved from the refinery via pipeline.

2.5.1 Train Routes to the Santa Maria Refinery

Trains would arrive from different oilfields and/or crude oil loading points depending on market availability. The exact location of the source of crude oil that would be delivered to the refinery is unknown and could change over time based upon market conditions and availability. Union Pacific Railroad (UPRR) would be responsible for delivering the trains to the SMR. The main UPRR train routes within the United States are shown in Figure 2-8. Trains could enter California from at least five different locations (one at the north end of the state from Oregon, two at the northeast from Nevada, one at the southeast from Nevada, and one at the south from Arizona). Depending upon the route taken by the train they could arrive at the Phillips 66 site from the north or the south.

It is unknown what route UPRR would use to deliver the trains to the SMR and it would likely vary based on the source location of the crude oil. However, there is certainty regarding the two segments of the route on the “Coast Line” that lead to the SMR from the north and from the south where there are no alternative routes. Coming from the north, the available routes merge south of San Jose. Coming from the south, the available routes merge north of Los Angeles.

Figure 2-9 Mainline Rail Routes to the Santa Maria Refinery

Source: Adapted by MRS from UPRR maps.

2.5.2 Train Unloading Sequence

The tracks and unloading rack would be designed to allow for the safe and efficient movement of multiple trains and cars in and out of the facility while minimizing the required space. Figure 2-4 provides a line diagram of the track layout. The unloading sequence described below would be for a unit train (a train with three locomotives, two buffer cars, and 80 tanker cars). The sequence would be similar for rail cars delivered via a manifest train, but the number of railcars handled

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would be substantially less. The train arriving at the refinery would be assembled and delivered to the site by UPRR. The final configuration of the train would be determined by UPRR. Based upon discussions with Phillips 66 and UPRR, a possible unit train configuration would be two locomotives at the front of the train, followed by two buffer cars, 80 tanker cars, with the third locomotive at the end of the train. This is the train configuration that has been used in the EIR to evaluate the impacts of the unloading operations.

The rail spur has been designed to allow for unit trains to arrive at the refinery from the north or the south on UPRR's main line track. The trains would enter the existing refinery spur from the north after having pulled off onto the UPRR siding track. Once the unit train was at the refinery the unloading sequence would begin.

Once the train is on the refinery site, operation of the train would be turned over to Phillips 66 and it would follow the following typical sequence.

1. **Position Train on Tracks 1 and 2** - The train would pull into the facility down Track 2, which has one of the two unloading racks (unloading rack #2). The 80th tanker car would be positioned at the first rail car unloading line. This would position the last ten tanker cars at unloading Rack #2. The third engine, which would be at the back of the train, would be decoupled and would move to the end of Track 764 and shutdown. The train would be uncoupled between tanker car 40 and 41. The two engines at the front of the train would pull the remaining section of the train past the intersection of Tracks 1 and 2 in an easterly direction. At this time two locomotives would be positioned on the Tail Track. The train would then be pushed up Track 1 till the 41st car is positioned at the front loading line of unloading Rack #1. The engines would then decouple from the train and then move back down to the Tail Track and then move back up Track 4, which is the runaround track, to the area nearest the refinery. The engines would be decoupled and one engine would move on to Track 2, one engine would move on to Track 1. These two engines would be used in the unloading operations as discussed below.
2. **Train Unloading** - Unloading would occur at two racks, and each rack would be capable of unloading 10 cars. At each rack the first unloading would be connected to the first car and the pump started. Then the second unloading line would be connected and the pump started. This process would continue till all 10 cars on each rack were unloaded. After each car is unloaded, the unloading line would be disconnected. It is estimated that it would take about two hours to unload a set of 20 cars (10 at each of the two racks) including moving, switching and decoupling. Once the first set of ten tanker cars at each unloading rack is unloaded, one of the engines would pull the train forward (in a westerly direction) by 10 cars, thereby lining up the next ten tanker cars for unloading. The empty tanker cars would be moved to Track 5, the empty car holding track. This process would repeat three times until all forty tanker cars had been unloaded at each of the two unloading racks. Once all of the unloading was completed, and the empty cars would be located on Track 5, the two remaining buffer cars would be moved from Track 1 to Track 5 and placed at the front of the empty cars. Finally, the train would be reassembled on Track 5 and made ready for departure from the refinery. The moving of the tanker cars at each unloading rack would be done by one locomotive. The unloading of a unit train is expected to take approximately eight hours, which includes the unloading, switching and repositioning activities.

3. **Third Locomotive** – The third locomotive is not needed for the unloading operations. This locomotive would be at the end of the train when it arrives at the refinery. This locomotive would be disconnected from the back of the train and moved to the end of Track 764. This locomotive would shut down until the empty car train is ready to leave the refinery.
4. **Idle Time Prior to Departure** – Once the unloading operations are complete, the two locomotives that were used for the unloading operations would connect to front of the empty car train located on Track 5. These two locomotives would idle until the train left the refinery. During this period the rail car brakes would be pumped up with compressed air. In addition, UPRR would inspect the train to ensure all the cars are connected properly and the brakes are correctly pumped up. The idle time would depend upon how long the train had to wait until the UPRR scheduled departure. Based upon an 11.5 hour turnaround, it would be about 1.4 hours.
5. **Train Departure** – Just prior to departure, the third locomotive on Track 764 would also connect to the front of the train. The empty train would leave the refinery and head back on to the UPRR mainline track with all three locomotives in the front. It is anticipated that each train would be at the refinery for about 10 to 12 hours.

Table 2.5 provides a summary of the train operations and the estimated times associated with each operation listed above. The total time a train would be at the refinery would be approximately 10 to 12 hours, of which about eight hours would be needed for unloading, switching and repositioning activities.

Locomotive refueling for the unit trains would not need to be conducted at the refinery since the main line engines would be used to handle the cars while at the refinery. UPRR would ensure the main line engines were adequately fueled prior to arrival on site. However, refueling of the dedicated locomotive that would be used with manifest trains would need to occur on site. Diesel fuel for the onsite locomotive would be delivered to the refinery by tanker truck. The fuel would be pumped from the tanker truck directly to the locomotive. The amount of refueling needed would depend upon the frequency of delivery of manifest railcars. The maximum refueling would be one tanker truck per week. Each tanker truck would carry about 4,000 gallons of diesel fuel.

2.5.3 Control Systems

Control of the unloading rack and appurtenances would be Programmable Logic Controller (PLC) based. All local pumps, valves and instrumentation would be controlled and or monitored by a new PLC. This PLC would have a local HMI screen, dual redundant processors, power supplies and ethernet fiber ports for communication to the remote control center.

The PLC would be configured to communicate with the Refinery Distributed Control System (DCS) to receive crude oil tank level signals and for the refinery control center to monitor operations and alarms from the unloading rack. Within the local PLC, pump operation and control, air compressor operation and control, meter and prover control would be monitored.

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Table 2.5 Timing for Train Unloading Operations

Task	Locomotive #	Locomotive Mode (Minutes)				Total (hrs)	Comments
		Switching	Idle	Off	Total		
Position Train on Track 1 and 2	1	75	25	0	100	1.7	It would take about 1.7 hours to position the tanker cars on track 1 and 2. During this time each locomotive would have varying amounts of switching and idling time depending upon the activity that is occurring. Both locomotives would be in switching mode when moving the tanker cars. When only the locomotives are moving one would be in switching mode, and the other would be in idle mode. This task covers the time it would take to pull the train down Track 2 and line up the 80th car with the first unloading line, disconnect the train between cars 40 and 41, pull the train east down the track and then push the first 40 tanker cars back up Track 1 west so that the 41st car is lined up with the first unloading line on Track 1. The two locomotives would then disconnect from the tank cars and move onto Track 4 (runaround track) back to the end nearest the refinery where they would be used for the unloading operations.
	2	41	59	0	100	1.7	
Unloading	1 and 2	70	410	0	480	8.0	Each unloading rack is designed to unload 10 tanker cars at a time. Four unloading operations would occur at each unloading rack per train (10 tanker cars/rack x 2 unloading racks x 4 unloading operations = 80 tanker cars). Each unloading operation would include about 45 minutes to connect/disconnect the unloading lines to the tanker car and 70 minutes to unload the rail cars. This would give a total of 460 minutes of unloading time per train. There would be 70 minutes of switching time per locomotive during the unloading operations. This switching time is needed to move the tanker cars from the unloading tracks to the empty car track and rebuild the empty train. The total time for unloading operations including switching of tanker cars and rebuilding the empty train would be about 480 minutes (8 hours).
Third Locomotive	3	32	65	584	680	11.3	The third locomotive, which would be at the back of the train, would be disconnected from the train upon arrival at Track 2. The locomotive would then move to the end of Track 764. Once in this position, the locomotive would be shut down until the train is ready to depart the refinery. On cold days the engine may automatically idle for short periods of time to keep the engine warm. It has been assumed that the engine would idle 10% of the time it is at the end of Track 764 during all days.
Idle Time Prior to Departure	1 and 2	0	83	0	83	1.4	This is the time between completing the unloading operations and waiting for the train to depart the refinery. This would include about 20 minutes

Table 2.5 Timing for Train Unloading Operations

Task	Locomotive #	Locomotive Mode (Minutes)			Total (hrs)	Comments
		Switching	Idle	Off		
Train Departure	1, 2, and 3	27	0	0	0.4	for pump up of the rail car brakes and about 60 minutes for UPRR to inspect the train prior to departure. Just prior to departure, the third locomotive on Track 764 would also connect to the front of the train. The train with three locomotives in the head would depart the refinery on to the mainline UPRR track.
Total		172	518	0	11.5	A unit train would be at the refinery site for about 11.5 hours. This includes the arrival and departure time. There would be about 19.2 total locomotive-hours of idle on-site, 5.8 total locomotive-hours of switching, and 9.5 locomotive hour of off time. This is a total of 34.5 locomotive-hours of operation (3 locomotives x 11.5 hours = 34.5 locomotive-hours of operation). It is expected that the turnaround for a train at the refinery would be between 10 and 12 hours.

Notes:

1. Assumes a total time that train is at the site is 11.5 hours.
2. Assumes two locomotives are used for switching. One locomotive for each of the unloading racks.
3. Assumes the two locomotives used for the unloading operations are idling when not actively switching rail cars.
4. The unloading times are per rack and assume that the two racks are used simultaneously to unload rail cars.
5. Assumes a switching speed of 3 miles per hour.
6. Assumes the third locomotive idles 10% of the time and is shutdown 90% of the time when at the end of track 764.
7. The hours for the "third locomotive engine" occur concurrently with the other operations, so are not counted in the total time.
8. The hours for the second locomotive during the positioning operation occur concurrently with the first locomotive so they are not counted in the total time.
9. Train departure times end when the locomotive at the tail end of the train leaves the SMR. During the majority of this departure time the two locomotives at the head of the train would be on the UPRR mainline tracks.
10. Train arrival times start when the two locomotives at the head of the train enters the SMR. During the majority of the arrival time the locomotive at the tail of the train would be on the UPRR mainline tracks.

Source: Data developed by MRS with input from Applicant and their rail consultants.

2.0 Project Description

The PLC would communicate with the Refinery DCS system for Alarm display and monitoring functions. A single mode fiber-optic cable would be used to communicate with the DCS system via an Ethernet IP (or Modbus TCP) protocol. Additional Fibers would be used for Switchgear communication with the Main Substation for SCADA.

The PLC and HMI for the Unloading Rack would be located in the Electrical & Control Power Distribution Center (PDC) building. The location of this facility is shown in Figure 2-6. This area of the building would be partitioned from the Electrical area by a wall for isolation from High Voltage emf. There would be a UPS complete with batteries and external Maintenance Bypass located nearby to power the PLC.

2.5.4 Rail Car Unloading Utility Requirements

The rail spur operations would utilize electricity to operate pumps and unloading equipment, which would be received from the SMR electrical generation systems and/or the grid. Electrical demand for the additional equipment and operations would average 900 kW. The peak power consumption would be about 1,000 kW.

It is anticipated that on occasion a train would arrive requiring heat to facilitate unloading. This could occur for example if weather forced an extended delay in a cold climate on the way to the SMR. Phillips has indicated that once per year steam could be necessary to heat the rail cars prior to unloading. Steam would be diverted from the existing refinery boilers to heat the rail cars. This steam is normally used to generate electricity for the refinery. Phillips 66 would divert approximately 30,000 lbs/hr of steam for 21 hours from electrical production (an existing process and set of hardware) to warm the rail cars. Phillips 66 would have to buy approximately 5 MW/hr (the amount of electricity which the steam would normally generate) of power for the 21 hours the steam is being used to heat the rail cars.

On an annual basis, SMR produces about 43,800 megawatt-hours (MWH) and purchases from the grid about 23,718 MWH for a total of 67,518 MWH. The additional electrical purchases during rail car heating would be 105 MWH which is an approximately 0.4% increase in purchased power for the year.

The rail unloading operations would not use any natural gas or refinery gas other than the refinery gas that is used to generate the steam discussed above.

2.5.5 Current Rail Car Operations

Currently, the rail operations at the SMR consist of the export of petroleum coke for commercial use throughout the U.S. and abroad. A train typically arrives every Wednesday and drops off 18 – 20 empty cars. After delivering the empty cars, the engine picks up any full cars and leaves the SMR. This operation typically takes a few hours. Each full car hauls approximately 100 tons of coke. The delivered empty cars are filled with coke during the following week and moved around on site by the ‘Shuttlewagon.’ The Shuttlewagon, also referred to as a ‘switching locomotive’ is a small unit compared to an actual train locomotive. The Shuttlewagon operates

less than two hours per week. Fuel consumption is typically less than five gallons of diesel per week.

2.6 Crude Oil Changes from Rail Spur Project

The SMR is designed to handle heavy sour crude. SMR partially refines the crude oil to extract intermediates and gases, and uses the heavier crude oil components to produce petroleum coke. The refinery is not designed to produce finish grade petroleum products such as gasoline, diesel fuel, jet fuel, etc.

Crude entering the refinery is first processed through an atmospheric distillation unit, which produces gas oil, pressure distillate (naphtha), and some fuel gas. The remaining oil is sent to a vacuum distillation unit where additional gas oil is extracted. Residual oil is finally delivered to the coking unit where thermal decomposition makes it into green coke, gas oils, and fuel gas. Green coke produced by the coking units is sold.

Gases produced at the refinery are processed in a sulfur removal system and then used as fuel at the refinery. Sulfur removed from the gas is converted to elemental sulfur and sold. Gas oil and naphtha recovered as part of the distillation and coking processes are shipped by pipeline to the Phillips Rodeo Refinery in the San Francisco Bay area for processing into gasoline, diesel fuel, and other petroleum end-use products.

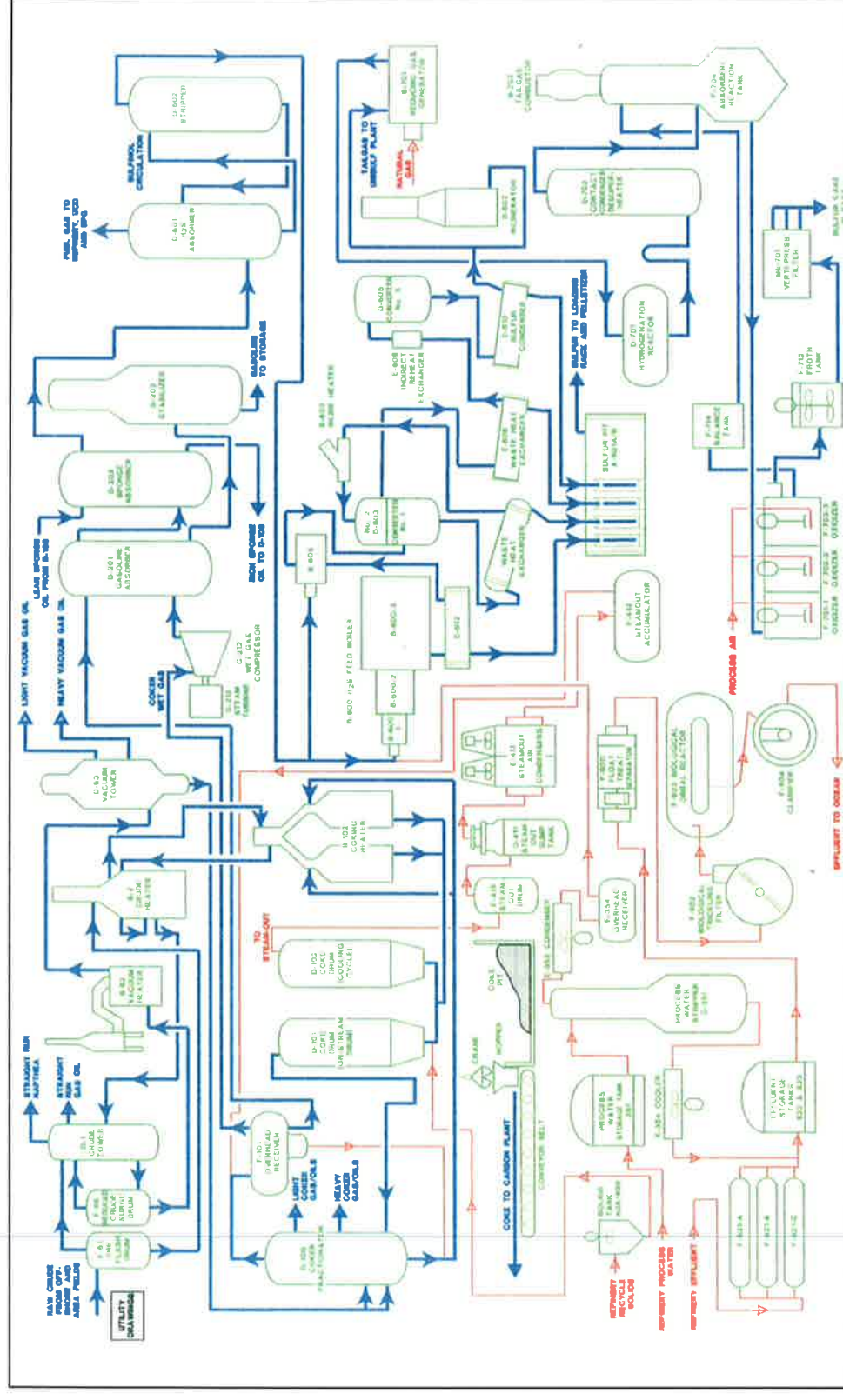
Prior to pipeline shipment to the Rodeo Refinery the naphtha and gas oils are stored in tanks located at the SMR. These storage tanks have vapor pressure limits are required by the San Luis Obispo County Air Pollution Control District (SLOCAPCD) permit, which limits the vapor pressure to 11 pisa. Historically, and currently the SMR tanks operate at about 10 psia (pounds per square inch absolute). These pressure limits restrict the amount of propane/butane that can be contained in naphtha and gas oils that are shipped to the Rodeo Refinery. The majority of the propane/butane that is contained in the crude oils process at the SMR ends up in the refinery fuel gas. Figure 2-10 provides a simplified flow diagram of the SMR.

The SMR currently receives all crude oil for processing by pipeline coming from various sources, including the Outer Continental Shelf (60-85%), Price Canyon/Santa Maria Valley/San Joaquin Valley (5-20%), San Ardo (5-10%) and Canada (2-7%).

The bulk of the crude oil processed at the SMR comes from offshore platforms in the Outer Continental Shelf of Santa Barbara County and from oil fields in the Santa Maria area. In addition, to the material shipped to SMR directly by pipeline from the source, crude oil from some onshore areas, such as the Arroyo Grande (Price Canyon) oil field and the San Joaquin Valley is delivered by truck to the Santa Maria Pump Station and then pumped into a dedicated pipeline to the SMR. The SMR has been processing Canadian crude for about one year. The Canadian crude processed at the SMR has been Kearn Lake dilbit crude (i.e., diluted bitumen crude), which is a heavy, high sulfur crude mixed with a diluent, which is a less viscous hydrocarbon. Canadian crude has made up 2-7% of the crude processed at the SMR.

2.0 Project Description

Figure 2-10 SMR Block Flow Diagram



Source: Conoco Phillips Increase Throughput EIR, 2012.

The Canadian crude is shipped via rail to a crude unloading facility near Bakersfield California and then is trucked to the Santa Maria Pump Station for delivery into the dedicated pipeline, which carries crude oil to the SMR.

Crude oil is classified by a number of different factors including weight, density, sulfur content, and volatility. Thin and volatile oils are characterized as “light,” whereas thick and viscous oils are “heavy.” The American Petroleum Institute (API) rates light oils with a gravity of 30 to 40 degrees, which means the density is much less than that of water, and therefore these oils float on water. In contrast, some heavy oils with an API gravity of less than 12 degrees are so dense that they sink in water. Sour crude are ones that have high sulfur content.

The characteristic properties as reported in literature or otherwise of interest of the typical crude blend and range of major crudes processed at the SMR are provided in Table 2.6.

Table 2.6 Properties of Current and Potential Future Crude Oils at the Santa Maria Refinery

Property	Unit of Measure	Current SMR Operations		Potential Crude by Rail Sources	
		Typical Crude Blend	Range of Major Crude Sources	Access Western Blend	Peace River Heavy
API Gravity	°API	18.6	12.2-21.0	22.8	20.4
BTEX Percentage	Volume %	0.81	0.8-0.89	1.25	0.99
Vacuum Resid Percentage	Volume %	43	33-47	42	43
Sulfur Concentration	Weight %	4.2	2.1-5.2	4.0	5.0
Vanadium Concentration	wppm	85	71-118	190	167
Nickel Concentration	wppm	208	41-400	73	56
Total Acid Number (TAN)	mgKOH/g	1.0	0.4-4.0	1.7	2.5

1. Vacuum Resid percentages based upon available distillation curves.
2. Typical blend properties based upon 3-year average.
3. Range of major crudes represent the major sources of current crudes to the refinery and include a number of OCS and local onshore sources.
4. Both potential crudes by rail are Canadian.

Source: Data provided by Phillips 66, 2014.

The SMR, as with all refineries, is similar to other manufacturing facilities that regularly evaluate their principal manufacturing feedstocks in terms of availability, suitability, and economics. This is certainly true of the crude oil feedstock used at the SMR. As described above, the refinery processes a range of crude oils from different sources, and the crudes vary from time to time. In addition, the refinery often blends crudes from multiple sources prior to processing. As the data in Table 2.6 shows, the SMR historically has processed and currently processes primarily heavy, sour crudes, although these are sometimes blended with other lighter, sweeter crudes in small amounts.

Phillips 66 expects to continue to receive, blend and process a comparable range of crudes in the future, and will select future crude to be delivered by rail based upon a number of factors including availability, suitability, and economics. Table 2.6 provides the characteristic properties of two future crudes that could be delivered to the refinery by rail. Given the design of the refinery, unit trains would have to deliver heavy crudes that are similar to what is currently being

2.0 Project Description

processed at the SMR. The data in Table 2.6 shows that the potential crudes delivered to the refinery by rail are comparable to those currently or recently processed at the SMR.

As stated above, it is not possible to predict precisely which crude oils will be delivered to the SMR via rail. One of the objectives of the project is to provide greater access to the larger crude oil market, and the specific crudes received by rail would likely vary from time to time as has been the case for the current refinery crude slate. However, the crude oil types shown in Table 2.6 provide a reasonable representation of the range of crude oil types that could be processed based on current economics and crude oil availability.

The Rail Spur Project is not predicated on any single crude, but is designed to handle a variety of crude oils that can be generically described as heavy, sour crudes. “Heavy” crudes are generally considered to be those with API gravity of approximately 20 or less. “Sour” crudes are generally considered to be those with sulfur content greater than 1.0%.

The Rail Spur Project will bring crude oils to SMR that are comparable to those historically processed at the facility, particularly with respect to sulfur concentration, metals concentration, and volume percent of crude oil fraction that is processed at the coker.

Additionally, to ensure that the operational, safety, and environmental parameters are consistently maintained at the refinery, all new feedstocks must be assessed and approved through the site’s formal Management of Feedstock Change Process, which is a requirement of the CalOSHA Process Safety Management regulations. The Management of Feedstock change is done prior to the initial receipt of any new crude source to the refinery. The purpose of Management of Feedstock Change is to establish the chemical, physical, and operating process requirements for any feedstock changes. The primary purpose of this process is to:

1. Determine the potential impact of new feedstock on the mechanical integrity / limits of the processing equipment in order to ensure compatibility.
2. Develop a plan to monitor system integrity during the change.
3. Determine what changes to the inspection program may be required.
4. Identify any potential adverse impacts to overall refinery operations, including environmental conditions and / or product quality.

Management of Feedstock Change is required whenever a new crude source is being considered for the refinery. No new crude sources can be delivered to the refinery until the management of change process is complete and been approved by the refinery management.

The focus of the management of change process is to assure that the mechanical integrity of equipment is maintained, preventing operational upsets, and prevent adverse impacts to the environment. If the crude oil being vetted through the site’s management of feedstock change process passes all of the quality, safety, and environmental assessments, and it receives all subsequent approvals by management, only then can it be processed at the facility. The feedstock cannot be introduced into the facility until final approval from the Facility Manager has been received.

2.7 Rail Spur Project Effect on Refinery Throughput

The SMR currently processes less than their allowable permit levels. The SLOCAPCD permit limits are 48,000 barrels per day (bpd) and a 12-month rolling average of crude throughput of 16,220,660 barrels per year (bpy). The County Department of Planning and Building permit limit is 44,500 bpd maximum. These are the current permit limits for the refinery and do not include the Throughput Increase Project, since Phillips 66 has not received a final notice to proceed from County Planning to implement the project. Table 2.7 lists historical annual crude oil throughputs.

Table 2.7 Historical Crude Oil Production

Year	Throughput (bpy)	Average (bpd)
2003	13,813,748	37,851
2004	14,352,098	39,326
2005	15,489,149	42,442
2006	14,290,448	39,157
2007	15,810,183	43,321
2008	15,249,521	41,665
2009	13,080,967	35,838
2010	13,724,829	37,785
2011	14,126,030	38,701
2012	13,724,829	37,602
2013	15,196,669	41,635

Source: Phillips 66

Maximum throughput levels at the refinery are capped by permits issued by the County of San Luis Obispo and by the SLOCAPCD. The approved permitted limits for the refinery were discussed above and are not changed by the proposed SMR rail project. The ability of the SMR to operate at the maximum approved throughput level is based on the existing infrastructure and is not dependent on, or related to, the SMR rail project.

After applying for an increase in throughput in 2010, Phillips 66 is working on obtained approval (i.e., a notice to proceed) from the County to increase the throughput levels to 48,950 bpd with a 12-month rolling average of 17,866,750 bpy. At the time of the throughput application (submitted by Phillips's predecessor-in-interest ConocoPhillips), the SLOAPCD's permit limited throughput to 48,000 bpd and 16,220,600 bpy, whereas the County's land use permit allowed 44,500 bpd. The throughput permit application made the two agency's permits consistent and, according to Phillips allowed the refinery to maintain an annual rolling average closer to its maximum permitted levels when having to compensate for refinery closures due to long-term maintenance and repairs. Phillips states that the throughput increase was not proposed as a precursor to seeking approval of the Rail Spur Project. Crude oil received by rail and pipeline could not exceed the throughput limits established by San Luis Obispo County Department of Building and Planning and the APCD.

As discussed in Section 2.6, the bulk of the crude oil processed at the SMR is delivered via pipeline from offshore platforms in the Outer Continental Shelf of Santa Barbara County, from oil fields in the Santa Maria area, and other onshore sources such as Price Canyon in SLO County. This pipeline system is currently the only way that the Phillips 66 refinery can receive crude oil. Crude oil can be trucked to the Santa Maria Pump Station and then placed into the

2.0 Project Description

pipeline for delivery to the refinery. Truck delivery to the Santa Maria Pump Station is limited to a permitted maximum of 819,000 gallons (26,000 bbls) per day by the Santa Barbara County APCD. Having only one pipeline system available for delivering crude oil to the refinery limits the refinery's ability to obtain crude oil from sources outside of the local area.

When the refinery was built it was owned by The Union Oil Company of California, and most of the local crude production was also owned by Union Oil, so the single pipeline system made sense as a method for delivering all of the crude oil to the refinery. However, Phillips 66 (the current refinery owner) does not produce any of the local crude oil and must purchase all of the crude oil for the refinery from a wide range of producers.

This change in relationship between the refinery and the producers, limits Phillips 66's ability to source competitively priced crude oil. With recent increases in North American crude oil production, an increased number of crude oil sources have become "advantaged". "Advantaged crudes" in general terms is a subjective phrase that primarily reflects a preference for crude oil inputs based on favorable supply, demand, and pricing factors that are subject to and impacted by a dynamic, complex, and at times, volatile crude oil market. "Advantaged crudes" typically have limited pipeline capacity from the production area to refinery destinations. Phillips 66 would like to benefit from these competitively priced crudes. In the short-term (three to five years), the availability of these competitively priced crudes would be the main driver for the SMR rail project.

In the short-term, depending upon the volume of crude oil received by rail, some of the oil delivered via pipeline or via truck to the Santa Maria Pump Station could be displaced. Any displaced crude oil would likely be sold to other refineries in the Los Angeles or Bay areas. The amount, location, and destination of any displaced oil would be driven by market forces. Given the dynamics of the crude oil market, it is speculative as to what if any local crude oil would be displaced, and what would happen to any oil if it were displaced.

In the long-term, the need for the SMR rail project could be driven by declines in local production of crude oil that can be delivered by pipeline. Production from offshore Santa Barbara County (OCS crude) has been in decline for a number of years. Oil production in Santa Barbara County (both onshore and offshore) peaked at about 188,000 barrels in 1995 (County of Santa Barbara Energy Division website) and currently production is around 61,000 barrels per day for both onshore and offshore oil fields (BOEM Pacific Region and Drilling Edge websites).

There are a number of onshore oil development projects in northern Santa Barbara County that are being proposed that if approved could replace some of this lost production. However, the success and amount of additional production from these projects is currently speculative.

2.8 Project Lifetime

The SMR rail project is expected to operate for the remaining life of the SMR, which could be another 20 or 30 years, if not longer. The remaining life of the refinery is dependent on crude oil supplies, prices and overall economics. At the end of the life of the SMR, the County of San Luis Obispo would undertake an environmental review of the decommissioning and abandonment of the entire refinery complex, including the rail spur.

Rail Spur Project Impact Summary Tables

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CLASS I Impacts – Rail Spur Project

Impacts That May Not Be Fully Mitigated To Less Than Significant Levels

(Impacts that must be addressed in a “statement of overriding consideration” if the project is approved in accordance with Sections 15091 and 15093 of the State CEQA Guidelines)

Impact #	Description of Impact	Phase	Mitigation Measure	* Residual Impact
AESTHETICS AND VISUAL RESOURCES (Section 4.1)				
None were identified				
AGRICULTURAL RESOURCES (Section 4.2)				
AR.5	The project could result in effects that impair adjacent agricultural uses along the UPRR mainline in the event of a derailment and/or spill, including the generation of contaminated air emissions, soil and water contamination, and increased risk of fire, which have the potential to adversely affect adjacent agricultural areas.	Operations	AR-5 Implement mitigation measures PS-4a through PS-4e and BIO-11.	Significant and Unavoidable
AIR QUALITY AND GREENHOUSE GASES (Section 4.3)				
AQ.2	Operational activities associated with the Rail Spur Project at the Refinery would generate criteria pollutant emissions that exceed SLOCAPCD thresholds.	Operations	AQ-2a Prior to issuance of Notice to Proceed, the Applicant shall investigate methods for reducing the onsite and offsite emissions, both from fugitive components and from locomotives or equivalent emission levels. In addition, locomotive emissions shall be mitigated to the extent feasible through contracting arrangements that require the use of Tier 4 locomotives. If emissions of ROG+NO _x and DPM with the above mitigations still exceed the thresholds, as measured and confirmed by the SLOCAPCD, the Applicant shall secure SLOCAPCD-approved onsite and/or offsite emission reductions in ROG + NO _x and DPM emissions to ensure that project-related ROG + NO _x and DPM emissions within SLO County do not exceed the SLOCAPCD thresholds for the life of the project. Coordination with the SLOCAPCD should begin at least six (6) months prior to issuance of the Notice to Proceed for the Project to allow time for refining calculations and for the SLOCAPCD to review and approve any required ROG+NO _x and DPM emission reductions.	Significant and Unavoidable
			AQ-2b Prior to issuance of Notice to Proceed, the Applicant shall implement a program, including	

CLASS I Impacts – Rail Spur Project

Impacts That May Not Be Fully Mitigated To Less Than Significant Levels

(Impacts that must be addressed in a “statement of overriding consideration” if the project is approved in accordance with Sections 15091 and 15093 of the State CEQA Guidelines)

Impact #	Description of Impact	Phase	Mitigation Measure	Residual Impact
AQ.3	Operational activities of trains along the mainline rail route outside of SLOC associated with the Rail Spur Project would generate criteria pollutant emissions that exceed thresholds.	Operations	AQ-3 Prior to issuance of the Notice to Proceed, the Applicant shall investigate methods for reducing the locomotive emissions through contracting arrangements that require the use of Tier 4 locomotives or equivalent emission levels. If the mainline rail emissions of ROG+NOx and DPM with the above mitigations still exceed the applicable Air District thresholds, the Applicant shall secure emission reductions in ROG + NOx and DPM emissions within each applicable Air District, similar to the emission reduction program utilized by the SLOCAPCD, to ensure that the main line rail ROG + NOx and DPM emissions do not exceed the Air District thresholds for the life of the project. The Applicant shall provide documentation from each Air District to the San Luis Obispo County Planning and Building Department that emissions reductions have been secured for the life of the project prior to issuance of the Notice to Proceed.	Significant and Unavoidable
AQ.4	Operational activities at the Refinery associated with the Rail Spur Project would generate toxic emissions that exceed SLOCAPCD thresholds.	Operations	AQ-4 Implement measures AQ-2a and AQ-2b.	Significant and Unavoidable
AQ.5	Operational activities of trains along the mainline rail route associated with the Rail Spur Project would generate toxic emissions that exceed thresholds.	Operations	AQ-5 Implement measure AQ-3.	Significant and Unavoidable
AQ.6	Operational activities associated with the Rail Spur Project would generate GHG	Operations	AQ-6 Prior to issuance of the Notice to Proceed, the Applicant shall provide GHG emission reduction credits for all of the project GHG emissions for the life of the project. Coordination with the San Luis Obispo Planning and Building Department should begin at least six (6) months prior to issuance of operational permits for the Project to allow time for refining calculations and for the	Significant and Unavoidable

CLASS I Impacts – Rail Spur Project

Impacts That May Not Be Fully Mitigated To Less Than Significant Levels

(Impacts that must be addressed in a “statement of overriding consideration” if the project is approved in accordance with Sections 15091 and 15093 of the State CEQA Guidelines)

Impact #	Description of Impact	Phase	Mitigation Measure	Residual Impact
	emissions that exceed SLO/PCD thresholds.		San Luis Obispo Planning and Building to review and approve the emission reduction credits.	
BIOLOGICAL RESOURCES (Section 4.4)				
BIO.11	Crude oil transportation along the UPRR mainline could result in a crude oil spill that impacts sensitive plant and wildlife species and wetlands.	Operations	BIO-11 The Applicant's contract with UPRR, shall include a provision to provide a copy of a letter from the California Department of Fish and Wildlife that all required provisions in Senate Bill (SB) 861, Oil Spill Contingency Plan, are in place for all mainline rail routes in California that could be used for transporting crude oil to the SMR. In addition, the Applicant's contract with UPRR, shall include provisions to provide a copy of UPRR's Oil Spill Contingency Plan required by Senate Bill (SB) 861 to all first response agencies along the mainline rail routes in California that could be used by trains carrying crude oil to the Santa Maria Refinery for the life of the project. Only first response agencies that are able to receive security sensitive information as identified pursuant to Section 15.5 of Part 15 of Title 49 of the Code of Federal Regulations, shall be provided this information. This contract provision shall be in place and verified by the County Department of Planning and Building prior to delivery of crude by rail to the Santa Maria Refinery.	Significant and Unavoidable
CULTURAL RESOURCES (Section 4.5)				
CR.6	Train traffic associated with the importation of crude oil to the project site could result in a derailment or a material spill, which could result in the disturbance and destruction of cultural resources along the mainline routes.	Operations (Train traffic)	CR-6 As part of the Applicants contract with UPRR, it shall require that a qualified archaeologist, architectural historian, and paleontologist who meet the Secretary of the Interior's Professional Qualification Standards prepare an Emergency Contingency and Treatment Plan for Cultural and Historic Resources along the rail routes in California that could be used to transport crude oil to the SMR. The treatment plan shall include, but not be limited to, the following components: - Protocols for determining the cultural resources regulatory setting of the incident site; - Provide various methodologies for identifying cultural resources, as needed, within the incident site (e.g., California Historical Resources Information System records search, agency contact, field survey); and - If cultural resources are present, identify measures for their avoidance, protection, and treatment. The Treatment Plan shall be in place prior to delivery of crude by rail to the Santa Maria Refinery.	Significant and Unavoidable
GEOLOGICAL RESOURCES (Section 4.6)				

Rail Spur Project - Impact Summary Tables

CLASS I Impacts – Rail Spur Project

Impacts That May Not Be Fully Mitigated To Less Than Significant Levels

(Impacts that must be addressed in a “statement of overriding consideration” if the project is approved in accordance with Sections 15091 and 15093 of the State CEQA Guidelines)

Impact #	Description of Impact	Phase	Mitigation Measure	Residual Impact
None were identified				
HAZARDS AND HAZARDOUS MATERIALS (Section 4.7)				
HM-2	The potential for a crude oil unit train derailment would increase the risk to the public in the vicinity of the UPRR right-of-way.	Operations	HM-2a Only rail cars designed to FRA, July 23, 2014 Proposed Rulemaking Option 1: PHMSA and FRA Designed Tank Car as listed in Table 4.7.8, shall be allowed to unload crude oil at the Santa Maria Refinery. HM-2b For crude oil shipments via rail to the SMR a rail transportation route analysis shall be conducted annually. The rail transportation route analysis shall be prepared following the requirements in 49 CFR 172.820. The route with the lowest level of safety and security risk shall be used to transport the crude oil to the Santa Maria Refinery. HM-2c The Applicant's contract with UPRR, shall include a provision to require that Positive Train Control (PTC) be in place for all mainline rail routes in California that could be used for transporting crude oil to the SMR. HM-2d Implement mitigation measures PS-4a through PS4e.	Significant and Unavoidable
LAND USE AND RECREATION (Section 4.8)				
None were identified				
NOISE AND VIBRATION (Section 4.9)				
None were identified				
POPULATION AND HOUSING (Section 4.10)				
None were identified				
PUBLIC SERVICES AND UTILITIES (Section 4.11)				
PS-4	Operations of the crude oil train on the mainline UPRR tracks would increase demand for fire protection and emergency response services along the rail routes.	Operations	PS-4a As part of the Applicant's contract with UPRR, it shall require that quarterly hazardous commodity flow information documents are provided to all first response agencies along the mainline rail routes within California that could be used by trains carrying crude oil to the Santa Maria Refinery for the life of the project. Only first response agencies that are able to receive security sensitive information as identified pursuant to Section 15.5 of Part 15 of Title 49 of the Code of Federal Regulations, shall be provided this information. This contract provision shall be in place and verified by the County Department of Planning and Building prior to delivery of crude by rail to the Santa Maria Refinery.	Significant and Unavoidable

CLASS I Impacts – Rail Spur Project

Impacts That May Not Be Fully Mitigated To Less Than Significant Levels

(Impacts that must be addressed in a “statement of overriding consideration” if the project is approved in accordance with Sections 15091 and 15093 of the State CEQA Guidelines)

Impact #	Description of Impact	Phase	Mitigation Measure	Residual Impact
			PS-4b Only rail cars designed to FRA, July 23, 2014 Proposed Rulemaking Option 1: PHMSA and FRA Designed Tank Car shall be allowed to unload crude oil at the Santa Maria Refinery. PS-4c As part of the Applicant's contract with UPRR, it shall require annual funding for first response agencies along the mainline rail routes within California that could be used by the trains carrying crude oil to the Santa Maria Refinery to attend certified offsite training for emergency responders to railcar emergencies, such as the 40 hour course offered by Security and Emergency Response Training Center Railroad Incident Coordination and Safety (RICS) meeting Department of Homeland security, NIMS, OSHA 29CFR 1910.120 compliance. The contract shall require funding of a minimum of 20 annual slots per year for the life of the project. This contract provision shall be in place and verified by the Cal Fire/County Fire prior to delivery of crude by rail to the Santa Maria Refinery. PS-4d As part of the Applicant's contract with UPRR, it shall require annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies along the mainline rail routes within California that could be used by the crude oil trains traveling to the Santa Maria Refinery for the life of the project. A total of four training sessions shall be conducted per year at various locations along the rail routes. This contract provision shall be in place and verified by the Cal Fire/County Fire prior to delivery of crude by rail to the Santa Maria Refinery. PS-4e As part of the Applicant's contract with UPRR, it shall require that all first response agencies along the mainline rail routes within California that could be used by trains carrying crude oil traveling to the Santa Maria Refinery be provided with a contact number that can provide real-time information in the event of an oil train derailment or accident. The information that would need to be provided would include, but not be limited to crude oil shipping papers that detail the type of crude oil, and information that can assist in the safe containment and removal of any crude oil spill. This contract provision shall be in place and verified by the Cal Fire/County Fire prior to delivery of crude by rail to the Santa Maria Refinery.	
TRANSPORTATION AND CIRCULATION (Section 4.12)				
None were identified				
WATER RESOURCES (Section 4.13)				
WR.3	A rupture or leak from a rail car on the UPRR mainline track could	Operations	WR-3 Implement mitigation measures BIO-11 and PS-4a through PS-4c.	Significant and Unavoidable

CLASS I Impacts – Rail Spur Project
Impacts That May Not Be Fully Mitigated To Less Than Significant Levels
(Impacts that must be addressed in a “statement of overriding consideration” if the project is approved in accordance with Sections 15091 and 15093 of the State CEQA Guidelines)

Impact #	Description of Impact	Phase	Mitigation Measure	Residual Impact
	substantially degrade surface water and groundwater quality.			

CLASS II Impacts – Rail Spur Project

Impacts That Can Be Mitigated To Less Than Significant Levels

(Impacts that must be addressed in Findings that the mitigation measures would reduce the level of impact to insignificant in accordance with Sections 15091 of the State CEQA Guidelines)

Impact #	Impact Description	Phase	Mitigation Measures	Residual Impact
AV-1	The eastern extension of the proposed rail spur and its associated trains would reduce quality views of the open space as seen from portions of State Route 1, the California Coastal Trail, the De Anza Trail, and other public areas east of State Route 1, resulting in a potentially significant impact.	Construction and Operations	AESTHETICS AND VISUAL RESOURCES (Section 4.1)	Less than significant with mitigation
			AV-1a Prior to issuance of grading and construction permits, the Applicant shall submit a revised site-grading plan to the Department of Planning and Building for review and approval showing the following:	
			a. An earthen berm shall be constructed around the eastern perimeter of the rail spur. The berm shall be a minimum of 10 feet tall and a maximum of 20 feet tall above the existing grade and as shown on the Berm Location Concept Map shown below (Figure 4.1-1) for the purpose of reducing views of the rail spur and trains from State Route 1 and the California Coastal Trail / De Anza Trail. b. The berm shall be designed and constructed to appear as a natural dune landform and shall have gradually undulated horizontal and vertical dimensions (consistent with Policy 5: Landform Alterations). c. No other existing landforms which would provide visual screening of the facility shall be used as source of borrow material for the required berm. d. The berm shall be revegetated with native grasses and shrubs to match the surrounding natural landcover and plant community.	
			No disturbance shall occur outside of the identified area of disturbance shown on the site-grading plan.	
			AV-1b Prior to issuance of grading and construction permits, the Applicant shall submit a revised site-grading plan to the Department of Planning and Building for review and approval showing the following:	
			a. All new cut and fill slopes shall include slope-rounding and landform grading techniques to avoid an engineered appearance (consistent with Policy 5: Landform Alterations).	
			AV-1c Prior to issuance of grading and construction permits, the Applicant shall submit a Habitat / Landscape Revegetation Plan to the Department of Planning and Building for review and approval showing the following:	
			a. All new slopes shall be revegetated with native grasses and shrubs to match the	

CLASS II Impacts – Rail Spur Project

Impacts That Can Be Mitigated To Less Than Significant Levels

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Impact #	Impact Description	Phase	Mitigation Measures	Residual Impact
AV.2	The expanded industrial use and visibility of the rail spur and associated trains on the existing open space would cause the project to be more noticeable as seen from public viewpoints on State Route 1, the California Coastal Trail, the De Anza Trail, and other public areas east of State Route 1. This effect on the existing visual character would be inconsistent with the County of San Luis Obispo visual policy goals, resulting in a potentially significant impact.	Construction and Operations	AV-2 Implementation of mitigation measures AV-1a through AV-1c required for Impact AV.1 would also reduce potential impacts to existing visual character and quality of the site and its surroundings. surrounding natural landcover and plant community.	Less than significant with mitigation
AV.3	The project would create a new source of substantial light and glare which would adversely affect nighttime views in the area.	Operations	AV-3a Prior to issuance of grading and construction permits, the applicant shall submit a comprehensive lighting plan to the Department of Planning and Building for review and approval showing the following: a. The Lighting Plan shall be based on a photometric study prepared by a qualified engineer who is an active member of the Illuminating Engineering Society of North America (IESNA). b. The Lighting Plan shall be prepared by a qualified engineer who is an active member of the IESNA using guidance and best practices endorsed by the International Dark Sky Association. c. The applicant shall provide the specific technical data and performance criteria required by the applicable safety policy used as the basis for the Lighting Plan. d. As part of the Lighting Plan, illumination levels shall be the minimum required by the specifically defined public safety policy and ordinances.	Less than significant with mitigation

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Impacts That Can Be Mitigated To Less Than Significant Levels

(Impacts that must be addressed in Findings that the mitigation measures would reduce the level of impact to insignificant in accordance with Sections 15091 of the State CEQA Guidelines)

Impact #	Impact Description	Phase	Mitigation Measures	Residual Impact
			e. As part of the Lighting Plan, direct views of all lighting sources shall be directed downward and shielded from view from public roads. f. As part of the Lighting Plan, lights shall be designed and constructed to reduce illumination of the adjacent slopes and dunes where applicable. g. As part of the Lighting Plan, no lights shall be placed east of any portion of the screening berm required in mitigation measure AV-1a. h. As part of the Lighting Plan, lighting for all rail spur perimeter fencing shall be equipped with motion sensors for activation rather than left on continuously. AV-3b Within six months following completion of construction, a Lighting Evaluation Report shall be submitted to the Department of Planning and Building for review and approval. The purpose of the Lighting Evaluation Report shall be to assess and correct any unexpected or residual lighting impacts following project completion. The report shall be prepared by a qualified engineer who is an active member of the IESNA who was not associated with the preparation of the Lighting Plan described in mitigation measure AV-3a. Preparation of the Lighting Evaluation Report shall be by a qualified engineer retained by the County of San Luis Obispo and funded by the project applicant. The Lighting Evaluation Report shall include the following at a minimum: a. A comprehensive assessment of the lighting resulting from the rail spur project and project operations as seen from State Route 1, Oso Flaco Road, the California Coastal Trail, De Anza Trail and public viewing areas to the east. The Lighting Evaluation Report shall assess the completed project during a variety of operational conditions including all typical procedures such as unloading, moving of trains, multiple trains present, etc. The Report shall evaluate and identify where, if any unexpected light impacts occur, such as but not limited to reflection off trains, adjacent landforms, buildings, unexpected sources, etc. b. The Lighting Evaluation Report shall make specific recommendations to reduce the effects of any unexpected or excessive residual lighting impacts identified in the report. Recommendations may include but not be limited to: repositioning lights, lowering heights, increasing sizes of cut-off shields, reducing types of luminaires, reducing wattage, and modifying operational procedures.	

Rail Spur Project - Impact Summary Tables

CLASS II Impacts – Rail Spur Project

Impacts That Can Be Mitigated To Less Than Significant Levels

(Impacts that must be addressed in Findings that the mitigation measures would reduce the level of impact to insignificant in accordance with Sections 15091 of the State CEQA Guidelines)

Impact #	Impact Description	Phase	Mitigation Measures	Residual Impact
AV.4	Visibility of headlights and other operational and safety lights from trains on the rail spur would create a new source of light and glare which would adversely affect nighttime views in the area.	Operations	AV-4 Implementation of mitigation measures AV-1a through AV-1c required for Impact AV.1 and mitigation measure AV-3b required for Impact AV.3 would also reduce potential impacts caused by trains operating on the rail spur.	Less than significant with mitigation
AGRICULTURAL RESOURCES (Section 4.2)				
AR.3	The project could result in effects that impair adjacent agricultural uses, including the generation of dust and contaminated air emissions, soil and water contamination, use of water within the Santa Maria Groundwater Basin, the spread of noxious weeds, and increased risk of fire or oil spills, which have the potential to adversely affect adjacent agricultural areas.	Construction and Operations	AR-3 Implement WR-1a, WR-1b; AQ-1f; BIO-7, and BIO-9a.	Less than significant with mitigation
AIR QUALITY AND GREENHOUSE GASES (Section 4.3)				
AQ.1	Construction activities associated with the Rail Spur project would generate criteria pollutant emissions that exceed SLOAPCD	Construction	AQ-1a Prior to issuance of grading and construction permits, and throughout project construction, as applicable, the Applicant shall implement the following construction emission reduction measures: a. Properly maintain all construction equipment according to manufacturer's specifications; b. Fuel all off-road and portable diesel powered equipment with CARB-certified motor	Less than significant with mitigation

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Impacts That Can Be Mitigated To Less Than Significant Levels

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Impact #	Impact Description	Phase	Mitigation Measures	Residual Impact
	thresholds.		vehicle diesel fuel (non-taxed version suitable for use off-road): c. Use at least CARB Tier 3 certified diesel construction equipment or cleaner off-road heavy-duty diesel engines, and comply with state Off-Road Regulations; d. Use CARB 2007 or cleaner certified on-road heavy-duty diesel trucks and comply with state On-Road Regulations; e. If construction or trucking companies that are awarded the bid or are subcontractors for the project do not have equipment to meet the above two measures, the impacts from the dirtier equipment shall be addressed through SLOCAPCD approved off-site or other mitigation measures; f. All on- and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and job sites to remind drivers and operators of the 5 minute idling limit; g. Diesel idling within 1,000 feet of sensitive receptors is not permitted (Sensitive receptors are defined in the SLOCAPCD Handbook as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units); h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors; i. Equipment shall be electrified when feasible; j. Substitute gasoline-powered or diesel hybrids in place of diesel-powered equipment where feasible; and k. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel. AQ-1b Prior to issuance of grading and construction permit, the Applicant shall ensure SLOCAPCD regulations that prohibit developmental burning of vegetative material within San Luis Obispo County are followed for the life of the project. AQ-1c Prior to issuance of grading and construction permit, the Applicant shall ensure that portable equipment and engines 50 horsepower or greater, used during grading and construction activities must have a California portable equipment registration (issued by the ARB) or a SLOCAPCD permit. Proof of registration must be provided to the SLOCAPCD prior to the start of grading or construction or a permit secured from the SLOCAPCD prior to the start of grading or construction. The following list is as a guide to equipment and operations that may have permitting requirements, but it is not exclusive:	

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Impacts That Can Be Mitigated To Less Than Significant Levels

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Impact #	Impact Description	Phase	Mitigation Measures	Residual Impact
			a. Power screens, conveyors, diesel engines, and/or crushers; b. Portable generators and equipment with 50-horsepower or greater engines; c. Internal combustion engines; d. Unconfined abrasive blasting operations; e. Concrete batch plants; f. Rock and pavement crushing; g. Tub grinders; and h. Trommel screens. AQ-1d Prior to issuance of grading and construction permit, the Applicant shall ensure that all grading and construction equipment greater than 100 bhp be equipped with CARB Level 3 diesel particulate filters (DPF), or equivalent, to achieve an 85 percent reduction in diesel particulate emissions from an uncontrolled engine. If CARB verified Level 3 DPFs cannot be secured for all of the equipment greater than 100 hp then the Applicant will offset the added DPM with measures including but not limited to schedule modifications, implementation of no idling requirement, or other applicable measures providing a total reduction equivalent to an 85 percent reduction from uncontrolled engines as approved by the SLOCAPCD. AQ-1e Prior to issuance of grading and construction permits, or during construction, if emissions of ROG+NO_x with the above mitigations still exceed the thresholds, the Applicant shall secure SLOCAPCD-approved onsite or off-site reductions in ROG + NO_x emissions to ensure that ROG + NO_x emissions do not exceed the SLOCAPCD quarterly thresholds. Coordination with the SLOCAPCD should begin at least six (6) months prior to issuance of grading and/or construction permits for the Project to allow time for refining calculations and for the SLOCAPCD to review and approve the Construction Activity Management Plan (CAMP) and on-site or off-site mitigation approach. AQ-1f Prior to issuance of applicable grading permit, the Applicant shall include requirements in the SLOCAPCD CEQA Handbook identified as fugitive dust mitigation measures and shall include a combination of the following, as approved by the SLOCAPCD: a. Reduce the amount of the disturbed area where possible. b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. An adequate water supply source must be identified. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed	

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Impacts That Can Be Mitigated To Less Than Significant Levels

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Impact #	Impact Description	Phase	Mitigation Measures	Residual Impact
			(non-potable) water should be used whenever possible. c. All dirt stockpile areas should be sprayed daily as needed, covered, or a SLOCAPCD-approved alternative method will be used. (90 percent reduction from no dust control). d. Permanent dust control measures identified in the approved Project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities. e. Exposed ground areas that will be reworked at dates greater than one month after initial grading should be sown with a fast-germinating non-invasive grass seed and watered until vegetation is established. f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOCAPCD. g. All roadways, driveways, etc. to be paved should be completed as soon as possible. In addition, equipment pads should be laid as soon as possible after grading unless seeding or soil binders are used. h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site. i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114. j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site. k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible. l. Apply water every 3 hours to disturbed areas within the construction site in order to achieve a 61 percent reduction in particulate emissions. m. The contractor or builder shall designate a person to monitor the fugitive dust emissions and oversee mitigation measure implementation as per SLOCAPCD approval to minimize dust complaints, reduce visible emissions to less than 20 percent opacity, and to prevent transport of dust off-site. The designated monitor shall carry out these duties on regular workdays, as well as holidays and weekends when work is in progress. The name and telephone number of the designated monitor shall be provided to the SLOCAPCD Compliance Division and the Department of Planning and Building prior to the start of any grading, earthwork, or demolition.	

CLASS II Impacts – Rail Spur Project Impacts That Can Be Mitigated To Less Than Significant Levels

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Impact #	Impact Description	Phase	Mitigation Measures	Residual Impact
			n. All PM10 mitigation measures required shall be shown on grading and building plans. AQ-1g Prior to issuance of applicable grading permit, the Applicant shall submit a geologic evaluation under the CARB ATCM for Construction, Grading, Quarrying, and Surface Mining Operations, to determine if Naturally Occurring Asbestos (NOA) is present within the area that will be disturbed. NOA has been identified as a toxic air contaminant by the CARB. If NOA is not present, an exemption request must be filed with the SLOCAPCD. If NOA is found at the site, the Applicant must 1) comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the SLOCAPCD; and 2) conduct a geological evaluation prior to any grading. Technical Appendix 4.4 of the SLOCAPCD CEQA Handbook includes a map of zones throughout the County where NOA has been found. More information on NOA is available at http://www.slocleanair.org/business/asbestos.php. AQ-1h Prior to issuance of demolition permits, if required, the Applicant shall comply with asbestos containing material (ACM) requirements. Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of ACM. ACM could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes and pipelines (transite pipes or insulation on pipes). If utility pipelines are scheduled for removal or relocation or a building(s) is proposed to be removed or renovated, various regulatory requirements may apply, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include but are not limited to: (1) notification to the SLOCAPCD; (2) an asbestos survey conducted by a Certified Asbestos Inspector; and (3) applicable removal and disposal requirements of identified ACM. More information on asbestos is available at http://www.slocleanair.org/business/asbestos.php. AQ-1i Should hydrocarbon contaminated soil be encountered during construction activities, the SLOCAPCD must be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an SLOCAPCD Permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered: 1) Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal; 2) Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate; 3) Covered piles	

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Impacts That Can Be Mitigated To Less Than Significant Levels

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Impact #	Impact Description	Phase	Mitigation Measures	Residual Impact
			shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted; 4) During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and, 5) Clean soil must be segregated from contaminated soil. The notification and permitting determination requirements shall be directed to the SLOCAPCD Enforcement Division	
AQ.7	Operational activities associated with the Rail Spur Project could generate odors.	Operations	Prior to issuance of Notice to Proceed, the Applicant shall ensure that any new odor sources be added to the existing Refinery Odor Control Plan and submitted to the SLOCAPCD for review and comment before the start of construction. Mitigation shall include carbon canisters on all vacuum trucks and monitoring of rail car top vents during unloading, and methods to reduce and eliminate odors associated with maintenance activities. Monitoring of odors from the rail facility shall be included in the Plan and shall be conducted by an independent third party monitor, retained by the County of San Luis Obispo Department of Planning, for the first three months of operation during each unit train visit. The APCD shall be notified of monitoring and unit train activity. Monitoring activities can be reduced, in coordination and agreement with the APCD, after the facility startup if odors are not determined to affect areas offsite. In addition to monitoring, the amended Odor Control Plan shall also detail control measures and/or operating procedures that will be implemented to reduce odor impacts if odors are a concern. The Plan shall also include an implementation schedule for incorporating additional measures if needed. The Plan measures shall include leak detection (if not already implemented), lower leak detection and repair threshold limits (to 100 ppm), increased component monitoring frequency (monthly), component replacement with lower leak levels and improved vapor control systems and these measures shall be discussed in the Odor Control Plan.	Less than significant with mitigation
AQ.8	Cumulative criteria pollutant and GHG emissions at the SMR could exceed SLOCAPCD thresholds.	Operations	Prior to issuance of the Notice to Proceed, the Applicant shall investigate methods to bring the Rail Spur Project GHG emissions at the refinery to zero for the entire project and for the life of the project. If after all onsite mitigations are implemented, the GHG emissions from the Rail Spur Project still exceed zero, then SLOCAPCD-approved off-site mitigation will be required. Methods could include the contracting arrangement that increases the use of more efficient locomotives, or through other, onsite measures. Coordination with the SLOCAPCD should begin at least six (6) months prior to issuance of operational permits for the Project to allow time for refining calculations and for the SLOCAPCD to review and approve the mitigation approach.	Less than significant with mitigation

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Impact #	Impact Description	Phase	Mitigation Measures	Residual Impact
BIOLOGICAL RESOURCES (Section 4.4)				
BIO.1	Proposed construction of the Rail Spur Project has the potential to impact Nipomo Mesa lupine, a state and federally listed plant species.	Construction	BIO-1 Prior to initiation of project activities, a focused survey shall be conducted during a normal rainfall season to determine presence/absence of Nipomo Mesa lupine within the Project Site. The results of this survey shall be submitted to the County and USFWS and CDFW within 30 days of completing the survey. If the results of this survey effort determine that Nipomo Mesa lupine is absent from the Disturbance Area, no further mitigation for this species shall be required. If the results of this survey effort determine that Nipomo Mesa lupine is present within the Disturbance Area and avoidance is not feasible then the Applicant shall coordinate with the County and CDFW to acquire a 2081 Incidental Take Permit for this species and comply with any conditions imposed by that permit. At a minimum, the Applicant shall implement BIO-5a (Dune Habitat Restoration Plan) and include Conservation Measures to establish and monitor Nipomo Mesa lupine population(s) within the identified on-site mitigation area at a ratio of 3:1 for individuals. The mitigation area for Nipomo Mesa lupine may overlap with the mitigation area for central dune scrub impacts, which shall be protected from any grazing activities in perpetuity.	Less than significant with mitigation
BIO.3	Proposed construction and operational activities could result in disturbance and mortality to common ground-dwelling wildlife and sensitive ground-dwelling animal species.	Construction and Operations	BIO-3 Prior to issuance of grading and construction permits, a qualified wildlife biologist shall prepare a Sensitive Species Management Plan, which outlines the procedures and protocols for capturing and relocating sensitive animal species including coast horned lizard and silvery legless lizard during all phases of grading. This plan shall be approved by the County and California Department of Fish and Wildlife. Implementation of the Plan is required where impacts to sensitive animal species and their habitats are unavoidable and located within a minimum of 100 feet of the Disturbance Area (or greater as determined by the California Department of Fish and Wildlife). Within 30 days prior to mobilization, grading or construction, a qualified wildlife biologist shall conduct a pre-construction survey of the area of impact to determine the presence of sensitive wildlife species. Individuals will be searched and captured using techniques appropriate to the species of concern and approved by the appropriate resource agencies. All captured individuals will be released as soon as possible into nearby suitable habitat that has been previously identified. The size or age-class, location of capture, and the relocation site shall be recorded for each individual relocated from the site.	Less than significant with mitigation
BIO.4	Proposed construction activities could result in disturbance of American badger, potentially	Construction	BIO-4 At a minimum, the following measures shall be incorporated in the Sensitive Species Management Plan:	Less than significant with mitigation

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Impact #	Impact Description	Phase	Mitigation Measures	Residual Impact
	including mortality.		1. Prior to grading activities, a County-approved biologist shall conduct a survey to identify whether badgers are using any portion of the site near the area in which disturbance is proposed. The survey shall be conducted no less than 14 days and no more than 30 days prior to construction. The survey shall cover the boundaries of proposed disturbance and 100 feet beyond, including all access roads, and shall examine both old and new dens. If potential badgers dens are found, they shall be inspected to determine whether they are occupied by badgers. Occupation of the den shall be determined by one or more of the following methods: - Use of a fiber-optic scope to examine the den to the end; - Partially obstruct the den entrance with sticks, grass, and leaves for three consecutive nights and examine for signs that animals are entering or leaving the den; and - Dust the den entrance with a fine layer of dust or tracking medium for three consecutive nights and examine the following mornings for tracks. 2. Inactive dens within construction areas shall be excavated by hand with a shovel to prevent re-use of dens during construction. 3. If badgers are found in dens between August and January, a qualified biologist shall establish a 50 foot diameter exclusion zone around the entrance. To avoid disturbance and the possibility of direct take of badgers, no construction, grading, or staging of equipment shall be conducted within the buffer area until the biologist has determined that the badger(s) have vacated the den. 4. If badgers are found in dens between February and July, nursing young may be present. Therefore, a County-approved biologist shall establish a 200-foot diameter buffer around the den. No construction, grading, or staging of equipment shall be conducted within the buffer area until the biologist has determined that the badgers have vacated the den.	
BIO.5	Proposed construction of the Rail Spur Project as described would result in a permanent impact of approximately 26.5 acres of	Construction	BIO-5a Prior to issuance of any grading permits, the Applicant shall retain a qualified biologist and/or botanist acceptable to the County to prepare a Dune Habitat Restoration Plan (DHRP) for review and approval by the County in consultation with the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (USFWS). The DHRP shall be signed by the retained qualified biologist and/or botanist and shall detail the methods for	Less than significant with mitigation

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Impact #	Impact Description	Phase	Mitigation Measures	Residual Impact
	central dune scrub.		restoring or enhancing 53 acres (2:1 for permanent impacts) of central dune scrub habitat, with an emphasis on restoring known rare plant associations found within the BSA and those associations considered locally rare to the Guadalupe-Nipomo Dunes. The restoration area(s) shall be located within the Phillips 66 property boundary and protected from any grazing activity. The DHRP shall focus on restoring and enhancing central dune scrub habitat, known rare plant associations, and species of locally rare plant associations, by removing invasive species (iceplant, veldt grass, and other invasive species) and planting appropriate native species, including but not limited to: mock heather, purple nightshade, Blochman's ragwort, Blochman's leafy daisy, California spineflower, sand almond and suffrutescent wallflower. Should Nipomo Mesa lupine be identified within the Project Site as a result of BIO-1, and avoidance of this species is not feasible, the DHRP shall also include methods of restoring and enhancing Nipomo Mesa lupine at a ratio of 3:1 for permanent impacts to individuals. Take of this species shall require that a Section 2081 Incidental Take Permit be obtained from CDFW. Regardless of whether Nipomo Mesa lupine is identified on-site as part of BIO-1, the DHRP shall also focus on restoring and enhancing central dune scrub habitat and rare plant associations immediately adjacent to known Nipomo Mesa lupine populations in order to promote expansion of the existing population. At a minimum, the DHRP shall include the following elements: - Identification of locations, amounts, size and types of plants to be replanted, as well as any other necessary components (e.g., temporary irrigation, amendments, etc.) to ensure successful reestablishment. - Provide for a native seed collection effort prior to ground disturbing activities. Collection of native seed shall be propagated by a County-approved contractor. Plants shall include but not be limited to California Native Plant Society (CNPS) listed plant species that may be affected. - Quantification of impact based on "as-built plans" and quantification of mitigation areas such that the replacement criteria are met (2:1 acreage ratio, or 3:1 for Nipomo Mesa lupine individuals). - A program schedule and success criteria for a minimum five year monitoring and reporting program that is structured to ensure the success of the DHRP. - Provide for the in-kind replacement of the following sensitive species that occur within the central dune scrub habitat and Project Site: California spineflower (Mucronea	

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			californica), sand almond (<i>Prunus fasciculata</i> var. <i>punctata</i>), Blochman's groundsel (<i>Senecio blochmaniae</i>), and Blochman's leafy daisy (<i>Erigeron blochmaniae</i>). Should Nipomo Mesa lupine be identified onsite, in-kind replacement of this species would also be included. Individuals that are removed or damaged shall be replaced in-kind at a 3:1 ratio (based on square feet cover) within the designated restoration area with 100% success in 5 years. f. Identification of access and methods of materials transport to the restoration area, including personnel, vehicles, tools, plants, irrigation equipment, water, and all other similar supplies. Access shall not result in new or additional impacts to habitat and special-status species. g. The required Dune Habitat Restoration Program shall incorporate an invasive species control program. h. The restoration area shall be protected in perpetuity by an easement. The easement shall either be an open space easement, or a conservation easement if required by the CDFW or USFWS, or if chosen by the Applicant. The easement shall be in a form approved by County Counsel and CDFW and/or USFWS if required by those agencies. BIO-5b Prior to initiation of construction, the Applicant shall retain a qualified biologist or botanist acceptable to the County to supervise the implementation of the DHRP. The qualified biologist or botanist shall supervise plant salvage (prior to construction), site preparation, implementation timing, species selected for planting, planting installation, maintenance, monitoring, and reporting of the restoration efforts. The qualified biologist or botanist shall prepare and submit four annual reports and one final monitoring report to the County for review and approval in consultation with CDFW and USFWS. The annual and final monitoring reports shall include discussions of the restoration activities, project photographs, an assessment of success criteria attainment, and any remediation actions that may have been required in order to achieve the success criteria. BIO-5c Prior to issuance of grading and construction permits, the Applicant shall define and clearly mark construction zone boundaries adjacent to known sensitive species occurrences with high visibility construction fencing, and shall mark groups of individual plants located within potential disturbance areas with highly visible flagging or fencing. BIO-5d Prior to construction (within 48 hours), the Applicant's retained biologist or botanist shall	

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Impact #	Impact Description	Phase	Mitigation Measures	Residual Impact
			provide instruction to construction personnel regarding avoidance of sensitive habitats and special-status plants located in the vicinities of areas experiencing ground disturbance. The training shall include presentation of photos of sensitive plant species and habitat, summary of regulations and conditions applicable to protection of the species, identification of areas where removal of the species is permitted pursuant to the final conditions of approval and DHRP, and any ramifications for non-compliance. BIO-5e During construction, where disturbance to sensitive habitat and sensitive plant species is unavoidable (and permitted by the County upon approval of the project), the top four inches of surface material shall be salvaged and stockpiled for restoration use. Existing native vegetation shall also be removed and included as mulch in order to capture any existing native seed material. The salvaged material shall be used as the finish layer on fill slopes and other disturbed areas that will not require regular vegetation maintenance. BIO-5f During construction, the use of heavy equipment shall be restricted to within the identified work areas throughout the duration of construction activities and all construction personnel shall be advised of the importance of limiting ground disturbance and construction activities to within the identified work areas.	
BIO.6	Proposed construction of the Rail Spur Project has the potential to impact individual specimens of coast live oak of 5-inch DBH or greater.	Construction	BIO-6a At the time of application for grading and/or construction permits, the Applicant shall prepare an Oak Tree Inventory, Avoidance, and Protection Plan as outlined herein. The plan shall be reviewed by a County-approved arborist prior to approval of grading and/or construction permits, and shall include the following items: a. Construction plans shall clearly delineate all trees within 50 feet of areas where soil disturbance would occur, and shall show which trees are to be impacted, and which trees are to remain unharmed. All inventoried trees shall be shown on maps. The species, diameter at breast height, location, and condition of these trees shall be documented in data tables. b. Prior to any grading or grubbing, all trees that are within fifty feet of construction or grading activities shall be marked for protection and their root zone shall be fenced. The outer edge of the tree root zone to be fenced shall be outside of the canopy 1/2 again the distance as measured between the tree trunk and outer edge of the canopy (i.e., 1-1/2 times the distance from the trunk to the drip line of the tree), unless otherwise shown on	Less than significant with mitigation

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			the approved construction plans. c. Prior to any grading or grubbing, a certified arborist shall be retained by the Applicant to identify at risk limbs and perform all necessary trimming of oak tree limbs that could be damaged by project activities. Pruning shall be conducted as needed along all access roads and construction areas, including paved portions of County roads used for project equipment access. All pruning shall be conducted prior to construction equipment passage to minimize the potential for inadvertent damage to oak tree limbs. Removal of larger lower branches should be minimized to 1) avoid making tree top heavy and more susceptible to “blow-overs”; 2) reduce having larger limb cuts that take longer to heal and are much more susceptible to disease and infestation. 3) retain wildlife habitat values associated with the lower branches. 4) retain shade to keep summer temperatures cooler and 5) retain the natural shape of the tree. The certified arborist shall document all pruning impacts in a report submitted to the County San Luis Obispo. d. A certified arborist shall be retained by the Applicant to supervise all construction activities in areas containing oak trees in order to minimize disturbance to identified trees and their root zones wherever possible. The certified arborist will document all construction-related impacts to oak trees in an “as-built” report submitted to the County San Luis Obispo. e. Immediately following submittal of the oak tree impact “as-built” report to the County San Luis Obispo, the Applicant shall implement mitigation for all identified pruning and construction-related oak impacts per current County San Luis Obispo ratios and methods for oak tree mitigation and replacement. County oak tree replacement standards require a project proponent to prepare and implement an oak tree replacement plan. The plan shall provide for the in-kind replacement, at a 4:1 ratio, of all oak trees removed as a result of the project. In addition, the plan must provide for the in-kind planting, at a 2:1 ratio, of all oak trees impacted but not removed. The replacement trees must be monitored for seven years after planting. BIO-6b Upon application for grading and construction permits, the Applicant shall submit an Oak Tree Replacement, Monitoring, and Conservation Plan to the County Department of Planning and Building. The Plan shall include the following: a. The County-approved arborist shall provide or submit approval of an oak tree	

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			replacement plan at a minimum 4:1 ratio for oak trees removed and a minimum replacement ratio of 2:1 ratio for oak trees impacted (i.e., disturbance within the root zone area). b. Replacement oak trees shall be from regionally or locally collected seed stock grown in vertical tubes or deep one-gallon tree pots. Four-foot diameter shelters shall be placed over each oak tree to protect it from deer and other herbivores, and shall consist of 54-inch tall welded wire cattle panels (or equivalent material) and be staked using T-posts. Wire mesh baskets, at least two feet in diameter and two feet deep, shall be used below ground. Planting during the warmest, driest months (June through September) shall be avoided. The plan shall provide a species-specific planting schedule. If planting occurs outside this time period, an irrigation plan shall be submitted prior to permit issuance and implemented upon approval by the county. c. Replacement oak trees shall be planted no closer than 20 feet on center and shall average no more than four planted per 2,000 square feet. Trees shall be planted in random and clustered patterns to create a natural appearance. As feasible, replacement trees shall be planted in a natural setting on the north side of and at the canopy/dripline edge of existing mature native oak trees (if present); on north-facing slopes; within drainage swales (except when riparian habitat present); where topsoil is present; and away from continuously wet areas (e.g., lawns, irrigated areas, etc). Replanting areas shall be either in native topsoil or areas where native topsoil has been reapplied. A seasonally timed maintenance program, which includes regular weeding (hand removal at a minimum of once early fall and once early spring within at least a three-foot radius from the tree or installation of a staked "weed mat" or weed-free mulch) and a temporary watering program, shall be developed for all oak tree planting areas. A qualified arborist/botanist shall be retained to monitor the acquisition, installation, and maintenance of all oak trees to be replaced. Replacement trees shall be monitored and maintained by a qualified arborist/botanist for at least seven years or until the trees have successfully established as determined by the County Environmental Coordinator. Annual monitoring reports will be prepared by a qualified arborist/botanist and submitted to the County by October 15 each year. d. The restored area shall be at a minimum equal in size to the area of oak habitat lost or	

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BIO.7	A rupture or leak from, pipelines, rails cars, or other facility related infrastructure during operation of the Rail Spur Project has potential to impact surrounding onsite sensitive habitats.	Operations	BIO-7 Prior to issuance of grading and construction permits, the existing Santa Maria Refinery Spill Prevention, Control and Countermeasure Plan (SPCCP) shall be amended and submitted for review and approval to the County Planning and Building Department and the California Department of Fish and Wildlife, Office of Spill Prevention and Response . The Plan shall address protection of sensitive biological resources and revegetation of any areas disturbed during an oil spill or cleanup activities. The Plan shall incorporate, at a minimum, the following: a. Identification and communication protocols and agreements for responsible parties tasked with emergency response, cleanup, and rehabilitation efforts of any wildlife species and habitat that may be impacted. b. Identification of known sensitive resources within any area that may be impacted by a potential oil spill or cleanup activities, and identification of staging areas and predetermined access and egress routes that pose little or no threat to sensitive biological resources; c. Identification of oil spill cost recovery procedures for state and local government agencies; d. Specific measures to avoid impacts to native vegetation and wildlife habitats, plant and animal species, and environmentally sensitive habitat areas during oil spill response and cleanup operations. For Project Site construction and operation, the Plan shall specifically address measures to 1) prevent oil spills from entering the adjacent property which includes a tributary to Oso Flaco Creek, and 2) in case a spill does enter any of these water features, shall include measures to prevent a spill from reaching the waters of Oso Flaco Lake. The plan shall describe the worst case scenario for maximum oil spill volume. e. When habitat disturbance cannot be avoided, the Plan shall provide protocol and methodologies for removing contaminated vegetation from sensitive areas. Low-impact site-specific techniques such as hand-cutting contaminated vegetation, hand raking, and shoveling of contaminated soils shall be specified to remove spilled material from	Less than significant with mitigation

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			particularly sensitive wildlife habitats. f. When habitat disturbance cannot be avoided, the Plan shall provide stipulations for development and implementation of site-specific habitat restoration plans and to restore native plant communities to pre-spill conditions. Procedures for timely re-establishment of vegetation that replicates the habitats disturbed (or, in the case of disturbed habitats dominated by non-native species, replaces them with suitable native species) shall also be included.	
BIO.8	Proposed construction and operational activities could result in disturbance and mortality to nesting migratory bird species and overwintering burrowing owl.	Construction and Operations	BIO-8a Prior to and during construction, the Applicant shall avoid disturbance of bird breeding and nesting activities if construction activities are scheduled to occur during the typical bird nesting season (February 15 and September 1). A qualified biologist shall also be retained to conduct a pre-construction survey on a weekly basis throughout the breeding season only during construction for the purpose of identifying potential bird nesting activity. Should construction continue to occur beyond September 1, a qualified biologist shall conduct a bi-weekly survey during the wintering season for overwintering use by burrowing owl. If no nesting activities or overwintering burrowing owl are detected within the proposed work area, noise-producing construction activities may proceed and no further mitigation is required. If nesting activity or overwintering burrowing owl are detected during pre-construction nesting surveys or at any time during the monitoring of construction activities, the following shall occur: a. Work activities within 300 feet (500 feet if raptors) shall be delayed. CDFW and/or USFWS shall be contacted to determine the appropriate biological buffer distance around active nest sites. b. Construction activities will be prohibited within the buffer zone until a biologist determines that the young birds have fledged and left the nest, or overwintering burrowing owl is no longer utilizing the burrow. The results of the surveys shall be immediately submitted to the CDFW and the County, demonstrating compliance with the Migratory Bird Treaty Act of 1918. c. If destruction of occupied burrows is unavoidable during the non-breeding season, or if burrowing owls must be translocated during the non-breeding season, a Burrowing Owl Exclusion Plan shall be developed by a qualified biologist following the guidance of the CDFW Staff Report on Burrowing Owl Mitigation (2012).	Less than significant with mitigation

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BIO.9	Proposed construction activities could result in disturbance and the introduction or spread of invasive plant species.	Construction	BIO-8b To mitigate for the loss of burrowing owl habitat, a minimum of 26.5 acres of suitable burrowing owl foraging and nesting habitat shall be provided in perpetuity through an easement prior to any project construction activities. If feasible, the protected lands shall occur within the boundaries of the Phillips 66 property or lands immediately adjacent to any known burrow site. At a minimum, the mitigation lands shall include similar vegetative attributes as the impact area, be of sufficiently large acreage and include the presence of fossorial mammals. Mitigation lands for burrowing owl may overlap with lands which are designated for restoration under the Dune Habitat Restoration Plan. Should there be any overlap, neither mitigation effort should negatively affect the goals and success criteria of the other. The location of the protected lands shall be determined in coordination with CDFW. BIO-9 Prior to issuance of grading and construction permits, the following measures shall be included on applicable plan sheets and the Dune Habitat Restoration Plan: - During construction, the Applicant will make all reasonable efforts to limit the use of imported soils for fill. Soils currently existing on-site should be used for fill material. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species; or the material must consist of purchased clean material such as crushed aggregate, sorted rock, or similar. - During construction, the contractor shall stockpile topsoil and redeposit the stockpiled soil within disturbed areas onsite after construction of the Rail Spur is complete, or transport the topsoil to a certified landfill or other allowable location for disposal if soil cannot be used within disturbed areas onsite. - All erosion control materials including straw bales, straw wattles, or mulch used on-site must be free of invasive species seed. - The required Dune Habitat Restoration Program shall incorporate an invasive species control program.	Less than significant with mitigation
CULTURAL RESOURCES (Section 4.5)				
CR.1	Grading and excavation associated with the construction of the emergency vehicle access	Construction (EVA)	CR-1a Prior to issuance of grading and construction permits, the Applicant shall submit plans showing a modified road alignment for the Emergency Vehicle Access (EVA) road to the Department of Planning and Building for review and approval. Grading and construction of the EVA shall avoid all ground disturbing activities within the previously identified boundary	Less than significant with mitigation

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	road (EVA) could result in the disturbance and destruction of a portion of CA-SLO-1190.		of CA-SLO-1190. The plans shall note the boundaries of the site as an Environmentally Sensitive Area (ESA) and shall include a 50-foot buffer around the ESA. No grading, storage of materials or equipment, or use of equipment shall occur within the ESA. CR-1b Prior to issuance of grading and construction permits, the Applicant shall submit an Archaeological Monitoring Plan to the Department of Planning and Building for review and approval. The plan shall include, at minimum: - List of personnel involved in the monitoring activities including a Native American monitor; - Clear identification of what portions of the project area in relation to CA-SLO-1190 shall be monitored; - Description of how the monitoring shall occur; - Description of monitoring frequency; - Description of resources expected to be encountered; - Description of circumstances that would result in the “work diversion,” in the case of discovery, at the project site; - Description of procedures for diverting work on the site and notification procedures; and - Description of monitoring reporting procedures. CR-1c A County approved archaeological monitor shall be present during all ground disturbing construction activities within intact native soil (i.e., undisturbed soils) within 300 feet of the previously identified boundary of CA-SLO-1190, and as noted in the approved Archaeological Monitoring Plan. CR-1d Upon completion of all monitoring and mitigation activities required by CR-1 through CR-5, and prior to final inspection or occupancy, whichever occurs first, the Applicant shall submit to the Department of Planning and Building a report summarizing all monitoring and mitigation activities and confirming that all recommended mitigation measures have been met.	
CR.2	Grading and excavation associated with the project could result in the disturbance and destruction of unknown subsurface archeological resources.	Construction	CR-2a Prior to any grading or construction, contractors involved in grading and grubbing activities shall receive training from a County-qualified archeologist. The training shall address the following issues: - Review the types of archaeological artifacts that may be uncovered; - Provide examples of common archaeological artifacts to examine; - Review what makes an archaeological resource significant to archaeologists and local native Americans;	Less than significant with mitigation

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			d. Describe procedures for notifying involved or interested parties in case of a new discovery; e. Describe reporting requirements and responsibilities of construction personnel; f. Review procedures that shall be used to record, evaluate, and mitigate new discoveries; g. Describe procedures that would be followed in the case of discovery of disturbed as well as intact human burials and burial-associated artifacts; and h. Employees completing this training shall be given a special helmet sticker or card to show they have completed the training, where the sticker/card shall be kept with them at all times while at the work site. CR-2b Prior to issuance of grading and construction permits, the Applicant shall submit an Archaeological Monitoring Plan to the Department of Planning and Building for review and approval. The plan shall include, at minimum: a. List of personnel involved in the monitoring activities including a Native American monitor; b. Description of how the monitoring shall occur; c. Description of monitoring frequency; d. Description of circumstances that would result in the “work diversion.” in the case of discovery, at the project site; e. Description of procedures for diverting work on the site and notification procedures; and f. Description of monitoring reporting procedures. CR-2c A County approved archaeological monitor shall be present during all ground disturbing construction activities within intact native soil (i.e., undisturbed soils) as noted in the approved Archaeological Monitoring Plan.	
CR.3	Unanticipated disturbance to human remains due to construction.	Construction	CR-3 If human remains are exposed during construction, the Applicant shall notify the County Environmental Coordinator immediately and comply with State Health and Safety Code Section 7050.5, which states that no further disturbance shall occur until the County Coroner has been notified and can make the necessary findings as to origin and disposition of the remains pursuant to Public Resources Code 5097.98. Construction shall halt in the area of the discovery of human remains, the area shall be protected, and consultation and treatment shall occur as prescribed by law.	Less than significant with mitigation
CR.5	Unanticipated disturbance to paleontological resources.	Construction	CR-5 If any paleontological resources are encountered during ground-disturbing activities, activities in the immediate area of the find shall be halted and the discovery assessed. A qualified	Less than significant with

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			paleontologist shall be retained to evaluate the discovery and recommend appropriate treatment options pursuant to guidelines developed by the Society of Vertebrate Paleontology. A paleontological resource impact mitigation program for treatment of the resources shall be developed and implemented if paleontological resources are encountered.	mitigation
GEOLOGICAL RESOURCES (Section 4.6)				
GR-1	Seismically induced ground shaking could damage proposed structures and infrastructure, potentially resulting in loss of property, risk to human health and safety, and oil spills.	Construction and Operations	GR-1a At the time of application for grading and construction permits, the proposed rail spur, unloading facility, and oil pipeline infrastructure shall be designed and constructed to withstand anticipated horizontal and vertical ground acceleration in the Project area, based on the California Building Code. The calculated design base ground motion for project components shall consider the soil type, potential for liquefaction, and the most current and applicable seismic attenuation methods that are available. GR-1b At the time of application for construction permits, all surface facilities and equipment shall have suitable foundations and anchoring design, surface restraints, and moment-limiting supports to withstand seismically induced groundshaking. GR-1c A Registered Civil Engineer and Certified Engineering Geologist shall complete an updated geotechnical investigation specific to the proposed rail spur and oil pipeline site, as previous on-site geotechnical investigations were completed in other areas of the refinery. All geotechnical recommendations provided in the report shall be followed during grading and construction at the Project Site. The updated geotechnical evaluation shall include, but not be limited to, an estimation of both vertical and horizontal anticipated peak ground accelerations, as well as an updated liquefaction analysis. GR-1d The geotechnical report shall be completed prior to completion of the final Project design and shall be submitted to the County of San Luis Obispo Building Division for review and approval. The Project design must conform to the recommendations within the updated geotechnical evaluation. The geotechnical recommendations would likely include, but not be limited, to the following: - Proposed structures shall be designed and constructed to withstand anticipated horizontal and vertical ground acceleration in the Project area, based on the California Building Code. - Proposed structures shall be designed and constructed to withstand the effects of liquefaction, as applicable, based on the California Building Code.	Less than significant with mitigation

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			c. The Project Site shall be cleared of unsuitable materials and graded to provide a firm base for compacted fill, as applicable. Ground surfaces to receive compacted fill shall be prepared by removing organics, rubble, debris, existing disturbed fill, artificial fill, unconsolidated materials, and soft or disturbed soils. Removal of unconsolidated materials would likely include several feet of overexcavation. d. All fill material shall be placed in uniform lifts not exceeding 8 inches in its loose state and compacted to a minimum of 90 percent relative compaction, as determined by the latest ASTM Test Designation D-1557. e. Due to the low cohesion of the onsite soils (i.e., dune sands), the potential need for mechanical stabilization of fill slopes shall be evaluated and implemented, as applicable, to attain the acceptable factors of safety for stability. Mechanical stabilization may include Mechanically Stabilized Earth (MSE), which includes use of engineered geogrids placed at 2-foot vertical spacing within fill slopes. Cut slopes may similarly require construction of overlying stability fills, using MSE. f. Surface runoff shall be directed away from slopes and foundations and collected in lined ditches or drainage swales, via non-erodible engineered drainage devices. Fill slopes and stability fills, as applicable, shall be provided with subsurface drainage for stability. GR-Ie At the time of application for grading and construction permits, all proposed slope, building pad, and rail track bed construction shall be properly engineered, with fill placed in accordance with requirements of the current County of San Luis Obispo Building and Construction Ordinance (Title 19 of the San Luis Obispo County Code), and California Building Code. GR-If During construction, the proposed aboveground oil pipeline shall be anchored to prevent pipeline movement, as determined by a California Registered Civil Engineer, in accordance with California Building Code, San Luis Obispo County requirements, and the American Public Works Association Greenbook. GR-Ig At the time of application for construction permits, the facilities and equipment, including spill containment vaults and Project-related pipelines, shall be designed for predicted, site-specific seismic loading in accordance with applicable codes, including the California Building Code.	

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GR-2	Project grading would result in changes in topography, potentially unstable slopes, and potential increased erosion.	Construction and Operations	GR-1h The Applicant shall cease rail car unloading and pipeline oil conveyance following any perceptible (i.e., felt by humans) seismic event and inspect all project-related facilities, equipment, and pipelines for damage prior to restarting operations. GR-2 During construction and operations, the Applicant shall implement a Storm Water Pollution Prevention Plan using Best Management Practices and monitor and maintain stormwater pollution control facilities identified in the Storm Water Pollution Prevention Plan, in a manner consistent with the provisions of the Federal Water Pollution Control Act (National Pollutant Discharge Elimination System Program). Stormwater management protection measures and wet weather measures shall be designed by a California registered, Qualified Storm Water Pollution Prevention Plan Developer. In addition, a California registered, Qualified Storm Water Pollution Prevention Plan Practitioner shall oversee and monitor construction and operational Best Management Practices and stormwater management, in accordance with the State General Construction Permit and the Central Coast Regional Water Quality Control Board. Conventional measures typically recommended by the State Water Resource Board and the California Department of Transportation include the following: a. Implement permanent erosion and sediment control measures: – Minimize grading, clearing, and grubbing to preserve existing vegetation; – Use mulches and hydroseed, free of invasive plants, to protect exposed soils; – Use geotextiles and mats to stabilize soils; – Use drainage swales and dissipation devices; and – Use erosion control measures outlined in the California Stormwater Quality Association Best Management Practice Handbook. b. Implement temporary Best Management Practice mitigation measures: – Use silt fences, sandbags, and straw wattles; – Use temporary sediment basins and check dams; and – Use temporary Best Management Practices outlined in the California Stormwater Quality Association Best Management Practice Handbook. c. Implement tracking control Best Management Practices to reduce tracking sediment offsite. – Use stabilized construction entrance and exit with steel shakers;	Less than significant with mitigation

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			- Use tire wash areas; and - Use tracking control Best Management Practices outlined in the California Stormwater Quality Association Best Management Practice Handbook. Personnel at the site shall be trained in equipment use and containment and cleanup of an oil spill. Dry cleanup methods, such as absorbents, shall be used on paved and impermeable surfaces. Spills in dirt areas shall be immediately contained with an earthen dike and the contaminated soil shall be dug up and discarded in accordance with local and state regulations.	
GR.3	Expansive soils, if present, could damage proposed foundations.	Construction	GR-3 Implement Mitigation Measure GR-1c to confirm the absence of expansive soil.	Less than significant with mitigation
HAZARDS AND HAZARDOUS MATERIALS (Section 4.7)				
None were identified				
LAND USE AND RECREATION (Section 4.8)				
None were identified				
NOISE AND VIBRATION (Section 4.9)				
N.1	Construction activities would generate noise that could exceed San Luis Obispo thresholds.	Construction	N-1 The Applicant shall ensure that all construction activity at the Project Site is limited to the hours of 7:00 A.M. to 9:00 P.M., Monday through Friday, and 8:00 A.M. to 5:00 P.M. on Saturdays and Sundays. This restriction shall be a note placed on all construction plans.	Less than significant with mitigation
N.2	Operational activities would generate noise levels that exceed San Luis Obispo thresholds.	Operations	N-2a Prior to issuance of the Notice to Proceed, the Applicant shall develop for review and approved by the County Department of Building and Planning a Rail Unloading and Management Plan that addresses procedures to minimize noise levels at the rail spur, including but not limited to the following: 1) All locomotives operating to the east of the unloading rack area between the hours of 10 P.M. and 7 A.M. shall be limited to a combined total of 100 locomotive-minutes (e.g. 2 locomotives for 50 minutes each or 1 locomotive for 100 minutes, etc. including switching and idling); 2) Arriving trains that enter the refinery between the hours of 10 P.M. and 7 A.M. and are not being immediately unloaded shall shutdown all locomotives once the train is on the refinery property; 3) No horns, annunciators or other signaling devices are allowed unless it is an emergency; 4) No horns are to be used on the mainline siding track adjacent to the refinery unless it is an emergency; and (5) The Plan shall include a copy of the agreement between the Applicant and UPRR demonstrating the two	Less than significant with mitigation

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			parties have entered into a legally binding contractual arrangement ensuring implementation of the above requirements. N-2b Prior to issuance of the Notice to Proceed, the Applicant shall provide to the County Department of Planning and Building evidence that each unloading pump and associated electric motor can achieve a noise level no greater than 71 dBA at 50 feet, including the installation of pump enclosures, or similar devices if necessary. N-2c Prior to issuance of the Notice to Proceed, the Applicant shall submit to the County Department of Planning and Building for review and approval a Noise Monitoring Plan that outlines procedures for regular noise monitoring of the operational aspect of the Rail Spur facility. The Plan shall specify at a minimum the duration and location of monitoring activities with and without trains present at the SMR site. The monitoring locations shall include at least one location within 100 to 200 feet of the unloading activities and a monitoring location located at the property line of the nearest noise-sensitive receptor. The noise monitoring shall be conducted within one month of rail spur operations commencing. The results of the monitoring shall be reported to the County within one month of monitoring completion. If the results of the noise monitoring indicate that noise levels are above the thresholds, then the Applicant shall amend the Rail Unloading and Management Plan with additional mitigation measures that would reduce noise levels below County thresholds. Additional mitigation could include, but not be limited to, additional limits on the times of unloading activities.	
POPULATION AND HOUSING (Section 4.10)				
None were identified				
PUBLIC SERVICES AND UTILITIES (Section 4.11)				
PS.3	The Rail Spur Project would increase demand for fire protection and emergency response services at the SMR.	Operations	PS-3a Prior to issuance of construction permits, the Applicant shall submit to Cal Fire/County Fire for review and approval a final Fire Protection Plan for the Rail Spur Project that meets all the applicable requirements of API, NFPA, UFC, and Cal Fire/County Fire. PS-3b Prior to notice to proceed for the rail unloading facility, the Applicant shall update the SMR Emergency Response Plan to include the rail unloading facilities and operations. PS-3c Prior to notice to proceed for the rail unloading facility, the Applicant shall update the existing SMR Spill Prevention Control and Countermeasure Plan to include the rail unloading facilities	Less than significant with mitigation

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			and operations.	
PS-3d			Prior to notice to proceed for the rail unloading facilities, the Applicant shall assure that the existing SMR fire brigade meets all the requirements outlined in Occupational Safety and Health Administration 29 CFR 1910.156, and NFPA 600 & 1081.	
PS-3e			Prior to issuance of grading permits, the Applicant shall have an executed operational Memorandum of Understanding (MOU) with Cal Fire/County Fire that includes fire brigade staffing/training requirements and Cal Fire/County Fire funding requirements. This MOU shall be reviewed and updated annually by Cal Fire and the Applicant.	
PS-3f			Prior to issuance of grading permits, the Applicant shall have an agreement to reimburse Cal Fire/County Fire for time spent by a qualified fire inspector to conduct the annual fire inspections at the SMR including all structures, and support facilities consistent with Cal Fire/County Fire's authority and jurisdiction. The Applicant shall reimburse all costs associated with travel time, inspections, inspection training, and documentation completion. The reimbursement rate shall be according to the most recent fee schedule adopted by the San Luis County Board of Supervisors.	
PS-3g			Prior to issuance of grading permits, the Applicant shall have an agreement to reimburse Cal Fire/County Fire for offsite training for emergency responders to railcar emergencies, such as the 40 hour course offered by Security and Emergency Response Training Center Railroad Incident Coordination and Safety (RICS) meeting Department of Homeland security, NIIMS, OSHA 29CFR 1910.120 compliance. Initial training shall be two members of the Interagency Hazardous materials Response Team, two members of the interagency Urban Search and Rescue Team, and two members annually from Cal Fire/County Fire or fire districts in San Luis Obispo that have automatic aid agreements with Cal Fire/County Fire for a total of six slots per year for the life of the project.	
PS-3h			Prior to issuance of grading permits, the Applicant shall have an agreement to reimburse Cal Fire/County Fire for Fire Chief Officer attendance such as the 40 hour course offered by Security and Emergency Response Training Center; Leadership & Management of Surface Transportation Incidents. Funding shall be for two Fire Chief Officers annually for the life of the project.	
PS-3i			Prior to issuance of grading permits, the Applicant shall have an agreement with Cal Fire/County Fire to conduct annual emergency response scenario/field based training	

CLASS II Impacts – Rail Spur Project

Impacts That Can Be Mitigated To Less Than Significant Levels

(Impacts that must be addressed in Findings that the mitigation measures would reduce the level of impact to insignificant in accordance with Sections 15091 of the State CEQA Guidelines)

Impact #	Impact Description	Phase	Mitigation Measures	Residual Impact
			including Emergency Operations Center Training activations with the Applicant, Cal Fire/County Fire, UPRR, and other San Luis Obispo County First response agencies that have mutual aid agreements with Cal Fire/County Fire. These annual emergency response drills shall occur for the life of the project.	
TRAFFIC AND CIRCULATION (Section 4.12)				
TR-1	Traffic associated with the construction phase of the Rail Spur Project could impact traffic on roadways in the Project vicinity due to construction traffic.	Construction	Prior to issuance of grading permits, the Applicant shall develop a Construction Traffic Management Plan for review and approval by the County Public Works department. The plans shall include at least the following items: - A scheduling plan showing operational schedules to minimize traffic congestion during peak hours. The plan shall limit project related traffic to and from the refinery during the peak AM and PM hours. This plan shall note the schedule for completing various construction activities, and to the extent feasible avoid an overlap of the construction of the rail spur/unloading area and pipeline construction. The plan shall show the hours of operation to minimize traffic congestion during peak hours. - Willow Road shall be use for truck deliveries to and from the refinery. - Monitoring program for street surface conditions so that damage or debris resulting from construction of the Project can be identified and corrected by the Applicant. - A traffic control plan showing proposed temporary traffic control measures, if any. - A delivery schedule for construction materials, including an evaluation of the feasibility of transporting construction materials to the site by rail.	Less than significant with mitigation
WATER RESOURCES (Section 4.13)				
WR-1	Project grading and construction, could degrade surface water and groundwater quality.	Construction	During construction, oil and other chemical spills shall be contained and cleaned according to measures outlined in the California Stormwater Quality Association Best Management Practice Handbook. Best Management Practices would likely include, but not be limited, to the following: - Ensure minor spill containment and clean up equipment is readily available in areas of demolition, construction, and operations. - Store petroleum products in covered areas with secondary containment dikes. - If vehicle maintenance and fueling occur onsite, use a designated area and/or secondary	Less than significant with mitigation

CLASS II Impacts – Rail Spur Project

Impacts That Can Be Mitigated To Less Than Significant Levels

(Impacts that must be addressed in Findings that the mitigation measures would reduce the level of impact to insignificant in accordance with Sections 15091 of the State CEQA Guidelines)

Impact #	Impact Description	Phase	Mitigation Measures	Residual Impact
WR.2	A rupture or leak from the tanker rail cars, unloading facility, or oil pipeline during operation of the Rail Spur Project could substantially degrade surface water and groundwater quality.	Operations	containment, located away from drainage courses, to prevent the run-on of storm water and the runoff of spills. d. Regularly inspect onsite vehicles and equipment for leaks, and repair immediately. e. Always use secondary containment, such as a drain pan or drop cloth, to catch spills or leaks when removing or changing fluids. f. Use absorbent materials on small spills. Prior to the County's issuance of a Notice to Proceed, the existing Santa Maria Refinery Spill Prevention Control and Countermeasure Plan (SPCCP) shall be amended to reflect operation of the rail car unloading facility and associated oil pipeline. The updated Plan shall be consistent with the requirement of SB 861. The plan shall outline response actions in the event of a spill, including a spill response trailer, equipment, and personnel training. The plan shall outline steps that would be taken, including identification and elimination of the spill, containment of the spill, notification of the designated emergency response coordinators, and initiation of clean-up measures, using either onsite equipment and/or outside emergency response contractors. Spill notification shall include both verbal notification and written notification to the U.S. EPA, California Office of Emergency Services, County of San Luis Obispo, and local law enforcement, fire, and ambulance. The plan shall be completed prior to operation of the unloading facility. Spill cleanup shall be completed under the oversight of the lead regulatory agencies, including the U.S. Coast Guard and California Department of Fish and Wildlife.	Less than significant with mitigation

Rail Spur Project - Impact Summary Tables

CLASS III Impacts – Rail Spur Project Adverse but Not Significant Impacts

Impact #	Description of Impact	Phase	Mitigation Measures	Residual Impact
AESTHETICS AND VISUAL RESOURCES (Section 4.1)				
None were identified				
AGRICULTURAL RESOURCES (Section 4.2)				
AR.2	The Rail Spur Project would result in the permanent conversion of approximately 22.3 acres of Farmland of Statewide Importance, based on soil classifications in the COSE, to non-agricultural use.	Construction and Operations	No mitigation measures would be necessary because the potential impact would be less than significant. The potential for adverse impacts to on-site agricultural soils and farmlands would further be minimized by implementation of measures proposed to reduce risks of erosion, sedimentation, stormwater runoff, and hazardous material contamination. Refer to mitigation proposed in Sections 4.6, Geologic Resources, 4.7, Hazards and Hazardous Materials, and 4.13, Water Resources.	Less than significant
AIR QUALITY AND GREENHOUSE GASES (Section 4.3)				
None were identified				
BIOLOGICAL RESOURCES (Section 4.4)				
BIO.2	Proposed construction of the Rail Spur and associated Emergency Vehicle Access road would result in the removal of four sensitive plant species.	Construction	No mitigation is required since the impact is less than significant.	Less than significant
BIO.10	Long term air quality impacts could result in impacts to known overwintering monarch butterfly habitat located approximately one-mile east of the Rail Spur Project.	Operations	No mitigation is required since the impact is less than significant.	Less than significant
CULTURAL RESOURCES (Section 4.5)				
None were identified				
GEOLOGICAL RESOURCES (Section 4.6)				

CLASS III Impacts – Rail Spur Project
Adverse but Not Significant Impacts

Impact #	Description of Impact	Phase	Mitigation Measures	Residual Impact
GR.4	The Project could potentially preclude the future extraction of valuable mineral resources.	Construction and Operations	No mitigation is required since the impact is less than significant.	Less than significant
HAZARDS AND HAZARDOUS MATERIALS (Section 4.7)				
HM.1	The proposed rail spur unloading facility would increase the risk of an oil spill, fires and explosions at the refinery that could impact the public.	Operations	No mitigation measures are required since the impacts are less than significant. However, implementation of mitigation measures PS-3a through PS-3i for fire protection and emergency response would serve to further reduce the onsite hazards associated with the Rail Spur Project.	Less than significant
HM.3	A change in crude slate from rail deliveries could increase hazards at the refinery that would impact the public.	Operations	No mitigation is required since the impact is less than significant.	Less than significant
LAND USE AND RECREATION (Section 4.8)				
REC.1	The Rail Spur Project would increase use or demand for parks and recreational opportunities.	Construction and Operations	No mitigation is required since the impact is less than significant.	Less than significant
REC.2	The Rail Spur Project would affect access to existing trails, parks or recreational opportunities.	Construction and Operations	Implementation of mitigation measures BIO-11 and PS-4a through PS-4e would serve to further reduce any potential impact on access to recreational areas from an oil spill.	Less than significant
NOISE AND VIBRATION (Section 4.9)				
N.3	Operational activities along the UPRR mainline tracks would generate transportation related noise levels that exceed San Luis Obispo	Operations	No mitigation is required since the impact is less than significant.	Less than significant

CLASS III Impacts – Rail Spur Project
Adverse but Not Significant Impacts

Impact #	Description of Impact	Phase	Mitigation Measures	Residual Impact
N.4	Operational activities would produce vibration levels that exceed San Luis Obispo thresholds.	Operations	No mitigation is required since the impact is less than significant.	Less than significant
POPULATION AND HOUSING (Section 4.10)				
P/H.1	The Project would induce substantial population growth in the area.	Construction and Operations	No mitigation is required since the impact is less than significant.	Less than significant
P/H.2	The project would increase the transfer of hazardous substances through residential areas, potentially resulting in the indirect displacement of people.	Construction and Operations	No mitigation is required since the impact is less than significant.	Less than significant
P/H.3	The project would generate temporary and permanent employment needs, which could result in the need for new housing in the project vicinity.	Construction and Operations	No mitigation is required since the impact is less than significant.	Less than significant
PUBLIC SERVICES AND UTILITIES (Section 4.11)				
PS.1	The Rail Spur Project would generate solid waste requiring disposal at landfills.	Construction and Operations	PS-1 Prior to issuance of grading permits, the Applicant shall submit a Solid Waste Management Plan (SWMP) for approval by San Luis Obispo County to maintain a diversion rate of at least 50 percent of construction waste from reaching the landfill. The SWMP shall consist of information regarding, but not limited to: a. The name and contact information of who will be responsible for implementing the recycling plan; b. A brief description of the Project wastes to be generated, including types and estimated quantities of each material to be salvaged, reused, or recycled during the construction phase of this Project;	Less than significant

CLASS III Impacts – Rail Spur Project
Adverse but Not Significant Impacts

Impact #	Description of Impact	Phase	Mitigation Measures	Residual Impact
			c. Waste sorting/recycling and/or collection areas shall be clearly indicated on the Site Map; d. A description of the means of transportation and destination of recyclable materials and waste, and a description of where recyclable materials and waste will be sorted (whether materials will be site-separated and hauled to designated recycling or landfill facilities, or whether mixed materials will be removed from the site to be processed at a mixed waste sorting facility); e. The name of the landfill(s) where trash will be disposed of and a projected amount of material that will be landfilled; f. A description of meetings to be held between Applicant and contractor to ensure compliance with the recycling plan; g. A contingency plan shall identify an alternate location to recycle and/or stockpile construction debris in the event of local recycling facilities becoming unable to accept material (for example: all local recycling facilities reaching the maximum tons per day due to a time period of unusually large volume); h. Disposal information including quantity of material landfilled, which landfill was used, total landfill tipping fees paid, and copies of weight tickets, manifests, receipts, and invoices; i. Recycling information including quantity of material recycled, receiving party, and copies of weight tickets, manifests, receipts, and invoices; and j. Reuse and salvage information including quantities of salvage materials, storage locations if they are to be used on-site, or receiving party if resold/used off-site.	
PS.2	The Rail Spur Project would potentially impact electricity supplies.	Operations	No mitigation measures are necessary since the impacts on electrical utilities would be less than significant.	Less than significant
PS.5	The Rail Spur Project would increase demand for police services at the SMR.	Operations	PS-5 Prior to notice to proceed for the rail unloading facility, the Applicant shall update their existing Security Plan to include the Rail Spur Project.	Less than significant
TRANSPORTATION AND CIRCULATION (Section 4.12)				
TR.2	Traffic associated with operation of the Rail	Operations	No mitigation measures are required since the impact would be less than significant.	Less than significant

CLASS III Impacts – Rail Spur Project Adverse but Not Significant Impacts

Impact #	Description of Impact	Phase	Mitigation Measures	Residual Impact
	Spur Project could impact traffic on roadways in the Project vicinity due to increased traffic.			
TR.3	Crude oil trains servicing the SMR could cause traffic delays in the vicinity of at-grade crossing.	Operations	No mitigation measures are required since the impact would be less than significant.	Less than significant
TR.4	Increased rail traffic on Union Pacific main rail lines could impact the performance of the public rail transit facilities.	Operations	No mitigation measures are required since the impact would be less than significant. However, a mitigation measure is recommended that would further reduce potential impacts to passenger train on time performance. TR-4 The Applicant shall work with UPRR to schedule unit trains serving the Santa Maria Refinery so that they do not interfere with passenger trains traveling the Coast Rail Route.	Less than significant
WATER RESOURCES (Section 4.13)				
WR.4	Project operations would result in an increase in the amount of stormwater runoff at the site.	Operations	No mitigation measures are required since the impact would be less than significant.	Less than significant
WR.5	The Project would not involve activities within the 100-year flood plain.	Construction and Operations	No mitigation measures are required since the impact would be less than significant.	Less than significant
WR.6	The Project would potentially change the quantity or movement of available ground water or adversely affect a community water service provider.	Construction and Operations	WR-6 If possible, the Applicant shall use recycled water for construction and operational activities to reduce impacts to local groundwater supplies. Recycled water could be generated onsite and/or secured via truck transport or water pipeline from the South San Luis Obispo County Sanitation District.	Less than significant

Attachment D

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November 24, 2014

By Email:

Docket for Comments (by email to p66-railspur-comments@co.slo.ca.us)

By Certified Mail Return Receipt Requested (7013 3020 0001 1992 5049) and Email:

Mr. Murry Wilson
San Luis Obispo County Department of Planning and Building
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San Luis Obispo, CA 93408
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Re: Union Pacific Comments regarding the Draft Environment Impact Report for the Phillips 66 Crude by Rail Project—Santa Maria.

Dear Mr. Wilson:

Union Pacific Railroad Company (“UP”) appreciates this opportunity to comment regarding the Draft Environmental Impact Report (“DEIR”) for the Phillips 66 Crude by Rail Project. This letter is intended to respond in particular to issues raised by Mr. Steven Cohn of the Sacramento Area Council of Governments. We ask that this letter be included in the public comments on the DEIR.

UP understands the concern about the risks associated with crude-by-rail and we take our responsibility to ship crude oil, as mandated by federal law, very seriously. UP follows the strictest safety practices and in many cases, exceeds federal safety regulations. UP’s goal is to have zero derailments and we work closely with the federal Department of Transportation (“DOT”), the Federal Railroad Administration (“FRA”), the Pipeline and Hazardous Materials Safety Administration (“PHMSA”), the Association of American Railroads (“AAR”) and our customers to ensure that UP operates the safest railroad possible.

Safety is UP’s top priority. The only effective way to ensure safety is through comprehensive federal regulation. A state-by-state, or town-by-town approach in which different rules apply to the beginning, middle, and end of a single rail journey would not be effective. Congress agrees. Federal regulations completely preempt the application of the California Environmental Quality Act (“CEQA”), and we encourage the Sacramento Area Council of Governments (“SACOG”) to participate in the multiple ongoing federal rulemaking processes concerning various aspects of DOT’s comprehensive regulatory regime governing safety procedures, equipment, and planning concerning crude-by-rail safety and related matters.

UPRR-01



I. UNION PACIFIC IS WORKING CLOSELY WITH OTHER STAKEHOLDERS TO ENSURE THE SAFETY OF CRUDE TRANSPORTATION.

UP is working diligently with federal, state and local authorities to prevent derailments or other accidents. UP spent more than \$21.6 billion in capital investments from 2007-2013 continuing to strengthen our infrastructure. By doing so, UP is continuously improving safety for our employees, our communities and our customers.

UP has decreased derailments 23% over the last 10 years, due in large part to our robust derailment prevention and risk reduction process. This process includes, among others, the following measures:

- UP uses lasers and ultrasound to identify rail imperfections.
- UP forecasts potential failures before they happen by tracking the acoustic vibration on wheels.
- UP performs a real-time analysis of every rail car moving on our system each time it passes a trackside sensor, equaling 20 million car evaluations per day.
- UP employees participate in rigorous safety training programs on a regular basis and are trained to identify and prevent potential derailments.

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UP also reaches out to fire departments as well as other emergency responders along our lines to offer comprehensive training to hazmat first-responders in communities where we operate. UP annually trains approximately 2,500 local, state and federal first-responders on ways to minimize the impact of a derailment in their communities. UP has trained nearly 38,000 public responders and almost 7,500 private responders (shippers & contractors) since 2003. This includes classroom and hands-on training.

These efforts have paid off. The overall safety record of rail transportation, as measured by the FRA, has been trending in the right direction for decades. In fact, based on the three most common rail safety measures, recent years have been the safest in rail history: the train accident rate in 2013 was down seventy-nine percent from 1980 and down forty-two percent from 2000; the employee injury rate was down eighty-four percent from 1980 and down forty-seven percent from 2000; and the grade crossing collision rate was down eighty-one percent from 1980 and down forty-two percent from 2000.

II. THE FEDERAL GOVERNMENT IS IMPOSING MORE STRINGENT REQUIREMENTS FOR SAFE TRANSPORTATION OF CRUDE OIL.

As federal rail authorities recently explained, DOT, through the FRA and PHMSA, “continue[s] to pursue a *comprehensive, all-of-the-above approach* in minimizing risk and ensuring the safe transport of crude oil by rail.” Department of Transportation, *Federal Railroad Administration’s Action Plan for Hazardous Materials Safety* at 1 (May 20, 2014), available at <http://www.fra.dot.gov/eLib/details/L04721>. These efforts include not only scores of regulations

UPRR-03

governing the safe transportation of hazardous materials, including oil products, found in 49 C.F.R. Parts 171 to 180, but also a host of equipment and operating rules promulgated by FRA, as well as voluntary agreements and Emergency Orders issued over the past year in response to oil spills.

A. Voluntary Agreement.

On February 21, 2014, the nation's major freight railroads and the DOT agreed to a rail operations safety initiative that established new operating practices for moving crude oil by rail. Under the industry's voluntary efforts, railroads are:

- Increasing the frequency of track inspections using high-tech track geometry readers.
- Equipping crude trains with either distributed power or two-way telemetry end-of-train devices. These technologies allow train crews to apply emergency brakes from both ends of the train in order to stop the train faster.
- Using new rail traffic routing technology (the Rail Corridor Risk Management System ("RCRMS")) to aid in the determination of the safest and most secure rail routes for trains with 20 or more cars of crude oil.
- Lowering speeds to no more than 40 miles per hour in the 46 federally-designated high-threat-urban areas and no more than 50 miles per hour in other areas.
- Working with communities to address location-specific concerns that communities may have.
- Increasing trackside safety technology by installing additional wayside wheel bearing detectors if they are not already in place every 40 miles along tracks with trains carrying 20 or more crude oil cars, as other safety factors allow.
- Increasing emergency response training and tuition assistance.
- Enhancing emergency response capability planning.

UPRR-03

These voluntary actions are already being implemented.

B. Emergency Orders.

In a February 25, 2014 Emergency Order, the DOT ordered certain changes in the way petroleum crude oil is classified and labeled during shipment, emphasizing that "with regard to emergency responders, sufficient knowledge about the hazards of the materials being transported [is needed] so that if an accident occurs, they can respond appropriately." February 25, 2014 Emergency Order at 13. And in its May 7, 2014 Emergency Order, the DOT ordered railroads transporting large quantities of crude oil to notify state authorities of the estimated number of trains traveling through each county of the State, provide certain emergency response information required by federal regulations (49 C.F.R. Part 172, subpart G) and identify the route over which the oil will be transported.

C. Proposed Regulations.

On July 23, 2014, the PHMSA proposed enhanced tank car standards, a classification and testing program for crude oil and new operational requirements for trains transporting such crude that include braking controls and speed restrictions. PHMSA proposes the phase out of older DOT 111 tank cars for the shipment of flammable liquids, including most Bakken crude oil, unless the tank cars are retrofitted to comply with new tank car design standards. We encourage SACOG to participate in this rulemaking process.

The federal proposal includes:

- Better classification and characterization of mined gases and liquids
- Rail routing risk assessment
- Notification to State Emergency Response Commissions
- Reduced operating speeds
- Enhanced braking
- Enhanced standards for both new and existing tank cars

UPRR-03

As the federal government's existing regulations, recent emergency orders, the voluntary agreements and the new regulatory proposals make abundantly clear, regulation of crude transportation is extremely detailed and complex. UP is actively participating in the efforts to finalize the new regulations and encourages SACOG to do the same, particularly with respect to its request that UP phase in new tank cars as early as possible. By jointly working to enhance safety we can ensure that the most effective regulations are adopted.

III. A UNIFORM FEDERAL REGULATORY PROGRAM IS ESSENTIAL TO ENSURE THE SAFE TRANSPORTATION OF CRUDE OIL.

As the complex regulatory program described above illustrates, clear and uniform federal regulation is needed to ensure that crude oil continues to be transported safely. With respect to rail transportation, federal law preempts most state and local regulation of rail activities. Uniform standards and rules for railroad operations allow the efficient movement of goods among the states. If each state or local community were allowed to impose its own regulations on railroad operations, rail transportation could grind to a halt, because train crews would need to apply different rules or perhaps use different equipment as they move from place to place.

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As stated by the U.S. Senate:

Subjecting rail carriers to regulatory requirements that vary among the States would greatly undermine the industry's ability to provide the "seamless" service that is essential to its shippers and would weaken the industry's efficiency and competitive viability.

S. Rep. No. 104-176 at 6 (1995). As the House of Representatives further explained, federal regulation of railroads

is intended to address and encompass all such regulation and to be completely exclusive. Any other construction would undermine the uniformity of Federal standards and risk the balkanization and subversion of the Federal scheme of minimal regulation for this intrinsically interstate form of transportation.

H.R. Rep. No. 104-311 at 96 (1995). *See also* H.R. Rep. No. 104-422 at 167 (1995) (U.S. Congress describing preemption in order to ensure “uniform administration of the regulatory standards” that apply to railroads). *See also*, H.R. Rep. No. 1194, 91st Cong., 2d Sess. 19 (1970) (“[S]uch a vital part of our interstate commerce as railroads should not be subject to [a] multiplicity of enforcement by various certifying States as well as the Federal Government.”) Congress has therefore established federal preemption under several statutes governing rail transportation.

A. Preemption under ICCTA.

1. Statutory background.

In 1995, Congress passed the Interstate Commerce Commission Termination Act (“ICCTA”), which broadened the preemptive effect of federal law and created the federal Surface Transportation Board (“STB”). The driving purpose behind ICCTA was to keep “bureaucracy and regulatory costs at the lowest possible level, consistent with affording remedies only where they are necessary and appropriate.” H.R. Rep. No. 104-331, at 93, reprinted in 1995 U.S.C.C.A.N. 793, 805.

Congress vested the STB with broad authority over railroad operations. Indeed, the STB has “exclusive” jurisdiction over “(1) transportation by rail carriers . . . and (2) the construction, acquisition, operation, abandonment, or discontinuance of . . . tracks, or facilities.” 49 U.S.C. § 10501(b).

“Transportation” by rail carriers broadly includes:

(A) a locomotive, car, vehicle, vessel, warehouse, wharf, pier, dock, yard, property, facility, instrumentality, or equipment of any kind related to the movement of passengers or property, or both, by rail, regardless of ownership or an agreement concerning use; and

(B) services related to that movement, including receipt, delivery, elevation, transfer in transit, refrigeration, icing, ventilation, storage, handling, and interchange of passengers and property. 49 U.S.C. § 10102(9) (emphasis added).

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Further, ICCTA contains an express preemption clause: “the remedies provided under this part with respect to the regulation of rail transportation are exclusive and preempt the remedies provided under Federal and State law.” 49 U.S.C. § 10501(b). “It is difficult to imagine a broader statement of Congress’s intent to preempt state regulatory authority over railroad operations.” *CSX Transp., Inc. v. Georgia Public Serv. Com’n*, 944 F. Supp. 1573, 1581 (N.D. Ga. 1996) (CSX). This provision continues the historic extensive federal regulation of railroads. See, e.g., *Fayard v. Northeast Vehicle Services, LLC*, 533 F.3d 42, 46 (1st Cir. 2008); *Chicago & N.W. Tr. Co. v. Kalo Brick & Tile* 450 U.S. 311, 318 (1981) (“The Interstate Commerce Act is among the most pervasive and comprehensive of federal regulatory schemes.”); *City of Auburn v. United States*, 154 F.3d 1025, 1031 (9th Cir. 1998) (Courts have repeatedly recognized the propriety of “a broad reading of Congress’ preemption intent, not a narrow one.”).

2. The cases uniformly support a broad application of federal preemption of railroad regulation.

Over the years, many courts have addressed challenges by state and local authorities seeking to regulate some aspect of rail operations. The courts have consistently upheld Congress’s intention that no such regulation can be allowed. As one court stated, “freeing the railroads from state and federal regulatory authority was the principal purpose of Congress” in adopting ICCTA. *Wisconsin Central Ltd. v. City of Marshfield*, 160 F.Supp.2d 1009, 1015 (W.D.Wis. 2000).

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The prohibition against state and local regulation of railroad operations extends beyond purely economic issues; it embraces regulations adopted under the auspices of environmental laws. In *City of Auburn*, the Ninth Circuit affirmed the STB’s ruling that local environmental review regulations could not be required for BNSF’s proposal to reacquire and reactivate a rail line. *Id.* The court found that the State of Washington’s environmental review statute—a statute that is similar to CEQA—could not be applied to a rail project. Similarly, the Second Circuit found that ICCTA preempted a state requirement for a railroad to obtain a pre-construction environmental permit for a transloading facility because it would give the local governmental body the ability to deny or delay the right to build the facility. See *Green Mountain Railroad Corporation v. State of Vermont*, 404 F.3d 638, 641-45 (2d Cir. 2005). In effect, the court found that if a permit allowed the state or local agency to exercise discretion over rail transportation, that permit requirement would be preempted.

Additional cases and STB decisions that have struck down state and local environmental and land use regulations include: *Grafton & Upton Railroad Company* 2014 WL 4658736, *3-5 (STB concluded that ICCTA preempts local regulation of liquefied petroleum gas transloading facility); *Boston and Maine Corp and Town of Ayer*, 2001 WL 458685, *5-7 (STB found that state and local permitting, environmental review, and a noisome trade ordinance were preempted when applied to an automobile unloading facility); *Borough of Riverdale*, 1999 WL 715272 (STB found that local zoning concerning a railroad’s construction and operation of a transloading facility was preempted); *Norfolk Southern Railway Company v. City of Austell*,

1997 WL 1113647, *6 (N.D.Ga. 1997) (“ICCTA expresses Congress’s unambiguous and clear intent to preempt [city’s] authority to regulate and govern the construction, development, and operation of the plaintiff’s intermodal facility”); *Soo Line R.R. v. City of Minneapolis*, 38 F.Supp.2d 1096, 1101 (D. Minn. 1998) (“The Court concludes that the City’s demolition permitting process upon which Defendants have relied to prevent [the railroad] from demolishing five buildings . . . that are related to the movement of property by rail is expressly preempted by [ICCTA].”); *Association of American Railroads v. South Coast Air Quality Mgmt. Dist.*, 622 F.3d 1094, 1097 (9th Cir. 2010) (local regulations limiting permissible amount of emissions from idling trains and imposing reporting requirements on rail yards were preempted by ICCTA because they “may reasonably be said to have the effect of managing or governing rail transportation”); *Village of Ridgefield Park v. New York, Susquehanna & W. Ry.*, 750 A.2d 57 (N.J. 2000) (complaints about rail operations under local nuisance law preempted); *Burlington Northern and Santa Fe Ry. v. City of Houston*, 171 S.W.3d 240, 248-49 (Tex. App. 2005) (interpretations of state condemnation law that would prevent condemnation of city land required for construction of rail line preempted); *Flynn v. Burlington Northern and Santa Fe Ry.*, 98 F.Supp. 2d 1186, 1189-90 (E.D. Wa. 2000) (court found that the STB’s exclusive jurisdiction over construction and operation of railroad fueling facilities preempts local environmental permitting requirements, even if the STB does not actually regulate such construction or operations).

UPRR-04

In short, state and local regulation that seeks to “manage or govern rail transportation” is preempted by ICCTA. *Franks Inv. Co. LLC v. Union Pacific R.R. Co.*, 593 F.3d 404, 411 (5th Cir. 2010).

3. *The mitigation measures proposed by SACOG do not fall within the exception for exercise of state police powers.*

SACOG argues that the mitigation measures it proposes fall within an exception for state exercise of police power, citing *Assn. of American Railroads v. SCAQMD* (9th Cir. 2010) 622 F.3d 1094, 1097-98; *Green Mtn. Railroad Corp. v. Vermont* (2d Cir. 2005) 404 F.3d 638, 643.) Neither case supports SACOG’s arguments, however.

In the *AAR* decision, the Ninth Circuit held that state requirements that railroads maintain certain records were preempted under ICCTA. While the court recognized that “laws having a more remote or incidental effect on rail transportation” might be allowed, the agency’s recordkeeping rules were preempted because they would “apply exclusively and directly to railroad activity.” As set forth more fully below, the mitigation measures proposed by SACOG would go well beyond the recordkeeping requirements struck down by the Ninth Circuit and are therefore clearly preempted.

Nor does the Second Circuit’s decision in *Green Mountain* support the kind of intrusive remedies proposed by SACOG. In that decision, the court described the kind of traditional and routine exercises of police power that are not preempted under ICCTA:

It therefore appears that states and towns may exercise traditional police powers over the development of railroad property, at least to the extent that the regulations protect public health and safety, are settled and defined, can be obeyed with reasonable certainty, entail no extended or open-ended delays, and can be approved (or rejected) without the exercise of discretion on subjective questions.

Green Mountain R.R. Corp v. Vermont at 644. The court then offered illustrations, of “[e]lectrical, plumbing and fire codes, direct environmental regulations enacted for the protection of the public health and safety, and other generally applicable, non-discriminatory regulations and permit requirements would seem to withstand preemption.” *Id.*

These circumstances fail *all* the elements described in *Green Mountain*. SACOG urges the County of San Luis Obispo to exercise *its discretion to adopt* various mitigations measures—action which *Green Mountain* explicitly describes as being preempted. The proposed mitigation measures are easily distinguished from the types of potentially permissible exercises of state police power, such as the requirements of electrical codes, plumbing and fire codes etc. The vaguely described limitations on storage of crude oil tank cars, analysis of the potential rail alignments and imposing of specific requirements for railroad inspection equipment and protocols all involve *direct, discriminatory regulation* of railroad operations based on the *exercise of discretion* by a state or local agency and are *neither “settled” nor “defined.”* These requirements go well beyond routine and non-discriminatory exercise of police power described in *Green Mountain* and therefore fall squarely within the scope of ICCTA preemption.

UPRR-04

4. *States cannot circumvent federal preemption of railroad regulations by regulating customer access to rail transportation.*

In the alternative, SACOG claims that the attempt to regulate interstate rail operations can be justified by directing the unlawful regulations at our customers rather than at Union Pacific. This argument is also incorrect.

States cannot circumvent the broad prohibition against local regulation of the interstate rail network simply by directing the regulations at the railroad’s customers. Indirect attempts to manage or govern railroad transportation are also preempted by ICCTA. In *Boston & Maine Corp. and Springfield Terminal R.R. Co.*, 2013 WL 3788140, *3, the STB found that ICCTA preemption “prevents states or localities from imposing requirements that, by their nature, could be used to deny a railroad’s ability to conduct rail operations,” even when a railroad is not being directly regulated. In that case, the local regulation was directed at a customer and the private tracks on the customer’s property. The STB held that a town cannot deprive a shipper of its “federal-right-to-receive common-carrier-rail-service-over-the-track.” *Id.* at *4. When there is a conflict between local regulations and the rights of the shipper and carrier “to request and provide, respectively, common carrier rail service,” the “conflict must be resolved in favor of federal law.” *Id.* The STB cautioned that it would not allow “impermissible regulation of the

interstate freight rail network under the guise of local regulations directed at the shippers who would use the network.” *Id.*

The Fourth Circuit reached a similar conclusion in *Norfolk Southern Ry. Co. v. City of Alexandria*, 608 F.3d 150 (4th Cir. 2010). In *City of Alexandria*, the city issued a permit for a transloading facility that placed several conditions on the truck deliveries to the site. *Id.* at 155, n.3. Even though the permit was targeted at the truck traffic and not the railroad, the Court found that the action “necessarily regulate[s] the transloading operations of Norfolk Southern” and “directly impact[s] Norfolk Southern’s ability to move goods shipped by rail.” *Id.* at 159.

The *Springfield Terminal* and *City of Alexandria* decisions are analogous to several court of appeals decisions interpreting Section 306 of the Railroad Revitalization and Regulatory Reform (4-R) Act, 49 U.S.C. § 11503. Section 306 forbids states and localities from imposing any tax that discriminates against a rail carrier. Courts have found that this provision applies not only to taxes levied directly on railroads, but also to taxes on non-rail carriers such as a company providing standardized railroad flat cars to railroads. See *Trailer Train Co. v. State Board of Equalization of the State of North Dakota*, 710 F.3d 468 (8th Cir. 1983). As Judge Posner on the Seventh Circuit has explained:

Who conducts the activity that is taxed is irrelevant. The tax will increase the cost of the activity, to the railroad’s detriment. The statute applies to taxes on rail transportation property and to other taxes if they discriminate against rail carriers; it thus is not limited to cases in which the railroad is the taxpayer.

UPRR-04

Burlington Northern R.R. Co. v. City of Superior, Wisconsin, 932 F.2d 1185, 1186 (7th Cir. 1991).

Therefore, the relevant question is to what degree railroad operations are being managed or governed by a state or local regulation. Attempts by a local authority that would place conditions on the delivery of crude oil—even if the regulations are directed at a railroad customer instead of the railroad itself—that “necessarily regulate” the operations of Union Pacific and “directly impact [UP’s] ability to move goods shipped by rail” are preempted by ICCTA. *City of Alexandria*, 608 F.3d 159.

In the face of this precedent, SACOG nonetheless argues that “rail operations conducted by entities other than rail carriers are not preempted” and concludes that because the “proposed mitigation measures in the DEIR, and proposed [by SACOG], are directed to matters within the control of Phillips 66 and not the rail carrier, they are not preempted.” SACOG letter at p. 8, citing *Town of Milford*—Petition for Declaratory Order (Aug. 11, 2004) STB-34444 [2004 WL 1802301]. While SACOG’s position may or may not have merit as to activities conducted by Phillips 66 on Phillips 66’s own property, none of the proposed mitigation measures relates to activities conducted or controlled by Phillips 66; indeed all of these proposed measures would

impose obligations on UP operations hundreds of miles from the Phillips 66 project. SACOG's own letter makes it clear that the measures it proposes are directed squarely at Union Pacific's operations on its tracks in Northern California and have little to do with Phillips 66's operations. SACOG letter at pp. 1-2.

Federal law does not permit local authorities to regulate interstate rail operations in this fashion, either directly by regulating Union Pacific or indirectly by regulating our customers. Such a patchwork of local regulations would "undermine the uniformity of Federal standards and risk the balkanization and subversion of the Federal scheme of minimal regulation for this intrinsically interstate form of transportation." H.R. Rep. No. 104-311 at 96 (1995).

B. Preemption under the Federal Rail Safety Act.

Congress directed in the Federal Railroad Safety Act ("FRSA") that "[l]aws, regulations, and orders related to railroad safety and laws, regulations, and orders related to railroad security shall be nationally uniform to the extent practicable." 49 U.S.C. § 20106(a)(1). To accomplish that objective, Congress provided that a State may no longer "adopt or continue in force a law, regulation, or order related to railroad safety" once the "Secretary of Transportation . . . prescribes a regulation or issues an order covering the subject matter of the State requirement." *Id.* § 20106(a)(2). State or local hazardous material railroad transportation requirements may be preempted under the FRSA without consideration of whether they might be consistent under the Federal hazmat law. *CSX Transportation, Inc. v. City of Tallahoma*, No. 4-87-47 (E.D. Tenn. 1988); *CSX Transportation, Inc. v. Public Utilities Comm'n of Ohio*, 701 F. Supp. 608 (D. Ohio 1988), affirmed, 901 F.2d 497 (6th Cir. 1990), cert. denied 111 S.Ct. 781 (1991).

UPRR-04

Under Section 20106(a)(2), these DOT regulations and orders preempt state and local regulations relating to the same subject matter. The text of § 20106 is unambiguous. It plainly states that the terms of § 20106 govern the preemptive force of all DOT regulations and orders related to rail safety. DOT has recognized that "[t]hrough [the Federal Railroad Administration] and [the Pipeline and Hazardous Materials Safety Administration], DOT comprehensively and intentionally regulates the subject matter of the transportation of hazardous materials by rail These regulations leave no room for State . . . standards established by any means . . . dealing with the subject matter covered by the DOT regulations." 74 Fed. Reg. 1790 (Jan. 13, 2009). *See also CSX Transp., Inc. v. Easterwood*, 507 U.S. 658, 664 (1993) *superseded by statute on other grounds* (FRSA preemption lies "if the federal regulations substantially subsume the subject matter of the relevant state law.").

C. Preemption under the Pipeline Safety Improvement Act.

The Pipeline Safety Improvement Act, which created the PHMSA, includes an express preemption provision prohibiting any state or local agency from regulating "the designing, manufacturing, fabricating, inspecting, marking, maintaining, reconditioning, repairing, or testing a package, container, or packaging component that is represented, marked, certified, or

UPRR-04

sold as qualified for use in transporting hazardous material in commerce.” 49 U.S.C. §5125. Thus, any mitigation measure restricting or specifying the type of equipment to be used in transporting crude by rail is expressly preempted.

IV. UNION PACIFIC WILL NOT ENTER INTO AGREEMENTS RESTRICTING RAILROAD OPERATIONS.

UPRR-05

Some commenters have suggested that the City might be able to do an “end-run” around federal preemption by requiring Phillips 66 to enter into agreements with UP restricting UP’s operations. For all the same reasons that federal preemption is necessary to achieve a uniform system of regulation, UP will not enter into any such agreement. UP will not agree to any limitation on the volume of product it ships or the frequency, route or configuration of such shipments.

V. CONCLUSION.

UPRR-06

SACOG urges the County of San Luis Obispo to exercise its discretion to adopt various mitigations measures—action which *Green Mountain* explicitly describes as being preempted. The proposed mitigation measures are easily distinguished from the types of potentially permissible police power regulation, such as electrical codes, plumbing and fire codes etc. The vaguely described limitations on storage of crude oil tank cars, analysis of the potential rail alignments and imposing of specific requirements for railroad inspection equipment and protocols all involve direct, discriminatory regulation of railroad operations based on the exercise of discretion by a state or local agency and are neither “settled” nor “defined.” SACOG’s letter also makes it clear that the measures it proposes are directed squarely at Union Pacific’s operations on its tracks in Northern California. These requirements go well beyond routine and non-discriminatory exercise of police power and are preempted.

UP supports the federal regulatory efforts to ensure that crude transportation is carried out safely. We encourage SACOG to participate in the rulemaking process. Neither SACOG nor the County of San Luis Obispo can go it alone—federal law and common sense demand that a uniform national approach be adopted and applied to ensure safety.

Regards,

UNION PACIFIC RAILROAD COMPANY



Melissa B. Hagan

cc: Mr. Steven Cohn (by Certified Mail Return Receipt Requested (7012 3050 0000 4438 3244) and email to scohn@cityofsacramento.org)



City of Carpinteria

COUNCIL AGENDA STAFF REPORT April 13, 2015

ITEM FOR COUNCIL CONSIDERATION

2014 General Plan Annual Progress Report

STAFF RECOMMENDATION

Action Item X ; Non-Action Item

Staff recommends that the City Council accept the Report and direct the Community Development Director to submit the 2014 General Plan Annual Progress Report to the Governor's Office Planning and Research.

Motion: I move to accept the 2014 General Plan Annual Progress Report and to direct the Community Development Director to submit the Report to the Governor's Office of Planning and Research.

BACKGROUND

Pursuant to California State law, each City and County is required to prepare an Annual Report to its legislative body on the status of the General Plan and progress on its implementation. The law requires that a copy of the General Plan Annual Progress Report (Report) be submitted to the Governor's Office of Planning and Research (OPR) at the same time it is submitted to the legislative body. The Community Development Department will send the report to the State and post the document on the City's website pursuant to Council's direction.

DISCUSSION

Carpinteria adopted an update of its General Plan and Coastal Land Use Plan in January 2003. An updated Housing Element was certified by the State in 2014. The General Plan identifies the central goal of the community:

To preserve the essential character of our small beach town, its family-oriented residential neighborhoods, its unique visual and natural resources and its open,

rural surroundings while enhancing recreational, cultural and economic opportunities for our citizens.

The 2014 Annual Progress Report was prepared, in part, to comply with the requirements of OPR's General Plan Guidelines. The report includes a summary of activities and actions taken by the City that implement the goals and objectives of the General Plan. The report, like the General Plan, is also organized by the eight mandatory elements. Each General Plan Element has been identified and is accompanied by a brief summary of its adoption and amendments that followed. Each Element's important goals and objectives are then summarized with a description of City activities and achievements that were undertaken to implement those goals and objectives over the last calendar year. The Annual Work Program, adopted each January, sets the City's priorities for work plan actions. The Annual Report identifies the City's progress in implementing the past year's work program and satisfying the goals and objectives of the General Plan.

In summary, the report describes various development, policy and regulatory actions taken by the City to implement the General Plan. The accomplishments include review and approval of projects by the City Council, Planning Commission and various special committees and boards, and adoption of new codes that further the goals and objectives of the General Plan.

POLICY CONSISTENCY

As a requirements of Government Code (Section 65400(a)(2)), the Report serves as evidence of implementation of the City's General Plan policies and goals. By submitting the Report to the Office of Planning and Research and the State Housing and Community Development Department each year, the City fulfills statutory requirements to report certain housing information which shows progress in the local agency's progress in meeting its share of regional housing needs.

FINANCIAL CONSIDERATIONS

There is no anticipated financial impact to the City as a result of submitting this report.

LEGAL

With submittal of the document to OPR, the City will have complied with California planning law pursuant to §65400(b)(1) of the Government Code.

OPTIONS

1. Recommend changes and direct staff to return a revised Report for further review.

2. Recommend changes be incorporated into the Report and authorize the Community Development Director to submit the revised Report to OPR.

PRINCIPAL PARTIES EXPECTED AT MEETING

None.

ATTACHMENTS

Attachment A 2014 General Plan Annual Progress Report

Staff contact: Shanna R. Farley-Judkins, Assistant Planner
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Signature

Reviewed by: Jackie Campbell, Community Development Director
805-684-5405 ext. 451


Signature

Reviewed by: Dave Durflinger, City Manager


Signature



City Of Carpinteria

2014 General Plan Annual Progress Report



April 13, 2015

ACKNOWLEDGEMENTS

City Council

Gregg A. Carty, Mayor
Fred Shaw, Vice-Mayor
Al Clark
Wade Nomura
Bradley Stein

Planning Commission

Jane L. Benefield, Chair
John Moyer, Vice-Chair
David Allen
John Callender
Glenn La Fevers

City Staff

Dave Durlinger, City Manager
Jackie Campbell, Community Development Director
Matt Roberts, Parks and Recreation Director
Charles Ebeling, Public Works Director
John Thornberry, Administrative Services Director
Shanna R. Farley-Judkins, Assistant Planner

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Attachments

Attachment 1 - City Council Adopted 2014 Annual Housing Element Progress Report

Attachment 2 - 2015 City of Carpinteria Annual Work Plan (2014 Work Plan Accomplishments Table)

2014 General Plan Annual Report

City of Carpinteria

I. Introduction

California Government Code Section 65400(a)(2) requires an annual report on the status of the General Plan and the City's progress in its implementation, including progress in meeting its share of regional housing needs. This Annual Report must be submitted to the City Council and the Office of Planning and Research (OPR) each year; a separate annual report detailing the City's progress toward implementing its Housing Element was previously sent to the Department of Housing and Community Development (HCD). This is an opportunity to review activities and projects of the prior year in the areas of development and other programs that work toward implementing the City's General Plan.

Background

Carpinteria adopted an update of its General Plan and Coastal Land Use Plan in January 2003. The General Plan identifies the central goal of the community:

To preserve the essential character of our small beach town, its family-oriented residential neighborhoods, its unique visual and natural resources and its open, rural surroundings while enhancing recreational, cultural and economic opportunities for our citizens.

Since its adoption in 2003, the City has worked to implement the policies outlined in the General Plan. The various departments that make up the City of Carpinteria work together to implement various aspects of the General Plan. These departments include the City Manager's Office, Parks and Recreation, Public Works, Community Development, Risk Management and Finance. The General Plan is designed to be consistent with the California Coastal Act. The Land Use Plan is designed to be consistent with the City's Local Coastal Program.

This report is organized to comply with OPR's General Plan Guidelines, including environmental justice considerations, collaborative planning with military lands and facilities, and consultation with Native American tribes. The report includes sections that correlate with the Elements of the General Plan and details important information and events from the 2014 calendar year.

Informational Document

This document is a reporting document, and does not create or alter policy. The content is provided for informational purposes only, and is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15306.

Document Organization

After this introduction, a summary of projects and issues addressed in the last year is provided, and then discussed in each General Plan Element. Appendix A includes the City Council Adopted 2014 Annual Housing Element Progress Report. Appendix B includes the 2014 Work Plan Accomplishments Table from the 2015 City of Carpinteria Annual Work Plan.

II. Plans, Projects and Accomplishments

During 2014, the City reviewed numerous projects through the development review process and participated in numerous planning efforts. The following summaries provide a general overview of the projects, programs and permits that were reviewed. These summaries are general and are not intended to be exhaustive.

Building Permits

The Building Division issued 236 Building Permits during 2014. Of these, approximately 69 were first reviewed by the Planning Division for Zoning and General Plan consistency. Building Permits were issued for one new single-family dwelling, 43 new residential apartments, 44 commercial tenant improvements, 11 residential additions, 11 solar photovoltaic power systems and various other energy reducing water heaters, LED lighting and other minor permits throughout the City. Certificates of Occupancy were issued for one single family home, one duplex and one new restaurant.

Planning Permits

The Planning Division processed a variety of planning permits during 2014, including development plans, conditional use permits, coastal development permits, parcel maps, and associated environmental review documents as needed.

During 2014, the Planning Commission reviewed the following application types:

- ☐ 5 Development Plans/Amendments/Revisions
- ☐ 22 Coastal Development Permits
- ☐ 3 Conditional Use Permits/Revisions
- ☐ 2 Tentative Tract/Tentative Parcel Maps
- ☐ 26 Architectural Reviews
- ☐ 2 Conceptual Reviews
- ☐ 3 Time Extensions
- ☐ 3 Annual Reports
- ☐ 2 Permit Revocations
- ☐ 2 Rezones/General Plan Amendments/Local Coastal Program Amendments
- ☐ 1 Zone Code Text Amendment/General Plan Amendment/ LCP Amendment
- ☐ 1 Housing Element Update
- ☐ 1 Concha Loma Design Guidelines
- ☐ 2 Lot Line Adjustments

During 2014, the Architectural Review Board reviewed 42 items, which consisted of 26 separate projects. Of those reviewed, 14 projects received favorable recommendations to the Community Development Department or Planning Commission.

The City Council reviewed various programs, projects and regulations in 2014. The City Council considered the Sustainable Community Policy, Seaside Park Project, Ash Avenue Improvement Project, Oil and Gas Regulations, Ninth Street Pedestrian Bridge, Carpinteria Avenue Bridge, Watershed Management Regulations, Drought and Recycled Water Planning, Carpinteria Avenue/Casitas Pass Road Pavement Rehabilitation, Skate Park Feasibility Study and the

Emergency Services Program. No emergency permits, ordinances or moratoria were reviewed in 2014.

Code Compliance

The Code Compliance Division works diligently to abate code violations through voluntary and if needed, mandatory actions.

During 2014, the Division abated the following:

- ☐ 28 Zoning Violations
- ☐ 11 Garage Conversion Violations
- ☐ 30 Building Code Violations
- ☐ 30 Unpermitted Signs
- ☐ 49 Public Nuisance Violations
- ☐ 54 Smoking Regulations Violations
- ☐ 2,112 Parking Tickets
- ☐ 59 Graffiti Sites

The City issued 25 Compliance Orders throughout 2014. Twenty Building Permits were issued to resolve Code violations in 2014. The City issued 74 Administrative Citations, of which 18 were issued as warnings. Of the remaining Citations, 40 were paid in full by the end of 2014. Although many violations required formal citations, many other violations remain undocumented due to voluntary compliance efforts which were resolved without citation or formal compliance efforts. Voluntary compliance efforts were successful in abating unpermitted advertising banners, parking concerns, weed abatement and other minor violations.

The Code Compliance Division also manages the Single Family Rental Housing Inspection Program. The Program is intended to verify that the rental housing stock in our single family neighborhoods is maintained to ensure quality of life for residents and to meet the standards of our Municipal Code and General Plan. During 2014, the Division issued 45 Certificates of Occupancy and Business Licenses as part of the program.

Development and Project Review

The City has reviewed a variety of projects that impact land use, community design and other elements of the General Plan. The following is a summary of projects and plans, both City-sponsored and privately driven, that were reviewed by the City Council and Planning Commission during 2014.

City Council

Feasibility Study for Carpinteria Skate Park

Review Body: City Council (01/13/14)

The City Council authorized the Parks and Recreation staff to prepare a Skate Park Feasibility Study that would be presented at a public workshop when completed. The Study would analyze potential locations, costs, risks and operating models of a skate park in Carpinteria. (Staff Presenter: Matt Roberts, Parks and Recreation Director)



Strategic Planning Workshop / 2014 Work Plan

Review Body: City Council (01/25/14)

The City Council, staff and general public met to discuss the goals and objectives of the City for the upcoming year. The City's annual Work Program and Strategic Planning Session is a step in the ongoing process of implementing the community's defined values, vision and mission. The public meeting is conducted with an understanding of the community and the context in which the City, as an organization, operates.



Integrated Pest Management Report

Review Body: City Council (01/27/14)

The City Council heard a presentation and summary of the Integrated Pest Management Program and explanation of practices employed by the City such as herbicide use, gopher control and termite control. The Council also discussed the possibility of creating a review process whereby the City Council would approve the use of certain pest control practices in the event of an emergency. Appropriation of funds for pest management equipment was also discussed. (Staff Presenter: Matt Roberts, Parks and Recreation Director)



Sustainable Community Policy

Review Body: City Council (01/27/14)

The City Council adopted Resolution No. 5500, establishing a Sustainable Community Policy. The Policy includes goals and strategies to support ongoing and improved Economic Vitality, Environmental Stewardship and Community Health, Safety and Wellness. (Staff Presenter: Shanna Farley-Judkins)



Community Development Block Grants

Review Body: City Council (02/10/14)

The City approved allocation of Community Development Block Grants in the amount of \$22,782 for various public service organizations in Carpinteria. Allocations were made to the Unitarian Society of Santa Barbara and Peoples' Self-Help Housing's Youth Education and Enhancement Program, and Peoples' Self-Help Housing's - Housing the Homeless Program. (Staff Presenter: Shanna Farley-Judkins)

Downtown Development Parking Impact Fee Tenant Payment Plan

Review Body: City Council (02/10/14)

The City Council voted to adopt a resolution to establish a payment plan policy that applies to the Parking Development Impact Fee. Future tenants that move into vacant buildings will be able to take advantage of this policy. (Staff Presenter: Dave Durflinger, City Manager)



Santa Ynez Avenue Guardrail Replacement Project

Review Body: City Council (02/24/14)

The City Council authorized the Mayor to sign a contract with DPM Construction for the Santa Ynez Avenue Guardrail Replacement Project. The City Council also approved the Project Budget of \$160,447.70. (Staff Presenter: Matt Maechler, Civil Engineer)



Main School Sidewalk Infill Project

Review Body: City Council (02/24/14)

The City Council reserved \$82,484 or 100 percent of the City of Carpinteria 2014-2015 CDBG Entitlement Funds to the City of Carpinteria Public Works Department for the Main School Sidewalk Infill Project. The proposed sidewalk infill project is located along two frontages of the Carpinteria Children's Project and would include construction of completed sidewalks, two accessible curb ramps and repair of two existing curb ramps. (Staff Presenter: Jackie Campbell, Community Development Director)



Measure A Five-Year Local Program of Projects

Review Body: City Council (03/10/14)

The City Council adopted the Measure A Five-Year Local Program of Projects for fiscal years 2014-15 through 2018-19. The Program of Projects includes various street maintenance and rehabilitation projects throughout the City. (Staff Presenter: Charles Ebeling, Public Works Director)



2013 Housing Element Annual Report

Review Body: City Council (03/10/14)

The City Council accepted an annual report on the status of the City's Housing Element implementation. The report highlighted the new homes that were permitted and constructed in the 2013 calendar year. The report also included progress on the Regional Housing Needs Assessment allocation and the Affordable Housing Program. The report was submitted to the State Department of Housing and Community Development. (Staff Presenter: Shanna Farley-Judkins, Assistant Planner)

City of Carpinteria



2013
Housing Element
Annual Progress Report



March 2014

Seaside Park Project

Review Body: City Council (03/10/14)

The City Council appropriated funds in the amount of \$189,831 for the Seaside Park Project and authorized the City Manager to execute a contract with DPM Construction Company for such project. (Staff Presenter: Matt Roberts, Parks and Recreation Director)



Mobile Home Park Subdivision Survey Requirements

Review Body: City Council (03/10/14)

The City Council adopted Resolution 5511 implementing Government Code §66427.5 concerning requirements for surveys of residents in conjunction with proposed mobile home park subdivisions. (Staff Presenter: Dave Durflinger, City Manager)



Update of City Development Impact and Capital Improvement Programs

Review Body: City Council (03/10/14)

The City Council authorized the Public Works Department to solicit proposals for updating the City's Development Impact Fee and Capital Improvements Programs and appropriation of \$150,000 for such service. (Staff Presenter: Charles Ebeling, Public Works Director)



California Intercity Passenger Rail Program

Review Body: City Council (03/10/14)

The City Council authorized the Mayor's signature on a letter to the Los Angeles, San Diego, San Luis Obispo Rail Agency (LOSSAN) requesting the City of Carpinteria be included in the list of agencies supporting appropriate and stable funding for California's Intercity Passenger Rail Program. (Staff Presenter: Dave Durflinger, City Manager)



Affordable Housing In-Lieu Fee

Review Body: City Council (03/24/14)

The City Council set the 2014 Affordable Housing In-Lieu Fee and received a report regarding the sale of single family homes and condominiums during the 2013 calendar year. The in-lieu fee is part of the Inclusionary Housing Program. (Staff Presenter: Jackie Campbell, Community Development Director)



Ash Avenue Improvements Project

Review Body: City Council (03/24/14)

The City Council authorized the Mayor to sign an agreement for professional engineering services with MNS Engineers, Inc. for the Ash Avenue Improvements Project. The Project is estimated to cost \$640,000 which will be funded through use of Measure A, Measure D and additional funds provided by Silver Sands Mobile Home Park. (Charles Ebeling, Public Works Director)



Moratorium on Hydraulic Fracturing

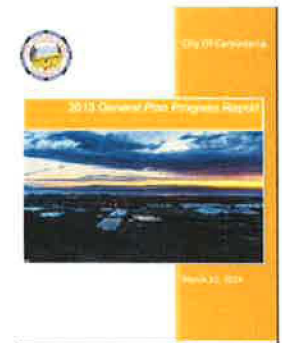
Review Body: City Council (03/24/14)

The City Council approved the Mayor's signature on letters to state and federal officials advocating for moratoria on oil and gas well stimulation treatments in California and on public lands and tidelands such as platforms located in the Pacific Outer Continental Shelf Region. (Staff Presenter: Dave Durflinger, City Manager)

General Plan Annual Report 2013

Review Body: City Council (04/14/14)

The City Council accepted an annual report on the status of the City's General Plan implementation. The report summarizes the various activities and projects implemented and supported by the General Plan policies. The report was submitted to the Governor's Office of Planning and Research. (Staff Presenter: Shanna Farley-Judkins, Assistant Planner)



Cerberus Capital Management's Acquisition of Safeway

Review Body: City Council (04/14/14)

The City Council approved the Mayor's signature on letters to federal and state officials concerning the proposed merger of the parent companies owning/operating the Albertsons and Vons grocery stores. (Staff Presenter: Dave Durflinger, City Manager)



Pavement and Right-of-Way Maintenance Program Update

Review Body: City Council (04/14/14)

The City Council received the Pavement Management Program Update report and authorized the Carpinteria Public Works Department to solicit proposals for updating the City's Right-of-Way Assessment, District Engineering Study. This assessment will help the City to maintain landscaped shoulder areas, sidewalks, curb and gutters roadway pavement etc. The City Council appropriated \$50,000 for the study. (Staff Presenter: Charles Ebeling, Public Works Director)



Carpinteria Avenue Pavement Rehabilitation Project

Review Body: City Council (04/14/14)

The City Council authorized the Director of Public Works to advertise for contractor bid the City Maintenance Project No. 15068, Carpinteria Avenue Pavement Rehabilitation Project. (Staff Presenter: Charles Ebeling, Public Works Director)



Conceptual Review of Via Real Hotel Project

Review Body: City Council/Planning Commission (04/16/14)

The City Council and Planning Commission held a joint meeting to discuss potential redevelopment of an existing site located at 4110 Via Real to construct two new hotels. The Council and Commission accepted presentations by staff, applicants and the public. No formal action was taken at the meeting. (Staff Presenter: Steve Goggia, Senior Planner)



Ozone System at Carpinteria Community Pool

Review Body: City Council (04/28/14)

The City Council authorized the City Manager to execute a construction services contract with Sea Clear Pools Inc., in the amount of \$64,625, for the purchase and installation of an ozone system for the Carpinteria Community Pool. (Staff Presenter: Matt Roberts, Parks and Recreation Director)



Ninth Street Pedestrian Bridge Replacement Project

Review Body: City Council (04/28/14)

The City Council authorized the Santa Barbara County Flood Control Secondary Use Agreement which clarifies the specific terms of use and access within the flood channel. The Council also authorized the advertisement of the Ninth Street Pedestrian Bridge Replacement Project for formal bid. (Staff Presenter: Matt Maechler, Civil Engineer)



Wireless Facilities Proposed Rulemaking

Review Body: City Council (05/27/14)

The City Council authorized submittal of a letter to the Federal Communications Commission regarding local authority over certain wireless telecommunications facilities based on §6409 of the Middle Class Tax Relief Act. (Staff Presenter: Shanna Farley-Judkins, Assistant Planner)

Carpinteria Avenue Bridge Replacement Project

Review Body: City Council (05/27/14)

The City Council reviewed design features of the Carpinteria Avenue Bridge and authorized the City Manager to sign a Program Supplement Agreement with Caltrans and to edit the Scope of Work agreement with Drake Haglan and Associates for Preliminary Engineering Services. (Staff Presenter: Charles Ebeling, Public Works Director)



Santa Barbara Integrated Regional Water Management Plan

Review Body: City Council (05/27/14)

The City Council adopted the Santa Barbara County Integrated Regional Water Quality Management Plan. (Staff Presenter: Erin Maker, Environmental Coordinator)

Opposition to Measure M

Review Body: City Council (05/27/14)

The City Council adopted Resolution No. 5534 which took a position against Measure M 2014. Measure M 2014, County Facilities Maintenance Ordinance, would establish requirements for maintenance of certain County of Santa Barbara facilities, some of which are located within or serve the community of Carpinteria. (Staff Presenter: Dave Durflinger, City Manager)

Recycled Water Planning Grant Memorandum of Understanding

Review Body: City Council (06/09/14)

The City Council approved the appropriation of \$25,000 and approved the Recycled Water Planning Grant Memorandum of Understanding between the City of Carpinteria, the Carpinteria Valley Water District and Carpinteria Sanitary District. The Carpinteria Utilities Committee would apply for grant funding to support a recycled water engineering study, of which the City, the Carpinteria Valley Water District and Carpinteria Sanitary District would all provide \$25,000 each totaling \$75,000. (Staff Presenter: Erin maker, Environmental Coordinator)



Watershed Management Regulations

Review Body: City Council (06/23/14)

The City Council approved the establishment of the Watershed Management Regulations which reduce pollutants in storm water discharges and prevent illicit connections to the storm drain system. (Staff Presenter: Erin maker, Environmental Coordinator)

Drought Response Report

Review Body: City Council (07/14/14)

The City Council received the Drought Response Report and heard a presentation on current efforts made in the City regarding water conservation efforts. (Staff Presenter: Erin Maker: Environmental Coordinator)



Zoning Code and Local Coastal Program Amendment

Review Body: City Council (07/28/14)

The City Council approved amendments to Title 14 (Zoning) as relates to Density Bonus, Transitional and Supportive Housing, Single Room Occupancy Housing, Agricultural Housing, Emergency Shelters and housing for persons with disabilities. The changes are consistent with the City's 2009-2014 Housing Element and State Housing Law. (Staff Presenter: Steve Goggia, Senior Planner)

Law Enforcement Annual Report

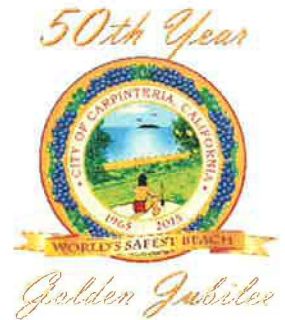
Review Body: City Council (07/28/14)

The Sheriff's Department presented the Annual Report on Law Enforcement and presented a presentation on current trends and outreach occurring in the City. The City Council received and filed the report. (Staff Presenter: Lt. McVay, Sheriff's Department)

City of Carpinteria's 50th Anniversary Community Committee

Review Body: City Council (07/28/14)

The City Council authorized the formation of the City of Carpinteria 50th Anniversary Community Committee. The Committee would include subcommittees to include anniversary events, community events, publicity, sponsorship, merchandise and special projects. (Staff Presenter: Dave Durflinger, City Manager)



Carpinteria Avenue/Casitas Pass Road Pavement Rehabilitation

Review Body: City Council (08/25/14)

The City Council approved a contract with El Toro Enterprises for the construction of the Carpinteria Avenue/Casitas Pass Road Pavement Rehabilitation Project. The project budget was \$1,015,912. (Staff Presenter: Matt Maechler, Civil Engineer)



Ninth Street Pedestrian Bridge Replacement

Review Body: City Council (08/25/14)

The City Council approved the contract with J&H Engineering for the construction of the Ninth Street Pedestrian Bridge Replacement. The project included a budget of \$274,372. (Staff Presenter: Matt Maechler, Civil Engineer)



Electric Vehicle Charging Station Installation Agreement

Review Body: City Council (08/25/14)

The City Council approved an agreement with ABM for the installation of two dual-port vehicle charging stations and related equipment. (Staff Presenter: Erin Maker, Environmental Coordinator)

Work Program Status Report

Review Body: City Council (08/25/14)

The City Council, staff and general public met to receive updates on the City's progress on the City's Annual Work Program. (Staff Presenters: Department Heads)

Avocado Festival

Review Body: City Council (09/08/14)

The City Council issued a Special Event Permit for the annual Avocado Festival. The permit and agreement with the City include monetary support of the festival for sheriff's officers and Public Works' staff time in the amount of \$12,000. The event supports local economic development and community involvement. (Staff Presenter: Erin Maker, Environmental Coordinator)



Coastal Program Amendment / Zoning Map

Review Body: City Council (09/08/14)

The City Council approved changes to existing zoning and land use designations throughout the City to carry out the policies of the City's General Plan / Local Coastal Land Use Plan. The changes would also affect the Land Use Map to ensure vertical consistency between zoning and land use designations. (Staff Presenter: Nick Bobroff, Associate Planner)



Concha Loma Neighborhood Residential Design Guidelines

Review Body: City Council (09/22/14)

The City Council received a presentation about the newly adopted Concha Loma neighborhood Design Guidelines. (Staff Presenter: Shanna Farley-Judkins, Assistant Planner)



2014 Economic Vitality Program Report

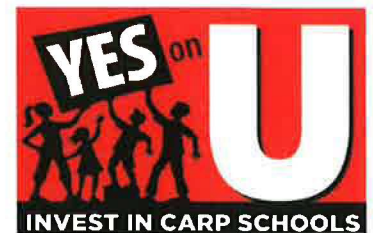
Review Body: City Council (09/22/14)

The City Council received a report regarding the City's Economic Vitality Program. (Staff Presenter: Kevin Silk, Assistant to the City Manager)

Measure U Carpinteria Unified School District Bond Measure

Review Body: City Council (10/13/14)

The City Council approved Resolution 5554 taking an official position in support of Measure U, sponsored by the Carpinteria Unified School District for bonds not exceeding \$90 million for school and facility improvement projects. (Staff Presenter: Dave Durlinger, City Manager)



Measure P2014 Ban on High Intensity Petroleum Operations

Review Body: City Council (10/13/14)

The City Council approved Resolution 5553 taking an official position in support of Measure P2014, an initiative to ban high-intensity petroleum operations in the Santa Barbara County's Comprehensive Plan and County Code. (Staff Presenter: Dave Durlinger, City Manager)



Bob Hansen Creeks Preservation Program Annual Report

Review Body: City Council (10/27/14)

The City Council received a report and presentation about the City's efforts to protect and restore local creek resources. The City Council also received an update to the implementation of the City's Post Construction Runoff Controls and Phase II MS4 Permit. (Staff Presenters: Nick Bobroff, Associate Planner and Erin Maker, Environmental Coordinator)

2015-2023 Housing Element Update

Review Body: City Council (10/27/14 and 11/10/14)

The City Council received a report and presentation regarding updates made to the City's Housing Element. The presentation included explanation about the City's share of regional housing needs, analysis of needs, resources and constraints, and discussion of policy issues. The City Council adopted the Draft 2015-2023 Housing Element Update and authorized

submittal of the document to the State Department of Housing and Community Development.
(Staff Presenter: Jackie Campbell, Community Development Director)

Emergency Services Management Program

Review Body: City Council (10/27/14)

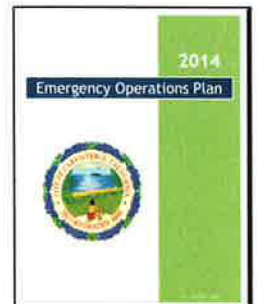
The City Council received a report and presentation about activities in 2014 which included the Don't Panic Prepare Program, the Community Emergency Response Team, various trainings and physical improvements for the Emergency Response Center. (Staff Presenter: Julie Jeakle, Emergency Services Coordinator)



Emergency Operations Plan

Review Body: City Council (11/10/14)

The City Council adopted Resolution No. 5559 approving the City's Emergency Operations Plan. The Plan addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological and intentional incidents and national security emergencies affecting the City. (Staff Presenter: Julie Jeakle, Emergency Services Coordinator)



Tree Advisory Board Annual Tree Tour

Review Body: City Council (12/08/14)

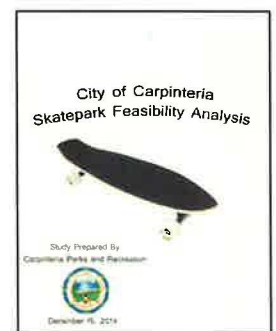
The City Council accepted recommendations from the Tree Advisory Board to remove certain trees and replace with approved trees. (Staff Presenter: Charles Ebeling, Public Works Director)



Carpinteria Skate Park Feasibility Study

Review Body: City Council (12/15/14)

The City Council received the Carpinteria Skate Park Feasibility Study and participated in a lengthy community discussion about the alternatives and operational models outlined in the Study. The Council directed staff to continue work at the preferred site location on the City Hall campus. . (Staff Presenter: Matt Roberts, Parks and Recreation Director)



Planning Commission

Moon Residence Addition and Remodel

Case No. 13-1688-CUP/CDP

Review Body: Planning Commission (01/06/14)

The Planning Commission approved a Conditional Use Permit and Coastal Development Permit to allow an addition to the existing single family dwelling and continued use of a nonconforming one car carport. The project also underwent review by the Architectural Review Board on December 12, 2013 and January 16, 2014. (Staff Presenter: Shanna Farley-Judkins, Assistant Planner)



The Howard School Revision

13-1672-DPR/CDP

Review Body: Planning Commission (01/06/14)

The Planning Commission approved a request to allow an additional 20 students to be enrolled at The Howard School. (Staff Presenter: Shanna Farley-Judkins, Assistant Planner)

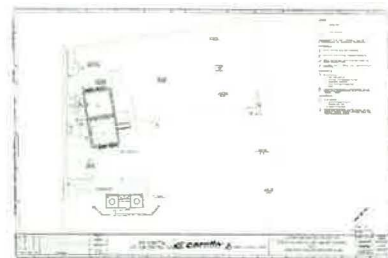


Carpinteria Sanitary District Replacement Tanks

13-1693-DPR/CDP

Review Body: Planning Commission (02/03/14)

The Planning Commission approved a revision to a Conditional Use Permit and Coastal Development Permit to allow replacement of two existing concrete tanks and associated storage buildings. (Staff Presenter: Shanna Farley-Judkins, Assistant Planner)



Island Brewing Company Expansion

Case No. 12-1695-DPR/CDP/TEX

Review Body: Planning Commission (02/03/14)

The Planning Commission approved a request for a revised Conditional Use Permit and Coastal Development Permit to expand the brewpub, patio, office and storage areas into an adjoining 3,550 square foot tenant space. (Staff Presenter: Nick Bobroff, Associate Planner)



Casa Del Sol Motel and Apartments

Case No. 12-1649-DPR/CDP/TEX

Review Body: Planning Commission (03/03/14)

The Planning Commission approved a Time Extension to commence the remodel of an existing motel and apartment building by February 4, 2015. (Staff Presenter: Steve Goggia, Senior Planner)



Little Residence Addition and Remodel

14-1702-CUP/CDP

Review Body: Planning Commission (03/03/14)

The Planning Commission approved a Conditional Use Permit and Coastal Development Permit to maintain an existing legal nonconforming one car carport and allow an addition and remodel to an existing residence. (Staff Presenter: Shanna Farley-Judkins, Assistant Planner)



Beach Bowl Restaurant/Café Expansion

Case No. 14-1705-DP/CDP

Review Body: Planning Commission (03/03/14)

The Planning Commission voted to allow interior tenant improvements to an existing vacant commercial building, the operation of a coffee shop/restaurant in the space and the granting of a modification to the required onsite parking. (Staff Presenter: Shanna Farley-Judkins, Assistant Planner)



Annual Conditional Use Permit Review

Review Body: Planning Commission (04/07/14)

The Planning Commission received a report on the status and compliance of various uses throughout the City which operate through a Conditional Use Permit. The annual review and inspections verify compliance with Conditions of Approval and the Municipal Code. Staff identified three potential compliance concerns and addressed compliance efforts with the Commission. (Staff Presenter: Shanna Farley-Judkins, Assistant Planner)



Annual Second Dwelling Units Review

Review Body: Planning Commission (04/07/14)

The Planning Commission received a report on the status and compliance of several second dwelling units based on drive-by inspections and compliance review. (Staff Presenter: Shanna Farley-Judkins, Assistant Planner)



Faith Lutheran Church Parsonage

Case No. 14-1700-DPR/CDP/TEX

Review Body: Planning Commission (05/05/14)

The Planning Commission approved a request to modify a Conditional Use Permit and Coastal Development Permit to allow the construction of a parsonage consisting of a 2,219 square foot single story modular home with an attached 484 square foot garage. (Staff Presenter: Steve Goggia, Senior Planner)



Faith Lutheran Church Conditional Use Permit Revocation

Case No. C-7-86 CUP

Review Body: Planning Commission (05/05/14)

The Planning Commission revoked the Conditional Use Permit for Faith Lutheran Day Care which was out of date and not in use for 14 to 15 years. (Staff Presenter: Steve Goggia, Senior Planner)

Schaff Tenant Improvements

Case No. 14-1710-CUP/CDP

Review Body: Planning Commission (06/02/14)

The Planning Commission approved a Conditional Use Permit and Coastal Development Permit to allow the remodel of two existing commercial buildings and to allow the use of Building "A" at 6410 Cindy Lane for a warehouse. Building "B" would be reconfigured to accommodate up to four future office/research and development tenants. (Staff Presenter: Nick Bobroff, Associate Planner)



Zoning Code Text Amendments

Case No. 14-1712-ORD/LCPA

Review Body: Planning Commission (07/07/14)

The Planning Commission approved an amendment to the Carpinteria Municipal (Zoning) Code concerning density bonus, transitional and supportive housing, single room occupancy (SRO) housing, agricultural employee housing, emergency shelters and housing for persons with disabilities consistent with the City's 2009-2014 Housing Element and with state law. (Staff Presenter: Steve Goggia, Senior Planner)



City of Carpinteria Housing Element Update

Case No. 14-1718-GPA

Review Body: Planning Commission (07/07/14)

The Planning Commission recommended that the City Council adopt the draft 2015-23 Housing Element of the General Plan and authorize staff to submit the document to the State Department of Housing and Community Development for review. (Staff Presenter: John Douglas, Housing Consultant)



Consistency Rezone

Case No. 14-1711-RZ/GPA/LCPA

Review Body: Planning Commission (07/07/14)

The Planning Commission approved a consistency update to the City's Zoning Map, General Plan/Local Coastal Program and Land Use Map as well as proposed changes to Zoning and Land Use Designations for several properties within the City. (Staff Presenter: Nick Bobroff, Associate Planner)



Vernon Multi-Family Development Conceptual Review

Case No. 14-1720-CON

Review Body: Planning Commission (08/04/14)

The Planning Commission considered the conceptual review of a proposal to redevelop an existing mixed use property into a 19-unit multi-family residential development. The proposal includes a lot



line adjustment, remodeling six existing detached residential units, converting an existing two-story commercial building into a 10-unit residential building, demolishing two existing residential units and an existing single story commercial building, and constructing three new attached residential units. (Staff Presenter: Nick Bobroff, Associate Planner)

State Beach Park Consistency Rezone

Case No. 14-1711(b)-RZ/GPA/LCPA

Review Body: Planning Commission (08/04/14)

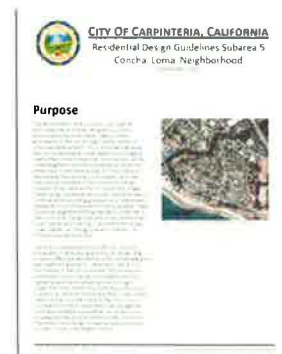
The Planning Commission voted to recommend that the City Council approve an Amendment to the City's Zoning Map and Local Coastal Program to change zoning on several parcels from commercial to recreation to be consistent with their open space recreation land use designations. (Staff Presenter: Nick Bobroff, Associate Planner)

Concha Loma Residential Design Guidelines

Case No. 14-1717-DG

Review Body: Planning Commission (09/02/14)

The Planning Commission adopted Residential Design Guidelines for the Concha Loma Neighborhood. The Guidelines address building mass and scale, frontage design, architectural elements, landscaping, lighting and fencing, and utilities and services. The Guidelines apply to all property zoned Single Family Residential in the Concha Loma Neighborhood as identified in the Community Design Element of the City's General Plan/Local Coastal Land Use Plan. (Staff Presenter: Andrea Olson, Intern and Shanna Farley-Judkins, Assistant Planner)



MTI Capital, Inc. Lot Line Adjustment

Case No. 14-728-LLA/CDP

Review Body: Planning Commission (11/03/14)

The Planning Commission voted to allow a Lot Line Adjustment and Coastal Development Permit to increase the parcel size of at 1289 Cramer Circle from 2,933 to 3,933 square feet and reduce the parcel size of 1275 Cramer Circle from 5,000 square feet to 4,000 square feet. (Staff Presenter: Steve Goggia, Senior Planner)



Godfrey Tentative Parcel Map**Case No. 14-1722-TPM/CDP****Review Body: Planning Commission (11/03/14)**

The Planning Commission voted to approve a Tentative Parcel Map and Coastal Development Permit to divide an existing mixed use building into three air-space condominium units. (Staff Presenter: Nick Bobroff, Associate Planner)

**M3 Mixed Use Time Extension****Case No. 13-1650-DP/CDP/TEX****Review Body: Planning Commission (12/01/14)**

The Planning Commission voted to adopt the resolution approving a 36-month time extension to December 2, 2017 for the proposed mixed use building at 4819 Carpinteria Avenue. (Staff Presenter: Nick Bobroff, Associate Planner)

**The Gas Company Data Collection Units****Case No. 14-1737-CUP/CDP****Review Body: Planning Commission (12/01/14)**

The Planning Commission voted to approve the installation of three Data Collection Units on three existing Southern California Edison streetlight poles in the public right-of-way as part of The Gas Company's Advanced Metering Infrastructure Program. (Staff Presenter: Shanna Farley-Judkins, Assistant Planner)



IV. General Plan Elements

This Progress Report discusses specific projects and policies that demonstrate the implementation of the goals outlined in the General Plan.

Land Use Element

The Land Use Element establishes the type and density of land uses and guides growth and development by presenting a plan that reflects the community's desire to maintain and enhance an enjoyable, balanced quality of life. This basic tenet is expressed in the community's goal:

To preserve the essential character of this small beach town, its family-oriented residential neighborhoods, its unique visual and natural resources and its open, rural surroundings, while enhancing recreational, cultural and economic opportunities for residents.

Other goals include the following:

- *Adopt and amend as necessary a Sphere of Influence that serves to establish the basis for annexation of certain land contiguous to City limits;*
- *Create flexible land use and zoning standards for general commercial and industrial parcels that allow opportunities for residential use to expand, as determined appropriate by the City, in response to changing needs relative to the jobs/housing balance locally and in the region, and as incentive toward the development of affordable housing;*
- *Maintain availability of agriculture, coastal-dependent industry and visitor-serving commercial development including hotels/motels, restaurants and commercial recreation uses;*
- *Influence land use decision-making, use and development patterns in the unincorporated Carpinteria Valley to be supportive of the California Coastal Act and City objectives to preserve unique coastal resources by establishing open-field agricultural use as the predominant use in the unincorporated Valley;*
- *Preserve the small beach town character of the built environment of Carpinteria, encouraging compatible revitalization and avoiding sprawl development at the City's edge;*
- *Protect the natural environment within and surrounding Carpinteria; and*
- *Establish the basis for orderly, well-planned urban development while protecting coastal resources and providing for greater access and recreational opportunities for the public.*

Zoning Code Update

The General Plan/Coastal Plan establishes land use designations throughout the community. The City's Land Use Map identifies specified land use areas, including Agriculture, Residential, Commercial, Industrial and Open Space/Recreation. As part of the City's effort to update its Zoning Code, vertical consistency between the Land Use Designations and zone districts will be established. This major work effort is in progress and involves a comprehensive restructuring of the City's Zoning Code which is expected to be released for public review in summer 2015.

Development Review

In its review of individual development projects in the City, decision-makers hold these Land Use Element policies at the forefront of any discretionary process. Carpinteria has maintained its charm and character over the years due to the strong community support for these basic tenets of sound planning. In summary, the policies encourage growth that is appropriate to and respects the environmental resources which are integral to the quality of life for residents and the attractiveness of Carpinteria as a destination for visitors.

The City has encouraged infill development and promotes the redevelopment of dilapidated housing with new residential development that maintains the small beach town character. Various commercial and industrial vacancies became occupied. Many homes were improved through remodels or additions during the 2014 period. Working closely with the County, the City strives to achieve a balance of jobs and housing. In addition, the City reviews new development proposals to promote a balance in the commercial sector between retail and service needs, including services that serve residents as well as visitors. In this process, the Architectural Review Board and Planning Commission work cooperatively during planning review to ensure that the City's character is maintained while supporting economic vitality. All new development and redevelopment is carefully reviewed to ensure compatibility with the surrounding neighborhood.

Coastal Act

The City's small size is a result of surrounding land use constraints that have limited its ability to expand. Local land use policies support the protection of coastal agriculture and the geographically distinct rural character of the Carpinteria Valley. These geographic and policy-protected areas prevent sprawl and constrain the City to 2.6 square miles of land. The Pacific Ocean is to the south of the City, a mountain range and prime agricultural lands protected under the California Coastal Act are to the north, to the east is the County of Ventura and to the west are federally protected wetlands as well as Coastal Act protected agricultural lands located in the County of Santa Barbara. The Land Use Plan directs actions and guidelines for land use types, intensity of uses, coastal access, resource protection and other development policies necessary to implement the Coastal Act.

Coastal and Agricultural Resources

The City has identified ways to achieve the objective of preserving its coastal and agricultural resources, such as by establishing a greenbelt of open space surrounding the City that includes undeveloped land and open-field agriculture. This effort is further supported by Coastal Act policies that limit conversion of lands with prime agricultural soil to development.

In addition, Carpinteria participates with the County of Santa Barbara in the land use planning process and review of development projects within the Carpinteria Valley. The City is part of the County's mailing list, which legally obligates the County to notify the City of Carpinteria of development proposals in the area. Proposals are then reviewed through the Community Development Department and comments to the County are submitted as appropriate. Likewise, the City provides notification to the County when development is proposed adjacent to the City's boundaries. This same process applies to local special districts whose district boundaries include both incorporated and unincorporated lands in the Carpinteria Valley.

Jobs and Housing Needs

The City carefully balances jobs and housing while also promoting the well-established agricultural production in the Carpinteria Valley, coastal dependent industries and commercial development that serves the large visitor community. All development within the Visitor Serving Commercial Overlay District is reviewed to ensure that visitor needs are being met, while still meeting the needs of local residents. Development proposed on agricultural and open space lands, like Caltrans' Linden Avenue and Casitas Pass Road Interchanges Project, are reviewed to ensure that impacts to agricultural and recreational lands are either avoided or reduced to the maximum extent feasible. The City also works closely with affordable housing developers, specifically Peoples' Self-Help Housing, to support and encourage the development of apartments affordable to low and very-low income earners. These efforts serve to maintain the availability of agricultural, residential and visitor-serving commercial development in the City and ensure that there is adequate housing available for those who work in these industries.

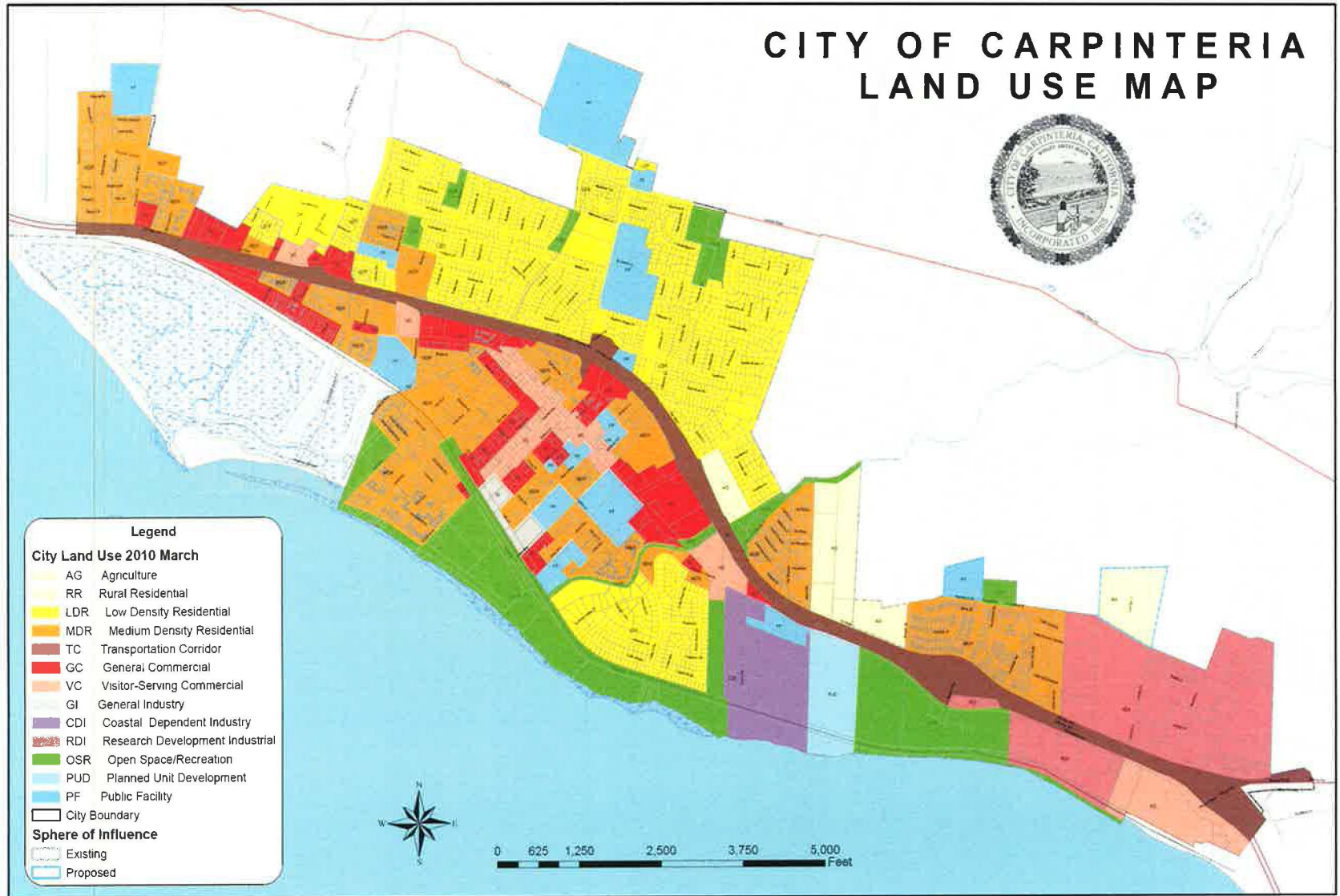
Flexible Land Use and Zoning Regulations

The City has created zoning standards that allow residential use within commercial and industrial park zone districts. These standards were certified by the Coastal Commission and became effective in 2005. The Planning Division continues to encourage mixed-use development, particularly in the downtown core.

Sphere of Influence

The City recognizes that expansion opportunities are severely limited due to Coastal Act policies that preserve agriculture and the physical constraints presented by the land uses surrounding the City boundary. However, Carpinteria identified and the Coastal Commission approved proposed Sphere of Influence adjustments in 2003 to incorporate urbanized land contiguous to City boundaries rather than the more rural agricultural properties located within the adjacent unincorporated areas of the County of Santa Barbara. In 2009, the Coastal Commission certified an amendment to the Local Coastal Program to rezone one of these properties to allow the development of 34 condominiums at Green Heron Spring. The project serves as a transition between more urbanized residential development within the City to the south of the site and a more rural area within the County of Santa Barbara jurisdiction to the north. The property was annexed into the City by the Local Agency Formation Commission (LAFCO) in 2009. The parcels identified in the proposed Sphere of Influence included in the City's General Plan Update in 2003 remain in that status; the City has no current plans to amend its Sphere of Influence or annex any other properties.

CITY OF CARPINTERIA LAND USE MAP



Community Design Element

The Community Design Element identifies key design characteristics of the community and establishes standards and policies to ensure that future development incorporates and reinforces those attributes. This Progress Report demonstrates how the City maintains the community design standards outlined in the General Plan. Input into the development review process from the Architectural Review Board is essential to the implementation of these Community Design policies.

The Community Design Element identifies citywide and specific key design characteristics of Carpinteria valued by the community. The objectives and policies are intended to guide the quality of future development that residents would like to maintain. The Community Design Element includes both overarching policies that apply citywide as well as policies that apply in specific sub-areas of the City.

Design Review

Carpinteria desires to preserve, continue and enhance dominant neighborhood and district development patterns, especially those reflecting the unique character of the city, including protecting scenic and visual qualities of mountain and coastal areas. Community Design objectives and policies are implemented through Specific Plans or similar documents based on the identified neighborhood, district and corridor design sub-areas. Through its design review process, the City's Architectural Review Board (ARB) ensures that proposed projects maintain and continue dominant neighborhood and district development patterns. This body reviews size, bulk, height and style of new development to ensure it is appropriate to the site and its surroundings. In certain areas, Carpinteria encourages architectural designs based on historic regional buildings, such as within the downtown and old town neighborhoods.

Carpinteria's ARB process and California Environmental Quality Act Thresholds and Guidelines Manual are used together to minimize impacts to mountain and ocean views that are available throughout the community. The City adopted Beach Neighborhood Design Guidelines in 2012, establishing standards to guide future development in the beach area neighborhood. New guidelines were developed for the Concha Loma Neighborhood in 2014. The City will continue to develop guidelines for other neighborhoods in the upcoming years.

Various projects underwent conceptual review during 2014, considered by either the City Council, Planning Commission or Architectural Review Board or some combination of these bodies. The conceptual plans included a Habitat for Humanity Condominium development and the redevelopment of an existing mixed use property into a 19-unit multi-family residential complex. Along with general use concerns, design elements were discussed regarding orientation of buildings toward streets or access ways, bulk and scale of structures and site design. With the use of concepts outlined in the Design Element, the City encouraged design and development along the lines of the City's design standards in the General Plan.

Residential Areas/Neighborhoods

The streets of neighborhood interiors should be designed as the "living rooms" of the neighborhood, where children and adults can safely play or walk. The design and details of the streets, frontages and buildings should support this objective.

Carpinteria's permit review process is used to ensure that new development maintains those traditional elements of design and detail that promote safe neighborhoods. For example, sidewalks, crosswalks and landscaping are incorporated into project design to ensure that streets are pedestrian friendly. Various residential remodels and additions were approved in 2014, making use of improvements to home entries, landscaping and improved materials for driveways and paved areas. Additionally, staff has continued efforts to encourage low open fences, short hedges or decorative landscape plantings along front property lines to ensure friendly and attractive design along street frontages.

Commercial, Office, Industrial and Mixed Use Areas

The City seeks to enhance and maintain the architectural quality and character of the City's downtown core, commercial core, office area and the industrial research park districts, particularly through the ARB process. The City recommends that retail and commercial uses have large transparent storefront windows for display of merchandise to pedestrians, that loading and trash facilities are located where they are screened from view, that building signage conforms to the City's sign ordinance and encourages courtyard housing types as an alternative to apartment blocks or more massive buildings within mixed-use districts. Various tenant improvements were commenced in 2014 to improve existing commercial spaces in the downtown and surrounding commercial districts. These enhancements included Rincon Brewery and The Shepard Place Shops projects. Many new tenants opened their doors in 2014, requiring sign permits and interior site work including A-OK Power Equipment, I.D.B. Media Group, Ohana Fun Company, Gold Coast Fabrics and Crossfit Carpinteria (new location).

Frontage Design

"Frontage" is where private parcels and the public right-of-way meet and is a critical element of community design that establishes the character of each street, neighborhood and district. The City seeks to maintain areas with attractive frontage designs and requires new development to be carefully planned to maintain and enhance the quality of Carpinteria's streetscape.

Corridors

The City of Carpinteria encourages and facilitates pedestrian and bicycle pathways. Carpinteria strives to preserve and maintain safe routes to move people conveniently through Carpinteria. The Parks and Recreation Department began working on a proposal for the Rincon Trail in 2011 and continued on the environmental and planning review throughout 2014. The project would connect coastal recreation areas in the community. The long-term goal is a trail connection for walking or biking from Rincon County Beach through Carpinteria's Bluffs Nature Preserve, the Carpinteria State Beach Park and connection to the Salt Marsh Park. Eventual connections may be developed to connect to northern beaches via a trail developed near the Highway 101 corridor. Implementation of these trail plans would improve coastal access.

Additionally, with the City's acquisition of the lots along the railroad at Linden Avenue, future corridor projects could be developed to connect the Beach Neighborhood with the Tomol Play Area and the Bluffs Trail systems. Such improvements may improve bicycle and pedestrian access throughout town and reduce the use of unpermitted railroad crossings.

Public Spaces

According to the Community Design Element, existing public spaces should be maintained and new spaces should be incorporated into neighborhoods and districts as an important aspect of their design. The City of Carpinteria maintains guidelines for tables, chairs, landscaping, signs, etc. in the public right-of-way on Linden Avenue in the downtown core. The Downtown Encroachment Guidelines assist business owners in establishing attractive and safe features that benefit both the downtown business community and the residents and visitors who enjoy those public spaces. The City's goal is to maintain the highest standards of accessibility and safety while achieving an attractive and functional design that stimulates economic vitality and a vibrant downtown atmosphere. The guidelines help maintain a cohesive downtown aesthetic of quality materials, appropriate colors and locations for various encroachments and are applied when new businesses locate in the downtown or when a remodel is proposed.

The Economic Vitality Program staff representatives worked with the local business community to promote community events and activities in the public spaces throughout the Downtown T. In 2014, the Carpinteria First Committee held several events as part of the First Friday and Shop Carpinteria initiatives. In 2014 these activities included the Chalk the Walk, Art-niture, Surf's Up, Light Up the Season, Snow Much To Do, etc. Not only do these events stimulate economic activity throughout the City, but they also have a secondary effect of improving the cultural atmosphere of Carpinteria for visitors and residents alike.

The Parks and Recreation Department continues to plan the Rincon Trail. The Trail would create new public spaces along a Coastal Vista Trail system connecting Rincon County Beach Park to Carpinteria's trail system. These connections, along with prior improvements to the State Beach trails, show great effort to improve and create new public spaces.

The General Plan encourages lighting of new development that is sensitive to the character and natural resources of the City and minimizes photo-pollution to the maximum extent feasible. Within the ARB process, the Board reviews and utilizes photometric light studies to determine appropriate lighting levels for new exterior lighting. The minimum amount of lighting that is necessary to achieve safety is used in order to reduce photo-pollution and building plans are checked to ensure that lighting is directed downward to preserve night skies.

The City also addresses complaints regarding excessive lighting and photo-pollution on private property. Staff has worked with several property owners to reduce lighting or install hooded fixtures to reduce offsite light pollution.

The General Plan aims to protect and preserve natural resources by reducing energy consumption. The City applies the California Building Code that requires and encourages energy savings through specific construction and landscaping techniques that allow for conservation of both electricity and water. Carpinteria's project reviews and approvals demonstrate its commitment to preserving natural resources by reducing energy consumption. The City issued permits for 11 residential solar photovoltaic power systems and various other energy reducing improvements in 2014. The Community Development Department also provides informational handouts produced by the Community Environmental Council, a local energy conservation non-profit community group, which discuss how to integrate solar power, energy rebates, energy saving appliances, water saving ideas and other forms of energy and resource conservation

methods into construction projects. The City's Parks and Recreation Department has installed more efficient lights within our parks. Lighting fixtures within some parks and public areas have been retrofitted with LED light bulbs and "full cut-off" fixtures which are night-sky friendly. Staff continues to investigate new energy efficiency strategies to be implemented in public facilities.

Additionally, the City has worked to implement this objective by using recycled tires in asphalt paving, reusing old crushed asphalt to make base material and reducing the amount of material used by taking off a single layer of old pavement then reusing that layer rather than removing and hauling the entire pavement to the landfill.

Community Design Subareas

In addition to the design objectives outlined above, the City of Carpinteria seeks to ensure that the existing unique qualities and characteristics of the City's neighborhoods and districts are enhanced through the preservation of delineated subareas, each possessing special design qualities. The City has six subareas, each with its own specific design criteria reflecting unique qualities of that neighborhood.

These six subareas are:

- Subarea 1. Downtown Beach Neighborhood
- Subarea 2. The Downtown and Old Town
- Subarea 2A. The Downtown Core District
- Subarea 3. Santa Monica, Canalino and El Carro Neighborhoods
- Subarea 4. The Northeast
- Subarea 5. Concha Loma Neighborhood
- Subarea 6. The Bluffs (Areas O, I, II and III)

On every project that is reviewed, City decision makers apply the unique community design standards applicable to each of these subareas. The Architectural Review Board, Community Development Department staff and Planning Commission consider these design standards in their review of projects on a case-by-case basis. Additionally in 2014, the City approved new Design Guidelines for Subarea 5, the Concha Loma Neighborhood. These guidelines now join guidelines previously adopted for Subarea 3 and Subarea 1.

Circulation Element

The Circulation Element describes the existing transportation network and how future transportation needs can be accommodated. Provisions for the use of alternative modes of transportation, including bicycle and pedestrian circulation, are also included in the Circulation Element. The purpose of the Circulation Element is to designate an efficient system of streets and highways that will provide adequate linkages between land uses in the City. This Element complements the Land Use Element by contributing to the achievement of the economic, physical and social goals of the community. The Circulation Element also addresses pedestrian and bicycle circulation throughout the City. The Circulation Element implements coastal access policies as required by our Local Coastal Program.

The City of Carpinteria seeks to improve the community's ability to access U.S. 101 and areas north of the freeway through the improvement of interchanges. The City has coordinated with Caltrans and the Santa Barbara County Association of Governments (SBCAG) on several projects to improve freeway accessibility and circulation throughout the community. The following list includes the highway interchanges and bridges project proposals under review by the City in 2014:

- Reconstruction of the Linden Avenue and Casitas Pass Road Interchanges
- Extension of Via Real from Bailard Avenue to Linden Avenue
- Reconstruction of the Highway 101 bridges over Carpinteria Creek
- Widening of Highway 101 from the Carpinteria Creek bridges to Montecito
- Carpinteria Avenue Bridge and Carpinteria Creek Reconstruction

Carpinteria aims to provide a balanced transportation network with consistent designations and standards for roadways that will provide for the safe and efficient movement of goods and people through the community. With new development, the City works to improve circulation and enhance safe and efficient traffic patterns. The City supports various forms of alternative transportation to serve the wide variety of needs of both residents and visitors.



The Circulation Element supports various forms of transportation, including alternative modes like bike, bus, van-pool, and train. The City subsidizes the local electric shuttle service, which provides inexpensive bus service within the core of the City. The City also supports the MTD and Vista Bus services which connect with neighboring Santa Barbara and Ventura areas, supporting work force commuters and tourist traffic. In addition, special services are provided to aid disabled and elderly residents, like HELP, Easy-Lift and other forms of para-transportation. The Circulation Element is supported by these services which provide alternatives to traditional automobile transportation. These forms of alternative transportation also improve access to coastal resources like local beaches and City parks.

City of Carpinteria staff meets with Caltrans staff regularly to discuss local projects related to Highway 101 and their effect on the local road system. These discussions include improvements to the Casitas Pass Road and Linden Avenue Interchanges, the extension of Via Real and the addition of High Occupancy Vehicle (HOV) lanes on Highway 101. Each project also addresses pedestrian and bicycle access through the City and connecting to adjacent communities in the region.

Street maintenance and right-of-way enhancements are an ongoing effort for Public Works. The City also completed efforts to create a Pavement Management Program that would be used to establish baselines and improvement strategies to repair and replace aging street infrastructure over time.

The City of Carpinteria aims to support and develop safe, direct and well maintained bicycle and pedestrian systems that serve all segments of the public. Carpinteria has developed pedestrian and bicycle accessibility between residential areas, schools, parks and shopping areas; provided safe mobility for the physically handicapped through the design of street improvements and public facilities; provided continuous sidewalks in priority locations for safe pedestrian circulation; and promoted alternative transportation. A variety of projects are currently in design or permit review and will be started in the near future:

- Rincon Trail Project;
- Santa Claus Lane Trail;
- Via Real at Cravens Lane Sidewalk In-fill Project;
- Ash Avenue Improvements Project;
- Main School Sidewalk In-fill Project;
- Via Real Sidewalk In-fill; and
- Carpinteria Avenue Pavement Maintenance Rehabilitation Project.

Additionally, the following projects were completed in 2014:

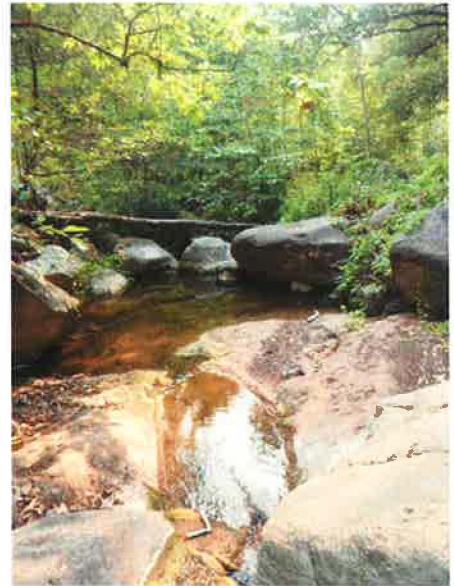
- Santa Ynez Avenue Overcrossing Guardrail Project;
- Bicycle Master Plan;
- Parking Management Plan; and
- Ninth Street Pedestrian Bridge Replacement Project.

Open Space, Recreation & Conservation Element

This combined element describes the community open space, recreation and natural resources that the City manages. This includes natural open space areas, outdoor recreation areas, water habitats, plant and animal life, agricultural land, scenic and cultural resources, and management of open space for public health and safety.

The City wishes to maintain the existing trail system and to also provide additional recreation and access opportunities by expanding the trail system. In order to meet the needs of the community and visitors to the City, Carpinteria desires to provide adequate park and recreation facilities.

Carpinteria has a variety of natural resources that have local, regional and statewide significance such as wetlands, riparian areas, coastal bluffs, beaches and tidal areas. The City's policies support the preservation and conservation of environmental resources to maintain the quality of the environment and the character of the community. The City has adopted policies that provide for clean air, water and soil; adequate protection of plant and wildlife habitats; maintenance of visual resources; and preservation and enhancement of special resources including beaches, recreation areas, trails, marshland, creekways, habitat areas and agriculture. The Open Space, Recreation, and Conservation Element implements various components of the Local Coastal Program, including coastal access and resource protection.



Carpinteria Creek
©South Coast Habitat Restoration

This element is supported by a variety of objectives such as to protect, preserve and enhance local natural resources and habitats and preserve the natural environmental qualities of creekways and protect riparian habitat. The City of Carpinteria encourages and promotes open-field agriculture as an independent, viable industry aimed at meeting the needs of present and future populations and to preserve the Carpinteria Valley's rural, open space character. Carpinteria seeks to conserve all water resources, and protect the quality of water.

Environmentally Sensitive Habitat

The City's Land Use Map designates environmentally sensitive habitat areas within and surrounding Carpinteria. These natural areas are often protected as open space and/or recreation zones. The City's Parks and Recreation Department is involved in seeking ways to enhance the City's parks and preserve open spaces.

The City produced a guidance document to comply with the new Phase II MS4 Permit, which replaced the Stormwater Management Plan and has been approved by the State Water Board. This document incorporates elements required by the Phase II permit, including measurable goals for requirements, such as enhanced monitoring programs. To comply with the requirements of the Phase II Permit, the City adopted a Watershed Management Ordinance in July of 2014. This ordinance covers discharges, construction and post-construction runoff controls, legal authority to enforce requirements, and other elements that are required by the State Water Resources Control Board. The City's Public Works Department also continues to participate in the joint effort review team, which reviews ongoing implementation measures related to the post-construction runoff control requirements that were adopted by the Central Coast Regional Water Quality Control Board (CCRWQCB) in July 2013. The new requirements govern stormwater management practices for all new and redevelopment in the City. In addition, the City worked with the County of Santa Barbara and other Santa Barbara agencies to develop a technical guidance manual for implementation of the new post-construction requirements. The County acted as the lead agency in applying for and obtaining a Proposition 84 grant to develop the technical guide, hold public training workshops, and assist the participating agencies in implementation of these new requirements. Several workshops have been held to educate municipal staff and the development community on the technical guide, and were recorded and made available to the public on the County's Project Clean Water webpage.



The City also continues to work on the Illicit Discharge Detection and Elimination Program, tracking and abating discharges. As part of this, the City partnered with the County of Santa Barbara and City of Goleta to develop a water quality monitoring plan, which has been submitted to the CCRWQCB for approval.

The City has also been involved in outreach and educational efforts, including helping to host/organize creek cleanups several times last year in coordination with the Carpinteria Creek Watershed Coalition (CCWC). Educational outreach included teaching watershed-based curriculum at the local elementary schools as part of an after-school program, co-host evening community presentations about our local creeks with the CCWC, leading Carpinteria Salt Marsh tours, offering Carpinteria Creek bird watching walks and once again sponsoring and participating in the Santa Barbara County Creek Week events.

Over 250 person hours were spent in 2014 participating in public outreach, habitat restoration and trash pick-up events by City staff and volunteers. Hundreds of tourists and residents participated in docent-led walks through the salt marsh or bird watching along Carpinteria Creek. The City participated in the Santa Barbara County Creek Week; events included tours of the Carpinteria Salt Marsh, habitat planting/restoration at the Salt Marsh and at Higgins Spring within Tar Pits Park, a book reading at Curious Cup bookstore and trash pickup events in conjunction with California Coastal Clean-up Day at Carpinteria, Tarpits and Jellybowl Beaches

and in local creeks. The trash pick-up events associated with Creek Week saw approximately 89 volunteers who collected over 120 pounds of trash from Carpinteria beaches and creeks.

Through protection of local creek resources and improvements to infrastructure, like creek crossings and bridges, along with efforts of other local agencies like the Creek Coalition, the County's Agricultural Commissioner, and many volunteer organizations, the City has implemented both habitat protections along with improved public access to areas of natural priority. These efforts support the policies and goals of the General Plan and Local Coastal Program.

Through protection of local creek resources and improvements to infrastructure, like creek crossings and bridges, along with efforts of other local agencies like the Carpinteria Creek Watershed Coalition, the County's Agricultural Commissioner, and many volunteer organizations, the City has implemented both habitat protections and improved public access to areas of natural priority. These efforts support the policies and goals of the General Plan and Local Coastal Program.

The Santa Barbara County Agricultural Commissioner's office continues to monitor Carpinteria Creek for resprouts of *Arundo donax* in Carpinteria Creek. Each fall, the County staff survey Carpinteria Creek and complete spot treatments as necessary to discourage the re-colonization of *Arundo donax*. The Coalition members share the long-term goals of protecting and restoring habitat, improving water quality, providing public education, providing public access to the creek (where appropriate) and restoring steelhead trout to the watershed. The Carpinteria Creek Watershed Management Plan provides a framework for implementing various projects to achieve the Coalition's goals. A number of restoration projects along Carpinteria Creek have been accomplished over the past few years as a result of this group's efforts.

Primary Resources

Open space, including undeveloped land and open-field agricultural land, surrounds the City and creates a "greenbelt" that clearly defines an urban growth boundary. Although no greenbelt has been formally created, it exists due to Coastal Act policies that limit conversion of prime agricultural land to development. In addition, the City of Carpinteria continues to support local farmers at the City's weekly farmers' market held in downtown Carpinteria. Additionally, in reviewing the Caltrans proposal to reconstruct the Casitas Pass Road interchange and extend Via Real, the City has been working diligently to ensure that impacts to agriculture are minimized such that the open space character is not entirely lost even when major infrastructure projects are needed to improve circulation and traffic flow in the City.

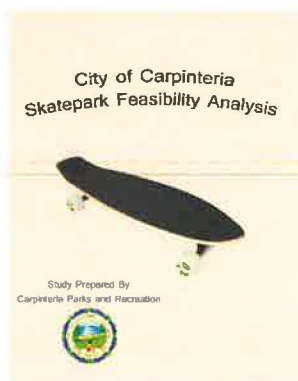
The City also works closely with the Carpinteria Valley Water District (CVWD) to implement water policies deemed appropriate and necessary by the CVWD. The City is continually looking for opportunities to acquire undeveloped property within or adjacent to Carpinteria Creek. In doing so, Carpinteria can preserve important riparian habitat, reduce urban runoff into the creek and maintain an undeveloped riparian corridor for aesthetic and wildlife movement purposes, as well as for contributing to ocean water quality.

Other Resources

Within Carpinteria, there are several types of recreation-oriented open spaces, including areas that are located in and maintained by the City, private entities and state or county agencies. The City operates approximately 100 acres of parkland. Each park is unique, but most offer some visitor amenities such as picnic facilities, restrooms, ball fields or children's play structures.

The Parks and Recreation Department continues to conduct a variety of pool and ocean recreation programs for youth and adults. In 2014, the Junior Lifeguards Program was well attended and the Ocean and Pool Lifeguard program successfully staffed all shifts at the community pool and the City Beach. The Park and Recreation pool staff conducted several hundred swim lessons to Carpinteria Unified School District students and area residents. The Carpinteria Triathlon celebrated its 17th anniversary in September and attracted novice and elite athletes and spectators from all over the country. Ongoing use of the City's fields for adult and youth soccer, softball and baseball remains at high levels as these activities are very important to the local and visiting community. All of these events and activities support the community goal of providing adequate park and recreation facilities for residents and visitors.

In September of 2014, construction work was completed on the Seaside Building and Park Project. The project included the remodel of an existing commercial building and adjacent open-space and parking lot. The multi-purpose site is currently leased to The Friends of the Library who operate a used book store that benefits the Carpinteria Library. The site is also used by The Shepard Farms Farm Cart, selling locally grown organic produce. The site now includes a landscaped park like setting and a gathering area for small events.



The Parks and Recreation Department continued to activity plan for and make improvements to facilities in the community in 2014. A new ozone system for the Carpinteria Community Pool was designed and installed in August 2014 to replace the use of chlorine. Concept plans were developed for the new Linden Avenue park area, recently acquired by the City from Union Pacific Railroad. The Skate Park Feasibility Study was completed in December 2014 and will likely result in further analysis and development in 2015. Funding for the community Garden Project was fully executed and design work for the

park will start in 2015. Site plan work was also begun in 2014 for Memorial Park with expected construction to begin in 2015.

Additionally, the Parks and Recreation Department continued efforts to study the feasibility of a trail connection between the Carpinteria Bluffs Nature Trails (Coastal Vista Trail) and Rincon County Beach Park. By the end of 2014, Union Pacific Railroad had accepted a 30% design submittal and staff continued to work with Caltrans to determine the best method to route the trail through the property owned by Caltrans which bounds the City and County owned lands.

Safety Element

The Safety Element contains a description of those natural and human-induced environmental effects that may constitute risk to the public. City policies minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from natural hazards. The Element identifies several issues related to natural hazards including seismically induced hazards, slope stability hazards, soil hazards, flood hazards, fire hazards and hazardous materials. Through the development review and environmental review process, the City ensures that development meets the standards set forth in the Safety Element.

Emergency Preparedness

In the arena of emergency preparedness, the City has an Emergency Operations Plan (EOP) which includes the Standardized Emergency Management System (SEMS) and multi-hazard function plan. Many City staff members have been trained in National Incident Management System (NIMS), which was integrated into the City's EOP. This training included online learning programs, classroom sessions with experts in emergency management and response, and culminated in an all-day drill to test and reinforce all of the knowledge and skills learned throughout the training.

The City of Carpinteria plans and administers preparedness and response programming for all types of man-made and natural disasters that may occur within the City and surrounding areas. In 2014, the City continued to leverage an emergency preparedness grant received from the Orfalea Fund's "Aware & Prepare Initiative," which has supported a public education and awareness campaign called "Don't Panic! Prepare." Additionally, City staff actively serve on county-wide committees that facilitate the coordination of disaster planning and response efforts, maintain and update city-wide emergency plans, conduct disaster preparedness and response trainings and exercises for City staff and residents, and participate in other activities that enhance the City's and residents' ability to prepare and respond to disasters and emergencies.

The City conducted various preparedness workshops in 2014, reaching 38 local residents with critical disaster preparedness information. Each of these residents received a starter emergency supplies kit and a "survival guide" with life-saving tips on how to respond before, during and after a disaster occurs.

In 2014, three trainings were offered to City employees to increase their knowledge and ability to respond to local disasters. Focused attention was placed on training employees for their role as disaster services workers and to increase understanding of the Incident Command System. The City partnered with the Sheriff's Department to provide an Emergency Response Operations training, a Critical Employee Preparedness & Planning session and a City Hall Emergency Action Plan review. Additionally, the City partnered with the County Office of

Emergency Management to train management employees in the use of WebEOC, a new web-based communication tool used during Emergency Operations Center (EOC) operations. Additionally, the City drafted an EOC Activation Handbook that will be used once the City completes the Emergency Operations Plan.

In October 2014, the City enlisted CERT volunteers to conduct preparedness outreach connected to The Great Shakeout. CERTs distributed flyers to 400 households encouraging residents to participate in the world's largest earthquake drill and to take steps towards personal preparedness in their homes.



As part of ongoing efforts to ensure the City is prepared to respond to emergencies and is taking active steps to mitigate these threats, City staff actively monitor and update local emergency plans, such as the Emergency Operations Plan (EOP), which includes the Standardized Emergency Management System (SEMS), and the local Hazard Mitigation Plan. During 2014, efforts were made to improve the emergency response capabilities of City Hall. During the year, an updated Emergency Operations Plan was approved by City Council. An emergency notification and reporting guide was developed for City employees to clearly identify how and when City employees will be notified about emergencies and what the reporting requirements are for personnel. A draft EOC Activation Handbook was started in 2014 and will likely be completed in 2015. Additionally during 2014, EOC kits were equipped with updated materials, including City maps, flow charts and other tools.

Additionally, the Carpinteria Oil and Gas Plant Systems Safety Review Group convened in October 2014. From the 11 participating agencies, 18 persons attended. During the meeting, the City received critical input from various agencies regarding local oil and gas activities and regulatory standards.



Flood Hazards

Carpinteria desires to minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from flooding. Due to the unique topographic features of the Carpinteria Valley, flooding risks exist in the beach neighborhood and creek-adjacent areas.

In 2005, the Federal Emergency Management Administration (FEMA) released updated flood maps depicting the 100-year flood plain and the Flood Insurance Rate Map (FIRM). The City submitted a detailed flooding study to FEMA for formal review and issuance of a Letter of Map Revision (LOMR) in 2008 as the



2005 FEMA map was not accurate for the area within the City jurisdiction. An updated FIRM map was delivered in 2009 and is now in use in the City. This updated map clarifies what properties are in the flood zone and are therefore required to obtain flood insurance and comply with minimum finish floor elevations to avoid flooding impacts to new development. Through the permit review process, development has been required to meet minimum standards to meet or exceed anticipated flood levels to reduce risk and potential loss of life and structure due to flood hazards. The City continues to work with FEMA to ensure the FIRMs are updated and accurate.

The Community Development Department has begun to strategize planning efforts for impacts of climate change, rising sea levels and climate related flood risks. In 2013, an administrative draft Scoping Document was produced by Master's student Jean Long of Cal Poly SLO . A Climate Change Adaptation Policy was scoped as part of the Sustainability Policy which will take into consideration the adaptation strategies outlined in the Scoping Document. In 2014 the Sustainability Policy was adopted by the City Council. Throughout 2014, staff continued to work with the California Sea Grant, University of California, Coastal Conservancy, and state and local agencies to better understand the local impacts of climate change and discuss options for coastal communities to adapt.

Noise Element

Carpinteria is affected by several different sources of noise, including automobile and rail traffic, agricultural and industrial activity, ocean waves and wind, and periodic nuisances such as construction, loud parties or other events. The Noise Element identifies these sources and provides goals and policies that ensure that noise from these sources does not create an unacceptable noise environment. The City believes that controlling noise sources can substantially improve the quality of life for residents as well as visitors to the City.

A main goal of the Noise Element is that the City will minimize noise impacts of Highway 101 traffic on residential and other sensitive land uses. To achieve this goal, the City requires that proposed development along the Highway 101 corridor construct noise attenuation features to ensure that new development will not be significantly impacted by traffic noise. This is achieved through the preparation of a site-specific noise study which typically provides recommendations for construction techniques that will mitigate noise impacts for development near Highway 101. When reviewing proposals for highway improvements such as the High Occupancy Vehicle Lanes proposed by Caltrans, noise studies are used to develop mitigation measures to ensure that new traffic patterns or increased traffic volumes will not significantly affect nearby residents. In the recent review of a freeway project to add a High Occupancy Vehicle (HOV) lanes from Mussel Shoals in Ventura County to just north of the Bailard Avenue Interchange, residents along Via Real were given the opportunity to vote on whether sound walls should be constructed to minimize noise from the new lanes. Given the importance of ocean views from these residences and the relatively minor increase in noise anticipated from the project, property owners opted not to have walls built and instead suggested that other methods such as noise-reducing pavement material be used to address noise impacts.

The City of Carpinteria attempts to minimize the adverse effects of traffic-generated noise from City streets on residential and other sensitive land uses. To implement this objective, the Public Works Department has replaced worn or deteriorating asphalt roads with rubberized asphalt to reduce street noise from vehicle traffic. These pavement replacement efforts are ongoing throughout the City.

The City of Carpinteria seeks to minimize noise spillover from industrial operations into adjacent residential neighborhoods and other sensitive uses. Through the development review process, the City analyzes the location of industrial and commercial truck access on property adjacent to residential areas and makes recommendations during site planning to mitigate noise spillover onto sensitive uses. Through the Code Compliance Division, City staff also responds to noise complaints from neighbors located near commercial or industrial operations.

The City desires to minimize the effects of individual sources of noise (such as loud parties, events, high school football games and construction) on sensitive land uses. Through amendments to the Municipal Code, the City has placed limitations on the days and hours

during which construction may occur in order to protect sensitive land uses. In addition, the Municipal Code grants the Community Development Director and Planning Commission authority to impose more restrictive construction hours as a condition for approval on permits.

Public Facilities and Services Element

Local government supplies essential public services, provides for the general welfare of the community and implements regulations in the interest of public health and safety. Preparing for and planning how to accomplish these tasks is addressed in the Public Facilities and Services Element. The Element evaluates the major public and private services and facilities in the Carpinteria Planning Area and includes policies and objectives to plan for future needs.

The Public Works Department opens its Antifreeze, Batteries, Oil and Paint (ABOP) Center two weekends each month to provide free services for community members to recycle these types of materials. The ABOP facility is part of the City of Carpinteria and County of Santa Barbara joint effort to reduce the risk of hazardous waste in our landfills and in the environment. The City also hosted an annual Household Hazardous Waste Collection Day in April 2014.

Carpinteria residents have the opportunity to safely dispose of hazardous chemicals, cleaning products, used oil, solvents, universal and electronic waste such as computer screens, televisions, household appliances and fluorescent, mercury and other gas filled tubes. At City Hall and all City facilities, paper, plastic and aluminum are recycled on a regular basis to set an example for recycling.

The City wishes to maintain the best possible police and fire safety services for the community. The City implements development review procedures that incorporate fire district and law enforcement interaction at the earliest possible point in the process. The City conducts meetings with the local agencies regarding development to ensure that adequate consideration is made for the concerns raised by new development. Through these Interdepartmental Agency Group (IDAG) meetings, projects are reviewed in their early stages to anticipate concerns and issues which may impact their design or eventual build-out. Development proposals are transmitted to the Carpinteria-Summerland Fire Protection District for recommendations relating to fire safety. These recommendations are incorporated into a master set of conditions required for the approval of a project. The City's law enforcement personnel review Special Event Permit requests, Temporary Use Permits and attend staff meetings with the Code Compliance Division to review issues such as graffiti, vandalism and homelessness. These regular staff meetings occurred throughout 2014 and provided ongoing communication between all staff members who enforce the Municipal Code and in particular with the Community Resources Deputy who maintains ongoing communication with the schools and local businesses.

The City seeks to provide a high quality and broad range of public services, facilities and utilities to meet the needs of all current and future residents of the Carpinteria Planning Area. In 2014, the City continued to work in partnership with Southern California Edison on a number of energy efficiency projects to improve the performance of facilities while being cost effective and also more environmentally friendly.

Housing Element

The Housing Element is prepared in accordance with State and Federal Law to identify policies and guidelines that implement City goals to provide and maintain safe and adequate housing for households in all economic sectors. Goals and objectives support affordable housing programs, rehabilitate aging housing stock and provide services to prevent homelessness. The Housing Element Update was adopted by the City Council in November 2014 and certified by the State's Housing and Community Development Department in December 2014.

The 2014 Annual Housing Report and City Council staff report are attached as Attachment A. The document was transmitted to the State Department of Housing and Community Development prior to the April 1, 2015 deadline.

V. General Plan and Zoning Code Update

The General Plan was adopted in April 2003. The General Plan visioning process included planning and goal strategies to plan for the year 2020.

The Zoning Code was adopted in 1981. Over the course of the past few years, various Zoning Code modifications have been made to adopt new codes or amend codes to meet current needs and standards. In 2014, the Community Development Department completed a zoning code consistency review and an updated the housing section of the zoning code. The Consistency Update repealed out of date zoning designations and updated existing zoning designations to be more consistent with their current land use. The City's Zoning Map, General Plan/Local Coastal Plan and Land Use Map were also updated to reflect these changes. The amendment to the Housing section of the Zoning Code modified regulations on density bonus, transitional and supportive housing, single room occupancy (SRO) housing, agricultural employee housing, emergency shelters and housing for persons with disabilities to be consistent with the 2009-2014 Housing Element and state housing law. These changes will be reviewed by the Coastal Commission for certification in 2015.

A comprehensive Zoning Code Update will be released for public review during the summer of 2015. The draft Zoning Code will include regulations that had previously been developed for the Downtown and Beach Neighborhood Specific Plan.

VI. Goals, Priorities and Objectives

The City of Carpinteria aims to implement the priorities and objectives outlined in the General Plan throughout various activities and functions of local government. Many of the goals outlined for the future of the City are reviewed annually through the City's Annual Work Program process whereby the City Council adopts strategies and goals to direct the staff work effort for the upcoming calendar year. In this way, the implementation of the General Plan is an ongoing endeavor. Some of the primary goals to implement over the course of the next few years will include the following:

- Complete another phase of City Hall facility improvements and upgrading of various hardware and software systems;
- Develop plans for the prioritization/funding of street and parkway major maintenance projects, e.g. paving and tree replacements, initiate process of completing annually at least one major pavement maintenance project and one Special Conditions Street project;
- Completion of one or more Carpinteria Coastal Trail links and rehabilitation of at least one park playing field and or playground;
- Complete updates of the City's Zoning Code and Zoning Map as implementation of the General Plan/Local Coastal Land Use Plan;
- Continue to develop diverse revenue sources in order to allow for stability in the event of decline in one or more revenue areas;
- Establish a more diversified local economy with improved products and services for residents;
- Attract and retain downtown retailers, hotels, corporate headquarters and R&D uses that can be successful in, and complementary to, the community;
- Implement the latest storm water management mandates via updated Storm Water Management Program and creek protection policies;
- Continue projects to reduce energy use at City Hall, the Community Pool and through equipment replacement;
- Implement recommendations of the Neighborhood Preservation Committee that can serve to promote interaction and communication between neighbors;
- Continue to expand and improve the City's emergency preparedness program in order to promote resilient households, neighborhoods and businesses;
- Establish a community garden program that along with the local farmer's market and other businesses, allows for convenient access to locally grown fruits and vegetables;
- Continue to collaborate with Peoples' Self-Help Housing and the Housing Trust Fund of Santa Barbara County to increase affordable housing opportunities;
- Develop a new relationship with Habitat for Humanity for affordable ownership opportunities in Carpinteria;

- Develop a Sea Level Rise Adaptation Plan that is capable of addressing protection of coastal open spaces such as the Carpinteria Salt Marsh and Carpinteria Creek Lagoon;
- Complete the next phase of the Carpinteria Shoreline Feasibility Study and present an update to the City Council;
- Continue working with Caltrans, SBCAG, UPRR, Coastal Conservancy, Coastal Commission, and private property owners toward completion of planning and permitting for at least two links needed to complete the Carpinteria Coastal Vista Trail;
- Implement the City's Bicycle Master Plan and gain Bicycle Friendly Community status; and
- Continue and expand collaboration and cooperation with other agencies in providing accessible and effective health and human services to the Carpinteria community, including but not limited to County mental and public health services, Central Coast Collaborative on Homelessness, Restorative Policing, and other initiatives.

The 2014 Work Plan Accomplishments Table from the 2015 City of Carpinteria Annual Work Plan is attached as Attachment B.

VII. Conclusion

The General Plan Annual Progress Report illustrates activities undertaken by the City of Carpinteria in 2014 that worked toward implementing the City's General Plan. The City has worked to progressively implement the policies outlined in each element of the City's guiding planning document as outlined in the various sections of this Progress Report. The General Plan represents the community's collective vision for preserving and improving the quality of life in the Carpinteria Valley. Only minor revisions aside from the Housing Element Update have been implemented over the past several years since the General Plan / Coastal Land Use Plan Update was adopted in 2003. As noted by the accomplishments set forth in this document over the course of 2014, the City has implemented many of the collective goals and policies identified in the General Plan. The ideas, proposals and suggestions that have come to the City have all furthered the City's goal to preserve and improve the quality of life for the community. The City will continue its efforts in this regard.

Attachment 1

City Council Adopted 2014 Annual Housing Element Progress Report



City of Carpinteria

COUNCIL AGENDA STAFF REPORT March 23, 2015

ITEM FOR COUNCIL CONSIDERATION

Review of the 2014 Annual Report to the State Department of Housing and Community Development on the status of the Housing Element and progress on implementation of its goals, policies and objectives.

STAFF RECOMMENDATION

Action Item X; Non-Action Item ____

Receive Annual Report on the status of the Housing Element Program Implementation

Motion: I move to accept the Annual Report on the status of the Housing Element Program implementation and direct the Community Development Director to submit the document to the State Department of Housing and Community Development.

BACKGROUND

Pursuant to California State law, each City and County is required to prepare an Annual Report to its legislative body on the status of the Housing Element and progress on its implementation. The law requires that a copy of the Annual Report be submitted to the State Department of Housing and Community Development (HCD) at the same time it is submitted to the legislative body. In compliance with state housing law, the Community Development Department will submit the report to the State once accepted by your Council.

DISCUSSION

The format and content of the Annual Housing Element Report has been prepared in accordance with the State's submittal requirements. The City Council adopted Resolution No. 5556 approving an updated Housing Element on November 10, 2014. The updated Housing Element is in effect for the 2015 through 2023 planning period. This report provides a summary of housing program implementation for the 2014 calendar year which falls within the 2009 - 2014 planning period.

In 2014, the City of Carpinteria issued building permits for the Casas de Las Flores Apartments (43 units) and the Faith Lutheran Parsonage.

The following tables are excerpted from the 2014 Housing Element Annual Progress Report and follow the required format established by the State Housing and Community Development Department.

**Table I: New Residential Units Completed in 2014
 (Issued Certificates of Occupancy)**

Project Name	Address	Units	Income Category
Damiani Residence	1137 Church Lane	1	Above Moderate
Vernon Duplex	4860 and 4870 Fifth Street	2	Above Moderate
Total Residential Units Completed In 2014:		3 (net gain = 2)	

**Table II: Residential Units Building Permits Issued in 2014
 (Not Completed in 2014)**

Project Name	Address	Units	Income Category
Faith Lutheran Parsonage	5110 Ogan Road	1	Above Moderate
Casas de Las Flores Apartments	4070, 4074, 4078, 4080, 4088, 4090, 4098 Via Real	42 1	Very Low / Low Above Moderate
Total Residential Units Approved in 2014:		44 (net gain = 44)	

Figure 1

Permitted Residential Units 2008 - 2014 Calendar Years

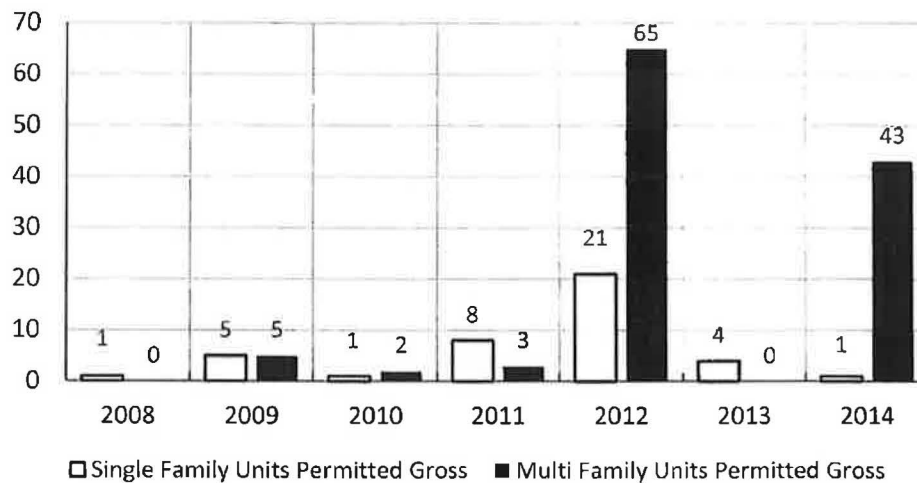
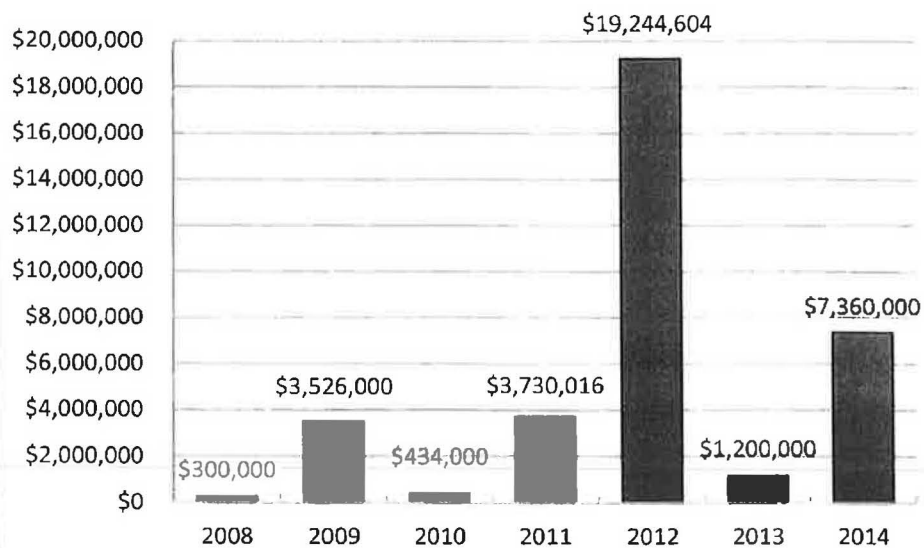


Figure 2

Residential Construction Valuation Calendar Years 2008 - 2014



The Annual Housing Element Progress Report shows that the City has effectively implemented its Housing Element by supporting the development of housing for various economic income groups and partnering with housing providers like Peoples' Self-Help Housing to ensure that much needed low income rental housing is available in Carpinteria. Additionally, the report shows the City's commitment to supporting special needs populations through Community Development Block Grants (CDBG) issued to public service groups. An example of this is funding for Peoples' Self-Help Housing through the CDBG grant program for housing services and case management to households at-risk of homelessness and directly to homeless individuals seeking permanent housing. It also shows the City's commitment to supporting housing and the quality of life in Carpinteria through implementation of the Inspection on Sale Program, the Single Family Rental Housing Inspection Program and through funding the Rental Housing Mediation Task Force (administered by the City of Santa Barbara). All of these efforts are made in support of implementing the City's Housing Element and providing safe and adequate housing for all Carpinterians.

POLICY CONSISTENCY

The attached Annual Housing Element Progress Report includes a detailed discussion of the City's compliance with its Housing Element policies and goals through the implementation of various housing programs (see Attachment A) throughout calendar year 2014.

FINANCIAL CONSIDERATIONS

There is no financial impact to the City as a result of submitting this report.

LEGAL

Upon submittal of this document to HCD, the City will have complied with California planning law pursuant to section 65400(b)(1) of the Government Code.

OPTIONS

1. Recommend changes and direct staff to return a revised Annual Report for further review.
2. Recommend changes be incorporated into the Annual Report and authorize the Community Development Director to submit the revised Report to HCD.

PRINCIPAL PARTIES EXPECTED AT MEETING

None.

ATTACHMENT

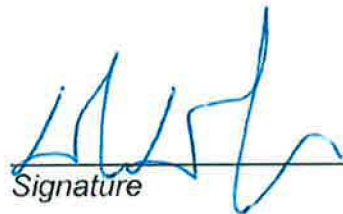
Attachment A 2014 Annual Housing Element Progress Report (March 2015)

Staff contact: Jackie Campbell, Community Development Department Director
(805) 684-5405 x451/jackiec@ci.carpinteria.ca.us



Signature

Reviewed by: Dave Durflinger, City Manager



Signature

Attachment A

2014 Annual Housing Element Progress Report (March 2015)

City of Carpinteria



2014 Housing Element Annual Progress Report



March 2015

INTRODUCTION

Pursuant to section 65400 of the Government Code, Community Development Department staff prepares an annual report to the City Council on the status of the General Plan and its Elements and progress being made in implementation. This is an opportunity to review activities and projects of the prior year in the areas of housing development and other programs that implement the City's Housing Element. The City's Housing Element identifies community housing needs and describes how safe, affordable housing can be provided and maintained for City residents. Included in this report are statistics demonstrating progress in meeting regional housing needs.

The 2009 - 2014 Housing Element was adopted by Resolution No. 5334 by the City Council on September 12, 2011. The State Department of Housing and Community Development certified the Housing Element on October 7, 2011. This update complies with the Housing Element planning period from September 1, 2009 through June 30, 2014 and includes information related to housing in Carpinteria for the 2014 calendar year.

2014 Housing Highlights

In 2014, construction was completed on three new residential units. This resulted in a net gain of two new residential units for the City. Site development plans for these units were reviewed by the City's Architectural Review Board and Planning Commission to ensure that residences were designed to be compatible with existing residential development in the community. Tables I – IV on pages 9 and 10 of this report include a breakdown of new and replaced residential units.

City staff continued to work closely with Peoples' Self-Help Housing on the Casas de Las Flores Apartments. This 43-unit affordable development will provide housing for low and very low income households. The apartment units and community center will replace 47 travel trailers that had provided temporary housing. The Planning Commission approved the project in December 2010. Construction commenced in April 2014 and is expected to be completed in September 2015.

In November 2014, the City Council adopted Resolution No. 5556 and approved an updated Housing Element, which provides an assessment of the City's housing needs, future goals and development strategies for the years 2015 - 2023. The resolution complies with the State Department of Housing and Community Development's requirement for municipalities within the Santa Barbara County Association of Governments (SBCAG) to update their housing elements every eight years and is consistent with the City's General Plan.

The City continues to provide various forms of assistance to increase housing opportunities in Carpinteria. In 2014, staff continued to develop the Workforce Housing Down Payment Loan Program. The program is funded by the 2011 Development Agreement that allowed the conversion of five affordable residential units at Lavender Court to a payment of \$571,000 to the City's Affordable Housing Trust Fund. Like an in-lieu fee, the funds are used to provide down payment loans for families purchasing homes in the City of Carpinteria. During 2014, one loan was approved (one loan was previously approved in 2013). Staff continues to work with the Housing Trust Fund of Santa Barbara County to find

interested buyers looking to use the deferred repayment loans to help buy homes in Carpinteria.

Housing Element Review

The Housing Element is organized into two sections that describe the goals and objectives of the City in addressing the community's housing needs. The Housing Element also includes Technical Appendices with detailed information to document compliance with the Government Code. Section 2 of the Housing Element is organized by the five primary program categories which are to be implemented during the planning period. The document also contains a Housing Program which describes 21 specific programs the City implements to realize the goals of the Housing Element. This report explains the housing programs and goals and how the City implemented them throughout 2014.

Program Category 1: Adequate Housing Sites - Actions to make sites available to accommodate RHNA.

Housing Needs Summary

The Santa Barbara County Association of Governments (SBCAG) allocated a housing need to the City of 305 housing units for the 2007 - 2014 Housing Element cycle. Housing Element Table 2-3 below shows the City's share of the regional housing need across five income categories.

*Housing Element Table 2-3
Share of Regional Housing Needs
January 1, 2007 - June 30, 2014*

Income Category	2007 - 2014	
	Number	Percent
Extremely Low	33	10.8%
Very Low	37	12.1%
Low	52	17.1%
Moderate	55	18.0%
Above Moderate	128	42.0%
Total	305	100.0%

Goals

- *Attain additions to the housing supply that meet the housing needs of all economic segments.*
- *Maintain a jobs-housing balance or ratio within the .75 to 1.25 range suggested by the Santa Barbara County Association of Governments.*

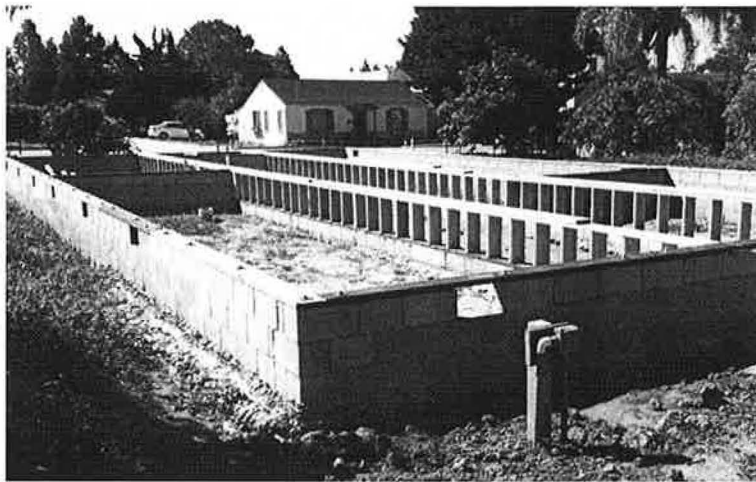
Policies

- *Adequate Sites: Provide sufficient sites in the General Plan/Coastal Plan and zoning map to meet the housing needs allocated to the City by the Regional Housing Needs Allocation (RHNA) Plan 2007 - 2014.*

- *Housing Types: In the General Plan/Coastal Plan and implementing ordinances provide for a mix of housing types consistent with the City's needs, including single family detached and multiple family housing.*
- *Public Services and Facilities: Ensure that public services and facilities have the capacity to support the need for the new residential development allocated to the City by the Regional Housing Needs Assessment.*

Result

The City keeps an inventory that details the amount, type and size of vacant parcels to assist developers in identifying land suitable for residential development. The City also reports on the number of extremely low, very low, low and moderate income units constructed annually. If the inventory indicates a shortage of available sites, the City will rezone or identify new sites sufficient to accommodate the City's RHNA. The City also works with developers to ensure that appropriate lot densities are used when planning new development.



In 2014, one building permit was approved for a new single family residence that commenced construction in 2014. The Faith Lutheran Parsonage will be a 2,219 square foot modular home with attached garage.

Faith Lutheran Parsonage Under Construction

Two infill housing developments were completed in 2014: the Damiani residence at 1137 Church Lane and the Vernon Duplex at 4850 Fifth Street. The Damiani residence was built on a formerly vacant lot and the Vernon duplex replaced an existing single family dwelling that was demolished.



Damiani Residence

Program Category 2: Assist in the development of adequate housing to meet the needs of extremely low, very low, low and moderate income households.

Goals

- *Attain a housing supply that meets a variety of housing needs.*
- *Attain a housing supply that meets the needs of extremely low, very low, low and moderate-income households.*
- *Attain a housing supply that meets the needs of special population groups.*

Policies

- *Infill Development: Promote infill housing development through land use policies and by deferring or reducing development impact fees where the City wants to encourage infill development.*
- *Infill Development: Promote the development of second units consistent with the State law and the City's second unit ordinance.*
- *Housing Unit Sizes: Provide for a range in the number of bedrooms in assisted housing developments so as to help meet the needs of various household types and special needs populations.*
- *Housing Unit Sizes: Encourage studio and one bedroom units above commercial uses in the downtown district to reduce parking needs and facilitate affordability.*
- *Rental Assistance: Continue participation in the County of Santa Barbara's Housing Authority's Section 8 program as the primary means to address the City's rental assistance needs.*
- *Rental Assistance: Allocate HOME funds and In-lieu Fees to state and federally assisted housing that provides rent restricted units in existing and/or new residential developments.*
- *Acquisition and Rehabilitation of Rental Housing: Work with non-profit sponsors to acquire and rehabilitate rental housing units in order to maintain long-term affordability of the units. This will include, but not be limited, to: (a) technical support needed to obtain funding commitments from county, state and/or federal programs; (b) assistance in permit processing; (c) possible deferral, reduction or waiver of City fees; and (d) contribution of City housing funds, if available.*
- *Critical Workforce Housing: Implement "set-aside" policies for critical workforce occupations. New housing developed through the Inclusionary Housing Ordinance, current and future Development Agreements and other appropriate Housing Element programs should set aside a percentage of the units for households employed in critical workforce occupations. Examples of critical workforce occupations are law enforcement, firefighters, nurses, teachers and local government.*
- *Farm Employee and Supportive Housing: Allocate In-lieu Fees for predevelopment activities, including state and/or federal funding applications, to support the sponsors of farm employee housing and supportive housing for special needs populations.*
- *Shelter for the Homeless: Support countywide programs to provide for a continuum of care for the homeless including emergency shelter, transitional housing, supportive housing and permanent housing.*

- *Homeless Persons and Families: Allocate CDBG funds to agencies assisting homeless persons and families to meet shelter and non-shelter needs.*

Result

To address the needs of low income households, the City worked with Peoples' Self-Help Housing to reserve HOME and Community Development Block Grant (CDBG) funds to assist in the acquisition and redevelopment of a blighted property located at 4096 Via Real. Construction commenced in April 2014 on the Casas de Las Flores Apartments which consists of a 43-unit multi-bedroom, multi-family apartment complex and community center. This project will meet the City's objective of providing additional affordable rental housing to low and very low income households. Construction is expected to be complete in September 2015.



Casas de Las Flores Apartments

Also within Program Category 2, the Community Development Department implements the Second Unit Program which allows development of secondary dwelling units in the Single Family Residential Zone District. The program allows owners of lots greater than 8,000 square feet in size to be eligible to construct second dwelling units. The program applies to 528 single family residential lots which have adequate lot sizes and do not already enjoy second units. In years past, an average of two second units were permitted annually. During the 2014 period, no new second units were requested or permitted. The City's 2015 – 2022 Housing Element addresses this issue and recommends that the second units development standards are reviewed to ensure that there are no governmental constraints to the development of second units. These development standards will be reviewed in the context of the City's comprehensive Zoning Code Update. One standard that was discussed was amending the Zoning Code to allow development of second units on lots smaller than 8,000 square feet. This option would make properties eligible to take advantage of the program. The City will continue to educate interested property owners about second unit opportunities.

Program Category 3: Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing.

Goals

- *Address, and to the extent legally possible, mitigate and/or remove governmental constraints to the maintenance, preservation, improvement and development of housing.*
- *Implement land use regulations that facilitate meeting affordable housing needs.*

Policies

- *Expedite Affordable Housing Development Review: Affordable housing developments shall receive the highest priority and efforts by staff, the Planning Commission and City Council to: (a) provide technical assistance to affordable housing developers, including community involvement; (b) take into account project funding and timing needs in the processing and review of the applications; and (c) provide the fastest turnaround possible in determining application completeness.*
- *Fee Mitigation: Permit on a case-by-case basis fee reductions and waivers to help owner-builder projects, projects with minimum public service impacts, retrofitting projects and affordable housing developments.*

Result

The City has implemented a 50% Development Impact Fee reduction for 100% affordable housing development, to assist in removing governmental constraints to the development of affordable housing. This reduction was applied for both the Dahlia Court and Casas de Las Flores Apartments sites.

Additionally the City met with Habitat for Humanity representatives to consider development of a property located at 4949 Sawyer Avenue to provide affordable ownership units. The project was reviewed by the Architectural Review Board in February 2014 at the conceptual design phase and will likely be submitted for permitting in spring 2015. As with Peoples' Self-Help Housing, partnering with Habitat for Humanity will help the City provide more affordable housing options.



**Habitat for Humanity Conceptual Drawing
Sawyer Avenue Elevation**

Program Category 4: Conserve and improve the condition of the existing stock of affordable housing.

Goals

- *Conserve existing housing important to the community such as apartment rental housing, mobile home parks, and the affordable housing stock.*
- *Maintain the affordability of all existing and future affordable housing developments.*
- *Attain a housing supply free from substandard and deteriorated housing conditions.*

Policies

- *Section 8 Housing: Maintain the numbers of extremely low, very low and low income households that are assisted by the Section 8 rental assistance program.*
- *Apartment Conservation: Conserve apartment rental housing by prohibiting the conversion to condominium ownership unless the apartment rental vacancy rate is more than 5%.*
- *Mobile Homes, Mobilehome Parks and Manufactured Housing: Conserve mobilehomes, mobilehome parks and manufactured housing as an essential part of Carpinteria's housing supply.*
- *Mobile Home Rents: Continue the Mobile Home Park Rental Stabilization ordinance.*
- *Occupancy Inspections: Conduct occupancy inspections for code requirements for single family residential units and apartment structures when they are sold.*
- *Long-Term Housing Affordability: Establish resale controls and income restrictions to ensure that affordable housing provided through the Inclusionary Housing Program remains affordable over time to the income group for which it is intended.*
- *Maintenance and Repair: Promote the maintenance and repair of owner-occupied and rental housing to prevent deterioration within the City.*
- *Housing Rehabilitation: Facilitate the rehabilitation of substandard and deteriorated housing where feasible.*
- *Housing Replacement: Where possible, promote the removal and replacement of those substandard units that cannot be rehabilitated.*
- *CDBG Rehabilitation: Allocate CDBG funds to multi-family rehabilitation programs and retrofitting of existing housing.*
- *Acquisition and Rehabilitation of Rental Housing: Work with non-profit sponsors to acquire and rehabilitate rental housing units in order to maintain long-term affordability of the units. This will include, but not be limited to: (a) technical support needed to obtain funding commitments from County, State and/or Federal programs; (b) assistance in permit processing; (c) possible deferral, reduction or waiver of City fees; and (d) contribution of City housing funds, if available.*

Result

Seven mobile home parks provide housing in the City with a total of 860 mobile home park spaces. Mobile homes are generally affordable by design. The City's Mobile Home Rent Stabilization regulations aim to protect the value of mobile homes for tenants of rental parks. The City also allows manufactured homes to be constructed in all residential zones which may reduce construction costs.

The City completed 44 Inspection on Sale Reports and 47 Single Family Rental Housing Inspections in 2014 (conducted every three years to ensure rental properties are properly maintained). Ongoing Inspections of residential unit sales and rental units serve to maintain and improve the living standard of some of the City's aging rental housing stock and those units being sold on the open market or through foreclosure proceedings. The City continually promotes rehabilitation of substandard residential properties and mandates repairs and renovations as required by the Building Code. For example, in 2014 Code Compliance inspections continued at the Casa del Sol Motel and Apartments, Cypress Tree Apartments, Tomarla Apartments, La Concha Apartments and Sycamore Apartments. These inspections and follow-on citations for conditions that are not in non-compliance with Uniform Building Code and Housing Code standards, lead to improved site upkeep, general maintenance and serve to prevent public nuisance concerns in the neighborhood.

Program Category 5: Promote housing opportunities for all persons.

Goals

- *Attain a housing market with "fair housing choice," meaning the ability of persons of similar income levels regardless of race, color, religion, sex, national origin, disability and familial status to have available to them the same housing choices.*

Policies

- *Promote Fair Housing: Promote fair housing opportunities through the City's participation in the County's Community Development Block Grant Program.*
- *Information and Referral: Promote fair housing through the provision of information and referral services to residents who need help on fair housing issues. This includes referring local residents who want to file a housing discrimination complaint to the appropriate local, county, state or federal agency, depending on the nature of the complaint.*
- *Fair Housing Information: Implement activities to broaden resident knowledge of fair housing law. Specific actions include:*
 - *Provide written material at public locations.*
 - *Provide written material on the City's website.*
 - *Make information available to property owners and tenants on their rights, responsibilities, and the resources available to address fair housing questions.*
 - *Work with non-profit and service organizations to distribute information to the public.*

Result

The City continues to fund services provided by the City of Santa Barbara Rental Housing Mediation Task Force (RHMTF). The RHMTF provides dispute resolution resulting from landlord, tenant and roommate issues which arise in rental housing situations. The primary goal of the program is to provide an alternative to the formal judicial system and provide legal advice and mediation when disputes arise. The program provides free legal assistance for residents living at or below the poverty line, while also providing general social service guidance for those with disabilities, seniors and victims of domestic violence.

During 2014, the RHMTF provided service to 84 Carpinteria tenants and landlords regarding issues related to rental housing. In 2014, the RHMTF began outreach programs in Carpinteria to educate local residents about tenant/landlord rights and to answer housing questions. The program shows success in preventing litigation through mediation and conflict resolution.

**Table I: New Residential Units Completed in 2014
(Issued Certificates of Occupancy)**

Project Name	Address	Units	Income Category
Damiani Residence	1137 Church Lane	1	Above Moderate
Vernon Duplex	4860 and 4870 Fifth Street	2	Above Moderate
Total Residential Units Completed in 2014:		3 (net gain = 2)	

**Table II: Residential Units Building Permits Issued In 2014
(Not Completed in 2014)**

Project Name	Address	Number of Units	Income Category
Faith Lutheran Parsonage	5110 Ogan Road	1	Above Moderate
Casas de Las Flores Apartments	4070, 4074, 4078, 4080, 4088, 4090, 4098 Via Real	43	Very Low / Low (42) Above Moderate (1)
Total Residential Units Approved in 2014:		44 (net gain = 44)	

**Table III: Regional Housing Needs Allocation (RHNA) Progress
(Based on Building Permit Issuance Date)**

Income Group	2007-2014 RHNA	Units Added 2007	Units Added 2008	Units Added 2009	Units Added 2010	Units Added 2011	Units Added 2012	Units Added 2013	Units Added 2014	Total Units Approved
Extremely Low	33	0	0	0	0	0	0	0	5	5
Very Low	37	0	0	0	0	0	2	0	28	30
Low	52	0	0	0	0	0	31	0	9	40
Moderate	55	0	0	0	0	0	0	0	0	0
Above Moderate	128	24	56	11	8	11	54	4	2	170
TOTAL	305	24	56	11	8	11	87	4	44	245

Table IV: Constructed Units

Year	Units Completed (Certificate of Occupancy)
2007	28
2008	61
2009	11
2010	8
2011	13
2012	9
2013	112
2014	3
TOTAL	245

Conclusion

The Housing Element Annual Progress Report illustrates activities undertaken by the City of Carpinteria in 2014 that improved the quality and quantity of market rate and affordable housing in Carpinteria. As required by state law, the 2009 Housing Element Update was completed and certified in 2011. Given the success of Carpinteria's program, many of the affordable housing strategies were continued into the 2015 - 2023 Housing Element with modifications made as necessary to meet the City's regional housing needs. The City remains in compliance with Housing Element Law by adoption of its Housing Element update in late 2014. The City's 2015 Annual Progress Report will discuss the City's efforts to implement its 2015 – 2023 Housing Element.

Attachment 1 - Annual Housing Element Implementation

Attachment 1

Department of Housing and Community Development Annual Housing Element Implementation

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction City of Carpinteria

Reporting Period 1/1/2014 - 12/31/2014

Table A

Annual Building Activity Report Summary - New Construction Very Low-, Low-, and Mixed-Income Multifamily Projects

Housing Development Information								Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions	
1	2	3	4				5	5a	6	7	8
Project Identifier (may be APN No., project name or address)	Unit Category	Tenure R=Renter O=Owner	Affordability by Household Incomes				Total Units per Project	Est. # Infill Units*	Assistance Programs for Each Development	Deed Restricted Units	Note below the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the jurisdiction determined the units were affordable. Refer to instructions.
			Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income			See Instructions	See Instructions	
Faith Lutheran Church Parsonage (5110 Ogan Road)	1	R				1	1	1			
Casas de Las Flores (4070 - 4098 Via Real)	5+	R	33	9		1	3	43	/ LIHTC / HUD Sect	43	
(9) Total of Moderate and Above Moderate from Table A3 ▶ ▶			0	44							
(10) Total by income Table A/A3 ▶ ▶			33	9		46	4	44			
(11) Total Extremely Low-Income Units*											

* Note: These fields are voluntary

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction City of Carpinteria
Reporting Period 1/1/2014 - 12/31/2014

Table A2
Annual Building Activity Report Summary - Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65583.1(c)(1)

Please note: Units may only be credited to the table below when a jurisdiction has included a program in its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in GC Section 65583.1(c)(1)

Activity Type	Affordability by Household Incomes				(4) The Description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1
	Extremely Low-Income*	Very Low-Income	Low-Income	TOTAL UNITS	
(1) Rehabilitation Activity				0	
(2) Preservation of Units At-Risk				0	
(3) Acquisition of Units				0	
(5) Total Units by Income	0	0	0	0	

* Note: This field is voluntary

Table A3
Annual building Activity Report Summary for Above Moderate-Income Units (not including those units reported on Table A)

	1. Single Family	2. 2 - 4 Units	3. 5+ Units	4. Second Unit	5. Mobile Homes	6. Total	7. Number of infill units*
No. of Units Permitted for Moderate						0	
No. of Units Permitted for Above Moderate	1	0	43			44	44

* Note: This field is voluntary

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction City of Carpinteria

Reporting Period 1/1/2014 - 12/31/2014

Table B

Regional Housing Needs Allocation Progress

Permitted Units Issued by Affordability

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.			2007	2008	2009	2010	2011	2012	2013	2014	2015	Total Units to Date (all years)	Total Remaining RHNA by Income Level	
Income Level		RHNA Allocation by Income Level	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9			
Very Low	Deed Restricted	70						2		33		35	35	
	Non-deed restricted													
Low	Deed Restricted	52						31		9		40	12	
	Non-deed restricted													
Moderate	Deed Restricted	55						0					55	
	Non-deed restricted													
Above Moderate		128	24	56	11	8	11	54	4	2		170	-42	
Total RHNA by COG. Enter allocation number:		305	24	56	11	8	11	87	4	44		245	96	
Total Units ▶ ▶ ▶														
Remaining Need for RHNA Period ▶ ▶ ▶ ▶ ▶														

Note: units serving extremely low-income households are included in the very low-income permitted units totals.

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction City of Carpinteria

Reporting Period 1/1/2014 - 12/31/2014

Table C

Program Implementation Status

Program Description (By Housing Element Program Names)		Housing Programs Progress Report - Government Code Section 65583. Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.	
Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
1. Second Unit Program	Ongoing	Ongoing	Four second units were permitted in '07 and '08. Since, no new second units have been permitted. The 2015 - 2023 Housing Element Update addresses this issue and proposes implementation measures to encourage second unit development.
2. Energy Conservation Program	Adoption and Implementation of Energy Conservation Measures	Q1 2010 - Q2 2012	The City continues to provide residents and property owners with information on conserving energy and use of green energy sources like solar power. The City will continue to work towards adopting an "energy conservation plan."
3. No Net Loss Program	Maintain Capacity and Affordability	Ongoing	The City continues to inform housing developers and property owners about opportunities to maximize housing units on their sites to accommodate RHNA implementation.
4. Section 8 Rental Assistance Program	87 Units for Lower Income Households	Ongoing	The City continues to work with the Housing Authority of the County of Santa Barbara which administers the Section 8 Program. The City also assists the HACSB in their Five-Year and One Year Action Plans to increase number of residents served.
5. Affordable Rental Housing Program	102 Lower Income Housing Units	2009-2014	The City continues to assist in the development of three affordable housing programs sponsored by Peoples' Self-Help Housing. Dahlia Court Apartments Expansion, 33 units completed in 2013 and Casas de Las Flores, 44 units under construction in 2014.
6. Inclusionary Housing Program	26 Inclusionary Housing Units	2009-2014	The City permitted 11 inclusionary units at Lagunitas Homes which were completed and sold to upper moderate income households in 2013.
7. Revise Density Bonus Procedures	Adoption of Revised Procedures	Q4 2011	The City will continue to work on the Zoning Code Update to implement the revised State law as described in Government Code Sections 65915 - 65918. This will be completed in 2015.
8. Regulatory Concessions and Incentives Program	Adoption of Density Bonus Parking Standards	2009-2014	The City will continue to provide concessions and incentives for projects that provide units for the targeted income groups or where zoning requirements can be modified to encourage more affordable units.
9. Fee Mitigation Program	Ongoing Program Implementation	2009-2014	The City Council considers fee reductions and waivers for affordable housing. Dahlia Court and Casas de Las Flores each received a 50% Development Impact Fee reduction for providing 100% affordable apartments for a minimum 55-year affordability term.
10. Special Needs Housing Program	Adoption of Zoning Code Amendments	Q3 2012	The City Council modified the Zoning Code in 2014 to include language to allow transitional and supportive housing and single room occupancy units. The Zoning Code modifications will be processed in 2015 by the City Council.
11. Emergency Shelter Program	Amend Zoning Code to Permit Shelters in the M-RP Zone	Q3 2012	The City Council modified the Zoning Code to include language to allow emergency and transitional shelters in the M-RP Zone. The Zoning Code modifications will be processed by the Coastal Commission in 2015.
12. Housing for the Disabled Zoning Code Amendment	Adoption of Zoning Code amendments	Q4 2011	The City will modify the Zoning Code to include new definitions and language to address families and licensed residential care facilities. The Zoning Code modifications will be processed in 2014.
13. Conservation of Mobile Home Parks	Conserve seven parks and 860 mobile homes	2009-2014	The City continues to maintain the Mobile Home Park Zoning with no change to the number of mobile home parks through the 2013 period. The City continues to implement the Mobile Home Rent Stabilization Program and met in 2013 to implement the requirements to review and approve rents at local mobile home parks.
14. Condominium Conversion Ordinance	Conserve existing rental housing	2009-2014	The City continues to maintain the Condominium Conversion Zoning and did not receive any applications for conversions during the 2013 period.
15. Inspection on Sale Program	40 inspections per year	2009-2014	The City conducted 44 Inspection on Sale inspections in 2014.
16. Rental Housing Inspection Program	50 inspections per year	2009-2014	The City conducted 47 Single Family Rental Housing Inspections in 2014.
17. Housing Code Enforcement Program	Complete 90 housing unit inspections	2009-2014	The city conducted ## inspections on housing code violations in 2014. Building Permits were issued to resolve ## residential violations and ## garage conversions were abated.
18. Single Family Housing Rehabilitation	Five low income owner-occupied housing units	2009-2014	No known rehabilitation projects. The City will improve information and outreach to single family home owners regarding loans to help rehabilitate homes.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Carpinteria

Reporting Period 1/1/2014 - 12/31/2014

19. Multi-family Rehabilitation	Nine low income renter-occupied housing units	2009-2010	The City supported allocation of \$1,279,957 of HOME funds to the Casas de Las Flores Apartments. Construction commenced in 2014.
20. Fair Housing Referral Program	Ongoing implementation of current referral program	2009-2014	The City continues to refer tenants and landlords to the Rental Housing Mediation Task Force (RHMTF) for assistance with disputes regarding rental housing. In 2014, the RHMTF conducted mediation services for 87 tenants/landlords in Carpinteria.
22. Fair Housing Information	Develop information by Q4 2010	2010-2014	The City continues to provide information and regulatory advice about housing. Information is provided in brochures available at City Hall, on the City website and in other public facilities.
23. Annual Fair Housing Workshop	Conduct work- shops annually Conduct first workshop by winter 2012	2012-2014	The City continues to work with the Rental Housing Mediation Task Force to plan workshops and outreach in the City and surrounding areas to implement this requirement. The RHMTF has planned workshops regarding tenant rights in 2015.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction	<u>City of Carpinteria</u>
Reporting Period	<u>1/1/2014</u> - <u>12/31/2014</u>

General Comments:

Please see the City's 2014 Housing Element Annual Progress Report for information on the City's efforts and successes in implementing its Hosuing Element.

Attachment 2

2014 Work Plan Accomplishments Table

Excerpted from the 2014 City of Carpinteria Annual Work Plan

A. 2014 Work Plan Accomplishments

**General Government
2014 Work Plan Accomplishments**

Activity	Comments
Program: Legislative & Policy	
Regional Programs Collaboration and Cooperation	During 2014 City representatives, including staff and Council members participated in meetings of THRIVE and CalGRIP, as well as the various standing regional board and committee assignments that include: Representatives to Regional Agencies and Committees a. Beach Erosion Authority for Clean Oceans and Nourishment (BEACON) (Shaw/Alt. Carty) b. California Joint Powers Insurance Authority (CJPIA) (Clark/Alt. Shaw) c. Channel Counties Division, League of California Cities (Nomura/Alt. Shaw) d. Santa Barbara Association of Governments (SBCAG)(Clark/Alt. Nomura) e. Santa Barbara County Air Pollution Control District (APCD)(Clark/Alt. Nomura) f. Santa Barbara Joint Housing Task Group (Carty & Shaw) g. Central Coast Collaborative on Homelessness (C3H) (Carty) h. South Coast Task Force on Youth Gangs Leadership and Executive Council (Carty & Clark) 2. Joint and Special Committees a. City Council/Chamber of Commerce Board of Directors Committee (Carty & Nomura) b. City Council/Public Safety Committee (Clark & Shaw) c. City Council/School Board Committee (Stein & Carty) d. City Council/Utilities Committee (Stein & Nomura) e. City Council/First District Supervisor Committee (Stein & Carty) 4. City Representatives on other Committees

	a. Community Media Access Center (Gary Dobbins) b. Santa Barbara Coastal Vector Control District (Ronald Hurd) c. Santa Barbara Metropolitan Transit District (Chuck McQuary)
Legislative Advocacy	Continuing work with State and regional agencies concerning the Highway 101 projects, working with various agencies on trail development at east and west ends of town, i.e., Rincon and Santa Claus Lane connections, and working with State and SBCAG on agricultural land mitigation program associated with Linden-Casitas Interchanges Project. Cooperated with the Water and Sanitary Districts on preparing a successful grant application for a recycled water feasibility study.
Legislation and Policy Research & Development	In 2014 the City took a position on a county initiative concerning oil and gas fracking and sent a letter of concern to Governor Brown concerning state regulation of fracking. The City Council also received a report on local oil and gas drilling regulations and related options for change. In cooperation with SBCAG and Caltrans, the City is working with a lobbyist to engage federal regulators on flood plain issues currently holding up the Linden-Casitas Interchanges project. The City is also working with County, Caltrans and railroad representatives to advance the Rincon and Santa Claus Lane Trails projects. The City also initiated work associated with responding to new State laws including State plastic bag and massage regulations. Finally, the City successfully defended its position concerning the employment status of the City Attorney through an appeal of an IRS ruling that the City Attorney must be treated as an employee rather than a contractor.
Sustainability Program	The Community Sustainability Policy was adopted by the City Council and now serves as a guide for policy, program and service development.
Program: City Administration	
Long-Term Financial Plan	Work on a Long-Term Financial Plan was put on hold due to staff resource considerations.
Public Facilities Access	This is a continuing work plan item. The Assist. to the City Manager, Public Works Director, and Public Works Engineering Technician are working to outline the steps and actions needed to update City's Transition Plan.
Program: Community Promotions and Communications	
50 th Anniversary	A City Council 50 th Anniversary Community Committee was formed and the City Council approved a budget.
Phone App	This is a continuing work plan item. Staff received Phone App

	information/proposals from En Feugo Design and My City Mobile and participated in an on-line Phone App demonstration. Moving forward, staff will consider implementation and components of a City mobile phone application (Phone App) in light of existing social media.
Program: Economic Vitality	
Business Development Support	The Carpinteria First Committee completed its strategic plan and a 2014 work plan. The budget was completed and included in the City's municipal budget for 2014-15. The Committee continues to work to encourage participation of local businesses and local non-profits as well as exploring new promotions.
Program: Records Management	
Relocation of Off-Site Records	Elimination of obsolete records, both on- and off-site, is ongoing. City Hall Project is on schedule.
Program: Elections	
2014 Municipal Election	Completed research and resolution canceling the 2014 Election and appointment of incumbent Councilmembers due to only incumbents filing for re-election. Notices and certifications of canceled election were completed. Certificates of appointment, oaths of office administered, and reorganization notice completed.
Program: Staff Recruitment and Retention	
Compensation Survey	Completed June 2014
Employee Hand Book Update	Ongoing. Policies and updates of the Personnel Rules, Employer/Employee Relations Resolution are being reviewed and drafted. Seven policies will be reviewed and discussed by a Special Employee Committee in 2015.
Labor Agreements	Completed. MOU was ratified and approved by Council on December 22, 2014.
Succession Planning	Has not been initiated.
Employee Training & Development	This program has been implemented. A uniform training program has been established and myriad training is now scheduled annually (25 training sessions were offered in 2014) Leadership skills training is under development.
Update Administrative and Workplace Safety Policies and Procedures	Eleven policy updates have been drafted. Seven additional policies (new and updates) will be discussed in a special Employee Committee.
Program: Volunteer Services	
Volunteer Management	Volunteer Database: Continued to maintain the City's volunteer management database, which seamlessly tracks volunteers, contact information, position placement, hours of service, etc. This database is updated as needed. Volunteer Communications Program: During 2014, a monthly CERT e-newsletter was created and maintained to keep trained CERTs informed. Additionally, all HOST volunteers continued to receive the City's Advance monthly e-newsletter to provide them

	with details about City happenings. A more comprehensive communications plan will be developed in 2015. Volunteer Recognition Program: A new service award was created for the HOST Program in 2013 and continued to be issued in 2014. This service award will be expanded in 2015 to cover the entire City volunteer corps. Additionally, to begin addressing the development of a formal volunteer recognition program, a volunteer recognition event was conducted in relationship with the HOST Program.
Neighbor-to-Neighbor	During 2014, establishing the Neighbor-to-Neighbor Program was a lower priority item than others projects that needed attention. In 2015, the scope of the Neighbor-to-Neighbor Work Plan item will be adjusted to enable headway to be achieved in this area while also enabling higher priority areas to be focused on.
Program: Emergency Preparedness	
"Don't Panic! Prepare" (¡No Te Asustes! Prepárate)	Don't Panic! Prepare! Outreach: Through the Aware & Prepare Initiative emergency preparedness grant, the City reached 38 residents this year with critical disaster preparedness information. Each of these residents received a starter emergency supplies kit and a "survival guide" with life-saving tips on how to respond before, during and after a disaster occurs. A timeline and action plan for completing the grant requirements has been created and we are taking steps to fulfill the remaining requirements. Community Preparedness Event: In October 2014, the City enlisted CERT volunteers to conduct preparedness outreach connected to The Great Shakeout. CERTs distributed flyers to 400 households encouraging residents to participate in the world's largest earthquake drill and to take steps towards personal preparedness in their home.
Emergency Response Capacity Building	Updated Emergency Operations Plan: The Emergency Operations Plan was updated and approved by Council in 2014. Emergency Notification & Reporting Guide: Created an Emergency Notification & Reporting Guide for City employees to clearly identify how and when City employees will be notified about emergencies and what the reporting requirements are for personnel. EOC Activation Handbook: During 2014, a draft EOC Activation Handbook was started. A final version will be drafted in 2015. Continuity of Government Plan: During 2014, a Continuity of Government Plan was not created, however, it will be started in 2015. EOC Tools and Resources: During 2014, EOC kits were equipped with updated materials, including city maps, flow

	charts and other tools. However, the kits will need to be updated with the new EOP information in 2015. School Sheds: The Emergency Services Coordinator actively attends CUSD Safety Committee Meetings. During 2015, the Coordinator will continue to participate in these meetings. Updating the school sheds is a low priority item, however, conversations regarding the school sheds and maintenance plans will continue to occur with the school district. Carpinteria Oil & Gas Plant Systems Safety Review Group: Planned and convened a successful Review Group meeting in October 2014. 18 attendees from 11 agencies participated. The City received critical input from various agencies regarding local oil and gas activities and regulatory standards.
StormReady / TsunamiReady	StormReady/Tsunami Ready Status: During 2014, continued steps were taken towards the process of becoming certified as a StormReady and TsunamiReady city. The City worked with various agencies to obtain information required for the certification application. Drafting the City's Tsunami Response Plan is the one remaining step needed to submit our application packet. We hope to receive both the StormReady and TsunamiReady designations in 2015. Tsunami Education Program: The tsunami preparedness section of the City's webpage continues to be monitored. Additionally, we hope to implement a tsunami education program for residences and businesses in the inundation zone and identify tsunami safe locations throughout the city. Weather Spotter Training: CERT members were reached out to regarding the opportunity to become official NOAA Weather Spotters. This training will continue to be promoted during 2015.
City Staff Training & Exercise	Training Calendar: A 2014 Employee Emergency Response Training Calendar was drafted and released to all employees, which included critical response trainings as well as other necessary trainings. Staff Trainings: This year, several trainings have been offered to City employees to increase their knowledge and ability to respond to local disasters. Conducted an Employee Notification & Reporting Procedures training for all staff to outline their roles and responsibilities during an emergency. Worked with the American Red Cross to conduct a Shelter Operations Workshop for employees to increase our ability to open and operate an emergency shelter. And, conducted an EOC Workshop to emphasize ICS/SEMS/NIMS to provide continuing education to employees on their roles within the EOC. Disaster Exercise: A multi-agency emergency response exercise did not take place in 2014. However, during the EOC Workshop training in September, tabletop components were utilized to engage participants with real world scenarios and the decision-making process as it may occur during an emergency.

	A full-scale exercise will take place in 2015. PIO Training: During 2014, we did not offer a Public Information Officer (PIO) training. As part of the 2015 training calendar, we will send City staff who have been identified as PIOs to a statewide training course. Disaster Services Worker Tools: During 2014, background research was conducted on similar programs in other cities and we have received documents from these cities that may assist us in defining our program. A pamphlet titled "An Employees Guide to Preparedness" was created to prepare employees and their families for their role during an emergency. Additionally, ID badges were created for all employees to use during an emergency. And, all employees were trained on their role as a Disaster Service Worker and what the expectations are regarding their notification and reporting during an emergency.
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Administrative Services Department 2014 Work Plan Accomplishments

Activity	Comments
Accounting Software	New multi-user accounting software has been installed; currently conducting user training
Internal Audit	Have not identified an appropriate internal audit firm

Community Development Department 2014 Work Plan Accomplishments

Activity	Comments
DEVELOPMENT REVIEW & BUILDING	
Highway 101 Projects - Mussel Shoals to Carpinteria HOV Lane - Linden/Casitas Interchanges - South Coast HOV Lane	Ongoing. HOV Lane construction completed through Carpinteria. Staff to ensure landscape installation per ARB reviewed plans. Project Development Team (PDT) meetings continue; ARB preliminary review complete; Public Works, SBCAG and Caltrans continue to work on FEMA issue. Final EIR released in September. Awaiting outcome of two CEQA lawsuits filed against Caltrans et al.
HOUSING	
Housing Element Update Prepare Housing Element Update	Completed. Planning Commission recommended approval to HCD in August. City Council approved document and transmitted to HCD in October. Final HCD approval received in November. Housing Element 2015 – 2023 posted to website and in effect ahead of the February 2015 deadline.

ADVANCED PLANNING	
Consistency Rezoning Align zoning with General Plan Designations	Ongoing. The LCPA was recommended for approval by the Planning Commission on August 4 th . The City Council approval on September 8 th was forwarded to Coastal Commission in late September. The application is currently incomplete and our resubmittal is being prepared.
Downtown Design Guidelines/Concha Loma Neighborhood Design Guidelines Adopt Design Guidelines Due to the availability of planning interns, we worked on the Concha Loma area rather than the Downtown given the previous model documents already created for the Beach Neighborhood and El Carro, Santa Monica, Canalino areas.	Completed. The ARB recommended approval of the draft Concha Loma Residential Design Guidelines in July. The Planning Commission approved the Guidelines in September. The Guidelines were reviewed by the City Council in late September and recommended minor changes were returned to the Planning Commission and granted final approval on November 3 rd . The final Guidelines have been posted to the website and are being applied to new development in the Concha Loma Neighborhood.
Zoning Code Update Comprehensive Update to Zoning Code	Ongoing. An administrative draft of the zoning code has been reviewed by City attorneys. The public draft Zoning Code will be released in winter 2015 and an outreach/workshop schedule has been prepared for review of the Code by decisionmakers throughout 2015.
Climate Change Adaptation Policy Adopt Adaptation Policy	Ongoing. CDD staff are participating in two regional efforts that implement the City's Sustainability Policy. The Coastal Ecosystems Vulnerability Assessment work is expected to be finished in winter 2016 through the University of California Sea Grant Program. Historic weather data for Carpinteria has been submitted to assess potential impacts from climate change to coastal infrastructure as part of a regional South Coast Resiliency Project sponsored by the County.

**Public Works
2014 Work Plan Accomplishments**

Activity	Comments
Capital Improvement Plan Update	The Capital Improvement Plan process and schedule have been developed with the assistance of a consultant. The project list is based on the 2003 Capital Improvement Plan, project requests by the Public and City Staff recommendations
Public Works Department Administration	Public Works has developed and is now using, as a pilot program for the City, a staff time tracking system and financial tracking system. This will assist the Department with further development of its Permit and Work Order systems.
Parking Management Plan	Parking inventory and analysis has been completed.
Municipal Code Updates	The Watershed Management Ordinance has been completed and Public Works has made progress in developing the Trench Cut Ordinance.
Annual Street Tree Maintenance and Special Condition Streets	Public Works continues to work on developing a solution for Canino Trillado tree preservation test case. The design

	is complicated by limited public right-of-way and a very close driveway flare.
Downtown and Beach Area Street Maintenance	Completed major pavement rehabilitation project on Carpinteria Avenue and Casitas Pass Road. The project included approximately 40,000 sq. ft. of roadway that was reconstructed.
Ash Avenue Improvements Project	Continued to work on the plans, specifications and engineer's estimate for this improvement project. 35% plans have been completed.
Carpinteria Avenue Bridge Replacement Project	Significant progress was made on this project. All of the engineering and environmental studies, type selection report, and 35% plans, specification and engineer's estimate have been completed.
Ninth Street Pedestrian Bridge Replacement Project	This project is complete.
US 101 Projects	Linden Avenue and Casitas Pass Road Interchanges – Public Works has primarily focused this year on resolving the project's FEMA floodplain issues, review of the 100% Plans, Specifications and Engineer's Estimate and review of the proposed Local Coastal Program amendment.

Additional Work Items Listed in the 2014 Annual Work Plan Public Works Introduction:

- Bicycle Master Plan – Completed (Now updating to Alternative Transportation Plan)
- Rincon Trail – In Progress
- Santa Claus Lane Trail – In Progress
- Via Real at Cravens Lane Sidewalk In-fill – In Progress (Currently reviewing 35% Plans)
- Pavement Maintenance System Update - Completed
- Construction Documents Updates – In Progress

**Parks and Recreation
2014 Work Plan Accomplishments**

Activity	Comments
Parks Administration	
New Park Property on Linden Concept Planning	A site planner has been engaged to develop some preliminary concepts for the property recently acquired by the City. Public Facility Site Acquisition/Development Committee has met and offered direction in this effort.
Skate Park Feasibility Study	Completed in December 2014
Parks and Facility Improvement and Maintenance	
Seaside Building Park Project	Completed September 2014

Community Garden Project	The funding contract is now fully executed. Design Committee work is now being initiated.
Coastal Access Improvements Tar Pits Park	No work has been performed on this task.
Irrigation Water Well	The project has been delayed but will be reinitiated in Spring 2015
Carpinteria City Hall Campus Improvements	Site plans for phase one of the project are almost complete
City Wide Hiking Biking Trail System Planning and Construction	Railroad has accepted the 30% design submittal. Currently working with Cal Trans to determine best method to route project over their real estate.
Historical Marker #535 Pocket Park. Chumash Village of Mishopshnow	No work has been performed on this project.
Memorial Park Improvements	A site survey of the park has been prepared in July 2014 and a park designer has been engaged to plot some envisioned park improvements into a plan. A preliminary site plan has been prepared. Construction of improvements will follow in the summer of 2015.
Community Pool Services	
Ozone System install at the Carpinteria Community Pool	The design of the system was complete in April 2014. The system was purchased and installed by August 15, 2014.
ADA upgrades at the Carpinteria Community Pool	A new electric person lift has been purchased. A new handrail has been fabricated and the installation should be complete by March 2015.
Ocean Beach Services	
Holly Avenue Lifeguard Tower replacement	The project is permitted. The lower portion of the building is being fabricated by vendor. The upper portion is in final construction drawing phase.



City of Carpinteria

COUNCIL AGENDA STAFF REPORT April 13, 2015

ITEM FOR COUNCIL CONSIDERATION

Authorization to seek public bids for the renovation of portions of Carpinteria City Hall and grounds.

STAFF RECOMMENDATION

Action Item X ; Non-Action Item

Authorize the Parks and Recreation Director to seek public bids from qualified contractors to complete renovation of portions of Carpinteria City Hall and grounds pursuant to Public Contract Code § 20164.

Motion: I move to authorize the Parks and Recreation Director to seek public bids from qualified contractors to complete renovation of portions of Carpinteria City Hall and grounds pursuant to Public Contract Code § 20164.

BACKGROUND / DISCUSSION

The City of Carpinteria has been in its current location since January 1975. Much of the campus landscape and hardscape is decrepit. The asphalt driveways, parking areas and landscaping are in poor condition due to wear and tear, age and the stress of drought. The existing campus design should also be modified to reflect important modern considerations including improved accessibility, building security, public meeting capacity, drought tolerance, storm water quality and overall aesthetics.

The proposed project involves the northern and western building and landscaped areas of the campus. The project includes the following elements:

1. New compliant access to the front reception area.
2. New front doors to City Hall.
3. Replaced parking area and landscaping on the northern side of the building.
4. Enlarged City Council Chambers foyer (300 square feet)
5. Increased seating capacity of the Council Chambers (10-20 seats).
6. New access to the center courtyard along with updated center courtyard design.

7. New courtyard doors from City Council Chambers and hallway.
8. New egress door from City Council Chambers (south side).
9. Relocated government access television electronic equipment.
10. New drought tolerant landscaping.
11. New storm water detention basin and bioswale.
12. New vehicle washing area suitable for large vehicles.
13. New Landscape lighting for pedestrian convenience and safety.
14. New City Hall monument signage.
15. Improved building security.
16. Improved bicycle parking and outdoor pedestrian amenities.

Design and engineering plans as well as project specifications for this project are at 95% completion. Summary project plans are attached to this report that illustrate what areas are proposed to be improved along with illustrative design drawings.

The City has made application with the Planning Department for necessary project permits and has been assigned Project Number: 15-1751-DP/CDP

The project was reviewed by the following committees;

Public Facility Site Acquisition/Development Committee	February 17, 2015.
Architectural Review Board	February 12, 2015
Planning Commission	March 2, 2015

The Planning Commission approved the proposed project by Res No. PC-15-003.

In order to proceed with the project, the City must solicit bids from qualified contractors to construct the improvements. This solicitation, if authorized, will be conducted pursuant to Public Contract Code § 20164.

It is hoped that the project could be completed by early September 2015 to coincide with the City's 50th anniversary.

POLICY CONSISTENCY

The project will improve the City's ability to provide essential government functions including public meetings. The project will also allow the City to improve public accessibility to government functions, comply with modern storm water quality practices, demonstrate low irrigation water use landscaping and to improve pedestrian, bicycle and vehicle parking facilities on the City Hall Campus.

FINANCIAL CONSIDERATIONS

The exact cost of the project will not be known until contractor bids are received. Staff estimates the cost to be between \$300,000 to \$450,000. Once bids are received from qualified contractors, an appropriation request will be made along with the request to award a contract.

The General Facility Development Impact Fee account has an available fund balance of approximately \$160,000. The General Fund has an unappropriated fund balance of \$1,800,000. The City Council may fund the project using these funds.

LEGAL

No legal issues are presented as a part of this report.

OPTIONS

1. Authorize the Parks and Recreation Director to seek public bids from qualified contractors to complete renovation of portions of Carpinteria City Hall and grounds pursuant to Public Contract Code § 20164.
2. Direct Staff at the City Council's discretion.

PRINCIPAL PARTIES EXPECTED AT MEETING

There are no principal parties expected at the meeting.

ATTACHMENTS

Representative Project Plan exhibits.

Staff contact:
Matthew Roberts
(805) 684-5405 ext. 449
mattr@ci.carpinteria.ca.us



Signature

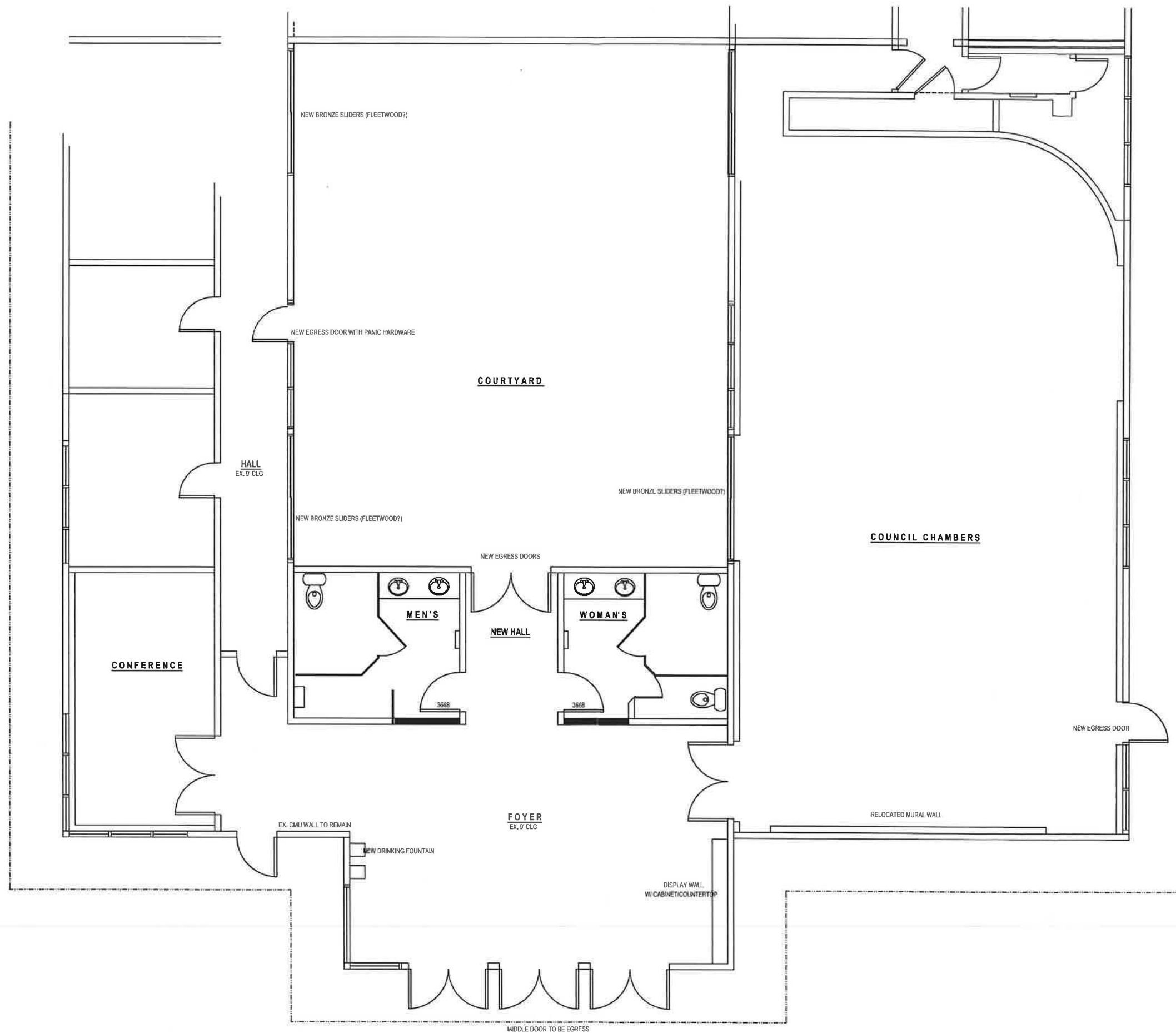


Signature

Reviewed by: Dave Durflinger, City Manager

Attachment A

Carpinteria City Hall
Phase One Improvements
Design Illustrations



PROPOSED FLOOR PLAN

13 March 2015

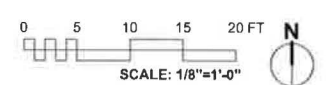
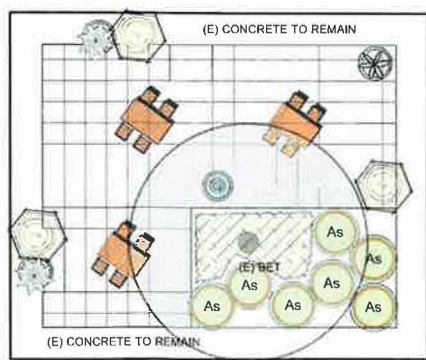
no scale



PLANTING LEGEND, SEE SHEET L4.3 FOR QUANTITIES AND NOTES

Symbol	Botanical Name	Common Name
	<i>Acer macrocarpa</i>	Big Leaf Maple
	<i>Alnus rhombifolia</i>	White Alder
	<i>Chitalpa tashkentensis</i> 'Pink Dawn'	Chitalpa
	<i>Platanus racemosa</i>	Western Sycamore
	<i>Quercus agrifolia</i>	Coast Live Oak
	<i>Arclostaphylos</i> 'Emerald Carpet'	Emerald Carpet Creeping Manzanita
	<i>Arclostaphylos</i> 'Sunset'	Sunset Manzanita
	<i>Calamagrostis foliosa</i>	Feather Reed Grass
	<i>Ceanothus</i> t. 'Snow Flurry'	Snow Flurry CA Lilac
	<i>Ceanothus</i> 'Yankee Point'	Yankee Point CA Lilac
	<i>Erigeron</i> 'Wayne Roderick'	Seaside Daisy
	<i>Heteromeles arbutifolia</i>	Toyon
	<i>Hydrangea quercifolia</i> 'Snow Queen'	Snow Queen Hydrangea
	<i>Juncus patens</i>	Gray Rush
	<i>Leymus</i> c. 'Canyon Prince'	Canyon Prince Wild Rye
	<i>Muhlenbergia rigens</i>	Deer Grass
	<i>Pittosporum</i> t. 'Variegata'	Mock Orange
	<i>Rhamnus</i> c. 'Mound San Bruno'	MSB Coffeeberry
	<i>Salvia clevelandii</i>	Cleveland Sage
	<i>Salvia apiana</i>	White Sage
	<i>Tagetes lemonii</i>	Mexican Marigold
	<i>Yucca whipplei</i>	Our Lord's Candle
	<i>Anemopsis californica</i>	Yerba mansa
	<i>Carex pansa</i>	Dune sedge
	<i>Carex pansa</i>	Dune sedge
	<i>Aristida purpurea</i>	Purple three awn
	<i>Lantana</i> 'New Gold'	Yellow Creeping Lantana
	<i>Salvia</i> 'Mrs Beard'	Ms Beard Sage
	Detention Basin Planting	
	<i>Carex praegracilis</i>	Dune Sedge
	<i>Muhlenbergia rigens</i>	Deer Grass
	<i>Asclepias fascicularis</i>	Narrow-leaved Milkweed
	<i>Mimulus cardinalis</i>	Monkeyflower
	<i>Juncus patens</i>	Gray Rush
	<i>Juncus texilis</i>	Basket Rush
	<i>Anemopsis californica</i>	Yerba Mansa
	<i>Iris</i> d. 'Pacific Coast Hybrids'	Douglas Iris
	<i>Penstemon</i> 'Margarita BOP'	Foothill Penstemon
	<i>Achillea millefolium</i>	Yarrow
	<i>Artemesia douglasiana</i>	Mugwort
	Pots & Courtyard Planting	
	<i>Phormium cookianum</i>	Mountain Flax
	<i>Aloe camperi</i>	Nubian Aloe
	<i>Olea</i> 'Montra'	Dwarf olive

CARPINTERIA CITY HALL



PLANTING PLAN

CARPINTERIA CITY HALL
5775 Carpinteria Ave.
Carpinteria, CA

DATE: 06.03.15
DRAWN BY: RM
CHECKED BY: RM
PROJECT #: 1515

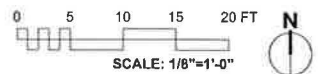
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CARPINTERIA CITY HALL

LIMIT OF WORK



PLANTING LEGEND, SEE SHEET L4.3 FOR QUANTITIES AND NOTES

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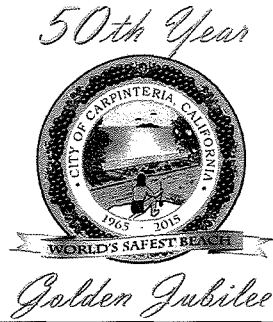
rmila
Landscape Architecture
5775 Carpinteria Ave.
Carpinteria, CA 93008
Phone: (805) 481-1111
Fax: (805) 481-1112
www.rmila.com

CARPINTERIA CITY HALL
5775 Carpinteria Ave.
Carpinteria, CA

DATE: 04.01.15
DRAWN BY: RM
CHECKED BY: RM
PROJECT #: 1216

REVS / SUBS	NO.	DESCRIPTION

SHEET:
L-4.2



City of Carpinteria

COUNCIL AGENDA STAFF REPORT April 13, 2015

ITEM FOR COUNCIL CONSIDERATION

Adoption of Ordinance No. 700, Amending Section 12.04.070 of the Carpinteria Municipal Code Relating to the City Engineer's Issuance of Annual Permits for Work in the Public Street Rights of Way.

STAFF RECOMMENDATION

Action Item X ; Non-Action Item

Approve the first reading of Ordinance No. 700, and continue this item to the City Council meeting of April 27, 2015 (second reading).

Motion: I move to approve the first reading of Ordinance No. 700, as read by title only, and to continue the matter for the second reading to the April 27, 2015 City Council meeting.

BACKGROUND

The Department of Public Works follows the provisions of Chapter 12.04 of the Carpinteria Municipal Code (CMC) when granting permission for street construction and excavation work in the public right-of-way. An engineering permit is required when performing any excavation or installing, maintaining, cutting into, repairing or removing sidewalks, curbs, gutters or street surfacing, or installing, repairing or removing any facilities or substructures in, on, over, or under any street right-of-way.

Section 12.04.070 of the CMC authorizes the City Engineer to issue annual permits to public and private utility companies for routine maintenance and service work not exceeding five hundred dollars cost for any separate project. Annual permits are renewable and subject to compliance with all applicable provisions of the CMC and the City's adopted Engineering Standards.

The issuance of an annual permit requires the permit holder to maintain a deposit account from which fees are deducted for inspections, repairs and other costs incurred

by the City as a result of activity performed under the permit. In addition, the permit holder must provide the City advance notification of work to be performed.

DISCUSSION

Carpinteria Municipal Code Section 12.04.070 was established in the 1960's and limits the cost of work performed under an annual permit to five hundred dollars or less for any separate project. Over the years, the cost to perform routine maintenance and service work has increased substantially. However, the project cost threshold set forth in the City's Municipal Code has remained the same making it challenging for utility companies to keep their project costs under five hundred dollars. With the increased cost to perform minor maintenance work, the Department of Public Works recommends adjusting the value of work permissible under the annual permit to twenty-five thousand dollars. The attached Ordinance No. 700 adjusts the project cost threshold authorized in CMC Section 12.04.070.

The current Municipal Code reads as follows:

12.04.070 - Permit—Special annual issuance when.

The engineer may issue annual permits for service connections or for other routine minor work performed by owners or employees and not exceeding five hundred dollars cost for any separate project. The permit shall become effective and be exercised by written notice given to the engineer not less than twenty-four hours before work is to be commenced thereunder.

The proposed changes are as follows:

12.04.070 - Permit—Special annual issuance when.

The engineer may issue annual permits for service connections or for other routine minor work performed by owners or employees and not exceeding twenty five thousand dollars cost for any separate project. The permit shall become effective and be exercised by written notice given to the engineer not less than twenty-four hours before work is to be commenced thereunder.

POLICY CONSISTENCY

This item is in accordance with Chapter 12.04 of the Carpinteria Municipal Code, which regulates and controls all secondary uses of City streets to protect and preserve the primary purpose of such streets.

FINANCIAL CONSIDERATIONS

No financial impacts are anticipated from the adoption of Ordinance No. 700.

LEGAL

Ordinance No. 700 will amend Section 12.04.070 of the Carpinteria Municipal Code. The City Attorney has reviewed the proposed ordinance.

OPTIONS

1. Make no changes to the existing ordinance.
2. Direct the Department of Public Works to return with an amended ordinance.

PRINCIPAL PARTIES EXPECTED AT MEETING

No principal parties are expected to attend.

ATTACHMENTS

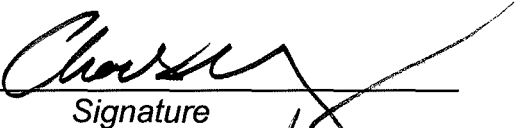
Attachment A: Ordinance No. 700

Staff contact:
Melissa Angeles, Engineering Technician
(805) 684-5405, ext. 445
MelissaA@ci.carpinteria.ca.us



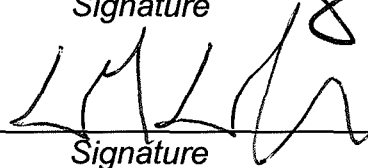
Signature

Reviewed by:
Charles W. Ebeling, Public Works Director



Signature

Reviewed by: Dave Durflinger, City Manager



Signature

ATTACHMENT A

Ordinance No. 700

ORDINANCE NO. 700

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARPINTERIA AMENDING SECTION 12.04.070 OF THE CARPINTERIA MUNICIPAL CODE TO INCREASE THE VALUE OF WORK ALLOWED UNDER ANNUAL PERMITS TO TWENTY-FIVE THOUSAND DOLLARS

WHEREAS, Carpinteria Municipal Code, Chapter 12.04 regulates and controls all secondary uses of City streets to protect and preserve the primary purpose of such streets, which is declared to be traveled by the public; and

WHEREAS, Section 12.04.070 of the Carpinteria Municipal Code authorizes the City Engineer to issue annual permits for service connections or for other routine minor work performed by owners or employees and not exceeding five hundred dollars cost for any separate project; and

WHEREAS, in the past years, the cost to perform routine maintenance and service work has increased substantially making it challenging for utility companies to keep their project costs under five hundred dollars; and

WHEREAS, the Department of Public Works recommends adjusting the value of work permissible under the annual permit to twenty-five thousand dollars;

NOW, THEREFORE, THE CARPINTERIA CITY COUNCIL DOES ORDAIN AS FOLLOWS:

SECTION 1. INCORPORATION OF RECITALS

The above recitals are true and correct and are incorporated herein, and are each relied upon independently by the City Council for its adoption of this Ordinance.

SECTION 2. AMENDMENT OF SECTION 12.04.070 OF THE CARPINTERIA MUNICIPAL CODE

Section 12.04.070 of the Carpinteria Municipal Code is hereby amended to read as follows:

12.04.070 – Permit – Special annual issuance when.

The engineer may issue annual permits for service connections or for other routine minor work performed by owners or employees and not exceeding twenty-five thousand dollars cost for any separate project. The permit shall become effective and be exercised by written notice given to the engineer not less than twenty-four hours before work is to be commenced thereunder.

SECTION 3. EFFECTIVE DATE

This Ordinance shall be in full force and effect thirty (30) days following a second reading of the ordinance; and before the expiration of fifteen (15) days following passage, this Ordinance shall be published once with the names of the members of the City Council voting for and against the same in the Coastal View News, a newspaper of general circulation, published in the City of Carpinteria.

SECTION 4. SEVERABILITY

If any section, subsection, sentence, clause, phrase or word of this Ordinance is for any reason held to be invalid by a court of competent jurisdiction, such decisions shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed and adopted this Ordinance, and each and all provisions hereof, irrespective of the fact that one or more provisions may be declared invalid.

SECTION 5. CEQA EXEMPTION

The City Council finds that this Ordinance is not subject to the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines §15060(c)(3) (this activity is not a "project" as defined in §15378).

PASSED, APPROVED AND ADOPTED this 27th day of April 2015, by the following called vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

Mayor, City of Carpinteria

ATTEST:

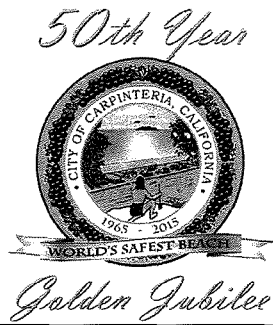
City Clerk, City of Carpinteria

I hereby certify that the foregoing Ordinance was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held the 27th day of April 2015.

City Clerk, City of Carpinteria

APPROVED AS TO FORM:

Peter N. Brown, on behalf of
Brownstein Hyatt Farber Schreck, LLP
Acting as City Attorney of the City of Carpinteria



City of Carpinteria

COUNCIL AGENDA STAFF REPORT April 13, 2015

ITEM FOR COUNCIL CONSIDERATION

Adoption of Ordinance No. 701, Amending Chapter 2.17 of the Carpinteria Municipal Code Relating to Performance Guarantee Bonds for Development Projects.

STAFF RECOMMENDATION

Action Item X ; Non-Action Item

Approve the first reading of Ordinance No. 701, and continue this item to the City Council meeting of April 27, 2015 (second reading).

Motion: I move to approve the first reading of Ordinance No. 701, as read by title only, and to continue the matter to second reading at the April 27, 2015 City Council meeting.

BACKGROUND

The Department of Public Works follows the provisions of Chapter 2.17 of the Carpinteria Municipal Code (CMC) with respect to the form, type and other conditions relating to performance guarantee bonds for development projects. In conjunction with engineering permits and capital improvement projects, bonds are required to be posted to cover the cost of a project in the event that work is not completed by a contractor. Additionally, a bond is a guarantee that all work will be done in accordance with approved plans and specifications and in compliance with all terms and conditions of a permit.

Bonds may be provided to the City in the form of cash, a letter of credit, or a surety. Bonds posted to guarantee performance of work, must be a combination of a cash bond and surety bond. As specified in CMC Section 2.17.040, the amount of a bond is determined by the City Manager on the advice of the City Engineer and is based on one hundred percent of the estimated value of the work being performed. Ten percent of

the total bond amount or thirty-five thousand dollars, whichever is less, is required to be a cash bond, and the balance of the total bond may be in an approved surety or additional cash bond.

The proposed ordinance would reduce the bond amount required for certain projects and establish authority for the City Manager to release certain bonds.

DISCUSSION

A. Bond Amounts

Bond amounts are determined by the City Manager on the advice of the City Engineer as specified in CMC Section 2.17.040.

The attached Ordinance No. 701 would amend CMC Section 2.17.040 to allow residential developments with eight units or less to post bonds based on fifty percent of the Engineer's cost estimate for all improvements other than public improvements and on-site grading. The bond for public improvements and on-site grading would remain at one hundred percent of the Engineer's cost estimate. Bonding posted for developments with more than eight units shall also remain on one hundred percent of the estimated cost of the obligations for which a bond is required. Adjusting the bond amount requirements will allow the City to respond to concerns received by developers of smaller projects about this significant upfront cost while still protecting the public interest.

The current Municipal Code reads as follows:

2.17.040 – Amounts of bonds.

The amount of bonds to be posted shall be in an amount determined by the City Manager on the advice of the City Engineer based on one hundred percent of the estimated cost of the obligations for which a bond is required. Ten percent of the total bond amount or thirty five thousand dollars, whichever is less shall be in a cash bond, and the balance of the total bond may be in an approved surety bonds or additional cash bond.

The proposed changes are as follows:

2.17.040 – Amounts of bonds.

The amount of bonds to be posted shall be in an amount determined by the City Manager on the advice of the City Engineer based on one hundred percent of the estimated cost of the obligations for which a bond is required. Bonds for residential only development of eight units or less shall be based on one hundred percent of the Engineer's cost estimate for public improvements and on-site grading and based on fifty percent of the Engineer's cost estimate for all other improvements. Ten percent of the total bond amount or thirty five thousand dollars, whichever is

less shall be in a cash bond, and the balance of the total bond may be in an approved surety bonds or additional cash bond.

B. Release of Bonds

To formally release a bond, the City Engineer or City Manager must confirm that all work has been completed to the City's satisfaction and the City Council must accept the work as complete and take action on the release of the bond regardless of the bond amount.

Ordinance No. 701 would amend CMC Section 2.17.110 to grant the City Manager the authority to release bonds in the amount of one hundred thousand dollars or less relating to small projects with grading and/or site improvements typically associated with developments such as single family homes. Currently, only the Council has the ability to release bonds. Staff believes that authorizing the City Manager to approve the release of bonds associated with smaller projects is consistent with the City's interest in organizational efficiency and would continue to ensure that larger improvements be considered by the City Council. Furthermore, a list of released bonds will be presented to the City Council for their information via a subsequent report.

The current Municipal Code reads as follows:

2.17.110 – Release of bonds.

Bonds may be partially released from time to time, in the sole discretion of the City Council, upon recommendation of the City Engineer or City Manager, as the case may be. No bond shall be fully released until the purpose for which the bond has been proposed has been completely fulfilled and any obligation performed in connection therewith has been accepted by the City Council.

The proposed changes are as follows:

2.17.110 – Release of bonds.

Bonds may be partially released from time to time by the City Council or by the City Manager when the bond amount is one hundred thousand dollars or less, upon recommendation of the City Engineer or City Manager, as the case may be. No bond shall be fully released until the purpose for which the bond has been proposed has been completely fulfilled and any obligation performed in connection therewith has been accepted by the City Council or the City Manager.

POLICY CONSISTENCY

This item is consistent with the City's mission statement which states that *"Government shall make judicious use of the City's limited resources to promote the highest possible quality of life for all of Carpinteria's residents. This includes providing services consistent with community needs as well as protecting the social and physical*

environment” by increasing the organizational efficiency of the City as well as reducing costs to project applicants while still protecting the public interest.

In addition, this item is in accordance with Chapter 2.17 of the Carpinteria Municipal Code which provides direction and policy to the City with respect to the form, type and other conditions relating to bonds required to provide a guarantee of performance to the City by those required to provide such guarantee.

FINANCIAL CONSIDERATIONS

No financial impacts are anticipated from the adoption of Ordinance No. 701.

LEGAL

Ordinance No. 701 will amend Sections 2.17.040 and 2.17.110 of the Carpinteria Municipal Code. The City Attorney has reviewed the proposed ordinance.

OPTIONS

1. Make no changes to the existing ordinance.
2. Direct the Department of Public Works to return with an amended ordinance.

PRINCIPAL PARTIES EXPECTED AT MEETING

No principal parties are expected to attend.

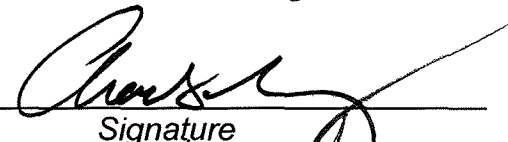
ATTACHMENTS

Attachment A: Ordinance No. 701

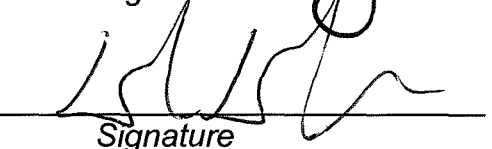
Staff contact:
Melissa Angeles, Engineering Technician
(805) 684-5405, ext. 445
MelissaA@ci.carpinteria.ca.us


Signature

Reviewed by:
Charles W. Ebeling, Public Works Director


Signature

Reviewed by: Dave Durflinger, City Manager


Signature

ATTACHMENT A

Ordinance No. 701

ORDINANCE NO. 701

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARPINTERIA AMENDING SECTIONS 2.17.040 AND 2.17.110 OF THE CARPINTERIA MUNICIPAL CODE TO ADJUST THE BOND AMOUNTS FOR SMALL DEVELOPMENTS AND AUTHORIZE THE CITY MANAGER TO RELEASE CERTAIN BONDS

WHEREAS, Carpinteria Municipal Code, Chapter 2.17 provides direction and policy to the City with respect to the form, type and other conditions relating to bonds required to provide a guarantee of performance to the City by those required to provide such guarantee; and

WHEREAS, Section 2.17.040 of the Carpinteria Municipal Code specifies how bond amounts are determined; and

WHEREAS, adjusting the required bond amounts will allow the City to assist small development while still protecting the public interest; and

WHEREAS, Section 2.17.110 of the Carpinteria Municipal Code states that bonds may be released only in the sole discretion of the City Council upon recommendation of the City Engineer or City Manager; and

WHEREAS, authorizing the City Manager to release bonds within the specified range will provide efficient use of staff time and will expedite project closeouts; and

WHEREAS, the Department of Public Works recommends adjusting the bond amount requirements for small developments and authorizing the City Manager to release bonds of one hundred thousand dollars or less;

**NOW, THEREFORE, THE CARPINTERIA CITY COUNCIL DOES ORDAIN AS
FOLLOWS:**

SECTION 1. INCORPORATION OF RECITALS

The above recitals are true and correct and are incorporated herein, and are each relied upon independently by the City Council for its adoption of this Ordinance.

SECTION 2. AMENDMENT OF SECTION 2.17.040 OF THE CARPINTERIA MUNICIPAL CODE

Section 2.17.040 of the Carpinteria Municipal Code is hereby amended to read as follows:

2.17.040 – Amounts of bonds.

The amount of bonds to be posted shall be in an amount determined by the City Manager on the advice of the City Engineer based on one hundred percent of the estimated cost of the obligations for which a bond is required. Bonds for

developments with eight units or less shall be based on one hundred percent of the Engineer's cost estimate for public improvements and on-site grading and based on fifty percent of the Engineer's cost estimate for all other improvements. Ten percent of the total bond amount or thirty five thousand dollars, whichever is less shall be in a cash bond, and the balance of the total bond may be in an approved surety bonds or additional cash bond.

SECTION 3. AMENDMENT OF SECTION 2.17.110 OF THE CARPINTERIA MUNICIPAL CODE

Section 2.17.110 of the Carpinteria Municipal Code is hereby amended to read as follows:

2.17.110 – Release of bonds.

Bonds may be partially released from time to time by the City Council or by the City Manager when the bond amount is one hundred thousand dollars or less, upon recommendation of the City Engineer or City Manager, as the case may be. No bond shall be fully released until the purpose for which the bond has been proposed has been completely fulfilled and any obligation performed in connection therewith has been accepted by the City Council or the City Manager.

SECTION 4. EFFECTIVE DATE

This Ordinance shall be in full force and effect thirty (30) days following a second reading of the ordinance; and before the expiration of fifteen (15) days following passage, this Ordinance shall be published once with the names of the members of the City Council voting for and against the same in the Coastal View News, a newspaper of general circulation, published in the City of Carpinteria.

SECTION 5. SEVERABILITY

If any section, subsection, sentence, clause, phrase or word of this Ordinance is for any reason held to be invalid by a court of competent jurisdiction, such decisions shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed and adopted this Ordinance, and each and all provisions hereof, irrespective of the fact that one or more provisions may be declared invalid.

SECTION 6. CEQA EXEMPTION

The City Council finds that this Ordinance is not subject to the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines §15060(c)(3) (this activity is not a "project" as defined in §15378).

PASSED, APPROVED AND ADOPTED this 27th day of April 2015, by the following called vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

Mayor, City of Carpinteria

ATTEST:

City Clerk, City of Carpinteria

I hereby certify that the foregoing Ordinance was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held the 27th day of April 2015.

City Clerk, City of Carpinteria

APPROVED AS TO FORM:

Peter N. Brown, on behalf of
Brownstein Hyatt Farber Schreck, LLP
Acting as City Attorney of the City of Carpinteria