

City of Carpinteria
Joint City Council and Planning Commission
Special Meeting
Monday, September 21, 2015 at 5:30 p.m.
Council Chamber, 5775 Carpinteria Avenue, Carpinteria, CA 93013
AGENDA

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

The City Council and the Planning Commission will meet for the following purpose:

1. Conceptual Review of a Planned Unit Development project on two parcels totaling 27.30 acres located in the Carpinteria Bluffs Area I planning area.

Recommendation: Receive public input and provide conceptual review and comments on the subject multi-use project proposal.

Staff presenter: Steve Goggia, Senior Planner

- a. Staff Report
- b. Public Comment
- c. Discussion

ADJOURNMENT

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 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, September 16, 2015, in the City Clerk's Office, on the City Hall Public Notices Board, and on the Internet.



City of Carpinteria

COUNCIL/PLANNING COMMISSION AGENDA STAFF REPORT September 21, 2015

ITEM FOR COUNCIL/PLANNING COMMISSION CONSIDERATION

Conceptual review of a Planned Unit Development project on two parcels totaling 27.30 acres located in the Carpinteria Bluffs Area I planning area.

STAFF RECOMMENDATION

Action Item X ; Non-Action Item

Receive public input and provide conceptual review and comments on the subject multi-use project proposal.

INTRODUCTION

This review of a concept proposal for the Bluffs I property serves as an important first step in a multi-year process and series of reviews for any proposed development on this significant property. The City's General Plan / Local Coastal Land Use Plan provides the following:

Located at the eastern entry to the city, the Carpinteria Bluffs are a key community gateway to both Carpinteria and the County, as well as a critical factor in the overall character of the city. The Carpinteria Bluffs are among the last remaining coastal open space areas within Santa Barbara County; the site's tranquility and exquisite ocean views are enjoyed by many residents on a regular basis. It has long been a community goal to avoid piecemeal development of the Bluffs, and to ensure that future developments within the Bluffs Area complement each other. (p.58)

The Bluffs I property has a Coastal Plan Land Use and Zoning designation of Planned Unit Development (PUD). Pursuant to the Carpinteria Municipal Code (CMC) Section 14.16.010, the purpose of the PUD district is to ensure comprehensively planned

development of large parcels that are intended primarily for residential use but would also be appropriate for recreation, limited commercial uses and open space. The intent of this district is to:

1. *Promote flexibility and innovative design of residential development to provide efficient use of space and to preserve significant natural, scenic, and cultural features of a site;*
2. *Encourage clustering of structures to preserve a maximum amount of contiguous open space; to this end, the intent is to promote multiple residential development rather than single-family subdivisions and to locate such development on a small portion of the parcel;*
3. *Allow for a diversity of housing types; and*
4. *Provide recreational opportunities for the residents of the site and the public.*

The applicant's proposal includes all of these allowed uses (residential, recreation, commercial and open space), incorporating some of the site's historic recreational and agricultural uses into the concept plan. The project integrates 2.30 acres of farmland and 1.70 acres of a golf links course with 3.95 acres of bluffs area open space south of the tracks for a total of 7.95 acres of open space areas (29% of the project site, excluding other landscaped areas). The proposed public trail railroad undercrossing would provide a safe pedestrian passage linking the Bluffs Open Space Preserve with the Harbor Seal viewing area and the Carpinteria Coastal Vista Trail.

The private residential areas of the site (apartments and cottage homes) total approximately 8.23 acres (30% of the site area). The residential areas are located on the west side of the property, farther away from the Bluffs Open Space Preserve. The combination of for-sale cottage homes and rental apartments would provide a mix of housing types consistent with the City's needs, including single-family detached and multi-family housing (Housing Element Program Category #1). In addition, 12% of the for-sale residences would be affordable pursuant to Zoning Code requirements and ten of the apartment units would be reserved for employees of the hotel.

Visitor-serving accommodations and agriculture are given a high priority in the Coastal Zone. The proposal includes both of these uses within the hotel component that also includes a restaurant with an outdoor dining/bar deck with views out to the open space areas and along the coast. In addition a large (5,000 square foot) building would be available to the public for meetings and events.

PROJECT DESCRIPTION

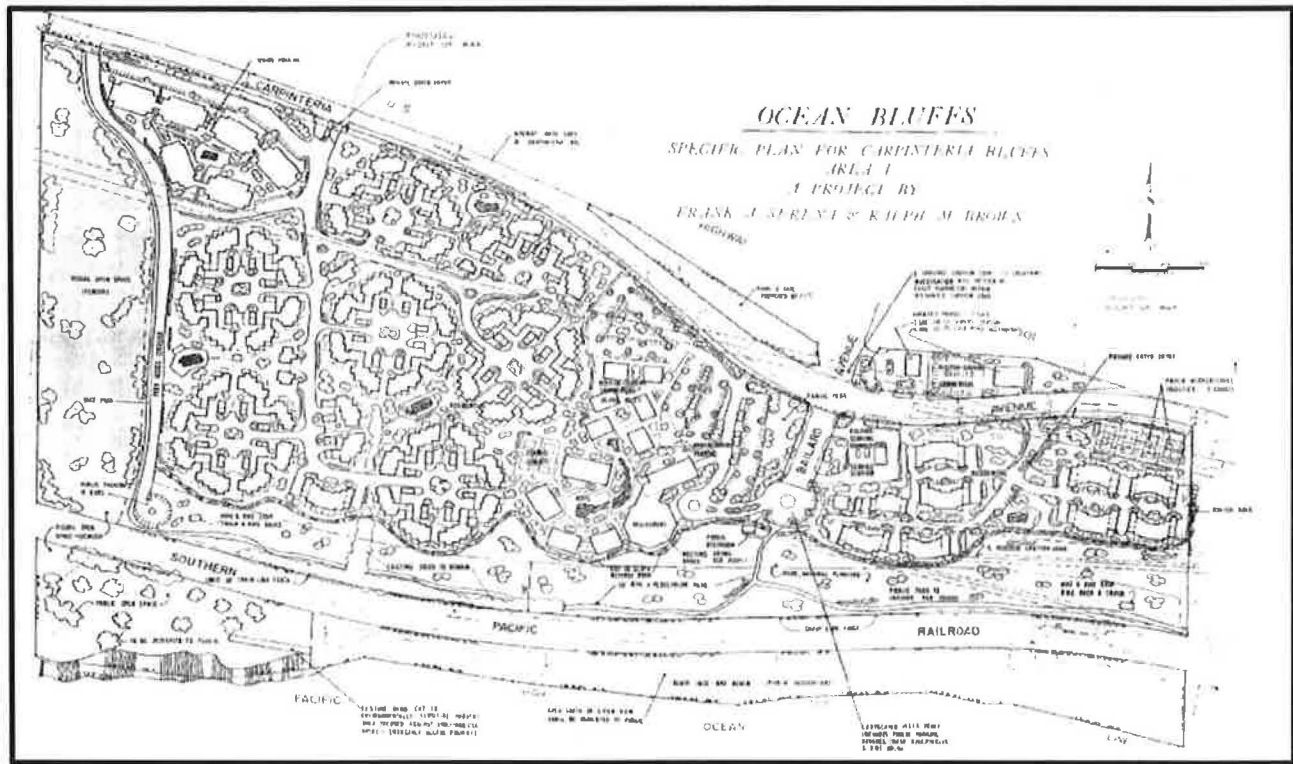
The proposal includes a 154-room hotel and suites (including a restaurant, event/meeting room, gym, three pools and subterranean parking), 45 single family attached and detached cottages (35 three-bedroom and 10 two-bedroom units), 40 multi-family apartments (18 studio and 22 two-bedroom units), 11 live-work units, a golf center with a nine-hole putting course and an organic farm on 23.35 acres (APN 001-170-13). The proposal also includes a railroad undercrossing accessing a 3.95-acre bluff top nature preserve with access to the Carpinteria Coastal Vista Trail (APN 001-170-010). The Concept Site Plan is included as Attachment A to this report; the applicant's full Project Description is included as Attachment B.

PURPOSE OF CONCEPT REVIEW

The purpose of the conceptual review process is to allow an applicant to submit tentative plans in order to receive advisory comments and suggestions from the City's decisionmakers. These advisory comments shall constitute a conceptual review only. A conceptual review and recommendation are not binding upon the Planning Commission or City Council as to any further determinations to be made with respect to the project. The City decisionmakers shall be wholly free to render a different determination and/or decision upon formal review of the project. Since only limited information regarding the project is provided at this time, the analysis in this report is preliminary and tentative.

BACKGROUND

Dating back to the late 1960s, several large development proposals surfaced in the area now known as the Carpinteria Bluffs Area I; none of these materialized. In the early 1990s, the City's Ocean Bluffs Area I Specific Plan (Major Amendment 2-90) was preliminarily approved by the City Council and was to be considered by the California Coastal Commission on December 12, 1990. The Coastal Plan Amendment would have authorized continued processing of the proposal shown below. On that day in December 1990, a newly elected City Council adopted Resolution No. 1963 to authorize withdrawal of the submission of the Major Amendment in favor of returning with a plan for the entire Bluffs area. This effectively stopped the processing Ocean Bluffs Area I Specific Plan.



Ocean Bluffs Area I Specific Plan

City Council Resolution No. 4144 adopted on July 25, 1994, authorized the submittal of Major Amendment 93-700 to the California Coastal Commission. Following a series of actions by the City and Coastal Commission, the Carpinteria Bluffs Coastal Access, Recreation and Open Space Master Program (Master Program) became part of the City's Local Coastal Program on November 8, 1996.

The Carpinteria Bluffs Coastal Access, Recreation and Open Space Master Program established land use regulations that would accommodate resorts with public open spaces within Areas I and III and business park uses within Area II. The Master Program also provides public trail and view point locations.

Implementation Policy 70 of the Community Design Element of the City's General Plan/Local Coastal Land Use Plan provides maximum building square footage totals and number of resort guest rooms for Bluffs Areas II and III properties. However, no maximum square footages or hotel rooms are provided for the Bluffs I Area. Thus it is important at this time to consider what the appropriate level of density and intensity of use should be based on the site location and constraints. This is the type of analysis that would be more fully developed through the Specific Plan that is required for the PUD zone district.

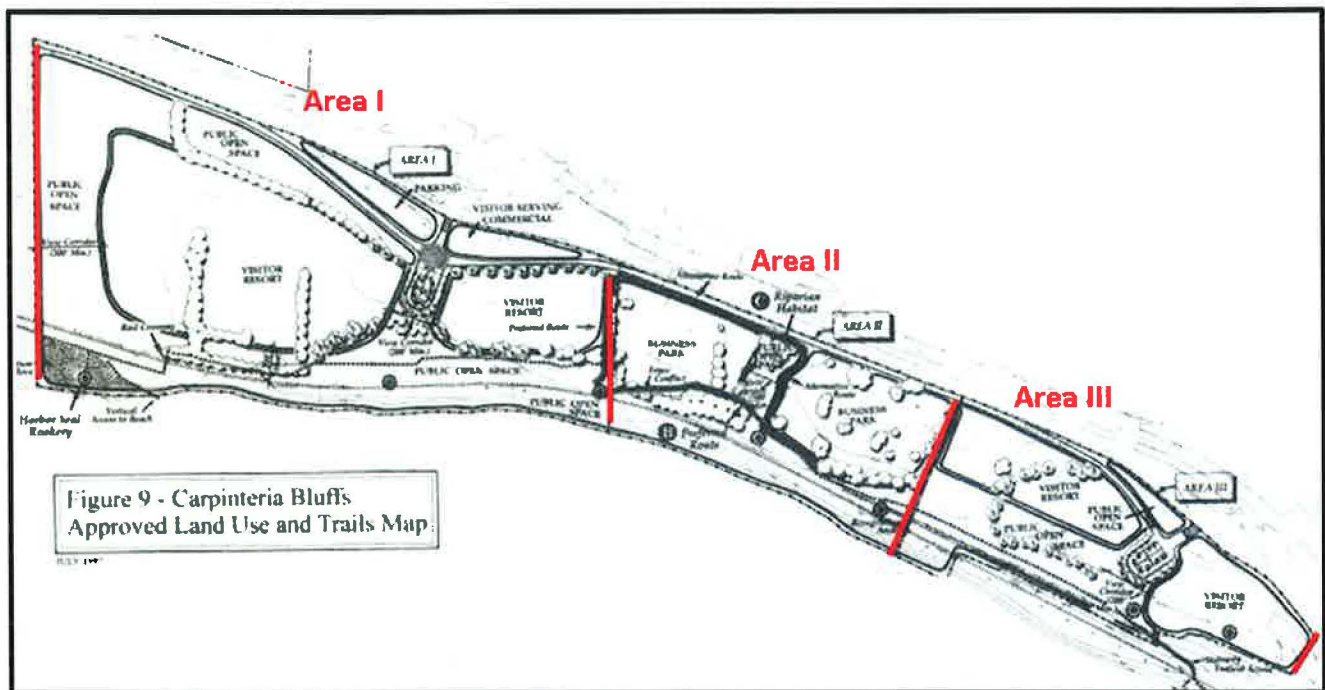
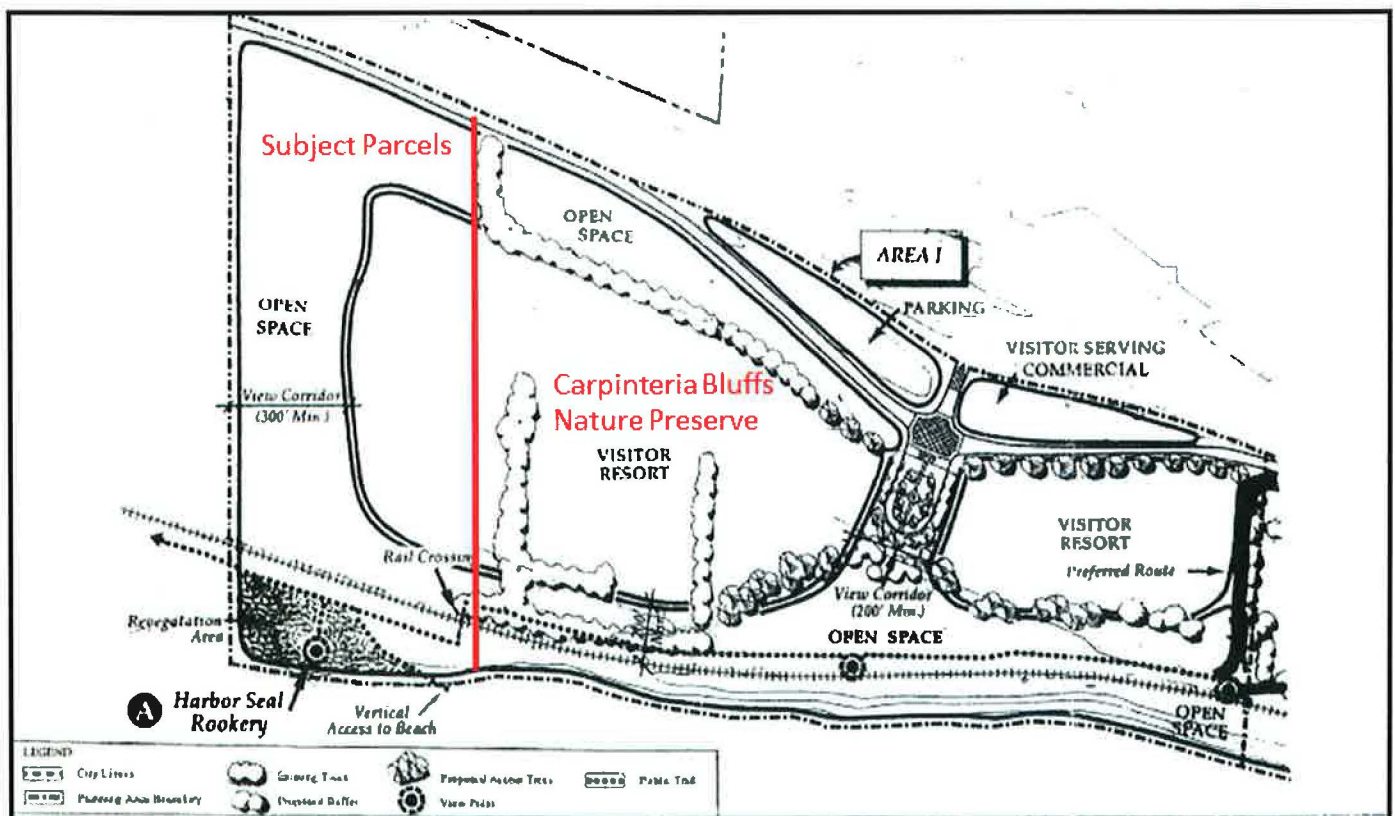


Figure 9 of the Master Program shows the Bluff Areas I, II and III.

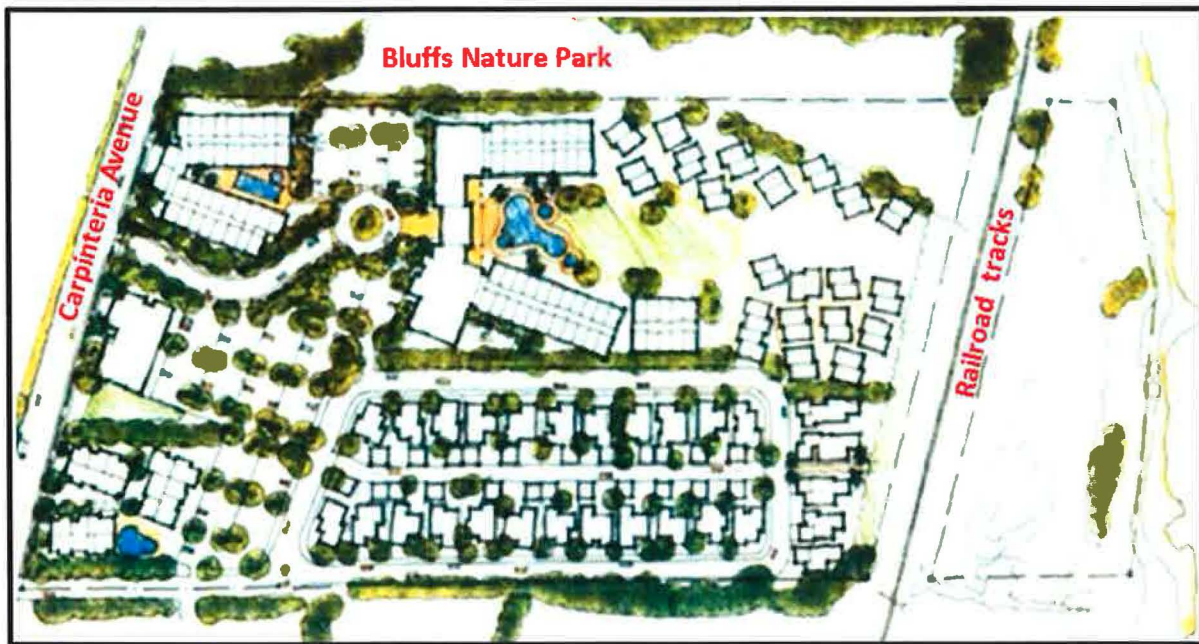


Bluffs Area I is detailed in Figure 5 of the Master Program

In 1998, in partnership with Citizens for the Carpinteria Bluffs, the Santa Barbara County Land Trust acquired a 52-acre portion of Bluffs I through a communitywide fundraising effort and gifted the property to the City, now known as the Carpinteria Bluffs Nature Preserve and Viola Fields.

A permit for the Tee Time driving range on the subject parcel was originally approved by the Planning Commission in 1994 (94-713-CUP) and renewed in 2003 (01-995-CUP/CDP). The staff reports for these Conditional Use Permits referenced the agricultural use of the southern portion of the parcel that had pre-existed the driving range and continues in operation today.

In January 2006, Summerwind at the Bluffs, LLC presented a concept plan to City staff, but did not continue any further review before losing the property in foreclosure.



Summerwind at the Bluffs, LLC Concept Plan

A series of defaults on the payment of property taxes led to a public auction in May of 2013. On May 23, 2013 the City Council held a Special Meeting and adopted Resolution No.5466 objecting to the sale of the tax-defaulted property and authorizing the City Manager to submit an application to purchase the property from Santa Barbara County pursuant to State Revenue and Taxation Code Section 3695.4. This Section allows the City to object to the sale of the property that is or may be needed for public use, and submit an application to halt the auction and purchase the property. However, the property was protected through a bankruptcy action and eventually sold in 2014 to O.Rhyan Capital Management, LLC., before the City's purchase could be effected. Project applicant Capital Hall Partners is now in escrow to purchase the property from O.Rhyan Capital Management, LLC and has prepared this concept review.

PLANNING REGULATIONS

As the Carpinteria Bluffs Coastal Access, Recreation and Open Space Master Program (Master Program) has not been updated since its approval in 1996, it does not reflect appropriate uses or zoning designations since the City acquired the Bluffs Nature Preserve (i.e., the visitor resort designation is still shown on the portion now occupied by the Bluffs Preserve) and thus must be modified through a Local Coastal Program Amendment to remove the visitor resort areas as shown on Figures 5 and 9. Figure 9 is included as Attachment C to this report. The Amendment would also provide an opportunity to revisit the configuration of land uses, open space areas, view corridors, trail locations, etc. on the subject property and on the Bluffs properties as a whole.

An update to the zoning designation for the Bluffs Nature Preserve and Viola Fields site, from Planned Unit Development to Recreation, is currently pending Coastal Commission review. It was included in Ordinance No. 669 amending portions of the City's Zoning Map, General Plan/Local Coastal Land Use Plan and Land Use Map to ensure vertical consistency between zoning and land use designations. The consistency rezone was mandated by the 2003 General/Coastal Plan and approved by the City Council in September of last year. A hearing before the Coastal Commission is expected in winter/spring 2016.

LAND USE AND ENVIRONMENTAL ISSUES

As with all of the land use issues identified below, should a formal project application be submitted, these and other issues would be thoroughly examined through environmental review and for policy consistency as a part of the City's analysis of the project.

As presented in the Introduction section of this report, the Planned Unit Development (PUD) District is intended primarily for residential use on large parcels but also allows recreation, limited commercial uses and open space. CMC Section 14.16.040 specifies the permitted uses as follows:

- 1. Residential units, either attached or detached, including single-family dwellings, rowhouses, townhouses, apartments, condominiums, modular homes, and mobile homes on a permanent foundation; provided, that the units are clustered to the maximum extent feasible;*

The proposal includes 45 single family attached and detached cottages (35 three-bedroom and 10 two-bedroom units ranging in size from 1,660 square feet to 2,697 square feet including garages), 40 multi-family apartments (18 studio units approximately 720 square feet and 22 two-bedroom units approximately 910 square feet) and 11 live-work units approximately 2,000 square feet, clustered in two areas on the west side of the property. The apartments and live-work units are located closer to Carpinteria Avenue, with the cottages in the center of the property.

The density of the cottages and apartments is approximately 10 dwelling units per acre (du/ac) across the 8.23 acres occupied by residential development. This density falls within the Medium Density Residential Category of the Land Use Element (4.7 to 20 du/ac). When calculated across the whole of the 23.35-acre parcel located north of the railroad tracks, the residential density is 3.6 du/ac. This falls within the Low Density Residential Category of the Land Use Element (0.3 to 4.6 du/ac). These densities do not account for the other buildings proposed for the site such as the hotel with 237-space subterranean parking lot and live-work units.

As the density of this PUD designated site is not called out on the City's Zoning Map, and instead is to be established through review of a Specific Plan. CMC Section 14.16.100 provides the following factors in determining the appropriate density:

- a) *Protection of the scenic qualities of the site;*
- b) *Protection of natural and/or coastal resources, i.e., habitat areas, archaeological sites, etc.;*
- c) *Avoidance of siting of structures on hazardous areas;*
- d) *Provision of public open space, recreation, and/or beach access;*
- e) *Preservation of existing healthy trees;*
- f) *Mix of housing types and provision of low and moderate income housing opportunities;*
- g) *Density in surrounding areas; and*
- h) *Service system constraints.*

As previously indicated, it is important at this time to consider what the appropriate level of density and intensity of use should be based on the site location, constraints and policies guiding the proposed development. This is the type of analysis that would be more fully developed through the Specific Plan, although comments on this concept plan would be helpful to the applicant to guide their formal application.

- 2. *Recreational facilities, including but not limited to, tennis courts, swimming pools, playgrounds, and parks for the private use of the prospective residents, provided such facilities are not operated for remuneration;*
- 3. *Commercial recreational facilities that are compatible with the residential units;*

While there are no private recreational facilities proposed for use by prospective residents only, the concept plan includes a commercial nine-hole "links-style" putting course and a 3,150 square foot golf center building with golf simulators.

- 4. *Community center facilities, i.e., day care center, laundromat, meeting rooms, for use by residents of the development;*

The concept plans do not include any of these facilities for the residents, although public members could have access to the hotel's event/meeting room.

5. *Visitor-serving commercial facilities, i.e., a motel or restaurant; provided, that the Planning Commission may reduce the residential density otherwise permitted to accommodate facilities that provide overnight lodging, based on a determination that the increased density caused by the overnight lodging facility would have an adverse effect on prospective residents or on the surrounding environment; examples include an adverse effect on an environmentally sensitive habitat, major views to the ocean or foothills, and public access to the shoreline;*

The proposal includes a 154-room hotel including a restaurant with an outdoor dining/bar deck, event/meeting room, gym, three swimming pools and an organic farm supporting the "farm-to-table" restaurant. The density of the development, whether residential or visitor-serving, is one of the considerations of this concept review that would be further analyzed through the Specific Plan process. Again, comments from the decisionmakers on this topic will help guide the applicant's proposal going forward.

6. *Convenience establishments of a commercial and service nature such as a neighborhood store designed and built as an integral part of the development and providing facilities primarily designed to serve the needs of prospective residents may be permitted, subject to the finding that such commercial use would not be materially detrimental to existing commercial development in the downtown area; and*

Produce and flowers from the farm would be sold at the farm shed located near the driveway entrance to the hotel. The live-work units fronting Carpinteria Avenue could also provide convenience items or services. A Specific Plan for the site could also regulate the commercial uses to ensure compatibility, rather than competition, with existing downtown commercial development.

7. *Open space uses such as parks, viewing areas, hiking, biking, and equestrian trails.*

The proposal includes a railroad undercrossing accessing a 3.95-acre ocean front nature preserve on the southern parcel with connections to the Carpinteria Coastal Vista Trail and vertical access to the beach via "Higgins Ramp."

Shoreline Park and Public Open Spaces

Bluffs Area I Implementation Measure (IM) #1 and Figure 5 of the Master Program call for a shoreline park with a minimum width of 200 feet as measured from the northern limit of the railroad right-of-way to be developed for light intensity, day use.

Figure 5 also maps a minimum 300-foot wide view corridor along the length of the western boundary of the site, between Carpinteria Avenue and the coastal bluff. The Master Program would need to be amended as part of any proposal for development on the site to reduce or eliminate the view corridor in this area.

CMC Section 14.16.110 regarding open space requirements of the Planned Unit Development District provides that a minimum of 20% of the gross area of the parcels shall be used for common open space. The City shall determine the amount of public open space required for coastal access and recreation and protection of public views, if not specified elsewhere in the City's Coastal Land Use Plan, but in no case shall it be less than 20% of the gross area.

The current proposal provides 3.95 acres of Bluffs Open Space (the entire parcel south of the railroad tracks), 2.30 acres of farmland and 1.70 acres of the links golf course totaling approximately 7.95 acres; or 29% of the 27.30-acre property. The location of the farmland and links golf course proposed along the site's eastern boundary help to buffer the Nature Preserve habitat and view areas from future development on the subject site.

Visual Resources

The property is in a highly visible location for travelers through Carpinteria on area roadways and on local trails. The City's General/Coastal Plan describes the character of the Bluffs I Area as being established by its primary land use, the natural open space of the 53-acre Carpinteria Bluffs Nature Park (p.59).

Development of the project site must be complementary to the natural open space and provide view corridors that respect the viewshed from the bluff trail looking north toward the mountains and from the Bluffs Nature Park looking south and west towards the ocean. Policies require substantial buffering and screening adjacent to the Bluffs Nature Park must be provided. Development must also be compatible with the small beach town character of Carpinteria and fit in with the desired low intensity atmosphere for the Bluffs. Applicable policies addressing Visual Resources, Open Space and Community Design are included as Attachment D to this report.

Blufftop Trail and Railroad Crossing

Figure 5 and IM #2 of the Master Program address the Carpinteria Coastal Vista Trail and railroad crossing. The trail is to be a minimum of 20 feet wide and include a spur providing a vertical access to the beach at Higgins Ramp. The preferred option for the railroad crossing is identified as at-grade, although IM #2 would allow an undercrossing should an at-grade crossing not be permitted. The City's 2009 *Coastal Access Feasibility Study* supports an undercrossing at this location. A railroad undercrossing and vertical access to the beach are shown on the Concept Site Plan.

Affordable / Inclusionary Housing

A program of the City's Housing Element requires a minimum of 10 hotel employee affordable housing units to be developed on the site. In addition, CMC Section 14.75.020 regarding the inclusionary housing requirement provides that all residential development of five or more housing units involving a subdivision map construct 12% of the total units as affordable to households earning 121% of the area median income (AMI). As a result, six of the 45 single family cottages would be made affordable per the City's Inclusionary Program, as would two of the 11 live-work units if they were approved as condominiums.

Addressing building coverage in the PUD zone, CMC Section 14.16.080 specifies that not more than 30% of the net area of the property shall be covered with any portion of a building containing dwelling units. Approximately four acres, representing 15% of the site area, is covered by all buildings (residential and commercial).

Safety

Two policies of the City's Safety Element address the site's adjacency to Venoco's Carpinteria Processing Facility.

S-6-Implementation Policy 20: *A development setback of 300 feet shall be established from the perimeter of the Carpinteria Oil and Gas Processing Facility unless it can be demonstrated that a lesser setback will not result in exposure of the public to health and safety risks related to plant activities.*

S-6-Implementation Policy 21: *Structures located between 300 and 1,000 feet from the perimeter of the Carpinteria Oil and Gas Processing Facility shall be constructed utilizing safety glass that can resist overpressures of 0.75 psig.*

A risk analysis prepared for the current property owner indicates that a 12-foot protective barrier (via a combination of a berm/wall) along the western property boundary would effectively shield residential development from most thermal radiation hazards associated with a fire at the processing facility. Again, formal review of the application will include a thorough safety analysis pursuant to CEQA due to the site's adjacency to the oil and gas plant and to determine if a lesser setback would result in exposure of the public to health and safety risks related to oil and gas activities.

Water

The property has historic water use. Analysis of the formal application will look at the difference between existing historic use and estimated future demand to see if there are adequate supplies. The Carpinteria Valley Water District Board of Directors has discussed a moratorium on new water meters in the future due to the drought emergency, however, no such action has been taken, nor is scheduled for consideration. Given the existing setting, it would be appropriate to require grey water systems and/or rain water detention and harvesting to address water conservation.

Earthquake Fault

The concept plans show a minimum setback of 60 feet from an identified fault. A geologic report, submitted with the project application materials would be reviewed in the CEQA document.

Traffic

The City would require a traffic study complete with a parking demand analysis to be submitted with the application materials to be reviewed in the CEQA document.

Air Quality

The project's air quality impacts (construction and operational) would also be analyzed in the CEQA document.

Biological Resources

It is possible that wetlands exist in the southwestern portion of the property. A biological resources study would be required to evaluate this area and reviewed in the CEQA document. Wetlands require a minimum 100-foot buffer pursuant to wetland protection policies in the Coastal Land Use Plan.

APPLICATION PROCESS

Upon completion of the conceptual review process, the next step for the applicant would be to submit a formal application for the project. Once the City has deemed the application complete, environmental review pursuant to CEQA would be conducted, as would a comprehensive policy consistency analysis, followed by formal review by the Architectural Review Board, Planning Commission, City Council and California Coastal Commission.

Bluffs I has a Specific Plan Overlay, pursuant to CMC Section 14.16.030, properties zoned PUD and subject to the Specific Plan Overlay, require a Specific Plan be filed and approved prior to the submittal of a Development Plan. The City and California Commission staff are exploring the applicant's request for concurrent, rather than sequential processing of the Specific Plan and development permit applications.

ENVIRONMENTAL REVIEW

The conceptual review application is not subject to review under CEQA. Should a formal project application be made, any development of the Bluffs Property would require environmental review pursuant to CEQA (California Public Resources Code § 21000 et seq.) to evaluate environmental concerns.

PRINCIPAL PARTIES EXPECTED AT MEETING

Bradley M. Hall, Capital Hall Partners
Neil Mehta, O.Rhyan Capital Management, LLC.
Kenneth E. Marshall, DUDEK
Brian Cearnal, AIA, LEED AP, Cearnal Andrulaitis, LLP
Jack Theimer, The Theimer Group

ATTACHMENTS

Attachment A: Concept Site Plan
Attachment B: Conceptual Review Project Description
Attachment C: Master Program Figure 9
Attachment D: Applicable GP/CP and Master Program Policies

Staff contact: Steve Goggia, Senior Planner
(805) 684-5405 x414 / steveg@ci.carpinteria.ca.us


Signature

Reviewed by: Jackie Campbell, Community Development Director
(805) 684-5405 x451 / jackiec@ci.carpinteria.ca.us


Signature

Reviewed by: Dave Durlinger, City Manager


Signature

Attachment A

Concept Site Plan

Bluffs I Concept Review
September 21, 2015



CONCEPT SITE PLAN

Not To Scale



Attachment B

Conceptual Review Project Description

**Bluffs I Concept Review
September 21, 2015**

RECEIVED

SEP 09 2015

COMMUNITY DEVELOPMENT
DEPARTMENT

**CARPINTERIA BLUFFS AREA I
CONCEPTUAL REVIEW PROJECT DESCRIPTION**

Proposed Conceptual Review with the City of Carpinteria Planning Commission and City Council for the PUD (Planned Unit Development – current zoning)¹ designated 27.30 acre Carpinteria Bluffs Area I Property.

The Conceptual Plan includes the following components:

- Ocean front open space totaling 3.95 acres (APN: 001-170-010) accessed via a Proposed “Applicant-Sponsored” Railway Pedestrian Safeway Undercrossing providing safe and enhanced public access to the beach and Proposed “Applicant-Sponsored” improvements to existing and new public trails that will connect into the existing bluffs trail system. These improvements will finally complete the connection of a publicly accessible bluffs trail system within Carpinteria. Such improvements include enhancement of the “ramp” to the beach, a Proposed “Applicant-Sponsored” “public coastal overlook” on the eastern portion of bluff with views to the east/south past Rincon, a Proposed “Applicant-Sponsored” “public overlook” for the seal rookery providing safe viewing of seal wildlife, environmental educational signs and wetland restoration/enhancement/drainage retention area.
- Planned Unit Development totaling 23.35 acres (APN: 001-170-013) of visitor serving uses, organic vegetable/fruit farm, putting hole golf course and center, multifamily residential units, single family residential homes, and live/work units, which will serve as “buffer” between the Venoco industrial uses to the west and the City’s open space to the east. The proposed community consists of:
 - Full-Service Hotel: A visitor-serving full-service “family-oriented beach-side” hotel targeting “mid-market” guests (the proposed hotel is not intended to compete with the planned Carpinteria Bluffs Area III Luxury Destination Resort Hotel). The proposed hotel includes 118 guest rooms of 450 square feet and 18 family-suites (1500 square feet each) capable of two lock-offs creating 36 smaller family-suites (750 square feet each); creating a total of 154 potential hotel rooms. The amenities would include a publicly accessible “Farm to Table” restaurant with an outdoor dining/bar deck serving three meals a day for hotel guests and the general public. The hotel would have pools, public gathering spaces and fire pits located throughout the property. The hotel lobby,

¹ Per Zoning Ordinance Section 14.16.040 - Uses permitted within the PUD district include:

1. Residential units;
2. Recreational facilities;
3. Commercial recreational facilities;
4. Community center facilities, i.e., meeting rooms;
5. Visitor-serving commercial facilities, i.e., a motel or restaurant;
6. Convenience establishments of a commercial and service nature;
7. Open space uses; and,
8. Uses, buildings and structures incidental, accessory and subordinate to permitted uses.

restaurant and administrative spaces would total approximately 9,200 square feet. In addition, there would be 6,500 square feet of meeting rooms and a fitness center with outdoor fitness areas (open to both hotel guests, community residents and the public) located within the farm area. The hotel would provide a 237-space subterranean parking structure. Hotel facilities and rooms, adjacent to the northern portion of the railroad tracks, would be limited to low-rise single story structures preserving both ocean and mountain views.

- 9 hole St Andrews Himalayas “links-style” putting area on 1.7 acres of open space with a golf center (3,150 square feet) including golf “simulators”.
- Organic Farm situated on 2.3 acres. Farm would be used to supply the “Farm to Table” restaurant located in the hotel with vegetables, fruits and herbs used in the hotel. Produce and flowers from the farm would also be sold at an on-site farm stand and at an on-site farmer’s market (days/hours to be determined). In addition, a classic farm shed (1,500 square feet) would reside on the farm to park the equipment for both the farm and putting course.
- Single-Family Residential attached and detached cottages totaling forty-five (45) clustered units. The architectural design and elements of the residences would promote a beach cottage/bungalow/“shingled” traditional style utilizing both indoor/outdoor living areas and rooftop living areas. The residences would include a mix of detached, duplex townhomes and two-story flats, ranging in size from 1,451 square feet to 2,235 square feet (1,900 square feet average). All units would have direct access garages (two per unit) with guest parking on surface spaces. All residential units would be offered to City of Carpinteria residents on a priority basis through a concentric marketing program where all homes would be marketed only to local residents prior to any broad based marketing efforts. Affordable units would include twelve percent (12%) of all units sold. City of Carpinteria residents would be given a priority in obtaining the affordable units.
- 40 Multifamily rental units consisting of eighteen (18) 1-bedroom units (720 square feet each) and twenty-two (22) two-bedroom units (910 square feet each). Ten (10) of the units will be reserved for hotel employee housing. With the exception of the above-referenced 10 hotel employee rental units, all rental units would be offered to City of Carpinteria residents on a priority basis using the concentric marketing program described above for the Single-Family Residential units.
- 11 “Live-Work” units (2,000 square feet each). Each unit would have two-car garage parking. All residential units would be offered to City of Carpinteria residents on a priority basis using the concentric marketing program described above for the Single-Family Residential units. Affordable units would include twelve percent (12%) of all units sold. City of Carpinteria residents would be given a priority in obtaining the affordable units.
- Parking spaces/garage units totaling 543 spaces (including 237 hotel-related parking spaces located in a subterranean structure which enables the bulk of the parking to be hidden from view).
- Internal trails/pathways and way-signage throughout the community promoting visitor

and residence access and connection to the bluffs trail system and ocean.

- Open Spaces dedicated would total approximately 7.95 acres representing 29% of the total community. This does not include the open spaces created as courtyards, internal fitness trails, outdoor fitness areas, public gather spaces created within the residences and hotel grounds.
- "Sustainable" characteristics including:
 - Water efficient landscaping with native drought-tolerant plant species.
 - Storm water management and water reclamation, including recycling program for water harvesting/bio-filtration/storage and reuse systems, and use of permeable paving blocks for all drives and walks.
 - Optimize energy performance of all structures including:
 - Building insulation beyond CBC requirements, including 2x6 exterior walls with R-24, perimeter foundation slab insulation and R-30 roof insulation;
 - Passive solar heating with thermal storage, natural lighting and natural ventilation;
 - Integrated solar electric photo-voltaic systems for all buildings;
 - Buildings have been designed and would be constructed with sustainable and regional materials selected for durability and non-toxic maintenance, i.e.: Fly-ash concrete, FSC certified lumber, fiber-cement siding, recycled steel roofing, formaldehyde-free insulation, sheathing and cabinets;
 - Divert 75% of construction waste from disposal;
 - Energy Star appliances, heating system, water heaters, vent fans and light fixtures;
 - Extra water-conserving toilets with dual flush along with low flow fixtures and instant flow water heaters, and,
 - Units and Buildings would qualify as 'Energy Star Homes' under the DOE criteria.
- Per the General Plan, the Project has been designed to ensure that view corridors (three primary view corridors with minimum widths of 30-40 feet – see attached Site Plan) are incorporated in order to preserve both ocean and mountain views, consistent with the following policies:
 - Objective CDS6-2: Ensure that development is controlled to avoid impacts to significant viewsheds, vistas, and view corridors. (General Plan at 61.)
 - CDS6-b: Development on the Bluffs shall not obstruct existing view corridors of the ocean and bluff top edge.
 - 57. New structures shall be low intensity, and reflect the low-rise, small-town feel of the surrounding area.
 - 58 Existing views from Bailard Avenue, Carpinteria Avenue and U.S. 101 to the ocean shall be preserved.
 - 59. Development that is located on or adjacent to bluffs, beaches, or streams

shall be designed and sited to prevent adverse impacts on the visual quality of these resources.

- 60. New development shall maintain existing topographic variations of the Carpinteria Bluffs, such as the ridgeline in Bluffs I and the terracing of Bluffs III. Development of Bluffs I should be designed to respect the viewshed from the bluff trail looking north toward the mountains and from the Bluffs Nature Park looking west.
- 61. Buildings should not turn their backs completely to the freeway, Carpinteria Avenue, or other adjacent street(s)

Attachment C

Figure 9

Carpinteria Bluffs Coastal Access, Recreation and Open Space Master Program

Bluffs I Concept Review
September 21, 2015

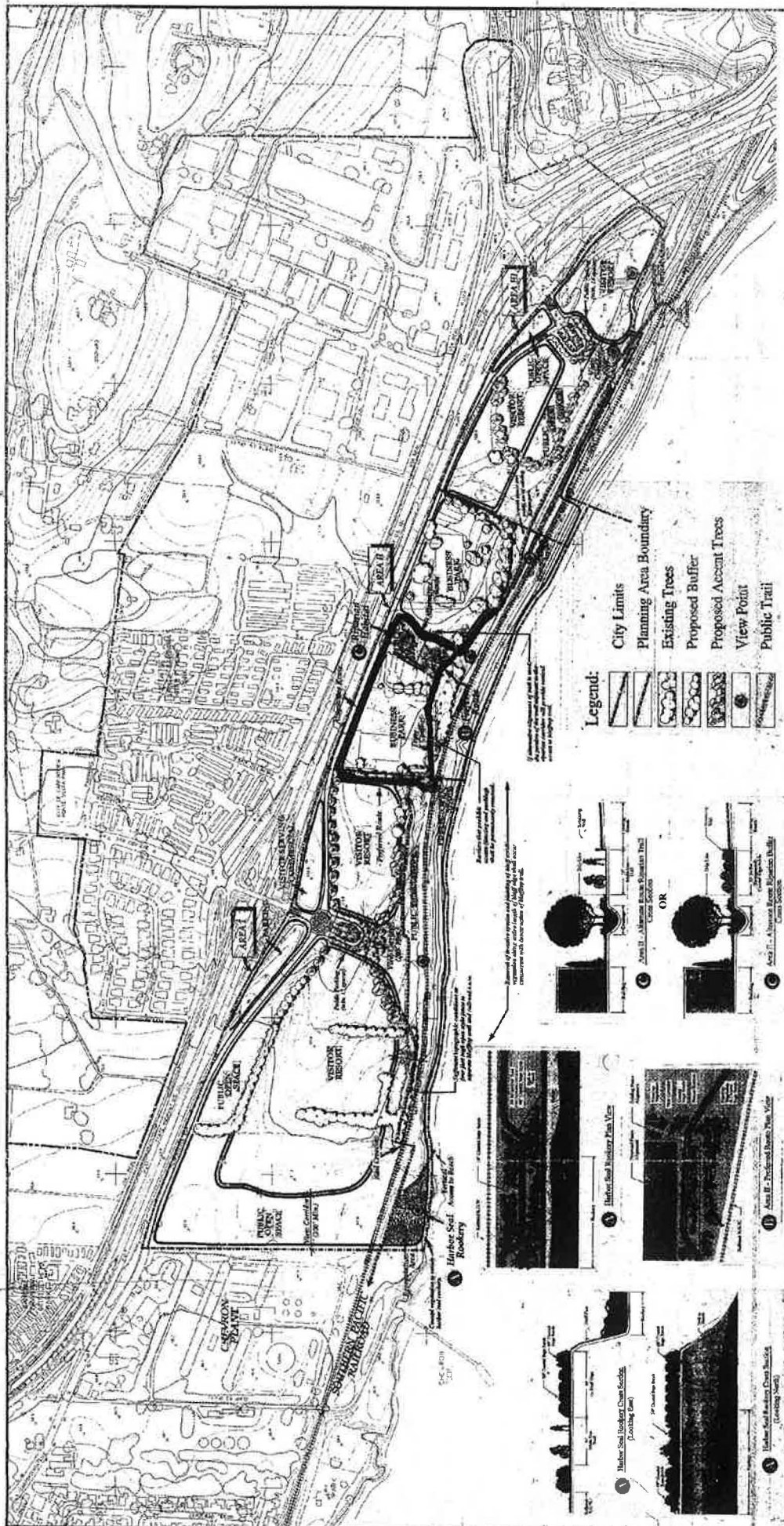
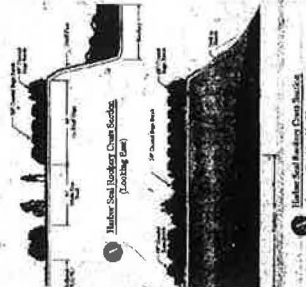
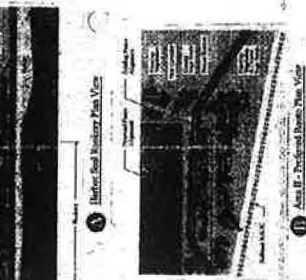
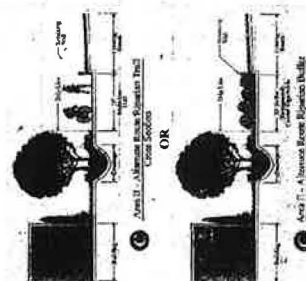


Figure 9 - Carpinteria Bluffs
Approved Land Use and Trails Map
REVISED 6/10/98 BY LSA
APPROVED BY CAC 7/29/99

- Legend:
- City Limits
 - Planning Area Boundary
 - Existing Trees
 - Proposed Buffer
 - Proposed Accent Trees
 - View Point
 - Public Trail



REVISOR 6/10/98 BY LSA



Attachment D

Applicable GP/CP and Master Program Policies

ATTACHMENT D

Applicable Policies Bluffs I Concept Review September 21, 2015

Land Use Element Objective LU-1: Establish the basis for orderly, well planned urban development while protecting coastal resources and providing for greater access and recreational opportunities for the public.

Land Use Element Objective LU-3: Preserve the small beach town character of the built environment of Carpinteria, encouraging compatible revitalization and avoiding sprawl development at the city's edge.

Policy LU-3d: Establish a commercial sector that balances the retail and service needs of citizens and tourists.

Policy LU-3g: Provide for a range of business activities that bring vitality, revenue, and employment to Carpinteria and are compatible with its small town character.

Land Use Element Objective LU-5: Maintain availability of agriculture, coastal - dependent industry and visitor-serving commercial development including hotels/motels, restaurants and commercial recreation uses.

Policy LU-5a: The City shall continue to give priority to agriculture, coastal-dependent industry and visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation over residential, general industrial, or general commercial development.

COMMUNITY DESIGN ELEMENT

Community Design Element Objective CD-1: The size, scale and form of buildings, and their placement on a parcel should be compatible with adjacent and nearby properties, and with the dominant neighborhood or district development pattern.

Community Design Element Objective CD-2: Architectural designs based on historic regional building types should be encouraged to preserve and enhance the unique character of the city.

Community Design Element Objective CD-3: The design of the community should be consistent with the desire to protect views of the mountains and the sea.

Community Design Element Objective CD-5: The streets of neighborhood interiors should be designed to be the "living rooms" of the neighborhood, where children and adults can safely play or walk. The design and details of streets, frontages and buildings should support this objective.

Community Design Element Objective CD-12: Development should fit quietly into the area's natural and introduced landscape, deferring to open spaces, existing natural features and native and sensitive habitats.

Policy CD-12a: Landscape planning shall be respectful of the natural character of the City and enhance existing native plant communities and environmentally sensitive habitat areas.

Community Design Subarea 6: The Bluffs

Policy CDS6-a: Provide a clear direction for the future development of the Carpinteria Bluffs that:

- Protects unique and sensitive environmental resources within the Bluffs.
- Is compatible with the small town character of Carpinteria, enhances the community's image, and contributes to a pleasant visual experience for travelers entering Carpinteria on U.S. 101 from the south.
- Provides appropriate development opportunities for landowners within the Carpinteria Bluffs.

Community Design Element Objective CDS6-2: Ensure that development is controlled to avoid impacts to significant viewsheds, vistas, and view corridors.

Policy CDS6-b: Development on the Bluffs shall not obstruct existing view corridors of the ocean and bluff top edge. In addition, views of the ocean and mountains for users of the Carpinteria Bluffs Nature Park and coastal trail(s), for bluffs area property owners and visitors, and for passing motorists, shall be maintained.

CDS6-Implementation Policy 57: New structures shall be low intensity, and reflect the low-rise, small-town feel of the surrounding area. New structures shall be designed to blend into the site and the rest of the city.

CDS6-Implementation Policy 58: All structures, including ancillary structures, shall be appropriately placed so as to minimize their obtrusiveness, and to maintain existing view corridors. Existing views from Bailard Avenue, Carpinteria Avenue, and U.S. 101 to the ocean shall be preserved.

CDS6-Implementation Policy 59: Development that is located on or adjacent to bluffs, beaches, or streams shall be designed and sited to prevent adverse impacts on the visual quality of these resources.

- The overall scale and massing of structures shall respect the natural setting of the Carpinteria Bluffs and its unique visual resources by incorporating designs that minimize bulk and mass, follow natural topographic variations, and minimize visual

intrusion into the bluff edge park and bluff top trail, riparian area within Area II, and adjacent beach areas.

- In addition to the mass and scale of the structure, the total square footage of structures shall also be maintained at a size that preserves the area's open character, and is compatible with adjacent open space areas.
- All ancillary structures, including parking lots or structures, shall be located as close to the center of the individual building area as possible. If such structures must be located adjacent to open space or residential areas, landscaping that substantially screens the structure from the surrounding uses shall be required.
- Consistent with livability and view preservation for residents, selected internal roadways, parking areas, and building sites shall be depressed. In implementing this requirement, consideration shall be given to the feasibility of draining the site and providing appropriate gradients for sewer and storm drain lines.
- To ensure that the view corridors are appropriately framed and maintained, all structures shall be subjected to review by the City's Architectural Review Board, which will ensure that selected building sites adjacent to the open space areas and view corridors have included provision for depressed building sites, berming and/or suitable landscaping.
- Berms, landscaped buffers and islands shall be created wherever feasible and determined necessary to enhance open space and visual appeal in association with roadways, parking lots and building sites.
- New development is to remain visually subordinate to surrounding natural and introduced landscaping. New buildings, signs, roads, and other man-made features should borrow from naturally established forms, lines, colors, and textures, including the forms, lines, colors, and textures introduced as part of site landscaping. New buildings, signs, roads, and other man-made features should also be at such a scale that they contribute to the desired low intensity character for the Carpinteria Bluffs.
- Surface materials on buildings within the Carpinteria Bluffs should be textured to blend with the coarseness of landscaping and natural vegetation.
- Permitted development within identified view corridors shall be limited to landscaping, roads, underground utilities, parking lots (where specifically required by other provisions of the Carpinteria Local Coastal Plan or Carpinteria Bluffs Local Coastal Plan Amendment), walkways, bikeways, public restrooms (where specifically required by other provisions of the *Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program*), bike racks, benches, picnic tables, and small interpretive signs.
- The intrusiveness of wall surfaces facing toward the bluff edge, the Bluffs Nature Park, riparian area, or identified view corridors shall be minimized through the use of single story elements, setbacks, roof pitches, and landscaping.

CDS6-Implementation Policy 60: New development shall maintain existing topographic variations of the Carpinteria Bluffs, such as the ridgeline in Bluffs I and the terracing of Bluffs III. Development of Bluffs I should be designed to respect the viewshed from the bluff trail looking north toward the mountains and from the Bluffs Nature Park looking west. Location and design of buildings shall respect the topography and follow topographic forms whenever possible, visible variations in the ground plane are to be retained, avoiding a flat, mass graded appearance. These variations in the ground plane are also to be reflected in variations in the roof lines of individual buildings.

CDS6-Implementation Policy 61: Buildings should not turn their backs completely to the freeway, Carpinteria Avenue, or other adjacent street(s). Regardless of their orientation, buildings that are visible from the freeway, Carpinteria Avenue, the Bluffs Nature Park, Bluffs area trails, or bluff top view points, are to be designed to provide the same level of architectural detail on elevations visible from these areas as on other elevations of the building.

CDS6-Implementation Policy 62: Buildings should be located in a landscaped setting where the main entrances do not directly abut paved parking areas. A minimum five to seven foot wide landscape strip should be provided between parking areas and buildings.

CDS6-Implementation Policy 63: Parking lots should not be the dominant visual element on a site. Large expansive paved areas located between the street and the buildings are to be avoided in favor of smaller multiple lots separated by buildings and landscaping.

CDS6-Implementation Policy 64: Parking lots adjacent to and visible from public rights-of-way, the Bluffs Nature Park, and bluffs area trails should be screened from view through combinations of earth berms, low screen walls, changes in elevation, and landscaping.

CDS6-Implementation Policy 65: As a part of development project plan submittals for the bluffs, tools such as physical or computer models, perspectives, or photographs, shall be included in order to demonstrate compliance with these measures and more generally the protection of Bluffs visual resources.

Bluffs Site Design

CDS6-Implementation Policy 66: All development shall be appropriately clustered to preserve open space.

CDS6-Implementation Policy 67: The resulting development after clustering is to be consistent with the character of the development's setting and adjacent land uses and open space areas.

CDS6-Implementation Policy 68: Substantial buffering and screening is to be provided for the clustered development adjacent to public rights way and preserved open space areas.

CDS6-Implementation Policy 70: The size, height, bulk, and location of buildings within the Carpinteria Bluffs are to be managed in relation to the overall site design and relationships to other buildings to avoid a crowded appearance, preserve a visual appearance of openness, and to maintain an overall low-intensity character of the Carpinteria Bluffs.

CDS6-Implementation Policy 72: Setbacks should be provided proportionate to the scale of the building and in consideration of adjacent development and open space areas. Larger buildings require additional setback areas for a balance of scale and so as not to impose on neighboring uses.

CDS6-Implementation Policy 74: The design plan shall include an overall design theme for the project and provide for the "blending" of the urban components of the site with the natural surroundings and current existing buildings around the site. The design plan shall include the following.

- Provision of an aesthetic link between the existing commercial development already present in the city and new development proposed for the Bluffs site. A diversity of building styles is permissible, but must utilize styles that are already present in the city. Such design guidelines should also respect the natural attributes of the site, and give consideration to the location of the site (i.e., on a bluff adjacent to the ocean).
- Architectural style, including materials and colors, should be compatible with the site's natural and landscaped setting. The use of colors, textures, materials and forms that will attract attention by not relating to other elements in the neighborhood is to be avoided. No one structure should stand out.
- Building forms and elevations should create interesting roof silhouettes, strong patterns of light and shadow, and integral architectural detail. Box-like structures and flat, monotonous facades are to be avoided.
- A low-rise setting with strong pedestrian orientation is to be provided. Site planning should favor pedestrian traffic by providing canopy trees to shade walkways, furnishing gathering places, and organizing buildings so that users have a continuous pedestrian level experience.
- Exposed structural and mechanical elements, unless well integrated into the design concept, are unsightly and are to be avoided. Outdoor work areas are to be screened from view.

- The inclusion of gateways that create a visual sense of entry into developments is encouraged. The scale and design of gateways should be compatible with scale and intensity of adjacent development, and should include enriched paving, raised medians, signage, landscaping, and other features as appropriate.
- Signage shall be the minimum necessary to identify businesses and coastal access or recreation areas within the Carpinteria Bluffs area. Pole signs shall be prohibited. Signs shall be designed as an integral part of the surrounding architecture, and shall be of compatible materials and colors to adjacent buildings. Signage shall include adequate identification of public coastal access parking, trails, and/or bikeways, and coastal recreation areas, and shall indicate the availability of facilities for physically challenged visitors.
- Specification of acceptable and restricted building materials for the exterior of all structures (i.e., prohibition of extensive use of metallic surfaces, concrete, fiberglass, etc., which would intensify the urban nature of the development). The use of natural materials for exterior siding is encouraged.
- The color palette chosen for the development should accentuate the natural qualities of the site and surrounding areas, and should not contain “loud” or “bright” colors, or white. Acceptable colors include muted blues and greens, grays, earth tones, or any other color as approved by the City. Matte paints are also acceptable.
- Scale models or equivalent presentation of proposed development projects shall be included with development plans at the time of submittal to the city.

Bluffs Landscaping

Policy CDS6-d: Landscape Planning shall be respectful of the natural character of the Bluffs and enhance existing native plant communities and environmentally sensitive habitat areas.

CDS6-Implementation Policy 75: Use of native, locally adapted species shall be required.

CDS6-Implementation Policy 76: More urban, “formal” landscape designs may be used in the immediate vicinity, entryways, or interior site areas of the hotel/resort or the visitor commercial area. Urban landscape species shall not be used along buffer areas adjacent to open space areas.

CDS6-Implementation Policy 77: All parking areas, including any future Park and Ride facilities, shall provide maximum landscaping and to the extent feasible, be shielded from view by perimeter shrubs and/or depression of the parking areas.

CDS6-Implementation Policy 78: Buildings should be located in a landscaped setting where the main entrances do not directly abut paved parking areas. A minimum five to seven foot wide landscape strip should be provided between parking areas and buildings.

CDS6-Implementation Policy 79: Landscaping shall be used as a buffer and transition between developed areas, particularly around the hotels/resort and the business park/visitor commercial areas. Landscaping materials used as buffers shall conform to the plant requirements, as set forth below.

CDS6-Implementation Policy 80: Vegetation placement, density, and coloration shall be compatible with the patterns of existing natural vegetation in surrounding areas. Revegetation that varies, particularly in form or in color, from the visual characteristics of the existing surrounding vegetation shall be avoided. In order to prevent monotony, landscaping with a variety of heights shall be required, although heights should be comparable to existing vegetation.

CDS6-Implementation Policy 81: All areas adjacent to the railroad right-of-way shall be shielded through the use of dense, low-lying landscaping in such a manner that they do not obscure ocean or mountain views across the track corridor.

CDS6-Implementation Policy 83: Development within the Carpinteria Bluffs should fit quietly into the area's natural and introduced landscape, deferring to open spaces, existing natural features, and native and sensitive habitats.

Open Space, Recreation & Conservation Element

Open Space, Recreation & Conservation Element Objective OSC-2: Preserve and restore the natural resources of the Carpinteria Bluffs.

Policy OSC-2g: Offset the impacts of private development to existing opportunities for public access and recreation by requiring that such development include public access and recreational improvements.

Policy OSC-2h: Preserve public enjoyment of Carpinteria Bluff view sheds by ensuring that they are not significantly degraded through development. All development applications shall be required to provide information adequate to identify existing and future public views and to demonstrate how the project proposes to avoid significant disruption of the view sheds identified. The location, size and density of development on the Bluffs shall be determined in part by the view sheds identified and what is necessary to protect them.

OSC-4-Implementation Policy 20: Provide adequate parking to maximize public access to coastal recreation areas, including Salt Marsh Nature Park, City Beach, Carpinteria State Park, Tar Pits Park, Harbor Seal Overlook, and the Carpinteria Bluffs.

Consider using revenues from the Tidelands Trust Fund to finance such improvements. Parking facilities shall be distributed, as feasible, to prevent overcrowding and to protect sensitive environmental resources.

Harbor Seal Rookery & Haulouts

Open Space, Recreation & Conservation Element Objective OSC-5: Protect the Harbor Seal Hauling Ground from human disturbance.

Policy OSC-5b. Permit beach to bluff access at the east and west sides of the seal rookery area to allow beach walkers to bypass the protected area on the bluff top and discourage any violation of the beach closure segment.

Coastal Agriculture and Recreation

Open Space, Recreation & Conservation Element Objective OSC-9: Encourage and promote open-field agriculture as an independent, viable industry to meet the needs of present and future populations and to preserve the Carpinteria Valley's rural, open space character.

Policy OSC-14a: Increase coastal and recreational access for all segments of the population, including the disabled and elderly, while protecting natural resources, particularly environmentally sensitive habitat areas.

OSC-14-Implementation Policy 68: Study the feasibility of developing a golf course facility within the Carpinteria Planning Area.

OSC-15-Implementation Policy 73: As a part of the development of the trail system, minimize the number of formal rail crossings for pedestrians and improve their safety through crossing controls or other improvements such as fencing and landscaping. Seek joint funding for such improvements from state and federal agencies and the railroad.

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

Bluffs Area I Implementation Measures

1. A shoreline park with a minimum width of 200 feet as measured from northerly limit of the railroad right-of-way or bluff edge, whichever is farther north, shall be developed for light intensity, day use. No campfire facilities shall be provided; however, picnic tables and limited barbecue facilities shall be included at the vista point near the extension of Bailard Avenue. Vertical access from Carpinteria

Avenue to the bluffs trail shall be provided within the existing Bailard Avenue right-of-way and adjacent setback area.

2. A blufftop trail and vertical access to Carpinteria Avenue with a minimum width of 20 feet shall be developed along the alignment illustrated in Figure 5.
 - Prior to issuance of occupancy certificates for the adjacent resort development, the City shall provide for and install a designated railroad crossing. The extent of the responsibility of developers to pay for the installation of the railroad crossing shall be determined by the City at the time of development review. Only one crossing of the rail line need be provided. The preferred option shall be an at-grade crossing. To obtain this crossing, the City shall seek the necessary approvals from the California Public Utilities Commission, in the cooperation with Southern Pacific Railroad for a crossing at grade. Such a crossing would include a barricade arm and audible alarms that would operate to block the crossing when trains approach without interfering with train passage. The crossing would also include, if feasible, improvements to allow access by wheelchairs. If approval for an at-grade crossing is not secured from the California Public Utilities Commission, in cooperation with the Southern Pacific Railroad, then the City shall seek necessary permit approvals to construct an underground crossing, or, if topographic conditions allow, an above grade crossing at an alternative location on Bluffs I.
 - Prior to commencement of construction on Bluffs Area I, a four foot high, open-type fence (such as a split rail fence) shall be constructed as part of any adjacent development projects within each respective area between the railroad right-of-way and the bluff top trail (running in an east-west direction along the entire length of the site). This will physically separate visitors to the site from the railroad, unless topographic conditions are sufficient to ensure such separation without the installation of such fencing. The type of fencing and crossing design shall be approved by the City of Carpinteria as part of the coastal development permit approval, and all fencing so approved shall be of similar design and character to minimize visual impacts. To the extent feasible, designated railroad crossings shall be designed to accommodate physically-challenged coastal visitors.
 - Concurrent with the construction of the blufftop trail, plantings of locally native, bluff scrub vegetation along the bluff edge shall occur. In addition, removal of the patch of sweet fennel and replanting with coastal sage scrub habitat within APN 1-170-10 as mitigation for the loss of that vegetative

community shall occur concurrent with the construction of the trail through that parcel.

- Adequate and visually attractive beach, trail, and recreation area access signing shall be provided.
 - The trail and the access to ocean viewpoints required to Measures 6 and 7, below and to the extent feasible, the rail crossing, shall be constructed so as to be accessible for the physically handicapped.
3. Provisions for public parking for shoreline users shall be made within the existing Bailard Avenue right-of-way. In addition, provisions for parking for shoreline users shall be made within the visitor resort. A minimum of 15 parking spaces shall be provided within the resort parking area nearest to the public park and vista trailway, and these spaces shall be posted with signage clearly reserving such spaces for non-resort coastal access visitors and shall be posted with signage indicating directions to the public park and vista trailway. Coastal access parking within the resort shall include at least two handicapped parking spaces adjacent to the ADA – designed trailway required under Implementation Measure 6. There shall be no change for public parking spaces shall be in addition to such parking spaces as may otherwise be required of the resort development. Coastal access parking spaces within the resort development shall be posted with signs clearly reserving the spaces for public coastal access parking only and prohibiting use by resort patrons.
 4. Due to the sensitivity of the seal haulout area and the overlook, a screen of vegetation shall be planted at the view point. This screen should be allowed to grow to a height of no greater than four feet and be pruned to increase density to create visually a 100 percent opacity. This screen shall be planted exclusively of locally native stiff spined shrubs as the lemonade berry (*Rhus integrifolia*), bush sunflower (*Encelia californica*) coastal sagebrush, and California buckwheat.
 5. Vertical access to the beach shall be maintained on the existing dirt road, as indicated in Figure 5.
 6. An ocean vista point and park area shall be provided south of the existing right-of-way of Ballard Avenue and shall be connected to the closest public access parking and main horizontal bluff top trailway by vertical public access trail designed to the standards of the Americans with Disabilities Act (ADA). The design and scale of park amenities shall not intrude into the public view corridor south of Ballard Avenue. Signage clearly indicating the availability of public coastal access amenities and parking, as well as handicapped access shall be included in the main signage identifying the adjacent visitor resort and shall also

be posted with directions to the vista point and access trail prior to occupancy of the visitor resort.

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

September 13, 2015

City Council
City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, CA 93013

RECEIVED

RE: Bluffs 1 Proposed Property Development
Joint Meeting of the City Council and the Planning Commission
September 21, 2015

SEP 16 2015

CITY OF CARPINTERIA

To the Council and Commission Members

I have several concerns about the Bluffs 1 proposed development. The density appears to greatly exceed what that area can support. And I do not believe that it is in line with what most Carpinteria residents want to see in their city.

The traffic on Carpinteria Avenue is already heavy at times. This project would make traffic heavier at all times with vehicles constantly pulling in and out of the only two driveways. At peak travel times, the extra pressure will make this essential thoroughfare impassable. Existing residential areas that depend on Carpinteria Avenue for access to other Carpinteria areas will be impacted the most, not to mention the daily commuters in the AM and PM. Highway 101 is usually not a viable alternative for very local travel as during peak times it is already at a standstill (or close to it). And when the Via Real extension is finished, it will not alleviate the additional pressure on Carpinteria Avenue.

I am very concerned about the rather fragile Bluffs habitat being subjected to so much additional use by not only the new local residents but so many out of town visitors who might not have respect for our local treasure. The potential impact of so many more walkers, dogs (yes, I am a dog lover), strollers, and maybe bikes could be devastating to this sensitive area which already has its own existing challenges. I am assuming that access to the portion of the path along the bluff top that is on this parcel will continue to have unrestricted access and not be obstructed in any way by this development.

Also of concern is any part of the Eucalyptus trees that form the Monarch Butterfly habitat that currently is included on this parcel and adjacent to it are not damaged or destroyed by this development. This is a very unique and awesome part of Carpinteria and our love for our special local environment.

I am positive that the Harbor Seal Rookery will be a major site for both the new residents and the out of town visitors to hike to and enjoy. As a Seal Watch volunteer, I know we love having visitors viewing the seals from the overlook. However, Seal Watch is only active from January 1 to May 31, (dawn to dusk) when the beach is closed for pupping season. As we all know, that does not keep everyone off the beach and away from the seals. The possibility of many more intrusions and disturbances is almost guaranteed. Even a lot of locals do not see or pay attention to the existing signage on the beach or at the observation overlook. I cannot imagine the horrendous impact of more people on the seals when the beach is open. Part of the protected seal habitat is at the foot of this parcel. Also, the construction noise and activity for months on end will adversely disturb the Colony.

As my letter indicates, I have many concerns about this proposed project and people I have spoken with appear to agree with these issues.

Sincerely,


Jeanne Stevens
5750 Via Real # 305