

City of Carpinteria
Special Joint City Council, Planning Commission and
Architectural Review Board Meeting Agenda
March 29, 2021 at 5:30 p.m.

Virtual Meeting

THE CITY OF CARPINTERIA HAS DETERMINED THIS MEETING TO BE AN ESSENTIAL PUBLIC MEETING THAT WILL BE CONDUCTED PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDERS N-29-20 AND N-33-20 AND SANTA BARBARA COUNTY HEALTH OFFICER ORDERS

In response to the spread of the COVID-19 virus, Governor Newsom has temporarily suspended the requirement for local agencies to provide a physical location from which members of the public can observe and offer public comment, and has ordered all Californians to stay home except as needed to maintain continuity of operations of certain critical infrastructure.

In compliance with these orders, and to minimize the potential spread of the COVID-19 virus, the City of Carpinteria is limiting public access to the City Council Chambers for this meeting. With this in mind, you are strongly encouraged to participate in the alternative methods explained below.

Virtual Viewing of Public Meetings

This meeting is available to view live on the City of Carpinteria's website at <https://carpinteria.ca.us/city-hall/agendas-meetings>, on Zoom Webinar by [CLICKING HERE!](#) Alternatively, you can join in by following one of these methods: (1) log on to www.zoom.us, download the application, select "Join Meeting", and enter Webinar ID 889 0390 2262; OR (2) call +1 (669) 900-9128 and enter Webinar ID 889 0390 2262 or on Government Access Television Channel 21 (broadcast live and rebroadcast on Wednesday after the meeting at 8:00 p.m. and on Saturday at 5:00 p.m.).

Public Comments

If you wish to make a general public comment or to make a comment on a specific agenda item, the following methods are available:

- Distribution to Board Members. If you wish to submit a hard copy of written comments to be distributed to board members (as either general public comment or on a specific agenda item), please submit your comment via email to PublicComment@ci.carpinteria.ca.us by **12:00 P.M. on the day of the meeting**. Please note that these comments will not be read into the record during the meeting unless you include this request with your comments.
- Read Into the Record During Meeting. If you would like your comment read into the record during the meeting (as either general public comment or on a specific agenda item), please include this request with your comments

and provide your comments (of no more than 250 words) in one of the following ways:

- Via email to PublicComment@ci.carpinteria.ca.us by **12:00 P.M. on the day of the meeting**. In your email, please specify (1) the meeting date and agenda item (number and title) on which you are providing a comment and (2) that you would like your comment read into the record during the meeting.
- Via the **eComment** link on the City's agenda website (<https://carpinteria.ca.us/city-hall/agendas-meetings>) by **12:00 P.M. on the day of the meeting**. Please note that this link does not become active until an agenda is posted. If you would like your comment read into the record during the meeting, please specify this in your comment.

Every effort will be made to read your comment into the record, but some comments may not be read due to time limitations. Please also note that if you submit a written comment and do not specify that you would like this comment read into the record during the meeting, consistent with the City's practice when it receives written public comments on agenda items, your comment will be forwarded to board members for their consideration.

- **Public Comment by Phone.** If you wish to make a verbal public comment as a specific item is being heard (as either *general* public comment or on a specific agenda item), please send an email to PublicComment@ci.carpinteria.ca.us by **12:00 P.M. on the day of the meeting** and include the following information in your email: (1) the meeting date and agenda item (number and title) on which you wish to speak, (2) your full name, (3) your call back number and area code. During public comment on the agenda item specified in your email, City staff will make every effort to contact you via your provided telephone number so that you can provide public comment electronically. Please note the City has the discretion to limit the speaker's time for any meeting or agenda matter. Typically, the practice has been 3 minutes per speaker on each item.
- **Real-Time Public Comment Through Zoom Webinar.** Members of the public attending the public meeting through the City's Zoom Webinar platform (through the link provided by the City) have the option of providing real-time public comments on agenda matters. To make public comments through this platform please use the "raise your hand" feature to notify staff that you would like to make a public comment during designated public comment times. Once it is your turn to provide a public comment, staff will unmute your microphone and you will be given a designated amount of time to provide your comment (typically, the practice has been up to 3 minutes per speaker on each item). At the end of your comment, staff will once again mute your microphone.

The situation with COVID-19 is constantly evolving and the City will provide updates to any changes to this policy as soon as possible. The public is referred to the City's website at www.carpinteria.ca.us for the latest COVID-19 policies and information. The City of Carpinteria thanks you in advance for taking all precautions to prevent spreading the COVID-19 virus.

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

CITY COUNCIL BUSINESS

The City Council, Planning Commission and Architectural Review Board will meet to discuss the following subject matter:

Conceptual review of a proposed lodging development with 26 Airstream trailer units, a 2,200-square foot clubhouse, a 550-square foot maintenance building, 28 space parking lot, and associated landscape/hardscape improvements on a 2.48-acre parcel located at the easternmost end of Carpinteria Avenue at 6555 Carpinteria Avenue (APNs 001-210-013, -016, and -023), proposed by John King/King Ventures/Rincon Bluffs Group, LLC and AutoCamp.

Recommendation: Receive public comment, and provide individual comments on the lodging development proposal.

Staff presenter: Syndi Souter, Associate Planner

- a. Staff presentation
- b. Public comment
- c. Discussion

PUBLIC COMMENT WILL BE HEARD CONCERNING ONLY THE AGENDIZED ITEM FOR THIS SPECIAL JOINT MEETING

ADJOURNMENT

In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact Fidela Garcia at (805) 755-4403, or the California Relay Service at (866) 735-2929. Notification prior to the meeting and as soon as possible will enable the City to make reasonable arrangements for accessibility to this meeting.

This agenda was posted on Thursday, March 25, 2021, in the City Clerk's Office, on the City Hall Public Notices Board, and on the Internet.



City of Carpinteria

SPECIAL JOINT CITY COUNCIL / PLANNING COMMISSION / ARCHITECTURAL REVIEW BOARD AGENDA STAFF REPORT MARCH 29, 2021

CONCEPTUAL REVIEW BLUFFS III AUTO CAMP RV PARK Project No. 20-2035-CON

ITEM FOR CONSIDERATION

Conceptual review of a proposed lodging development with 26 Airstream trailer units, a 2,200-square foot clubhouse, a 550-square foot maintenance building, 28 space parking lot, and associated landscape/hardscape improvements on a 2.48-acre parcel located at the easternmost end of Carpinteria Avenue at 6555 Carpinteria Avenue (APNs 001-210-013, -016, and -023), proposed by John King/King Ventures/Rincon Bluffs Group, LLC and AutoCamp.

STAFF RECOMMENDATION

Action Item ____; Non-Action Item X

Receive public comment, and provide individual comments on the lodging development proposal.

PROJECT DESCRIPTION

This is a conceptual review of a proposal to establish 26 fixed trailer units and related improvements for overnight visitor lodging purposes. Twenty-four of the units are proposed to be new Airstream trailers, and two of the units are proposed to be custom-built "Airstream-like" trailers that meet ADA accessibility requirements. The trailers would be owned by the park operators and are proposed to be self-contained with permanent connections to utility hook-ups. Three of the proposed trailer sites will include tents to accommodate families and/or small groups. Each trailer site will have an outdoor seating/dining area with a firepit.

A new 2,200-square foot single-story clubhouse with a wooden deck is proposed to function for check-in/out, a snack bar, gift shop, and gathering place for guests. The clubhouse would be located toward the southwest corner of the site in order to take

advantage of the available ocean views. A new 550-square foot maintenance building is proposed to store supplies and cleaning equipment. A parking lot containing 28 spaces is proposed in the center of the development with access from the cul-de-sac at the end of Carpinteria Avenue.

Gravel pathways are proposed throughout the development for pedestrian access, with the exception of the access paths for the ADA units. Additionally, a gravel public path is proposed from Carpinteria Avenue to a lookout point at the most south-eastern corner of the property. New curb, gutter and sidewalk would be installed along the Carpinteria Avenue frontage to connect the lookout point path to the Rincon Bluffs Preserve to the west of the subject site. Landscaping, primarily consisting of native species, is proposed around the project perimeter to provide screening, as well as within the area of the trailer sites and along the bluff edge.

A copy of the proposed concept plans and photo-simulations are provided as Attachment A.

BACKGROUND

Purpose of Concept Review

The purpose of the conceptual review process is to allow an applicant to submit tentative plans, prior to the submittal of a formal project application, in order to receive early feedback from the public, and advisory comments and suggestions from the City's decision makers. These advisory comments shall constitute a conceptual review only. A conceptual review and recommendation are not binding upon the Architectural Review Board, Planning Commission or City Council as to any further determinations to be made with respect to the project. No action will be taken by any government body on the Project at the Conceptual Review hearing. Input received at this meeting will be considered at future Architectural Review Board, Planning Commission or City Council meetings. The City decision makers 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.

Following the conceptual review, as with any development project in the City, the Developers could submit a formal application for the project. Once the City has deemed the formal application complete, environmental review would be conducted pursuant to the California Environmental Quality Act (CEQA), followed by formal review by the Architectural Review Board and Planning Commission, unless appealed to the City Council and/or California Coastal Commission.

Project Setting

The project site is currently a vacant 2.48-acre parcel, located at the southeastern edge of the City limits. The site is bounded by Carpinteria Avenue to the north, the US 101 freeway and proposed Rincon Multi-Use Trail alignment to the east, the UPRR corridor and the Pacific Ocean to the south, and the new Rincon Bluffs Preserve to the west. Historically, the vacant private property has been used for informal recreation and open space. One of the informal recreational uses of the property has been as a launch site by the soaring community (hang-gliders and para-gliders), which, according to the property owner, has occurred at times with, and at times without his permission.

The site is designated Visitor-serving Commercial (VC) on the City's General Plan/Coastal Plan Land Use Plan (GP/CLUP) Map, is located within Community Design Subarea 6: The Bluffs (Bluffs Area III) by the Community Design Element of the GP/CLUP, and is within the Coastal Commission Appeals Jurisdiction. The site is zoned Resort District (RES), and is subject to the Environmentally Sensitive Habitat Area (ESH) and Coastal Appeals (CA) Overlay Districts.

DISCUSSION

The following discussion provides an overview analysis of how the concept proposal conforms to applicable Carpinteria Municipal Code ("CMC"), and General Plan/Coastal Land Use Plan (GP/CLUP) regulations and policies.

Carpinteria Municipal Code, Title 14. Zoning

The purpose of Resort District (RES) zoning is to provide for tourist recreational development in areas with unique scenic and recreational values. Lodging facilities, such as a resort, guest ranch, hotel, or motel, are permissible subject to Development Plan and Coastal Development Permit approval, provided the uses are of a self-contained, destination-point nature, rather than designed to accommodate primarily the overnight traveler. Related uses to support the lodging use are also allowed, such as gift shops, restaurants, and recreational amenities. The concept proposal is consistent with the RES zoning since the trailers would function as "guest rooms" to provide lodging for tourists.

The following table describes the concept proposal's compliance with the applicable RES zone district (CMC §14.24) development standards.

Standard	Requirement/Allowance	Proposal
Setbacks Front (North/Carpinteria Ave) Side (West/Rincon Bluffs Preserve) Side (East/US 101) Rear (South/RR & Ocean)	50 feet from centerline of street or 20 feet from property line, whichever is greater. 50 feet from centerline of street or 20 feet from property line, whichever is greater. 50 feet from centerline of street or 20 feet from property line, whichever is greater. 50 feet from centerline of street or 20 feet from property line, whichever is greater.	57 feet from centerline of street; 20 feet from property line. n/a from centerline of street; 29 feet from property line n/a from centerline of street; 23 feet from property line n/a from centerline of street; 50 feet from property line
Building Height	30 feet max.	~13 feet (1-story clubhouse)
Open Space	40% in public and/or common open space (43,212 sq. ft.)	~42,000 square feet open space (~38%) plus common pathways*
Parking (CMC 14.54.040)	Hotel: 1 space per room (26) and one space per employee (3-4 employees/shift)=30 spaces required.	28 spaces*

*See Open Space discussion below.

**See Parking discussion below.

Open Space

Since this review is only at the concept level, a detailed breakdown of the areas designated for specific uses was not provided; however, a rough estimate indicates that the proposal is either at or very close to meeting the 40% public and/or common open space requirement. The majority of the open space is around the perimeter of the property, where one public trail with a lookout point is proposed on the eastern side of the property with this concept. Additional common open space is within the project area along the pathways to the individual trailer sites. Other opportunities for public open space are available on the western side of the property adjacent to the Rincon Bluffs Preserve and along the bluff top area. In the future, if a formal application is submitted, a detailed breakdown of public and common areas would be provided to verify compliance with the open space requirement.

Parking

Carpinteria Municipal Code §14.54.040 - Parking spaces required, provides required parking rates for various types of land uses. Hotels are required to have a minimum of one parking space per guest room, plus one space per employee. Based on these parking standards, the concept proposal would require a minimum of 30 spaces, based on 26 trailer sites and up to four employees per shift. The concept proposal provides 28 spaces, but ample room is available on the site to provide additional spaces. Should the applicants move forward with a formal application, the required number of parking spaces would need to be provided on site. Although not required by the parking standards of the municipal code, additional guest parking for visitors may be an important consideration based on the project location.

General Plan/Coastal Land Use Plan

The following is a partial list of key policies contained in the City's General Plan/Coastal Land Use Plan (GP/CLUP) that pertain to the conceptual proposal, grouped by Element, to help facilitate the conceptual review discussion. The analysis below is intended to foster discussion of potential policy issues involving the conceptual design and uses, but does not represent the City's final determination of environmental effects or planning policy consistency at this stage of project discussion. A comprehensive list and full analysis of the applicable policies would occur with the review of a formal application for development.

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."*

Policy LU-1a: *"The policies of the Coastal Act (Public Resources Code Section 30210 through 30263) are hereby incorporated by reference (and shall be effective as if included in full herein) as the guiding policies of the land use plan."*

Policy LU-1d: *"Ensure that the type, location and intensity of land uses planned adjacent to any parcel designated open space/recreation or agriculture (as shown on figure LU-1) are compatible with these public resources and will not be detrimental to the resource."*

Potentially Consistent: Although the site is not adjacent to a parcel specifically designated for open space/recreation, the new Rincon Bluffs Preserve will function as open space and recreational land adjacent to the property, and may be redesignated in the future. The concept proposal would not involve significant structural development, and may be found consistent given the following discussions below for additional consistency with other policies.

Objective LU-2: *“Protect the natural environment within and surrounding Carpinteria.”*

Policy LU-2b: *“Regulate all development, including agriculture, to avoid adverse impacts on habitat resources. Standards for habitat protection are established in the Open Space, Recreation & Conservation Element policies.”*

Potentially Inconsistent: The property contains approximately one-acre of coastal scrub habitat which is proposed to be, at a minimum, disturbed- if not removed- for the concept proposal. An additional approximately 0.5-acre portion of the property is proposed be planted along the bluff top for habitat restoration. These issues are discussed in more detail later in this report.

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

Policy LU-3h: *“Develop land uses that encourage the thoughtful layout of transportation networks, minimize the impacts of vehicles in the community, and encourage alternative means of transportation.”*

Policy LU-3i: *“Ensure the provision of adequate services and resources, including parking, public transit and recreational facilities, to serve proposed development.”*

Potentially Consistent: The GP/CLUP plans for visitor-serving commercial development on the Bluffs III property. However, the conceptualized development would be an outlier at the edge of the City limits due to the recent acquisition of a large portion of the Bluffs III property to be preserved in perpetuity as public open space. The concept proposal is consistent with the types of land uses contemplated in the GP/CLUP and would be a lower intensity land use than a large-scale resort development; nevertheless, the proposed development should be considered in the context of the current Bluffs III setting in light of the new Rincon Bluffs Preserve.

The concept proposal is intended to be a “destination spot” where guests would arrive and park their vehicles for the duration of their stay. Alternate forms of transportation, including bicycles, are proposed to be provided for the guests to explore the City and recreate. Additionally, hiking trails in the vicinity can be used as travel corridors.

Objective LU-5: *“Maintain availability of agriculture, coastal-dependent industry and visitor-serving commercial development including hotel/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.”*

Potentially Consistent: The site is designated as Visitor-serving Commercial in the GP/CLUP, and lodging use may be found consistent with this designation. However, during an informal review of this concept proposal with representatives of the California Coastal Commission (CCC) on March 16, 2021, the requirement to provide affordable coastal lodging opportunities was discussed. For hotels/motels, the CCC considers “low-cost” rates to be \$130-140/night, and “moderate” rates to be \$140-185/night. This concept proposal will likely have rates higher than the “moderate” category. As such, the CCC recommended that a minimum of 25% of the sites be designed as affordable alternative lodging accommodations, such as tent-only campsites. In-lieu fees would be another option, but on-site mitigation is preferred. A formal submittal would be required to address these additional CCC affordability concerns.

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.”*

Potentially Consistent: Given the location of the site and the surrounding area, there is not a development pattern to follow, other than the natural landforms and vegetation. The proposed trailers are clustered in groups at each end of the property, with a row in the center to maximize coastal views. The clubhouse and maintenance building are proposed to be modest single-story structures. If the additional measures included in the analysis below are incorporated into a formal proposal, the project may be found consistent.

Objective CD-3: *“The design of the community should be consistent with the desire to protect views of the mountains and the sea (California Coastal Act of 1976 §30251).”*

Objective CD-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.”*

COMMUNITY DESIGN ELEMENT SUBAREA 6- THE BLUFFS

Preservation of existing natural habitat and preservation of views to and from the beach are important objectives of the General Plan. Retention of existing visual and physical access points to the beach, and the development of improved vertical and horizontal access ways, are also important objectives. The Open Space and Conservation

Element contains policies for the preservation and restoration of the natural habitats and landscape of the Bluffs.

Located at the eastern entry to the city, the Carpinteria Bluffs are a key community gateway to both Carpinteria and the County, as well as a critical factor in the overall character of the city. The Carpinteria Bluffs are among the last remaining coastal open space areas within Santa Barbara County; the site's tranquility and exquisite ocean views are enjoyed by many residents on a regular basis.

It has long been a community goal to avoid piecemeal development of the Bluffs, and to ensure that future developments within the Bluffs Area complement each other. To this end, the objectives for any development of the Bluffs are to:

Objective CDS6-1: *"Maintain the Carpinteria Bluffs Access, Recreation & Open Space Master Program as the coordinated plan for the Carpinteria Bluffs area that will allow development of uses identified in the Land Use Plan herein, so as to complement one another and preserve and enhance the site's coastal environment. The plan should be maintained so as to include information adequate to define the environmental resources and hazards within the Carpinteria Bluffs, and to delineate precise and appropriate policies for their management."*

Policy CDS6-a: *"Provide a clear direction for the future development of the Carpinteria Bluffs that: 1. Protects unique and sensitive environmental resources within the Bluffs. 2. Is compatible with the small-town character of Carpinteria, enhances the community's image, and contributes to a pleasant visual experience for travelers entering Carpinteria on U.S. 101 from the south. 3. Provides appropriate development opportunities for landowners within the Carpinteria Bluffs."*

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."*

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."*

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."*

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.”*

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.”*

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.”*

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.”*

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.”*

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.”*

Potentially Consistent: The concept proposal incorporates most of these implementation policies, however the elements of the design would need to be refined to meet the precise requirements for a formal application. For example, to minimize visual intrusion into the Rincon Bluffs Preserve and bluff top trail, the parking areas and building sites could be depressed into the site. Additional topographic variations could be added to the proposal. Additionally, the surface materials on the structures should be textured to blend with the coarseness of landscaping and natural vegetation. Additional buffering

will be required for the parking areas. The applicant has included renderings to show before and after models of the concept proposal from various locations around the proposal site. A formal application, as with other development projects, shall be subject to review by the City's Architectural Review Board.

Policy CDS6-c: *"Prior to action on individual development approvals, an overall design plan shall be prepared by the project applicant(s). Rather than planning on a site-by-site basis, the design plan shall include all parcels under the same controlling ownership interest and any anticipated to be a part of a future complimentary development."*

Implementation Policy 66: *"All development shall be appropriately clustered to preserve open space."*

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."*

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."*

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. For Bluffs II, it has been determined that up to a total of approximately 311,018 square feet of building area may be considered without inherently exceeding the intensity of development that is acceptable. For the preferred visitor-serving resort use of Bluffs III, it has been determined that up to 225 hotel rooms, 259,180 square feet of total building area, may be considered without inherently exceeding the intensity of development that is acceptable from an aesthetic standpoint."*

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."*

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."*

Potentially Inconsistent: Although Airstream trailers are iconic, the reflective metallic exteriors are specifically prohibited for extensive use. Alternate exterior finishes, such as matte, muted, and neutral colors that blend in with the surrounding vegetation and landforms may be necessary in order to found consistent with the subject development policies. For the clubhouse and maintenance building, policy consistency necessitates a design that respects the natural attributes and sensitive location of the site. Similarly, materials and colors should be compatible with the site's natural setting. The site has been identified in City land use and development policies as an area where intensity of development is a critical factor in determining what is acceptable from an aesthetic standpoint. Additionally, policy consistency will require that landscape design be both capable of screening functional and/or unattractive features while not itself being obtrusive and out of place in the natural bluff top setting.

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."*

Implementation Policy 75: *"Use of native, locally adapted species shall be required."*

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."*

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."*

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."*

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."*

Potentially Inconsistent: The contemplated single-story structures and trailers would be low-profile in height, set back from the bluff edge, and screened with landscaping. Approximately one-acre of coastal scrub habitat is proposed to be removed, with new restoration plantings along the southern 50-feet of the property along the bluff top.

However, the trailers are proposed to be Airstreams, which are constructed with reflective metal exteriors. Views from the beaches and thoroughfares could be filtered with the proposed landscaping; however, due to the reflective nature of the trailers, views of the site from the Rincon Bluffs Preserve and surrounding hillside areas could be impacted. Screening of the trailers from various angles will be a challenge since the use of extensive landscaping could itself be obtrusive and out of context for the bluff top location.

OPEN SPACE, RECREATION, & CONSERVATION

Objective OSC-1: *“Protect, preserve and enhance local natural resources and habitats.”*

Policy OSC-1a: *“Protect Environmentally Sensitive Habitat Area(s) (ESHA) from development and maintain them as natural open space or passive recreational areas.”*

Implementation Policy 8: *“Regulate all development, including agricultural development, adjacent to ESHA, in or adjacent to ocean-fronting parks or recreation areas, or contiguous to coastal waters, to prevent adverse impacts on habitat resources. Regulatory measures shall include, but are not limited to: setbacks, buffer zones, grading controls, noise restrictions, lighting restrictions, requirements for wildlife permeable fencing, and maintenance and establishment of native vegetation.”*

Objective OSC-2: *“Preserve and restore the natural resources of the Carpinteria Bluffs.”*

Policy OSC-2c. *“Preserve all coastal bluff scrub habitat designated as open space with an appropriate buffer.”*

Policy OSC-2d. *“Designate all significant areas of coastal sage and bluff scrub habitat as open space.”*

Potentially Inconsistent: The entire site is mapped with the Environmentally Sensitive Habitat Overlay. Although a large portion of the property is barren due to historical grading and recreational uses, approximately one-acre of the site remains as coastal scrub habitat. The concept proposal includes restoration plantings along a 50-foot buffer on the south side of the site parallel with the bluff edge, which would provide approximately 0.5-acres of restoration area. Avoidance of impacts to ESHA through careful site design, and use of setbacks and buffers, is the preferred strategy for planning new development near sensitive areas.

In circumstances where impacts cannot be entirely avoided, minimization and proper mitigation of remaining impacts is relied upon to reduce habitat impacts to less-than-significant levels. Typically, required restoration mitigation for the permanent removal of ESH is required at a 3:1 replacement ratio. Onsite mitigation is preferable, whenever feasible, however offsite mitigation (e.g., Rincon Bluffs Preserve, etc.) can also be

considered under certain circumstances. A formal application should include a biological study to determine and map the extent and significance of the coastal scrub habitat onsite, quantify areas to be impacted, explore options to reduce the amount of habitat removal, and include a restoration plan to mitigate for any habitat loss.

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.”*

Implementation Policy 63: *“The Carpinteria Bluffs Coastal Access, Recreation and Open Space Master Program requires projects on the bluffs to dedicate and construct the onsite portion of the bluff top trail. When a bluff property is developed, a funding program for maintenance of recreational areas should be developed by either forming a new assessment district or revising the existing City Parks Maintenance Fund to include contributions from commercial and industrial development.”*

And more specifically:

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

Bluffs Area III Implementation Measure 16: *A second vista point, including benches, trash receptacles and bicycle racks shall be provided in the upper portion of Area III along the bluff edge overlooking the ocean. Although illustrated in Figure 6, the specific location of this vista point will be determined during the site plan review process for Area III. The final selection of a vista point shall be determined on the basis of providing optimal public access to the expansive coastal vistas available at this location. Benches and other amenities shall be accessible via a connector trail to the coastal access required within the resort pursuant to Implementation Measure 13. The connector trail between the parking area and the vista point shall be designed to Americans With Disability Act standards. It is intended that this easterly vista point be privately developed and maintained as part of the adjacent visitor-serving resort, but that it remain accessible to the public.*

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

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

Potentially Inconsistent: The concept proposal includes a new public trail along the eastern side of the property from the end of the cul-de-sac on Carpinteria Avenue to a lookout point near the bluff edge. However, given the site's proximity to the Rincon Bluffs Preserve and proposed Rincon Multi-Use Trail, additional opportunities for bluff top trail and public connector trails must be explored in order to be consistent with the above requirements for a continuation of the bluff top "Coastal Vista Trail" to the end of Bluffs III. As currently proposed, members of the public walking the blufftop trail would need to exit the Rincon Bluffs Preserve and walk along Carpinteria Avenue to reach the proposed walkway and lookout point at the southeastern corner of the subject property.

Attachment B provides a possible scheme for an additional public trail connections and lookout points more in keeping with the Implementation Measures of the Carpinteria Bluffs Coastal Access, Recreation, And Open Space Master Program for a formal application. With the addition of this public trail and lookout point, the proposal could be found "Potentially Consistent" with the above Policies and Implementation Measures.

Objective OSC-13: *"Preserve Carpinteria's visual resources."*

Policy OSC-13a: *"Preserve broad, unobstructed views from the nearest public street to the ocean, including but not limited to Linden Avenue, Bailard Avenue, Carpinteria Avenue, and U.S. Highway 101. In addition, design and site new development on or adjacent to bluffs, beaches, streams, or the Salt Marsh to prevent adverse impacts on these visual resources. New development shall be subject to all of the following measures:*

- a. Height and siting restrictions to avoid obstruction of existing views of visual resources from the nearest public areas.*
- b. In addition to the bluff setback required for safety, additional bluff setbacks may be required for oceanfront structures to minimize or avoid impacts on public views from the beach. Blufftop structures shall be set back from the bluff edge sufficiently far to ensure that the structure does not infringe on views from the beach except in areas where existing structures already impact public views from the beach. In such cases, the new structure shall not be greater in height than adjacent structures and shall not encroach seaward beyond a plane created by extending a straight line ("stringline") between the nearest building corners of the existing buildings on either side of the proposed development. Patios, balconies, porches and similar appurtenances, shall not encroach beyond a plane created by extending a straight line between the nearest corners closest to the beach from the existing balconies, porches or similar appurtenances on either side of the proposed development. If the stringline is grossly inconsistent with the established line of seaward encroachment, the Planning Commission or City*

Council may act to establish an encroachment limit that is consistent with the dominant encroachment line while still limiting seaward encroachment as much as possible.

c. Special landscaping requirements to mitigate visual impacts.”

Policy OSC-13h: *“Plans for development shall minimize cut and fill operations. Plans that do not minimize cut and fill shall be denied.”*

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.”*

Potentially Consistent: The project would be sited on a property that is separated from any existing developed areas. As such, a “stringline” standard would not be available. The proposal has been designed to be low in height, set back from the bluff, and screened with landscaping to minimize views as seen from Carpinteria Avenue, and the US 101. The proposal would be visible from the Rincon Bluffs preserve, and potentially from the public beach below. Additionally, since the proposal is primarily for trailers on an existing relatively flat lot, the grading for the proposal is expected to be minimal. A formal development application would 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 identified view sheds.

CIRCULATION ELEMENT

Objective C-4: *“Improve the Carpinteria Avenue corridor to ensure adequate traffic flow, safe bicycle use and improved aesthetic qualities.”*

Objective C-7: *“Build demand for alternative transportation use by increasing ease, effectiveness, and social acceptability, and through foresighted planning.”*

Policy C-7e: *“Provide continuous sidewalks, where appropriate, for safe pedestrian circulation and consider creative alternatives for such issues.”*

Objective C-8: *“Support and develop safe, direct and well-maintained bicycle and pedestrian systems and recreational boating facilities that serve all segments of the public.”*

Policy C-8a: *“Integrate the development of bicycle routes and pedestrian pathways in additional areas of the city, and encourage the utilization of such routes for commuting as well as recreational purposes.”*

Policy C-8c: *“Provide or require safe and adequate bicycle parking at transportation centers, public parks, recreation areas and other nonresidential locations.”*

Potentially Consistent: The concept site is located at the far eastern end of Carpinteria Avenue, so significant traffic impacts from guests arriving and departing are not anticipated. Additionally, part of the concept is the provision of alternative modes of transportation to eliminate the need for guests to use vehicles while staying at the trailer park. The guests would be encouraged to use the existing bike lanes and trails for transportation. A formal application would be conditioned to make improvements along Carpinteria Avenue, including improving the aesthetics and pedestrian safety.

SAFETY ELEMENT

Objective S-1: *“Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from fault surface rupture in the planning area, from ground shaking due to an earthquake along a fault in the planning area or in the region, from seismically-induced liquefaction in the planning area, and from seismically-induced tsunamis.”*

Policy S-1a: *“Seismic design criteria for habitable building structures, including critical facilities, should utilize the maximum credible earthquake calculated for each of the faults mentioned above, as well as the distance from the building site to each fault, to calculate or determine maximum ground acceleration.”*

Potentially Consistent: The Carpinteria Fault bisects the property in an east-west direction. The Geologic Slope Stability Evaluation, prepared by GeoSolutions, Inc., dated 2/6/2014, for a previous proposal on this site recommends a 20-foot setback for structures from the fault line. However, the City requires “major structures” to be set back a minimum of 50-feet from a fault line. The conceptualized clubhouse is outside of the 50-foot fault setback, but the conceptualized maintenance building lies partially within the 50-foot fault setback.

A copy of the Geologic Slope Stability Evaluation is included as Attachment C.

Policy S-2b: *“Building improvements and other development including any irrigated landscape areas be setback sufficiently to protect the development and all associated improvements from bluff failure and bluff retreat over a 100-year term.”*

Potentially Consistent: The above referenced report also identifies a 75-year bluff retreat of 64 feet from the top of the bluff, and that has been incorporated into the design for this concept proposal. However, City policies require an analysis for bluff retreat over a 100-year term, so a formal application would need an updated analysis. The update to the 2014 report should also factor in projected sea level rise rates and the potential for accelerated rates of bluff retreat as a result of rising sea levels and increased wave/erosional action at the base of the bluffs.

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

Potentially Consistent. According to the most recent maps available, the project site is not located within a known flood zone or an area susceptible to tsunami hazards. The City Sea Level Rise Vulnerability Assessment and Adaptation Plan (SLRVAAP) (2019) indicates that the Carpinteria Bluffs will be exposed to increased wave action and erosional forces as sea levels rise, resulting in accelerated rates of bluff retreat. The SLRVAAP suggests that the extent of bluff retreat could reach the southernmost portion of the property under a future scenario modeled at 5 feet of sea level rise by 2100. The site also is located outside of the City’s recently adopted Interim Sea Level Rise Guidance Policy.

NOISE ELEMENT

Objective N-2: *“The City will minimize the noise impacts of the railroad on residential and other sensitive land uses.”*

Implementation Policy 2: *“An acoustical study showing the ability to meet state noise insulation standards will be required for any development proposed in an area where noise exceeds the “normally acceptable” level shown on Figure N-3.”*

Potentially Consistent. The property is affected by noise generated by the US 101 and the UPRR corridor. According to the City’s Existing Noise Contours Map (Figure N-1 in the General Plan/Coastal Plan), the immediately surrounding land uses can experience noise levels up to 70 CNEL dBA. The Land Use Compatibility Matrix (Figure N-3 of the General Plan/Coastal Plan) notes that transient lodging uses (such as a hotel) and general commercial uses are conditionally acceptable in areas with these levels of noise exposure.

Conditionally acceptable land uses require a detailed site-specific acoustical analysis to determine pre-construction ambient noise levels and identify necessary building design and construction measures to comply with City and State indoor noise attenuation standards. However, the project includes pre-manufactured trailers that may, or may not, be able to meet the noise attenuation standards. If sufficient attenuation cannot be achieved, then such uses may not appropriate for this site.

PUBLIC FACILITIES & SERVICES ELEMENT

Policy PF-3e: *“The City will require that proposed major projects demonstrate adequate fire and police response times and that the stations serving the proposed project have adequate staff and equipment available to serve increased demand.”*

Policy PF-5c: *“The City will ensure that new development will not adversely impact services and facilities provided to existing development.”*

Policy PF-5k: *“The City shall require proposed developments to demonstrate that adequate water supply, water systems and sewer facilities are or will be available to serve the project site.”*

Potentially Consistent: Agencies affected by the concept project have had an opportunity to review the concept proposal and provide comments/conditions on said proposal. There are no known service capacity issues with respect to any of the typical public services that are expected to impact the proposal at this time. Certain utilities, such as water and gas (if needed), would need to be extended to the project site at the developer's expense from farther west on Carpinteria Avenue.

DEVELOPMENT IMPACT FEES

A series of ordinances and resolutions adopted by the City Council require the payment of various Development Impact Fees (“DIFs”) for projects resulting in a net increase in the number of dwelling units, an increase in commercial or industrial square footage, or projects resulting in a change of use (e.g., from “commercial” to “residential”). Based on the concept plans provided, the conceptual proposal would be subject to City DIFs due to the new construction of the hotel use, as shown in the table below based on the 2020-2021 fee schedule.

BLUFFS III AUTOCAMP RV PARK CONCEPT						
Development Impact Fees Worksheet						
						FY20-21
Proposed Land Use	Streets & Thoroughfares	Highway Interchanges & Bridges	Traffic Control	General Facilities	Storm Drainage (per sq ft)	TOTAL
Resort - Hotel	870.63	4,445.36	357.78	31.42	0.97	
per room	26	26	26	26	9.358	
DIF Due	\$22,636.38	\$115,579.36	\$9,302.28	\$816.92	\$9,077.26	\$157,412.20
	6414	6409	6413	6408	6411	
City of Carpinteria Parks and Recreation Fees For Open Space (Only)						
Open Space Land Acquisition Fee						
Land Use					Fee	\$307.67
Resort - Hotel	\$307.67	per room			x per room	26
					= Total	\$7,999.42
City of Carpinteria - New Construction Tax						
CMC 3.08.080	Resort - Hotel				Fee	\$0.0450
		\$0.0450 per sq. ft.			x sq. ft.	9,358
If unit is part of a subdivision paying Park and Recreation Fees, the unit is exempt from New Construction Tax						= Total \$421.11
				Street/General DIF Fees	\$157,412.20	
				Open Space/Parks DIF Fees	\$7,999.42	
				New Construction Tax	\$421.11	
						\$165,832.73
Landscape Bond (to be held for three years to ensure maintenance of landscaping)						\$0.00
Fire Protection Certificate Fee	\$229.00	500 sq ft and above			2 x building	\$458.00
GRAND TOTAL DUE						\$165,832.73

Mitigation fees and similar charges from the various special districts who would serve the project may apply. These fees would be calculated by the respective districts, including the Carpinteria-Summerland Fire Protection District, the Carpinteria Sanitary District, the Carpinteria Valley Water District and the Carpinteria Unified School District. Estimates of any respective fees from the special districts were not obtained for the purposes of this conceptual review proposal.

SUMMARY OF ISSUES

The City Council, Planning Commission, and Architectural Review Board should comment on the following issue areas:

- Consistency with applicable City regulations;
- Appropriateness of the use of the property for a trailer lodging facility;
- Compatibility with Carpinteria's "small beach town" character;
- Compatibility with surrounding open space land uses;
- Visual impacts from the proposed location and proposed materials;
- Impacts to ESHA;
- Geologic hazards; and
- Trail and vista point locations

PRINCIPAL PARTIES EXPECTED AT MEETING

John King, King Ventures/Rincon Bluffs Group, LLC
Bernie Corea, AutoCamp
Laurel Fisher Perez, SEPPS
Holly Garcin, SEPPS
Interested citizens

ATTACHMENTS

Attachment A: Conceptual Plans and Renderings

Attachment B: Additional Trail Locations

Attachment C: Geologic Slope Stability Evaluation

Staff contact: Syndi Souter, Associate Planner
(805) 755-4405, syndis@ci.carpinteria.ca.us


Signature

Reviewed by: Steve Goggia, CDD Director
(805) 755-4414, steveg@ci.carpinteria.ca.us


Signature

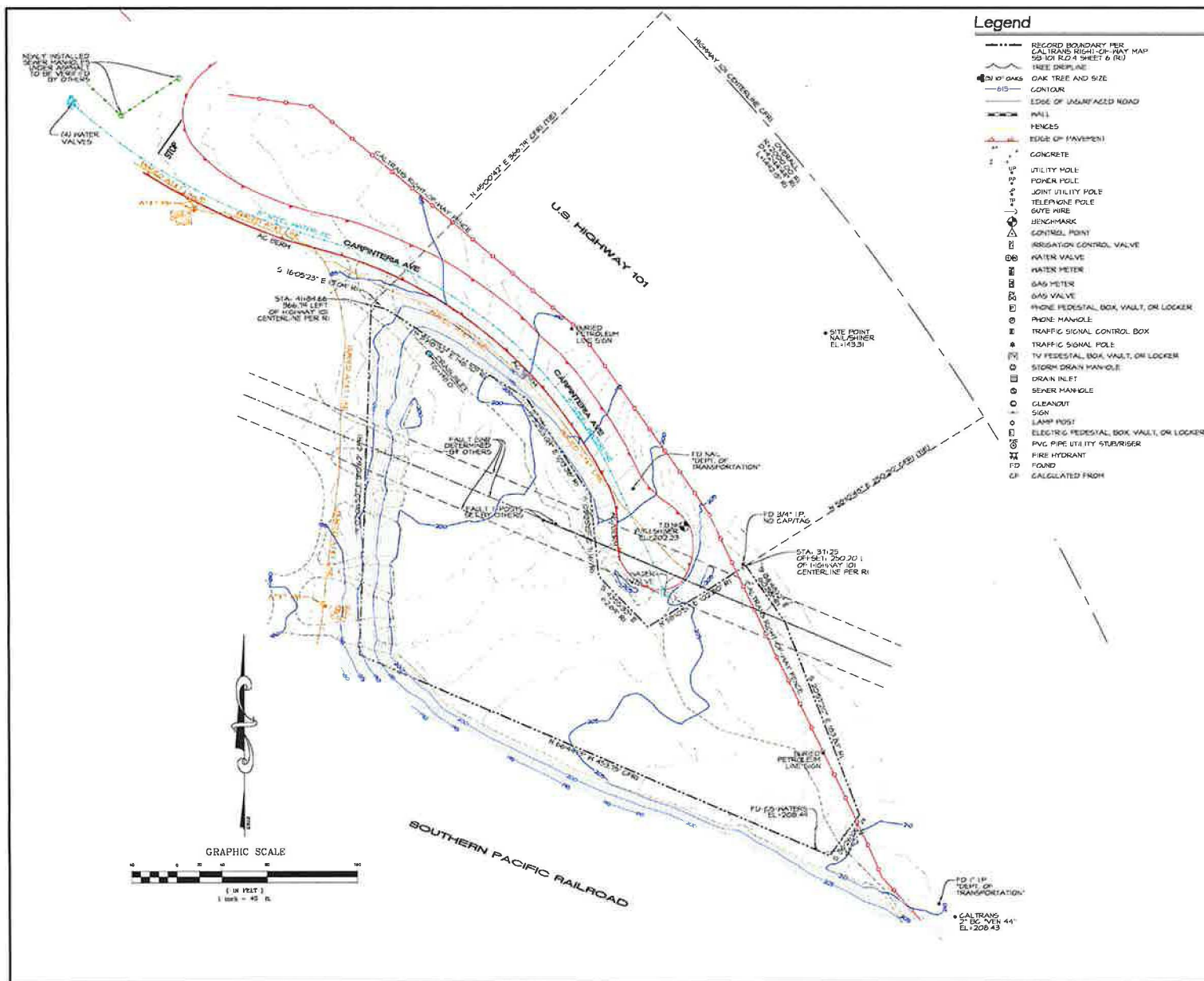
Reviewed by: Dave Durflinger, City Manager
(805) 755-4400, daved@ci.carpinteria.ca.us


Signature

Attachment A

Conceptual Plans and Renderings

*City Council Meeting
March 29, 2021*



CONCEPTUAL PLANTING LEGEND



SCREENING TREES
Platanus racemosa / California Sycamore
 Size 30' tall and 15' - 40' wide
 WUCOLS PF 4: 1
Quercus parvula / Scrub Oak
 Size 20' - 30' tall and 20' - 40' wide
 WUCOLS PF 1: 3

24"cm



ORNAMENTAL TREES
Albizia julibrissis / Silken Tree
 Size 7' - 10' tall and wide
 WUCOLS PF 1: 5
Cercis canadensis / Eastern Redbud
 Size 20' tall and 25' wide
 WUCOLS PF 4: 5

24"cm

24"cm



SCREENING SHRUBS
Artemisia tridentata / Mountain Sagebrush
 Size 8' - 10' tall and wide
 WUCOLS PF 1: 3
Artemisia tridentata / Big Saltbush
 Size 6' tall and 4' wide
 WUCOLS PF 1: 3
Zauschneria californica / Bush Anemone
 Size 4' - 6' tall and 3' - 5' wide
 WUCOLS PF 1: 3
Lonicera subspicata / Santa Barbara Honeycreeper
 Size 8' tall and 20' wide
 WUCOLS PF 1: 3

15 gal

15 gal

15 gal

15 gal

15 gal



NATIVE PERENNIALS
Achillea millefolium / Yarrow
 Size 1' - 3' tall and wide
 WUCOLS PF 1: 3
Eriogonum fasciculatum / Fairy Wand / Maritime Ceanothus
 Size 2' tall and 4' wide
 WUCOLS PF 1: 3
Eriogonum fasciculatum / California Orange
 Size 3' - 4' tall and wide
 WUCOLS PF 1: 3
Eriogonum fasciculatum / Common Buckwheat
 Size 3' - 4' tall and wide
 WUCOLS PF 1: 3
Eriogonum fasciculatum / California Poppy
 Size 1' - 3' tall and wide
 WUCOLS PF 1: 3
Monarda mollis / Ducky Monkey Flower
 Size 4' tall and wide
 WUCOLS PF 1: 3
Rosa californica / California Wild Rose
 Size 3' - 4' tall and 3' - 6' wide
 WUCOLS PF 1: 3
Salvia melliss / Black Sage
 Size 3' - 4' tall and 3' - 6' wide
 WUCOLS PF 1: 3

5 gal

15 gal

5 gal

5 gal

1 gal

5 gal

5 gal

5 gal



NATIVE GRASSES
Bouteloua curtipendula / Pigeon Plant / Coyote Brush
 Size 1' - 3' tall and spreading
 WUCOLS PF 1: 3
Vilfa hillebrandii / Western Yarrow
 Size 3' tall and wide
 WUCOLS PF 1: 3

1 gal

48" x 48"

1 gal

30" x 30"



SEDIMENT PLANTING
Artemisia californica / Yucca Mania
 Size 1' tall and 1' wide
 WUCOLS PF 4: 6
Ceanothus velutinus / Santa Barbara Sedge
 Size 2' - 3' tall and wide
 WUCOLS PF 4: 6
Yucca palmifolia / California Gray Rush
 Size 2' tall and 2' wide
 WUCOLS PF 4: 6

1 gal

1 gal

1 gal



NATIVE SHRUB SELECTION
Artemisia californica / California Sagebrush
 Size 1' - 6' tall and wide
 WUCOLS PF 1: 3
Eriogonum fasciculatum / California Orange
 Size 3' - 4' tall and wide
 WUCOLS PF 1: 3
Rhus integrifolia / Lemoine Berry
 Size 3' - 10' tall and 10' wide

5 gal

90" x 90"

5 gal

30" x 30"

5 gal

90" x 90"



LANDSCAPE MULCH
 Cedar Mulch or equivalent
 Sourced from All Around Landscape Supply or equivalent, 800-854-1515



CALIFORNIA SYCAMORE



SCRUB OAK



MANZANITA BIG BERRY



REDBUD



MANZANITA



BIG SALTBUSH



BUSH ANEMONE



YARROW



MARITIME CEANOTHUS



CALIFORNIA ENCELIA



COMMON BUCKWHEAT



STICKY MONKEY FLOWER



CALIFORNIA WILD ROSE



BLACK SAGE



COYOTE BUSH



WESTERN YARROW



YERBA MANSA



SANTA BARBARA SEDGE



CALIFORNIA GRAY RUSH



CALIFORNIA SAGE BRUSH



CALIFORNIA ENCELIA



LEMONADE BERRY

TEENOVER

539 March Street
 San Luis Obispo, CA

805.541.1010
 info@teenoverstudio.com

AUTOCAMP BLUFFS

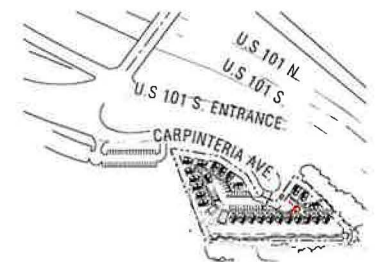
CARPINTERIA, CA
 DATE: 03/10/21

L1.1

LANDSCAPE PRECEDENTS



VIEW FROM WALKING PATH



3D VIEWS

TENOVER

539 Marsh Street
San Luis Obispo, CA
805.541.1010
info@tenoverstudio.com

AUTOCAMP BLUFFS

CARPINTERIA, CA
DATE: 03/10/21

L1.2



VIEW FROM CAMINO CARRETA - EXISTING



VIEW FROM CAMINO CARRETA - PROPOSED



KEY MAP - N.T.S.

CONTEXTUAL PHOTOMATCH

TENOVER

539 Marsh Street
San Luis Obispo, CA
805.541.1010
info@tenoverstudio.com

AUTOCAMP BLUFFS
CARPINTERIA, CA
DATE: 03/10/21

L1.3



VIEW FROM RINCON PRESERVE - EXISTING



VIEW FROM RINCON PRESERVE - PROPOSED



KEY MAP - N.T.S.

CONTEXTUAL PHOTOMATCH

TENOVER

539 Marsh Street
San Luis Obispo, CA
805.541.1010
info@tenoverstudio.com

AUTOCAMP BLUFFS
CARPINTERIA, CA
DATE: 03/10/21

L1.4



VIEW FROM RINCON BEACH - EXISTING



VIEW FROM RINCON BEACH - PROPOSED - NO VISUAL IMPACTS NOTED



KEY MAP - N.T.S.

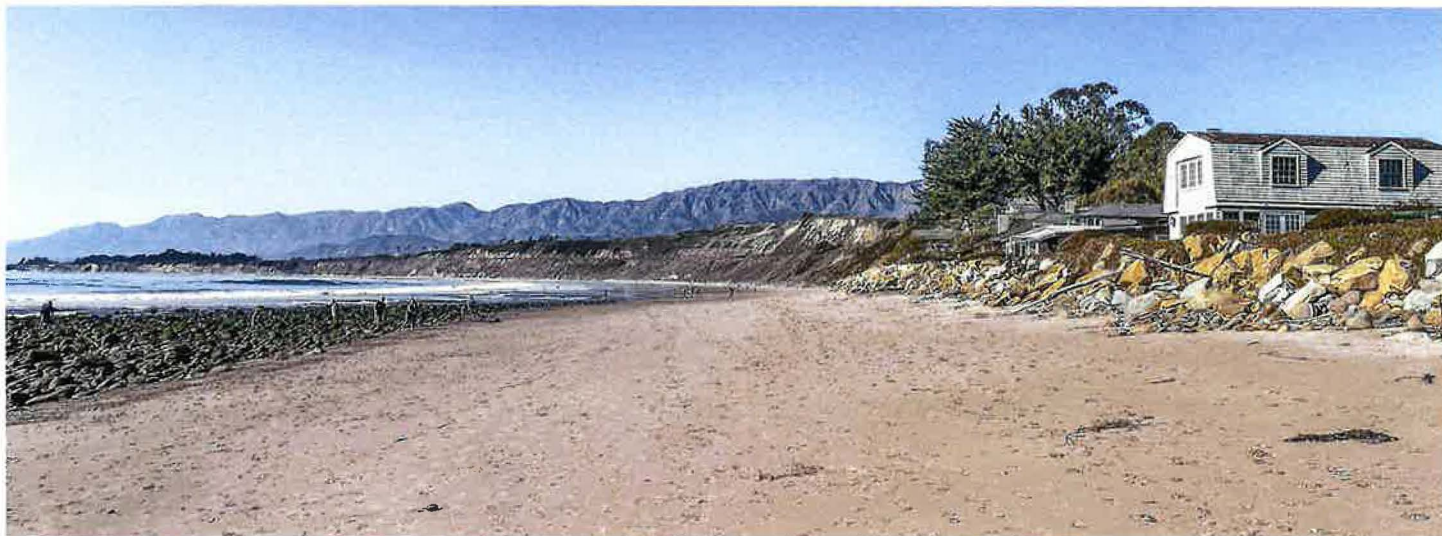
CONTEXTUAL PHOTOMATCH

TENOVER

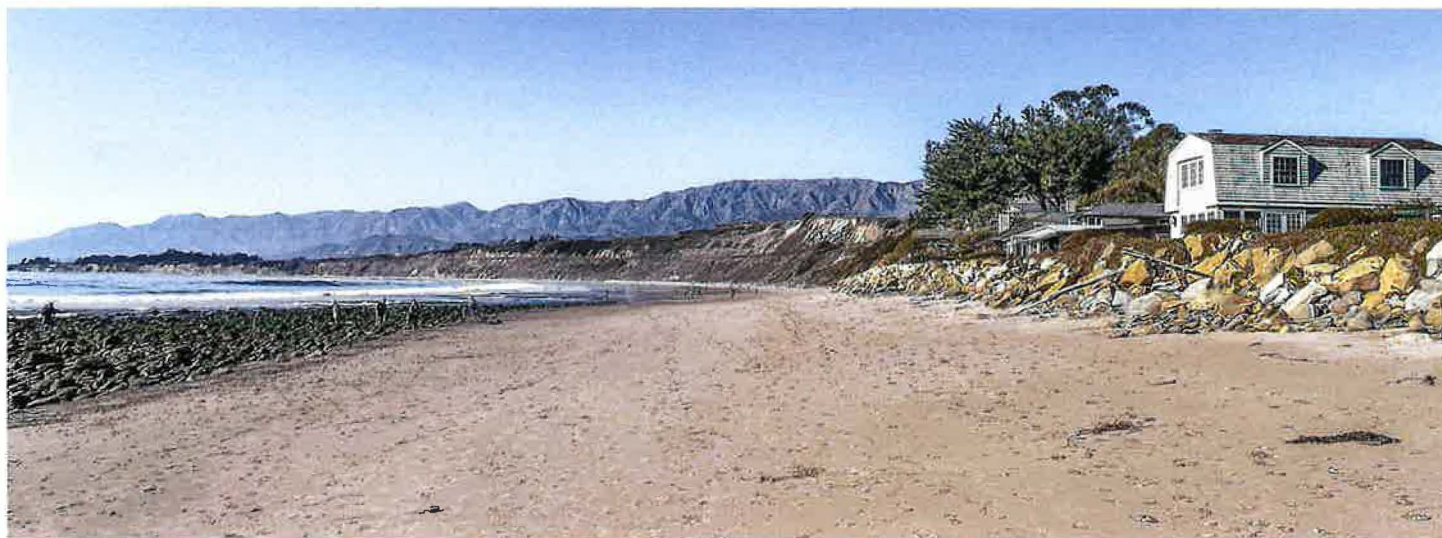
539 Marsh Street
San Luis Obispo, CA
805.541.1010
info@tenoverstudio.com

AUTOCAMP BLUFFS
CARPINTERIA, CA
DATE: 03/10/21

L1.5



VIEW FROM RINCON POINT - EXISTING



VIEW FROM RINCON POINT - PROPOSED- NO VISUAL IMPACTS NOTED



KEY MAP - N.T.S.

CONTEXTUAL PHOTOMATCH

TENOVER

539 Marsh Street
San Luis Obispo, CA
805.541.1010
info@tenoverstudio.com

AUTOCAMP BLUFFS
CARPINTERIA, CA
DATE: 03/10/21

L1.6

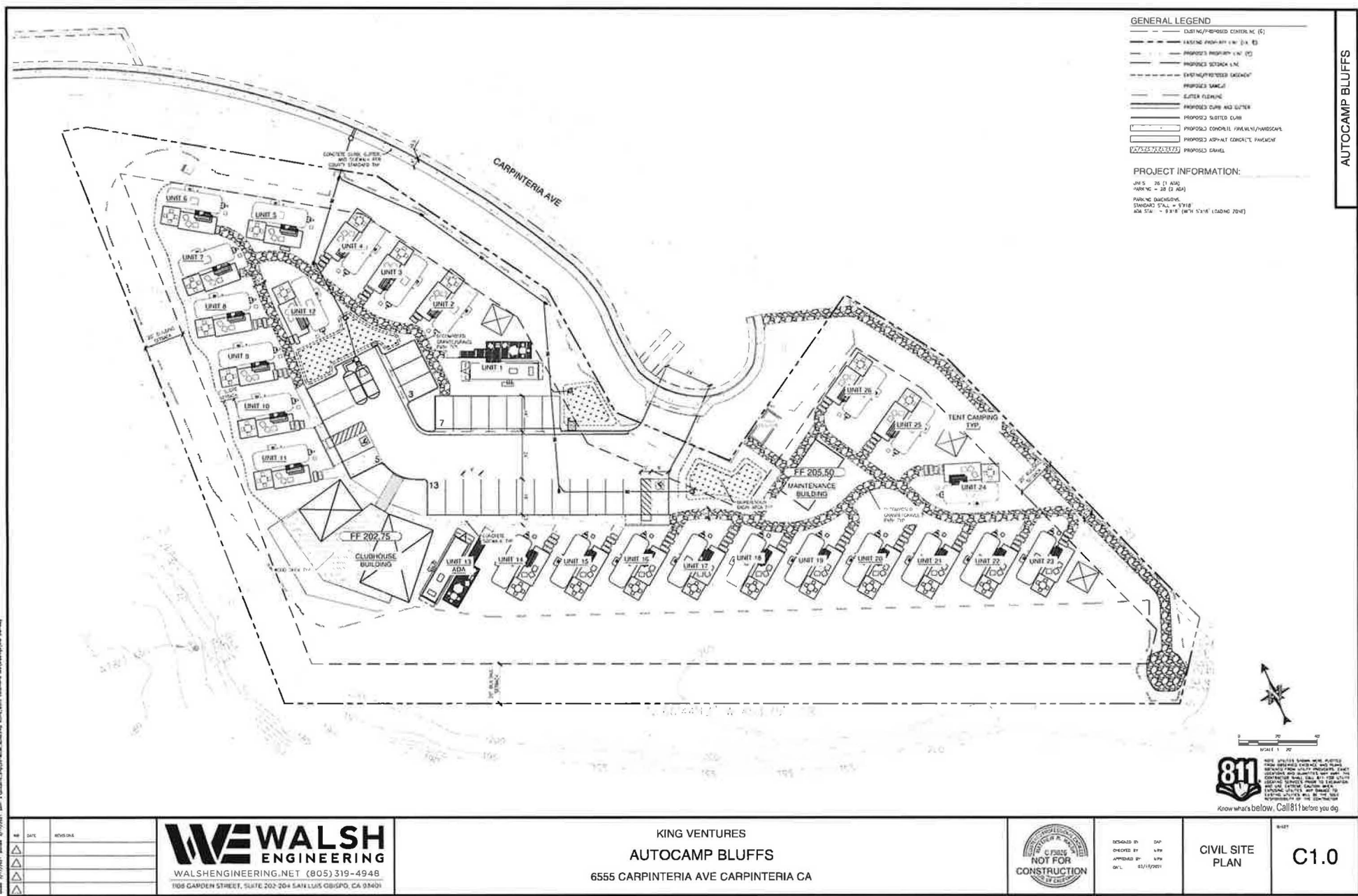


- Legend**
- Proposed Trails**
- Primary Coastal Hiking & Biking Trail (10 ft.)
 - Secondary Walking Trail (6 ft.)
 - Hiking/Nature Trails with Interpretative Signage (4 ft.)
 - Bridge
- Site Elements**
- Overlooks with Interpretive Signage
 - Picnic Areas
 - Restroom (potential locations)
 - Donor Feature (potential locations)
 - Proposed site fence
- Proposed Plant**
- Proposed Trees
- Grading**
- (E) Contours
 - (P) Contours
 - Flow Line

Concept Rincon Bluffs Preserve
Shown with concept Auto Camp



RINCON MULTI-USE TRAIL PLAN VIEW



- GENERAL LEGEND**
- EXISTING/PROPOSED CONTROL NO. (S)
 - EXISTING PROPERTY LINE (S)
 - PROPOSED PROPERTY LINE (S)
 - PROPOSED SETBACK LINE
 - EXISTING/PROPOSED EASEMENT
 - PROPOSED WALKWAY
 - EXISTING FENCELINE
 - PROPOSED CURB AND GUTTER
 - PROPOSED SUBMIT CURB
 - PROPOSED CONTROL FRACTION/HAZARDOUS
 - PROPOSED ASPHALT CONCRETE PAVEMENT
 - PROPOSED CANAL

PROJECT INFORMATION:

JOB NO. 26 (1 ADD)
 JOB NO. 26 (2 ADD)
 PARKING DIMENSIONS
 STANDARD CALL = 5'x18'
 ADA 5'x8' = 5'x18' (8'x11'x18' LOADING ZONE)

REV

DATE

REVISION

1

01/11/2021

ISSUED FOR PERMIT

2

01/11/2021

REVISED FOR COMMENTS

3

01/11/2021

REVISED FOR COMMENTS

4

01/11/2021

REVISED FOR COMMENTS

W

E

WALSH

ENGINEERING

WALSHENGINEERING.NET (805) 319-4948

1105 GARDEN STREET, SUITE 202-204 SANTA LUIS OBISPO, CA 95061

KING VENTURES
 AUTOCAMP BLUFFS
 6555 CARPINTERIA AVE CARPINTERIA CA



DESIGNED BY: DAP
 CHECKED BY: KPW
 APPROVED BY: KPW
 DATE: 01/11/2021

CIVIL SITE
 PLAN

C1.0





Attachment B

Additional Trail Locations

*City Council Meeting
March 29, 2021*



2-12-2020

The Bluffs - Autocamp
 6555 Carpinteria Ave, Carpinteria, CA

John King - King Ventures
 285 Bridge Street - San Luis Obispo, CA 93401
 Ph: (805) 544-4444

Sheet

Attachment C

Geologic Slope Stability Evaluation

*City Council Meeting
March 29, 2021*



GeoSolutions, INC.

1021 West Tama Lane, Suite 105, Santa Maria, CA 93454
(805)614-6333, (805)614-6322 fax
SBinfo@geosolutions.net

220 High Street, San Luis Obispo, CA 93401
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RECEIVED

FEB 13 2020

February 6, 2014
Project No. SB00430-2

Rincon Bluffs Group, LLC.
285 Bridge Street
San Luis Obispo, California 93401

**COMMUNITY DEVELOPMENT
DEPARTMENT**

Subject: Geologic Slope Stability Evaluation
The Lodge at Rincon, APN: 001-120-013, 016 & 023,
6555 Carpinteria Avenue, Carpinteria, California

RECEIVED
FEB 21 2014

BY:.....

1.0 INTRODUCTION

This report presents the results of a slope stability evaluation on the slope south of the proposed hotel/lodge located at 6555 Carpinteria Avenue, APN: 001-210-013, 016, & 023, in the City of Carpinteria, California. See Figure 1: Site Location Map for the general location of the project area. Figure 1: Site Location Map was obtained from the computer program *Topo USA 6.0* (DeLorme, 2006).

1.1 Site Description

6555 Carpinteria Avenue is located at 34.381946 degrees north latitude and -119.484459 degrees west longitude at a general elevation of 200 feet above mean sea level. The property is irregular in shape and approximately 7 acres in size. The property is located at the southeast termination of Carpinteria Avenue, in the City of Carpinteria, California.

The Site is situated on a terrace with descending slopes to the south at approximately 2:1 (horizontal to vertical) to the Southern Pacific Railroad tracks and easterly at approximately 2:1 to the southbound lanes of US Highway 101. Figure 2: Site Photograph, depicts a photograph of the current site.



Figure 1: Site Location Map

1.2 Project Description

The property is currently not developed, however, it had been substantially modified by past grading operations reported to have occurred during the construction of U.S. Highway 101/California Highway 1 in approximately 1969-1970. Vegetation consists of shrubs, grasses, and chaparral on the slopes and void of vegetation on the sterile fill of the constructed terraces. It is understood that the site will be improved by the construction of a proposed hotel/lodge facility. The hotel is proposed to consist of multiple two story structures for a total of 49 rooms. The project property will hereafter be referred to as the "Site."

The southern slope consists of three sections: the lower coastal bluff below the existing Southern Pacific Railroad tracks, the middle engineered cut slope above the railroad tracks, and the upper fill slope above the cut slope associated with the site terrace. The lower coastal bluff below the tracks has been maintained since the original railroad construction in the late 1800's. The middle engineered cut slope above the tracks were constructed at its current configuration during the railroad and highway realignment in the late 1960's/early 1970's based on aerial photographs. The upper fill slope is stockpiled material from the Highway 101/Railroad widening performed in the late 1960's/early 1970's.



Figure 2: Site Photograph, 2013 (www.californiacoastline.org)

1.2.1 Lower Portion (below railroad tracks)

The bluff below the railroad tracks is approximately 75 feet in height and varies from 1:1 to 1.5:1 (horizontal:vertical) slope configuration. Minor fill associated with the railroad realignment is exposed along the face of the bluff. As stated in previous reports, a seawall currently extends along the base of the slope at the beach elevation which has been there since 1917 (as observed stamped into the concrete on top of the wall). A couple of localized instabilities were observed on this portion of the bluff, including one that was repaired with rip-rap.

The principal causes of sea cliff erosion and retreat along the bluff-top include the forces of natural erosion and weathering of the railroad embankment, spalling of weathered shale, and wave attack concentrated at the base of the bluff. Static and Intrinsic sea cliff erosion are on-going active processes that act upon sea cliff bluffs. Static erosion is a process whereby a loss of soil strength is exacerbated through increased pore water within the soil. This is seen as landsliding and rock falls within a sea cliff. This process is controlled by the availability of surface and subsurface water to the face of the slope. Intrinsic erosion is a process of rock and soil weathering due to chemical reaction with available water. This is the process that accounts for loosening, spalling, flaking, granulation, and pulverization of the formational units and fill due to cycles of wet-dry, alkali-acid, and heat-cold conditions. Intrinsic weathering is a major cause of formational unit breakdown, resulting in accumulation of slope wash debris along the base of the bluff.

Bluff erosion and retreat are occurring on the bluff below the railroad alignment. Through time, the erosive power of waves and storm surge will weaken and erode the bluff, however the slope is monitored and maintained by Union Pacific Railroad. As this is a major thoroughfare for the railroad, if the bluff erodes it will be repaired or protected. A bluff retreat evaluation on the lower portion is presented in Section 4.0.

1.2.2 Middle Portion (engineered cut slopes above the railroad tracks)

A cut slope with two mid-height terraces is located above the railroad alignment. The slope was constructed at approximately 2:1 (horizontal:vertical), with a height of 35-40 feet between terraces. The Monterey Formation is exposed throughout the slope and is barren to moderately vegetated. These slopes are assumed to be engineered by the State of California, Department of Transportation and were designed to stable slope configuration typical. These engineered slopes extend along the north side of the site, as well as on the north side of the Freeway. Similar weathering and stability was confirmed along these slopes.

Previous studies by Woodward-Clyde Consultants, 1979 and Hoover and Associates, 1981 identify a large landslide on the southern slope. Terratech, Inc., 1996, however didn't observe a landslide and stated, "Given the existing data, a more reasonable interpretation is that the depression is a landslide scar limited to the upper part of the sea cliff, with slide debris long since having been removed during construction of the railroad. The bulge in the lower sea cliff noted by WWC in support of their massive landslide theory can be explained by the fact that the RR bench in the vicinity of the scar is wider than in adjacent areas, whereby a larger amount of waste material was generated during construction of the bench." Field studies by Dibblee, 1987, Bezore and Wills, 2000, Tan and Clahan, 2004, nor Johnson et al., 2013 do not depict a landslide in the vicinity of the site. We concur with the later group as during our assessment and field mapping, no evidence of a landslide was observed.

A review of historical oblique and aerial photographs and a site reconnaissance did not observe evidence of global instability. Evidence was not observed in the historical photographs. Minor surficial raveling was observed on the cut slope faces and accumulated on the terraces. This raveling is a result of lack of established vegetation and uncontrolled drainage during the past 44 years since its excavation. The potential for global instability of the slope is low, however the erosion potential is moderate to high if surface water is not controlled and maintained. However, as stated above, the Union Pacific Railroad monitors and maintains these slopes.

1.2.3 Upper Portion (fill slope)

The upper portion of the southern slope consists of a 2:1 (horizontal:vertical), 20-30 feet of fill placed at the top of the property. As stated in the Supplementary Fault Investigation and Geologic Literature Review (Terratech, Inc., August 1996), "Details concerning past grading are documented in several soils engineering reports prepared by Buena Engineers, Inc. (1969, 1970a, b, 1971 a, b, and 1985). These reports indicate that up to approximately 30 feet of fill has been placed at the site surface, imported from a US Highway 101 widening project adjacent to the site on the east. The fill consists of clay and silt derived from the Monterey Formation, some of which is saturated with native oil and tar. Fill was placed between 1969 and 1971, and tested in accordance with standard geotechnical practice accepted at that time."

A slope stability analysis was performed on this portion of the slope to determine the stability of the fill slope. The numerical slope stability analysis is presented in Section 3.0. The slope is currently covered with brush and grasses. As with the above mentioned cut slopes, the erosion potential is high if not controlled and maintained. It is recommended that proposed design of the site improvements be completed by a civil engineer knowledgeable in surface drainage control. Surface drainage should be controlled to prevent concentrated water-flow discharge onto either natural or constructed slopes. Surface drainage gradients should be planned to prevent ponding and promote drainage of surface water away from building foundations, edges of pavements and sidewalks or natural or man-made slopes. All setbacks and design criteria should be completed in accordance with the current adopted California Design Code.

2.0 GEOLOGIC FINDINGS

2.1 Regional Geologic Conditions

Carpinteria is located in the western portion of the Transverse Ranges geomorphic province of southern California. The Transverse Ranges province is oriented in a general east-west direction, which is transverse to the general north-northwest structural trend of the majority of California's coastal mountain ranges. The Transverse Ranges province extends from the San Bernardino Mountains in Riverside County (east) to Point Arguello (west). The province is bounded to the north by the San Andreas and Santa Ynez faults, the east by the Mojave geomorphic province, the south by the Peninsular geomorphic province and Pacific Ocean, and the west by the Pacific Ocean.

2.2 Local Geology

Locally, the site is underlain by approximately 20-feet of fill which covers units of Quaternary aged Marine Terrace, Santa Barbara and Monterey formations. Dibblee, 1987, Terratech 1996, Bezore and Wills, 2000, Tan and Clahan, 2004, and Johnson et al., 2013, have mapped the specific site, recognizing the underlying formational units to be separated by the trace of the Carpinteria fault. Previous explorations of the area by this firm and others, encountered artificial fill overlying distinctly different materials on each side of the Carpinteria fault which underlies the significant depth of fill. On the north side of the fault, the exposed units under the existing fill were interpreted to be Marine Terrace Deposits overlying weak sandstone of Santa Barbara formation. On the south side of the fault, the exposed units were interpreted to be shale of the Monterey formation underlying the fill.

2.2.1 Surficial Units

Light to medium brown and gray brown, slightly clayey, silty sand, with minor gravel and cobbles was observed as surficial fill material at the property in general and within trenches performed for a recent Subsurface Fault Location Investigation (GeoSolutions, Inc., 2013). Based upon the thickness observed in Trench T-1 and a review of Buena Engineers, Inc., 1981, the depth of fill was approximately 20 feet from existing grade. The base of the fill was readily defined by the presence of remnant vegetation and organic matter which existed across the top of the obvious underlying formational units. The fill material is interpreted to be fill derived from the grading operations associated with the construction of the adjacent freeway US Highway 101 as report in Buena Engineers, Inc., 1981 and Terratech, Inc., 1996, down the mesa towards Rincon Point.

2.2.2 Formational Units

A previous Site Engineering Geology Map was created for a recent Subsurface Fault Location Investigation (GeoSolutions, Inc., 2013) and depicts the site as within fill, Marine Terrace, Santa Barbara and Monterey formation rocks (Qt, Qsb, & Tm). The site engineering geology map is presented in Figure 3.

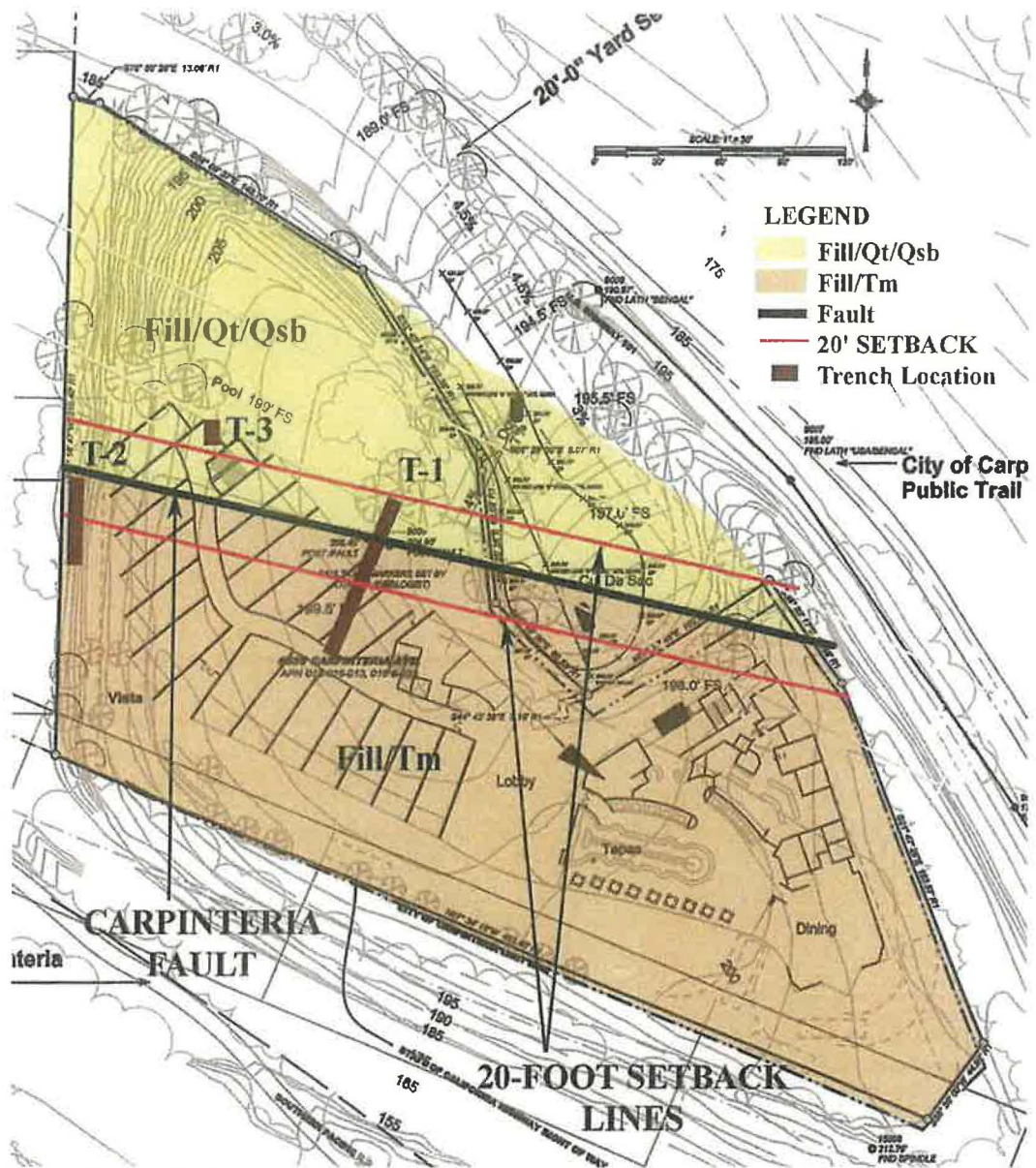


Figure 3: Site Engineering Geology Map (GeoSolutions, Inc., 2013)

Dibblee, 1987 describes three types of formational units as Marine Terrace, Santa Barbara and Monterey formation in the vicinity of the development area. These rock units were observed in trench T-1 during the recent Subsurface Fault Location Investigation (GeoSolutions, Inc., 2013) and in outcrop at the site. Marine Terrace deposits consist of gravel and cobbles within a matrix of sand and silt. The Santa Barbara formation is an Early-Pleistocene to Late-Pliocene age, shallow marine, poorly consolidated, tan to yellow sand and silt with lenses of conglomerate and some shale. The Monterey Shale is a Miocene age, white weathering, thin bedded, hard, platy to brittle silicious shale.

A general structural trend of geology at the site has approximately east-west strike with a number of folds (Dibblee, 1987). Bedding within the Monterey Shale as recorded in the Fault Trench T-1 for the recent Subsurface Fault Location Investigation (GeoSolutions, Inc., 2013), was north 78 degrees west and dipped 55 degrees towards the south.

2.2.3 Landslides

Previous studies by Woodward-Clyde Consultants, 1979 and Hoover and Associates, 1981 identify a landslide on the slope south of the site. Terratech, Inc., 1996, didn't observe a deep seated landslide and stated, "Given the existing data, a more reasonable interpretation is that the depression is a landslide scar limited to the upper part of the sea cliff, with slide debris long since having been removed during construction of the railroad. The bulge in the lower sea cliff noted by WWC in support of their massive landslide theory can be explained by the fact that the RR bench in the vicinity of the scar is wider than in adjacent areas, whereby a larger amount of waste material was generated during construction of the bench." Dibblee, 1987, Bezore and Wills, 2000, Tan and Clahan, 2004, and Johnson et al., 2013 do not depict a landslide in the vicinity of the site.

A review of historical oblique and aerial photographs and a site reconnaissance did not observe evidence of a deep-seated landslide. Historical evidence was not observed in the photographs. Minor surficial raveling was observed on the slope faces. Debris accumulation was observed on each bench. In addition, small scale instabilities were observed in a few areas below the railroad tracks. These small instabilities or raveling is a result of uncontrolled drainage. The potential for global instability of the slope is low, however the erosion potential is high if not controlled and maintained.

3.0 NUMERICAL SLOPE STABILITY ANALYSIS

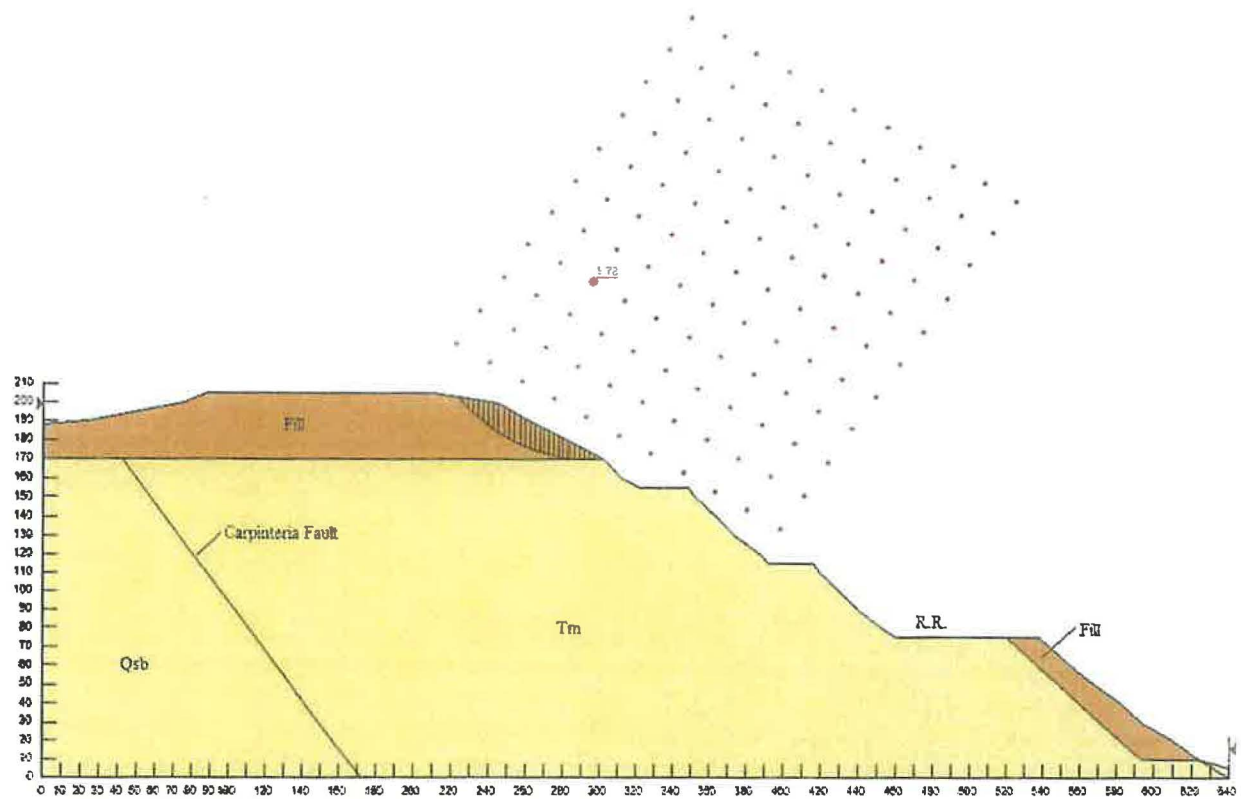
As required in Establishing Development Setbacks from Coastal Bluff (Johnsson, 2003), "The analyses should demonstrate a factor of safety greater than or equal to 1.5 for static condition and greater than or equal to 1.1 for the seismic condition." The bluff located along the southern property line was analyzed to determine whether the existing coastal bluff meets the minimum requirements for slope stability. One profile was modeled utilizing SLOPE/W, a computer-modeling program. Profile A-A' traverses the Site in an approximate north to south direction; refer to Figure 4 for the approximate location of profile.



Figure 4: Profile A-A Location.

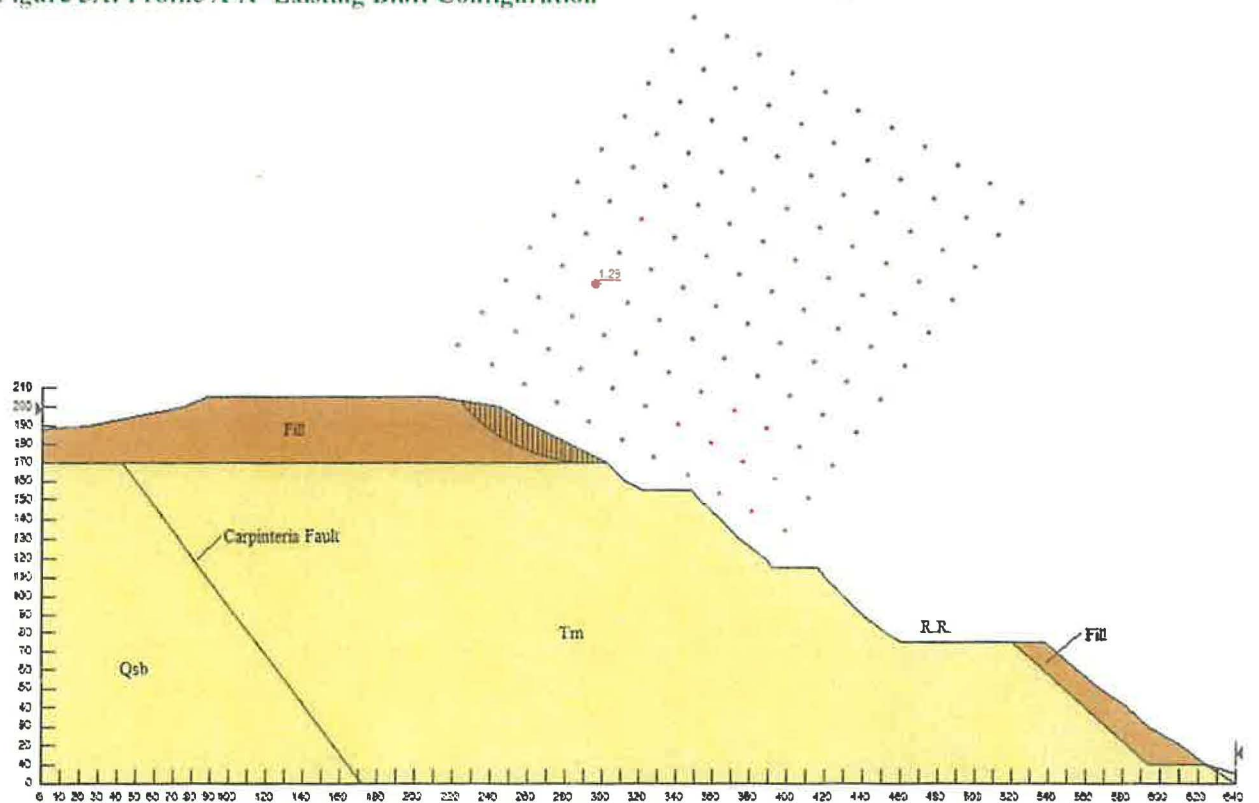
Previous slope stability analyses were performed on the proposed cut and fill slopes based on site soil/rock characteristics in the Soil Engineering Report (Buena Engineers, Inc., 1981). These analyses resulting in stable 20 foot fill slopes and 50 foot cut slopes. A stability analysis was performed on the existing bluff utilizing laboratory results from the referenced Soil Engineering Report. General modeling conditions included: 1) approximately 30 feet of fill; 2) underlying Monterey Formation (Tm); and 3) no groundwater. The Engineering Geologist determined the final profile by studying surface geologic conditions, geologic maps, and observations made during the site reconnaissance.

The purpose of the numerical slope stability analysis was to determine the horizontal distance from the top of the bluff to the back of the potential slip surface for a factor of safety of 1.5 for static conditions and 1.12 for pseudo-static conditions. As the slope may be affected by seismic events, a dynamic loading condition was applied to the existing slope (pseudo-static conditions). As stated in *Guidelines for Evaluating and Mitigating Seismic Hazards in California* (CDMG, 1997), "In California, many state and local agencies, on the basis of local experience, require the use of a seismic coefficient of 0.15, and a minimum computed pseudo-static factor of safety of 1.0 to 1.2 for analysis of natural, cut, and fill slopes. Basic guidelines for making preliminary evaluations of embankments to ensure acceptable performance...were: using a pseudo-static coefficient of 0.10 for magnitude 6.5 earthquakes and 0.15 for magnitude 8.25 earthquakes, with an acceptable factor of safety of the order of 1.15." Calculations for pseudo-static numerical analysis within these iterations utilized a seismic coefficient of 0.15 g.



(STATIC CONDITION)

Figure 5A: Profile A-A' Existing Bluff Configuration



(PSUEDO-STATIC CONDITION)

Figure 5B: Profile A-A' - Natural Slope Configuration

The lowest factor of safety value corresponds to the critical slip surface. This critical slip surface does not necessarily result in the largest slip surface. The critical slip surfaces for static and psuedo-static

Table 1: Factor of Safety Results

Profile	Static Factor of Safety	Psuedo-Static Factor of Safety
Profile A-A'	1.78	1.29
The Numerical Analysis was Performed Utilizing Following Data: Fill – Sample A1 (Buena Engineers, Inc., 1981): $\gamma_w = 112.8$ - from previous laboratory test data $\phi = 24.4^\circ$ - from previous laboratory test data $c = 249$ psf - from previous laboratory test data		

conditions are presented on Figure 5A and 5B. The respective factor of safety values are presented in Table 1. The minimum engineering standard for static conditions is 1.5 and pseudo-static factors of safety is 1.1. **Profile A-A' resulted in critical static and pseudo-static factor of safety values above the minimum standard, indicating that they reflect stable conditions.** However, the slope may be affected by periods of prolonged saturation, surficial failures, or severe erosion due to poor surface drainage if not maintained.

4.0 BLUFF EROSION AND RETREAT PROCESSES

Bluff erosion and sea cliff retreat along the central coast of California is generally controlled by a combination of factors including: rock type, geologic structure, soil type, bluff height, direction and magnitude of wave attack, coastline configuration, surf zone profile, amount of surface runoff over bluff tops, degree of water seepage, and other adverse man-made conditions. The effects of erosive agents acting on the bluff are greater on weaker rock types or soils.

The principal causes of sea cliff erosion and retreat along the bluff-top include the forces of natural erosion and weathering of the Marine Terrace Deposits, spalling of weathered shale, and wave attack concentrated at the base of the bluff. Static and Intrinsic sea cliff erosion are on-going active processes that act upon sea cliff bluffs. Static erosion is a process whereby a loss of soil strength is exacerbated through increased pore water within the soil. This is seen as landsliding and rock falls within a sea cliff. This process is controlled by the availability of surface and subsurface water to the face of the sea cliff. Intrinsic erosion is a process of rock and soil weathering due to chemical reaction with available water. This is the process that accounts for loosening, spalling, flaking, granulation, and pulverization of the formational units and Marine Terrace Deposits due to cycles of wet-dry, alkali-acid, and heat-cold conditions. Intrinsic weathering is the cause of Marine Terrace Deposit or formational unit breakdown, resulting in accumulation of slope wash debris on the bluff face.

Bluff erosion and retreat are occurring, however they are occurring on the portion of the bluff below the railroad alignment. Through time, the erosive power of waves and storm surge will weaken and erode the bluff, however the slopes immediately above and below the railroad tracks are monitored and maintained by the Southern Pacific Railroad (and now Union Pacific Railroad). As stated in previous reports, a seawall currently extends along the base of the slope at the beach elevation which has been there since 1917 (as observed stamped into the concrete on top of the wall) which further helps protect the slope from wave attack. Based on this the only major factor effecting the slope is surface and subsurface drainage. The following is a brief discussion of the factors and how they relate to the subject area.

4.1 Surficial Drainage

In the current state, surficial drainage is directed toward the top of the upper slope and lower slope and acts as one of the primary mechanisms for slope erosion. Accelerated rates of slope erosion will occur along the upper engineered fill slope as long as surficial drainage is unchecked. Surface drainage from the top of bluff should be directed to surface drainage inlets via onsite drains and pipes. Development with controlled surface drainage normally reduces the amount of erosion of the adjacent lower Marine Terrace Deposits below the railroad tracks.

4.2 Seismicity

The Site, like all other sites in the general area, can be affected by moderate to major earthquakes centered on one of the known large Holocene age active faults listed in Table 1. The maximum moment magnitudes are expressed, although any event on these faults could result in moderate to severe ground shaking at the subject property. Ground shaking can weaken bluff material. Material within the bluff may become dislodged and may tumble due to a seismic event. Due to the long interval between seismic events, the long-term retreat rate would not be substantially affected.

Table 1: Distance and Moment Magnitude of Closest Faults

Closest Active Faults to Site	Approximate Distance from Site to Active Fault	Moment Magnitude
Mission Ridge-Arroyo Parida	4.8	6.78
Ventura-Pitas Point	8.4	6.89
Red Mountain	2.3	7.40

The closest known active Quaternary age fault is the Red Mountain fault located approximately 2.3 kilometers from the Site. The San Andreas fault is the most likely active fault to produce ground shaking at the Site although it is not expected to generate the highest ground accelerations because of its distance from the Site.

4.3 Bluff Retreat Rates

A historic bluff retreat rate for the Site based upon a reliable aerial photograph evaluation was completed. Our evaluation required site-specific research, with an established rate based upon the actual data interpretation by a Certified Engineering Geologist with experience and knowledge of coastal processes and local bluff conditions.

An aerial photogrammetric investigation was conducted to determine the long-term retreat rate of the natural slope in the vicinity of the site. The railroad (to the south) and Highway 101 (to the northeast) alignments were observed in its current configuration in the 1972 oblique photo (see Figure 4), however not in the 1964 aerial photograph. In the late 1960's the railroad was realigned to extend under Highway 101 east of the site. Prior to the realignment, a cut slope with mid height terraces were observed. The realignment extended the cut slope and the presence of up to 30 feet of fill was observed in the photo and as identified in previous reports (Terratech, Inc., 1996). Based on the alterations of the site, the 1975 photo is the old photo that displays similar features to the current site.



Figure 4: Photograph of the Site, 1972 (www.californiacoastline.org)

4.4 Aerial Photo Analysis

Aerial photographs dated 5-15-55, 3-9-72, and 11-26-07 were reviewed for use in this analysis as obtained from The State of California – Department of Transportation (Caltrans). The 1972 aerial image of the property shows the subject property relatively unaltered from the current configuration at a reasonable scale.

The width of Carpinteria Avenue near the subject property was measured and compared to the roadway width from the current survey (Waters Land Surveying, Inc., 2012) to obtain a scale for the 1972 and 2007 aerial photographs. The distance from the end of the cul-de-sac to the bluff edge in the images were compared to determine the rate of retreat. Based on the scale of the photographs, 1/60th of an inch was determined to be 10 feet for the 1972 photograph and 7.5 feet for the 2007 photograph.

Distance from cul-de-sac to the top of slope – 1972 Photo

$$15/60^{\text{th}} \text{ of an inch} \times 10 \text{ feet} = 150 \text{ feet}$$

Distance from cul-de-sac to the top of slope – 2007 Photo

$$20/60^{\text{th}} \text{ of an inch} \times 7.5 \text{ feet} = 150 \text{ feet}$$

Distance from cul-de-sac to the top of bluff – 1972 Photo

$$45/60^{\text{th}} \text{ of an inch} \times 10 \text{ feet} = 450 \text{ feet}$$

Distance from cul-de-sac to the top of slope – 2007 Photo

$$56/60^{\text{th}} \text{ of an inch} \times 7.5 \text{ feet} = 420 \text{ feet}$$

No erosion was observed on the top of the slope from the 1972 to the 2007 aerial photographs.

Bluff Retreat – Aerial Photographs

30 feet of retreat from 1972 to 2007/35 years = 0.85 feet/year or 10.2 inches/year

At 10.2 inches per year, the 75-year setback distance is **765 inches or 64 feet total**.

It is recognized that there is a limit to accuracy involved in the procedure of measuring the images. Clarity, exact bluff location, oblique angle of measurement, and lack of features add to uncertainty in defining the bluff edge. Limits of accuracy of the interpretation of the bluff edge is recognized with the addition of a buffer (in this case 10 feet) to the bluff retreat rate and conservative (rounding up) values used in calculations. This Aerial Photograph Assessment could be utilized as a early screening method, the lack of accuracy would preclude its use as a tool to conclude actual bluff retreat or amount of retreat. Hence other assessments including a numerical slope stability analysis and “Historical Topographic Map Analysis” were utilized for confirmation purposes.

4.5 Historical Topographic Map Analysis

Upper Engineered Fill Slope

A historical topographic map of the site was reviewed for use in this analysis as obtained from Caltrans from 1968. The 1968 “As Built” topographic map depicts the original land configuration and as built slopes in their current configuration in the vicinity of the site.

The distance from the end of the cul-de-sac to the bluff edge in the images were again compared to determine the rate of retreat.

Distance from cul-de-sac to the top of slope – 1968 Topographic Map = 190’

Distance from cul-de-sac to the top of slope – 2013 Topographic Map = 180’

Distance from cul-de-sac to the top of bluff – 1968 Topographic Map = 470’

Distance from cul-de-sac to the top of slope – 2013 Topographic Map = 450’

A discrepancy of 10’ was observed between the topographic maps, however in the area that was measured also shows a discrepancy of 5’ in elevation. The 1968 topographic map shows the top of slope at an elevation of 200’ and the new topographic has an elevation of 205’. It’s assumed that additional fill was placed at the site after the as built plans were completed. At a 2:1 slope, the 5’ elevation difference would also correlate to the top of slope being 10 feet closer to the end of the cul-de-sac. **Based on this, it is calculated that no significant erosion has occurred at the top of the slope.** This would be anticipated as it was constructed in a stable manner in compliance with the Uniform Building Code.

Lower Portion Coastal Bluff Retreat – Topographic Maps

20 feet of retreat from 1968 to 2013/45 years = 0.44 feet/year or 5.2 inches/year

At 5.2 inches per year, the 75-year setback distance is **390 inches or 32.5 feet total**.

According to the California Coastal Commission (Johnsson, 2003), total development setbacks should include an additional buffer, generally 10 feet, that serves to allow for uncertainty in aspects of the analysis, allows for future increase in bluff retreat due to sea level rise, and assures that at the end of the design life of the structure that the foundation is not being undermined. An additional setback to the 75-year retreat rate would be the greater of either a 10-foot buffer or a slope stability analysis that shows instability greater than 10 feet. The numerical slope stability

analysis (as described in Section 3.0) shows that the bluff maintains a factor of safety of 1.5 at a distance of 21 feet from the top of bluff, therefore is the greater of the two additional setbacks. A total setback from the top of bluff (at railroad track elevation) is 85 feet, which is the addition of the 75-year retreat rate plus the 21-foot slope stability buffer. Plates 1 through 4 depict the aerial photographs and topographic maps showing the measurement locations.

The bluff setback line is depicted on Plate 4 and extends within the bottom of the middle 2:1 engineered slope. Although as previously stated, both the coastal bluff below the railroad tracks and the engineered cut slope above the railroad tracks are monitored and maintained by the Union Pacific Railroad. As this is a major North-South Transportation Route for the railroad, if the bluff erodes to where it threatens the railroad tracks, the slope will be repaired or protected. In addition, the relative stability of the toe of bluff is confirmed by the stability of lower retaining wall which has been there since 1917 or 97 years.

6.0 CONCLUSION

The Upper Engineered Fill Slope was confirmed to be relatively stable based upon its age, (1970's), lack of erosion, and lack of instability. Based upon the slope stability analysis and the documentation that confirms its compaction during placement (Buena Engineers, Inc.), the engineered fill slope may be prone to erosion from uncontrolled over-top surface water drainage, but is stable as evaluated. The Middle Engineered Cut Slope was confirmed to be relatively stable based upon its age, (1970's), lack of erosion, and lack of instability. Based upon the configuration with mid-height terraces and the documentation that confirms its excavation during railroad/highway construction, the engineered cut slope may be prone to erosion from uncontrolled over-top surface water drainage, but is stable as evaluated. The Lower Coastal Bluff (below the tracks) was confirmed to be relatively stable based upon its age, (1970's), lack of erosion, and minor surface drainage caused instability. Based upon the Historical Topographic Map Evaluation and the available documentation that confirms its relative date of construction, the engineered fill slope may be prone to erosion from uncontrolled over-top surface water drainage, but is stable as evaluated. Although as previously stated, the coastal bluff below the railroad tracks are monitored and maintained by the Union Pacific Railroad. As this is a major North-South Transportation Route for the railroad, if the bluff erodes to where it threatens the railroad tracks, the slope will be repaired or protected.

7.0 LIMITATIONS AND UNIFORMITY OF CONDITIONS

The recommendations of this report are based upon the assumption that the soil conditions do not deviate from those disclosed during our study. Should any variations or undesirable conditions be encountered during the development of the Site, GeoSolutions, Inc. will provide supplemental recommendations as dictated by the field conditions.

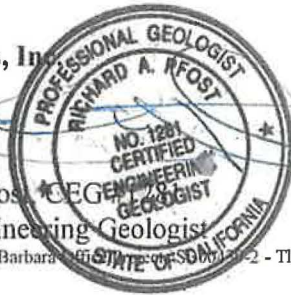
This report is issued with the understanding that it is the responsibility of the owner or his/her representative to ensure that the information and recommendations contained herein are brought to the attention of the architect and engineer for the project, and incorporated into the project plans and specifications. The owner or his/her representative is responsible to ensure that the necessary steps are taken to see that the contractor and subcontractors carry out such recommendations in the field. Information contained within this study must be reevaluated after an engineered site plan has been prepared.

As of the present date, the findings of this report are valid for the property studied. With the passage of time, changes in the conditions of a property can occur whether they are due to natural processes or to the works of man on this or adjacent properties. Therefore, this report should not be relied upon after a period of one year without our review nor should it be used or is it applicable for any properties other than those studied.

Thank you for the opportunity to have been of service. If there should be any questions regarding this report, please contact the undersigned at (805) 614-6333.

Sincerely,
GeoSolutions, Inc.

Richard A. Pfost
Principal Engineering Geologist



\\192.168.0.5\\Santa Barbara\\01079\\Project SB00430-2 - The Lodge at Rincon\\Geology\\SB00430-2 Slope Stability Evaluation.doc

REFERENCES

REFERENCES

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PLATES

Plate 1 – Aerial Photograph – 1972

Plate 2 – Aerial Photograph – 2007

Plate 3 – Topographic Map – 1968

Plate 4 – Topographic Map - 2013



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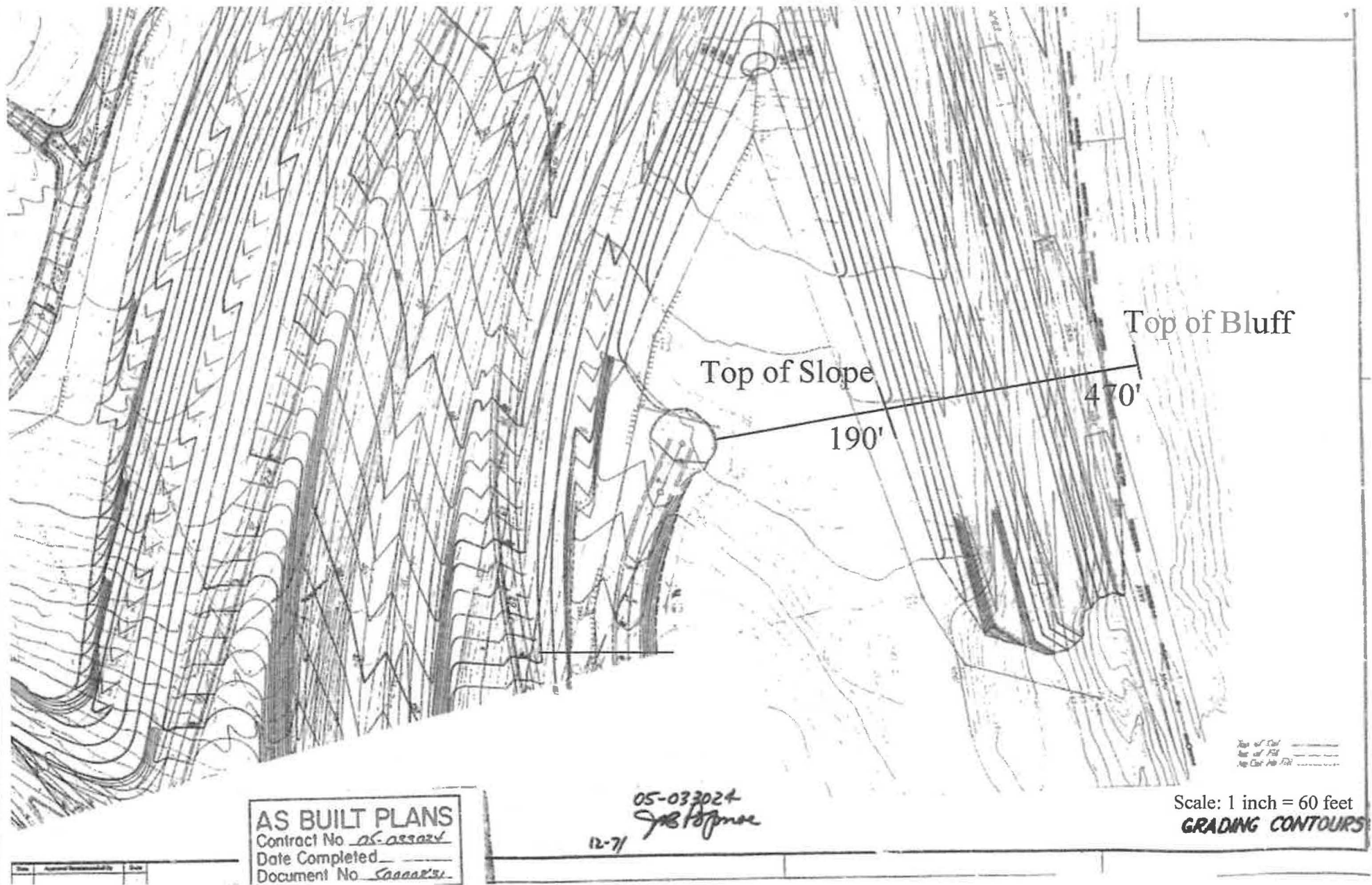


AERIAL PHOTOGRAPH - 1972

THE LODGE AT RINCON, 6555 CARPINTERIA AVENUE
 CARPINTERIA, CALIFORNIA

PLATE
 1

PROJECT
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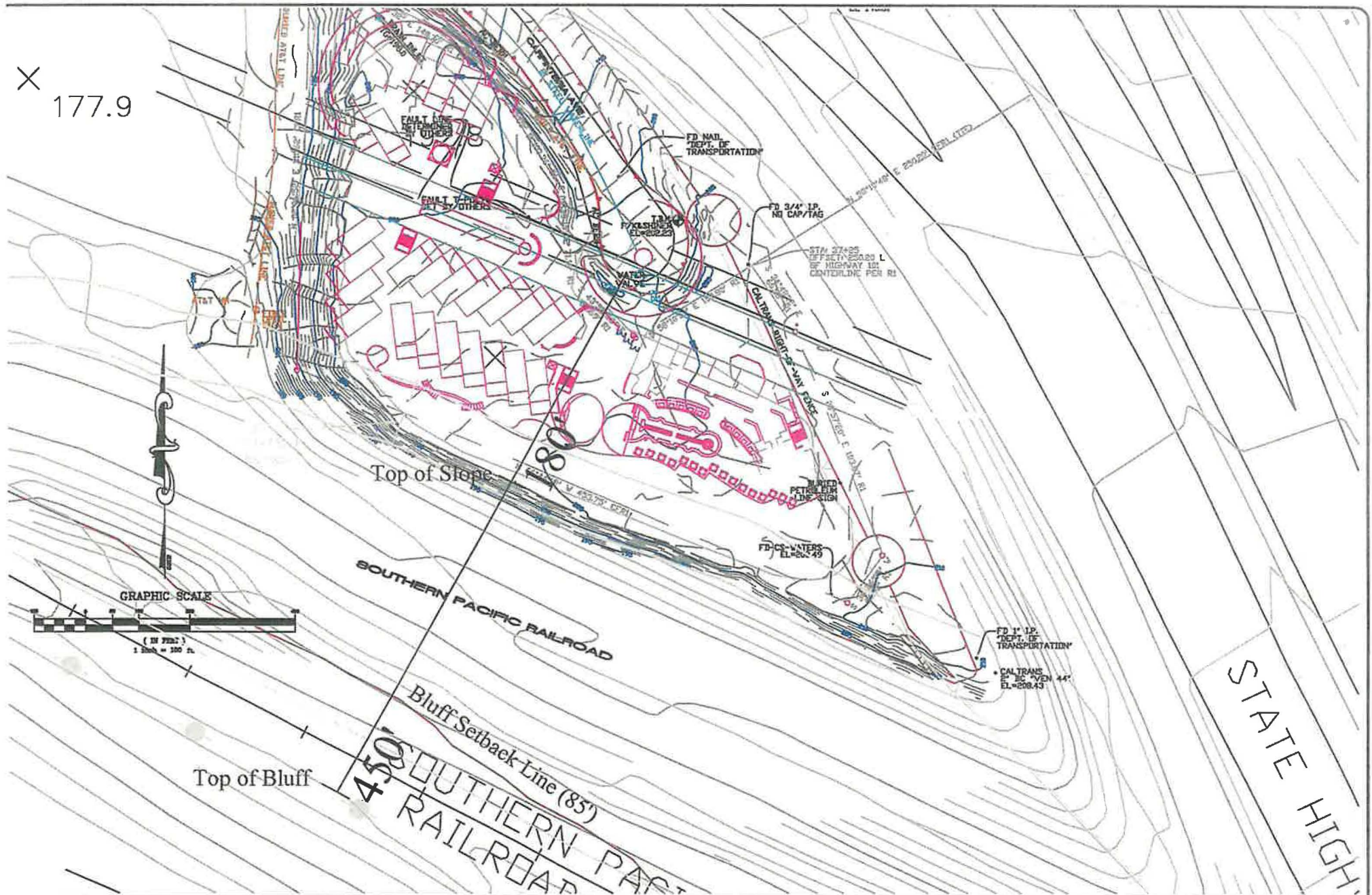
TOPOGRAPHIC MAP - 1968

THE LODGE AT RINCON, 6555 CARPINTERIA AVENUE
 CARPINTERIA, CALIFORNIA

PLATE

3

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TOPOGRAPHIC MAP - 2013

THE LODGE AT RINCON, 6555 CARPINTERIA AVENUE
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PLATE
 4

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