

City of Carpinteria
Special Joint City Council, Planning Commission and
Architectural Review Board Meeting Agenda

Wednesday, March 30, 2022
Council Chamber, 5775 Carpinteria Avenue

5:30 p.m.
In-Person and Virtual Participation Options

Attendance/Viewing Options:

- Attend the in-person meeting in City Council Chambers at City Hall (5775 Carpinteria Ave.).
- View the meeting live through the City's website (<https://carpinteria.ca.us/city-hall/agendas-meetings>) on your computer, tablet or smartphone.
- View the meeting on Government Access Television Channel 21 (broadcast live and rebroadcast on the Wednesday and the Saturday following the meeting at 8:00 p.m. and 5:00 p.m., respectively).
- Call 669-900-9128 (and enter Webinar ID 893 9772 2283) to listen to the meeting on your phone.
- Join the City's Zoom webinar from your computer, tablet, or smartphone by [CLICKING HERE](#). Alternatively, you can join the Zoom webinar by logging on to www.zoom.us, downloading the application, selecting "Join Meeting", and entering Webinar ID 893 9772 2283.

Public Comments

- Provide a live public comment during the in-person meeting in City Council Chambers at City Hall (5775 Carpinteria Ave.). Please note the City has the discretion to limit both the overall and individual speaker time for any meeting or agenda matter. Typically, the Council's practice has been to limit each speaker to three minutes.
- Provide a live comment through the City's Zoom webinar platform (through the link provided above). 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.
- Submit a written comment (as either a general public comment or on a specific agenda item) to be distributed to Council Members by **12:00 P.M. on the day of**

the meeting by either submitting your comment via (1) email to PublicComment@ci.carpinteria.ca.us, or (2) the **eComment** link on the City's agenda website (<https://carpinteria.ca.us/city-hall/agendas-meetings>). Please reference the agenda item to which your comment pertains.

Please note that the City will make every effort to make the meeting accessible virtually; however, if one of the above virtual attendance/viewing or public comment options is unavailable due to technological issues, you are invited to take advantage of one of the other participation options outlined above (including attending and providing public comment in-person in the City Council Chambers). Additional options may be made available at the meeting.

Also, please note that Spanish interpretation will be available at the in-person meeting (but will not be available through the City's Zoom webinar).

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 mixed-use development proposed by Carp Bluff, LLC., for a 99-room resort and associated amenities, a restaurant, an event barn, a farm, a 16-unit apartment building, and landscape/hardscape improvements on a 27.53 acre property zoned Planned Unit Development (PUD), located at 5669 and 5885 Carpinteria Avenue (APNs 001-170-010 and -013).

Recommendation: Receive public comment and provide individual comments on the mixed-use concept plan.

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 MEETING

ADJOURNMENT

In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact the City Clerk's Office at 755-4403 or the California Relay Service at (866) 735-2929. Notification two business days prior to the meeting will enable the City to make reasonable arrangements for accessibility to this meeting.

Materials related to an agenda item submitted to the City Council after distribution of the agenda packet are available for public review at the City Clerk's Office.

This agenda was posted on Thursday, March 24, 2022, in the City Clerk's Office, on the City Hall Public Notices Window, and on the Internet.



City of Carpinteria

SPECIAL JOINT CITY COUNCIL / PLANNING COMMISSION / ARCHITECTURAL REVIEW BOARD AGENDA STAFF REPORT MARCH 30, 2022

CONCEPTUAL REVIEW CARPINTERIA FARM & HOSPITALITY EXPERIENCE Project No. 21-2137-CON

ITEM FOR CONSIDERATION

Conceptual review of a mixed-use development proposed by Carp Bluff, LLC., for a 99-room resort and associated amenities, a restaurant, an event barn, a farm, a 16-unit apartment building, and landscape/hardscape improvements on a 27.53-acre property zoned Planned Unit Development (PUD), located at 5669 and 5885 Carpinteria Avenue (APNs 001-170-010 and -013).

STAFF RECOMMENDATION

Action Item X ; Non-Action Item

Receive public comment and provide individual comments on the mixed-use concept plan.

INTRODUCTION

This concept review of a proposal for mixed-use development on a portion of the Carpinteria Bluffs east of and adjacent to the City Hall campus, serves as an important preliminary step in the City's development review process. The City's General Plan/Local Coastal Land Use Plan provides the following:

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

Bluffs, and to ensure that future developments within the Bluffs Area complement each other.¹

The project site has a Land Use and Zoning designation of Planned Unit Development (PUD). Pursuant to the Carpinteria Municipal Code (CMC) Section 14.16.010, the purpose of the PUD district is to ensure comprehensively planned development of large parcels that are intended primarily for residential use but would also be appropriate for recreation, limited commercial uses, and open space. The intent of this district is to:

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

The applicant's proposal includes all of the allowed uses (residential, recreation, commercial and open space), and incorporates some of the site's historic recreational and agricultural uses into the concept plan. The project integrates seven acres of farmland with support structures, approximately six acres of open space and trails on the north side of the Southern Pacific Rail Road (SPRR) tracks, and approximately four acres of open space and trails on the south side of the railroad tracks. These areas encompass approximately 60% of the project site, excluding other landscaped areas.

The commercial component of the project would consist of a 99-room hotel/resort with rooms in lodges, cabins, and bungalows. Visitor-serving accommodations and agriculture are given a high priority in the Coastal Zone. The proposal includes both of these uses within the hotel component with a "farm-to-table" restaurant and farm cart that would be for hotel guests and open to the public. The proposal also includes a spa and gym that would also be available for use by the general public. A barn is proposed to host events and would be available for both private and public use. The commercial hotel portion of the proposal, including parking areas, would cover approximately 37% of the project site.

A 16-unit apartment building is proposed in the northwest corner of the property near Carpinteria Avenue. The apartments would include one- and two-bedroom units, which would be designated for both employee housing and community workforce housing. The area devoted to residential uses would be approximately 12,000 square feet, or

¹ Page 58 of the Community Design Element.

approximately 1% of the project site. The concept plan shows two additional options for the apartment component: Option B provides 32 units while Option C provides 48.

PROJECT DESCRIPTION

The project concept includes two parcels of land totaling 27.53 acres in size. The parcels are separated by the SPRR tracks. The smaller parcel (APN 001-170-010) is 4.13 acres in size and lies between the SPRR tracks and the Pacific Ocean. The concept plan for this parcel consists of improvements to formalize the trail system by constructing a 20-foot-wide, decomposed granite, multi-use trail, establishment of a secondary harbor seal rookery overlook, native plant landscaping, and removal of invasive plant species.

The larger parcel (APN 001-170-013) is 23.4 acres in size and stretches between Carpinteria Avenue and the UPRR tracks. The bulk of the conceptualized hotel/resort structures would be located on the central portion of this parcel. The hotel/resort would include the following guest and employee amenities:

- A 5,150 square-foot single-story main hotel building that would include a lobby/reception area, library, gift shop, a small café/bar, mini-theatre, and administrative offices. The main hotel building would include decks with outdoor seating, fireplaces, and other guest amenities.
- A swimming pool, hot tub, and a 1,500 square-foot pool cabaña with a bar and lounge area located behind the main hotel building.
- Two hotel lodges containing a total of 59 rooms. The lodges would be two-stories and total 23,580 square feet in size.
- 22,400 square feet of single-story duplex and tri-plex bungalows containing a variety of one- and two-bedroom guest rooms.
- Six single-story guest cabins totaling 3,000 square feet in area.
- A 1,700-square foot hotel maintenance and back-of-house building.
- A 1,700-square foot farm services building and approximately seven acres of farming area for seasonal and perennial food crops, herbs, and fruit trees.
- 145 carport parking spaces under solar panel arrays for hotel guest and employee parking.
- 10 uncovered parking spaces for farm staff.
- Accessible parking spaces, bicycle parking, and electric vehicle charging stations.

The hotel/resort would also include amenities available to both hotel guests and the general public. These include:

- A 5,590 square-foot restaurant and bar with a “farm-to-table” theme.
- A 450 square-foot farm stand that would sell produce from the farm.
- A 6,000 square-foot events barn for weddings, conferences, etc.
- A gym and spa facility totaling 5,050 square feet.
- A public parking lot with 68 spaces for access to the restaurant, event barn, farm stand, and trails.

The southern portion of the parcel would be improved with a trail system that would tie into the existing trails on the neighboring Carpinteria Bluffs Nature Preserve. The trails would be available to the public, with the exception of private trails in the immediate vicinity of the hotel/resort guest rooms. The area would be restored with native Coastal Sage Scrub Habitat and other native trees, shrubs, and grasses to blend with the nature preserve.

A 10,600 square-foot two-story apartment building is proposed in the northwest corner of the parcel, adjacent to Carpinteria Avenue. The building would contain 16 units with a combination of one- and two-bedroom units. The units would provide employee housing and community workforce housing. Parking for the apartments would be provided via 22 carport spaces covered with solar panel arrays.

Two larger alternative residential components are included in the concept proposal, both of which would also be two-stories and located in the northwestern corner of the property. The first alternative (Option B) proposes 32 units in a cluster of three apartment buildings and associated covered and uncovered parking. The second alternative (Option C) proposes 48 units in two buildings and associated covered and uncovered parking.

Vehicular access to the property would be from two locations along Carpinteria Avenue. The project site would be served by the Carpinteria Valley Water District, the Carpinteria Sanitary District, the Carpinteria-Summerland Fire Protection District and the Carpinteria Unified School District.

The Concept Plan Package is included as Attachment A to this report; the applicant's Project Description is included as Attachment B. Additional appendices with information and studies for the concept proposal can be accessed on line through the Home Page of the City of Carpinteria web site under Hot Topics and at: <https://carpinteriaca.gov/city-hall/community-development/carpinteria-farm-hospitality-experience-conceptual-project-review/>

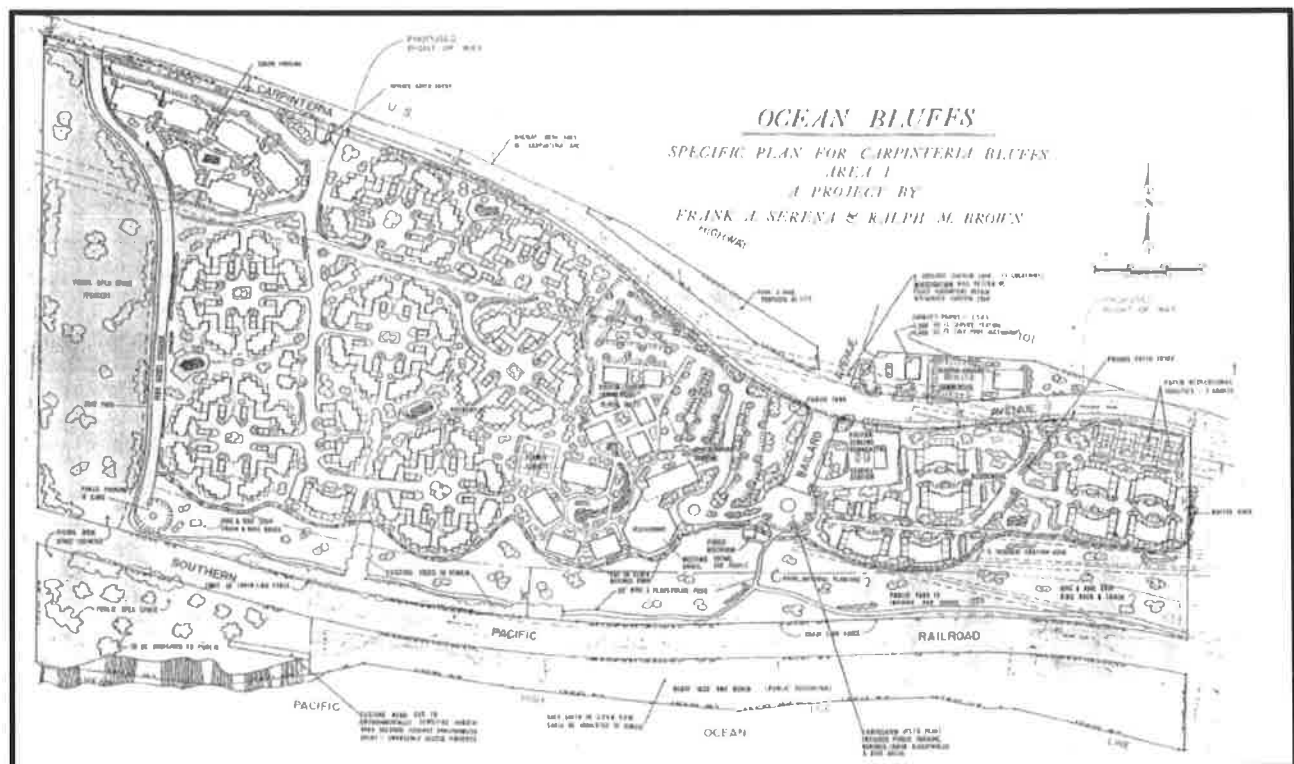
PURPOSE OF CONCEPT REVIEW

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 and suggestions shall constitute a conceptual review only and are not binding upon the Architectural Review Board, Planning Commission or City Council as to any future determinations to be made with respect to the project. No action will be taken on the project at the conceptual review meeting. Since only limited information regarding the project is available at this time, staff analysis included in this report is preliminary and tentative. Public comments received at the meeting will be a part of the project record and available for future consideration by the Architectural Review Board, Planning Commission or City Council.

Following the conceptual review, as with any development project in the City, the Developers could submit a formal application to the City seeking project approval. 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 at public meetings. Decisions by the City's Planning Commission on development permits may be appealed to the City Council and, under certain circumstances, to the California Coastal Commission.

BACKGROUND

Dating back to the late 1960s, numerous development proposals have been put forth to in the Bluffs area that includes the subject site. In the early 1990s, the City's Ocean Bluffs Area I Specific Plan (Major Amendment 2-90) was preliminarily approved by the City Council and was to be considered by the California Coastal Commission on December 12, 1990. The Coastal Plan Amendment would have authorized continued processing of the proposal shown below, held by several owners/developers. On that day in December 1990, a newly elected City Council adopted Resolution No. 1963, directing withdrawal of the submission of the Major Amendment in favor of returning with a plan for the entire Bluffs area. This effectively stopped the processing of the Ocean Bluffs Area I Specific Plan.



Ocean Bluffs Area I Specific Plan

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

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

Implementation Policy 70 of the Community Design Element of the City's General Plan/Local Coastal Land Use Plan provides maximum building square footage totals and number of resort guest rooms for Bluffs Areas II and III properties. The City's policies and regulations, while not specifying limits by building square feet or the number of hotel rooms for the Bluffs I Area, provide guidance for determining the appropriate density and intensity of development/use for the site. Staff analysis of City policies and regulations while preliminary and limited for this report, will be more fully developed should the project proceed through the formal development review process.

Beginning in 1998, the City has collaborated with community groups, The Land Trust and the State of California, to acquire much of the Carpinteria Bluffs for habitat preservation, public use and open space in perpetuity. This includes the 52-acre Carpinteria Bluffs Nature Preserve and Viola Fields, the 1.5-acre Farmer parcel, a Bluffs II trail easement, and the 23-acre Rincon Bluffs Preserve. The remaining privately held undeveloped land on the Carpinteria Bluffs includes the subject 27.53-acre portion of Bluffs I, a 3.62-acre lot on Bluffs II, and an approximately 2.5-acre site at the easternmost portion of Bluffs III.

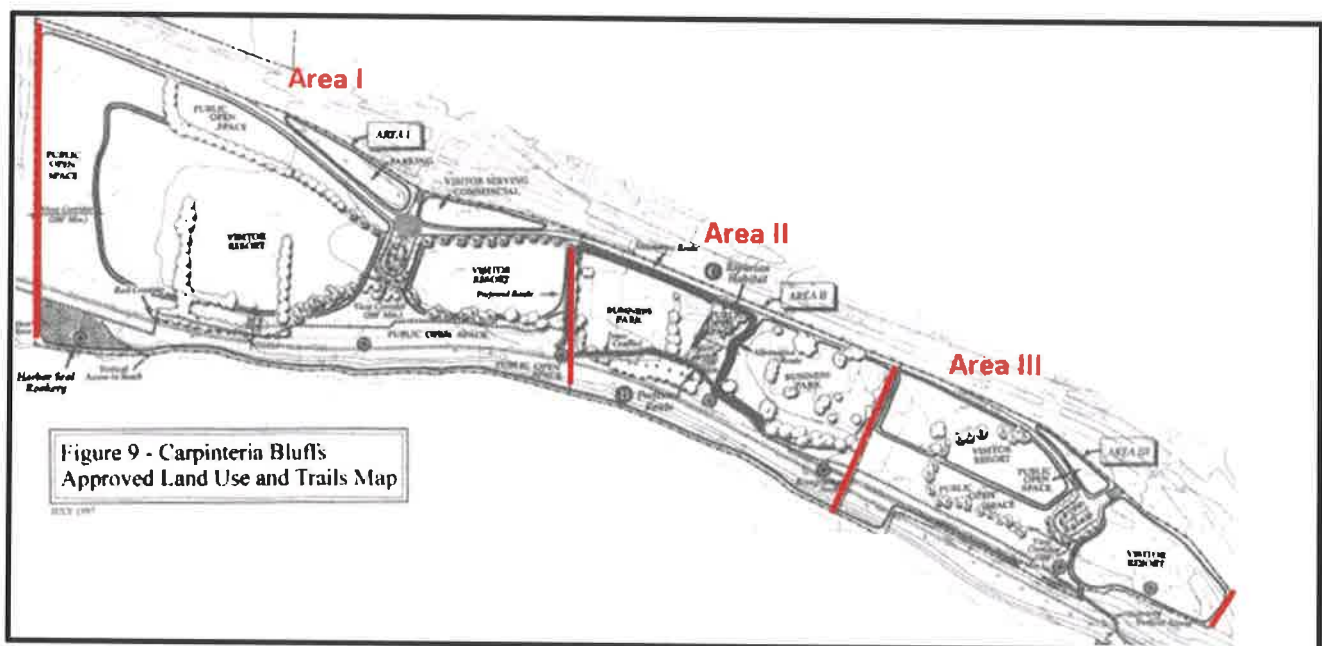
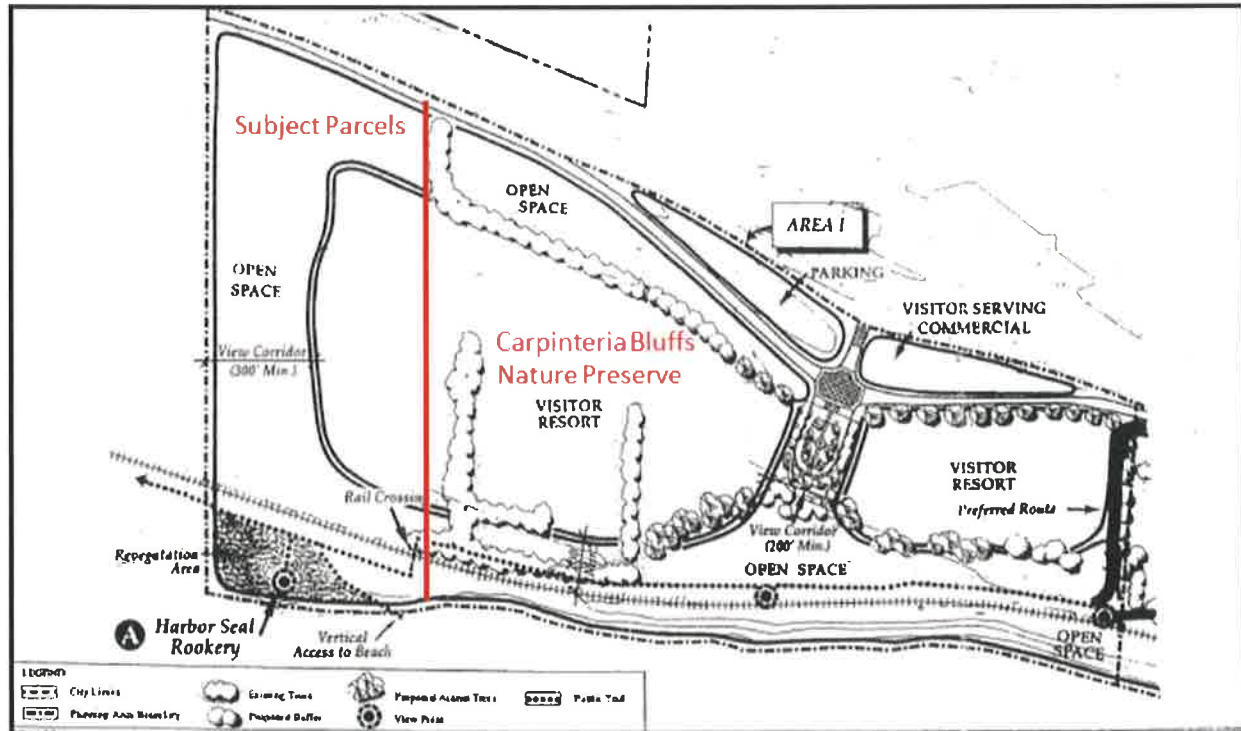


Figure 9 of the Master Program shows the Bluff Areas I, II and III.



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

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

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



Summerwind at the Bluffs, LLC Concept Plan

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

In 2015, a conceptual proposal for a mixed-use development was presented to the City that included a 154-room hotel, 45 single-family dwellings, 40 apartment units, 11 live-work studio units, a golf course, and a farm. The general consensus from that meeting was that the proposal was too ambitious for the site, and that various public view corridors should be properly identified and protected.



September 21, 2015 Bluffs I Concept Plan

PLANNING REGULATIONS

As described previously, the site is a part of the PUD zone district. The PUD zone district requires submittal of a specific plan application to be filed and approved prior to the submittal of a Development Plan application for areas subject to the Specific Plan Overlay. Staff notes that the subject parcels had been included within the Specific Plan Overlay as shown on the 1981 official Zoning Map, but had been omitted with subsequent updates.

Specific Plans are a planning tool to provide for a coordinated level of site planning for parcels which are under separate ownership but should be planned as a unit. An example of this was the City's Ocean Bluffs Area I Specific Plan identified earlier in this report. This level of site planning was needed due to the large area of land under several ownerships, that may not necessarily be developed together. In this current case, staff has been in discussions with the California Coastal Commission to allow

concurrent processing of the Specific Plan along with the Development Plan and Coastal Development Permit, or possibly eliminate the requirement for a Specific Plan altogether.

Also, the 1996 Carpinteria Bluffs Coastal Access, Recreation and Open Space Master Program (Master Program) does not reflect the subsequent public acquisitions and permanent protections put in place on Bluffs properties and which serve to restrict use and development. City policies and regulations applicable to the remaining privately held and undeveloped parcels (including the subject site), as vestiges of the prior master planning, are in need of updating in order to provide an adequate basis for consideration of development.

LAND USE AND ENVIRONMENTAL ISSUES

The Land Use Element of the City's 2003 General Plan/Coastal Plan presents a plan that reflects the community's desire to maintain and enhance an enjoyable, balanced quality of life as expressed in the community's goal:

...to preserve the essential character of our small beach town, its family-oriented residential neighborhoods, its unique visual and natural resources and its open, rural surroundings while enhancing recreational, cultural and economic opportunities for our citizens (Introduction, page 1).

Five key issue areas are identified in the General Plan/Coastal Plan as requiring special attention in order to realize the above goal. They are: greenbelt protection, neighborhood planning, jobs/housing balance, affordable housing and boundary changes. The proposed conceptual plan addresses four of the five key issue areas, with the exception of boundary changes, which would not apply to this property as it already lies within the City limits.

The following is a preliminary identification and analysis of City land use and development policies and regulations applicable to the site. As discussed previously, should a formal project application be submitted, these and other issues would be thoroughly examined through environmental review and for policy consistency as a part of the City's analysis of the project.

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

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

The proposal includes 16 residential units within an apartment building, with options for 32 or 48 residential units.

The density of the 16 apartments is approximately 57 dwelling units per acre (du/ac) across the .28 acres proposed for residential development. However, when calculated across the whole of the 23.4-acre parcel located north of the railroad tracks, the residential density is .68 du/ac. The 32-unit option would have a density of 1.4 du/ac, and the 48-unit option would have a density of 2 du/ac. All three of the residential proposals fall within the Low-Density Residential Category of the Land Use Element (0.3 to 4.6 du/ac). These densities do not account for the other buildings and uses proposed for the site.

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

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

Additionally, CMC Section 14.16.040, which includes hotels as a permitted use, allows the Planning Commission to adjust the density on a case-by-case basis:

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

The proposal includes a 99-room hotel including a restaurant, event barn, spa, gym, swimming pool, and a farm supporting the "farm-to-table" restaurant. The density of the development, whether residential or visitor-serving, is one of the considerations of this concept review that would be further analyzed through the Development Plan process. Again, comments from the decisionmakers on this topic will help guide the applicant's proposal going forward.

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

Produce and other agricultural products from the farm would be sold at the farm cart located near the restaurant and event barn. A Development Plan for the site would regulate any commercial uses to ensure compatibility, rather than competition, with existing downtown commercial development.

14.16.040.7: Open space uses such as parks, viewing areas, hiking, biking, and equestrian trails.

The proposal includes improvements to existing on-site trails and construction of approximately one-half mile of new trails over an approximately 10-acre area that would connect to existing trails in the area. Habitat restoration and enhancement is also proposed for these areas.

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

Shoreline Park and Public Open Spaces

Bluffs Area I Implementation Measure (IM) #1 and Figure 5 of the Master Program call for a shoreline park with a minimum width of 200 feet as measured from the northern limit of the railroad right-of-way to be developed for light intensity, day use. Figure 5 also maps a minimum 300-foot-wide view corridor along the length of the western boundary of the site, between Carpinteria Avenue and the coastal bluff. The Master Program would need to be amended as part of any proposal for development on this site to reduce or eliminate the 300-foot view corridor in this area.

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

The current proposal provides approximately 10 acres of open space and 7 acres of farmland, or 60% of the 27.53-acre property. The locations of the farm fronting

Carpinteria Avenue and the open space adjacent to the Bluffs Preserve could help to preserve public views from potential development on the subject site.

Additionally, CMC Section 14.16.080 specifies that not more than 30% of the net area of the property shall be covered with any portion of a building containing dwelling units. Approximately 71,120 square feet, representing 6% of the site area, is covered by all buildings (residential and hotel/resort).

Visual Resources

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

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

Blufftop Trail and Railroad Crossing

Figure 5 and Implementation Measure (IM) #2 of the Master Program address the Carpinteria Coastal Vista Trail and railroad crossing:

IM #2. A blufftop trail and vertical access to Carpinteria Avenue with a minimum width of 20 feet shall be developed along the alignment illustrated in Figure 5.

- Prior to issuance of occupancy certificates for the adjacent resort development, the City shall provide for and install a designated railroad crossing. The extent of the responsibility of developers to pay for the installation of the railroad crossing shall be determined by the City at the time of development review. Only one crossing of the rail line need be provided. The preferred option shall be an at-grade crossing. To obtain this crossing, the City shall seek the necessary approvals from the California Public Utilities Commission, in the cooperation with Southern Pacific Railroad for a crossing at grade. Such a crossing would include a barricade arm and audible alarms that would operate to block the crossing when trains approach without interfering with train passage. The crossing would also include, if feasible, improvements to allow access by wheelchairs. If approval for an at-grade crossing is not secured from the California Public Utilities Commission, in cooperation with the Southern Pacific Railroad, then the City shall seek necessary permit approvals to construct an*

underground crossing, or, if topographic conditions allow, an above grade crossing at an alternative location on Bluffs I.

- *Prior to commencement of construction on Bluffs Area I, a four foot high, open-type fence (such as a split rail fence) shall be constructed as part of any adjacent development projects within each respective area between the railroad right-of-way and the bluff top trail (running in an east-west direction along the entire length of the site). This will physically separate visitors to the site from the railroad, unless topographic conditions are sufficient to ensure such separation without the installation of such fencing. The type of fencing and crossing design shall be approved by the City of Carpinteria as part of the coastal development permit approval, and all fencing so approved shall be of similar design and character to minimize visual impacts. To the extent feasible, designated railroad crossings shall be designed to accommodate physically-challenged coastal visitors.*

As stated above, Figure 5 and the Bluffs Area I Implementation Measure #2 of the Master Program address the bluff top trail railroad crossing. Staff notes that the Coastal Commission's Modification #2 of the Master Program places the burden of providing the railroad crossing on the City. Staff believes at that time it was envisioned that the City would own the property. Given that the property is privately owned and developed, the burden for the improvement would be required of the developer with assistance from the City.

The existing at grade crossing is shown on the Concept plans. As part of the formal project review, several options including an at-grade crossing, a below-grade crossing, and an alternate location would need to be analyzed. The City's 2009 *Coastal Access Feasibility Study* supports an undercrossing at this location.

Housing

The concept proposal includes 16 new apartment units, with options for 32 or 48 new units. Staff notes that the now superseded 2004 Housing Element referenced a requirement for a minimum of 10 employee affordable housing units (or 10 percent of the total resort employee households) to be developed on the Bluffs resort site for Bluffs I and III. This requirement was not picked up in the current 2015 Housing Element. However, given the current shortage of rental workforce housing in the City, the primarily residential intention of the PUD zone district, and the availability of space on the property, the options for residential use, including, possibly one of the larger residential project alternatives, should be considered and comments provided by decision-makers.

Safety

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

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

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

The Carpinteria Oil & Gas plant is no longer operational. On October 25, 2021, Chevron submitted an application for Decommissioning & Remediation of the facility for City and federal approval. The application has been deemed complete for processing, and environmental review of the proposal has just begun. As such, these policies will no longer be applicable to the Bluffs I property. A formal submittal would include a Local Coastal Plan Amendment to remove these policies from the Safety Element.

Water

The property has historic water use for the agricultural fields and the driving range. Analysis of the formal application under CEQA will look at the difference between existing historic use and estimated future demand to see if there are adequate supplies. Additionally, the applicant would be required to provide an "intent to serve" letter from the Carpinteria Valley Water District (CVWD) to ensure that enough water is available to serve the proposal. The Carpinteria Valley Water District Board of Directors has declared a Stage 2 drought, which requires restrictions on water use. Given the existing setting, it would be appropriate to require grey water systems and/or rain water detention and harvesting to address water conservation.

Earthquake Fault

The property is bisected by the Carpinteria Fault. A geologic report, submitted with the concept application materials, indicates that the fault would not preclude development on the site. The report would be reviewed under a formal application submittal and reviewed in the chosen CEQA document.

Traffic and Parking

The City would require a traffic study complete with a parking demand analysis to be submitted with the formal application materials for review in the chosen CEQA document. The concept proposal appears to provide adequate parking, but that would be verified through the review of a formal application. The traffic study would examine levels of use on Carpinteria Avenue, impacts to surrounding intersections, safety of ingress/egress from the two access points, among other traffic safety issues and concerns.

Air Quality

The project's air quality impacts (construction and operational) would also be analyzed in the CEQA document during processing of a formal application.

Biological Resources

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

APPLICATION PROCESS

Upon completion of the conceptual review process, the next step for the applicant would be to submit a formal application for the project. In addition to a Development Plan and Coastal Development Permit application, the application will need to include a request for an Amendment to the City's Local Coastal Program, to remove defunct policies which are no longer required due to the setting change (i.e. decommissioning of the adjacent Carpinteria Oil and Gas Processing Facility). Once the City has deemed the application complete, environmental review pursuant to CEQA would be conducted, as would a comprehensive policy consistency analysis, followed by formal review by the Architectural Review Board, Planning Commission, City Council and California Coastal Commission.

ENVIRONMENTAL REVIEW

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

PRINCIPAL PARTIES EXPECTED AT MEETING

Matthew Goodwin, Carp Bluff, LLC
Christopher Carlin, Carp Bluff, LLC
Laurel Perez, SEPPS

ATTACHMENTS

Attachment A: Concept Plan Package

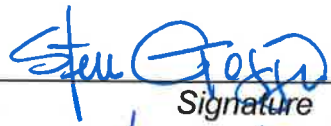
Attachment B: Applicant's Conceptual Review Project Description

Attachment C: Applicable GP/CP and Master Program Policies

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

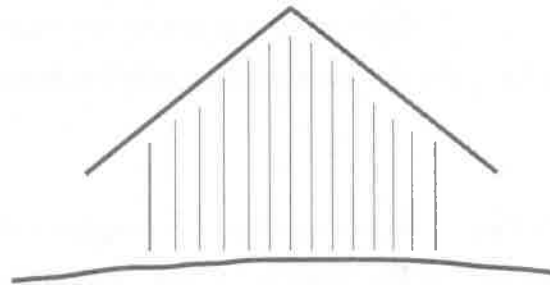
Attachment A

Concept Plan Package

*City Council Meeting
March 30, 2022*

CONCEPT REVIEW

CARPINTERIA FARM & HOSPITALITY EXPERIENCE



5885 CARPINTERIA AVE CARPINTERIA, CA

CITY OF CARPINTERIA SPECIAL MEETING INITIAL SUBMISSION PACKAGE

CARP BLUFF, LLC | MARCH 21, 2022

A FARM & HOSPITALITY EXPERIENCE

A community driven regenerative farm, boutique hotel, restaurant and residential experience set among Carpinteria's coastal pastoral lands, at the intersection of mountain and sea. It celebrates the farming heritage of the community and the integrity of the land.

Now, more than ever, we have become out of touch with the very things that feed our soul; nature, connectivity, community. This concept is a cultivation of these life forces. By designing with nature and creating a space of togetherness and grounding, we aspire to inspire and create ripples contributing to the greater good.

It is our goal that this project will serve as an example of sustainable development; one that lives lightly on the land, creating a symbiotic relationship between environment, community and economy.

By working with the soul of the land and the spirit of the property, we envision that this will become part of the fabric of Carpinteria. We aspire for people to leave feeling better than when they arrived.
We aspire to do the same for the land.



WHAT IS IT?

OPEN SPACE

Of the existing 27.53 acres, 20 acres will be for open space including native habitat restoration, public trails, and an organic farm. Another 5.93 acres will be for ground level hardscape including walkways, terraces, driveways and parking all on permeable surfaces. The remaining 1.6 acres will be used for the hotel, restaurant, event barn, farm operations and residential spaces with sustainable design practices.

FARM

6 acres of Organic Agricultural Farmland used to supply the on site Restaurant, Farmstand, Hotel and Spa in a self-sustaining system (included in the Open Space).

EVENT BARN & COMMUNITY SPACE

Event space with a 200 person capacity that will be used for community and hotel events.

RESTAURANT

A public restaurant serving the community and guests with product grown a few feet away from the property's Farm. Additional product will be sourced in priority from the City of Carpinteria's extensive farming network.

BOUTIQUE HOTEL

Hotel including low density cabins & bungalows.

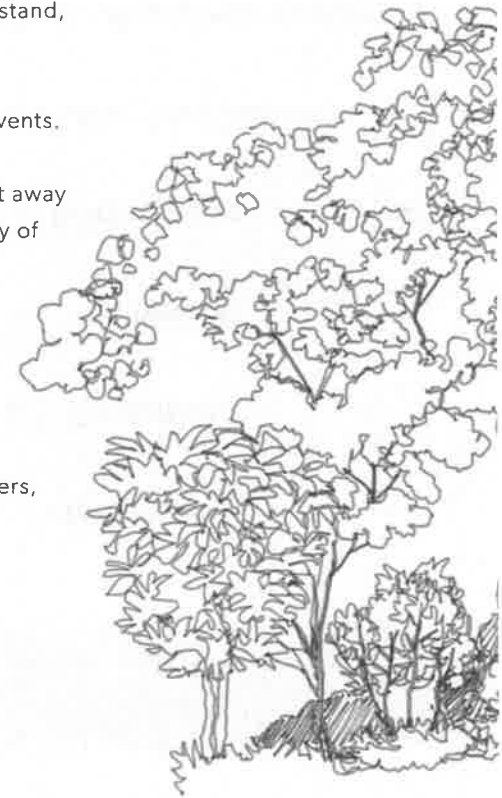
SPA

A small retreat open to the Community utilizing the botanicals grown at the Farm.

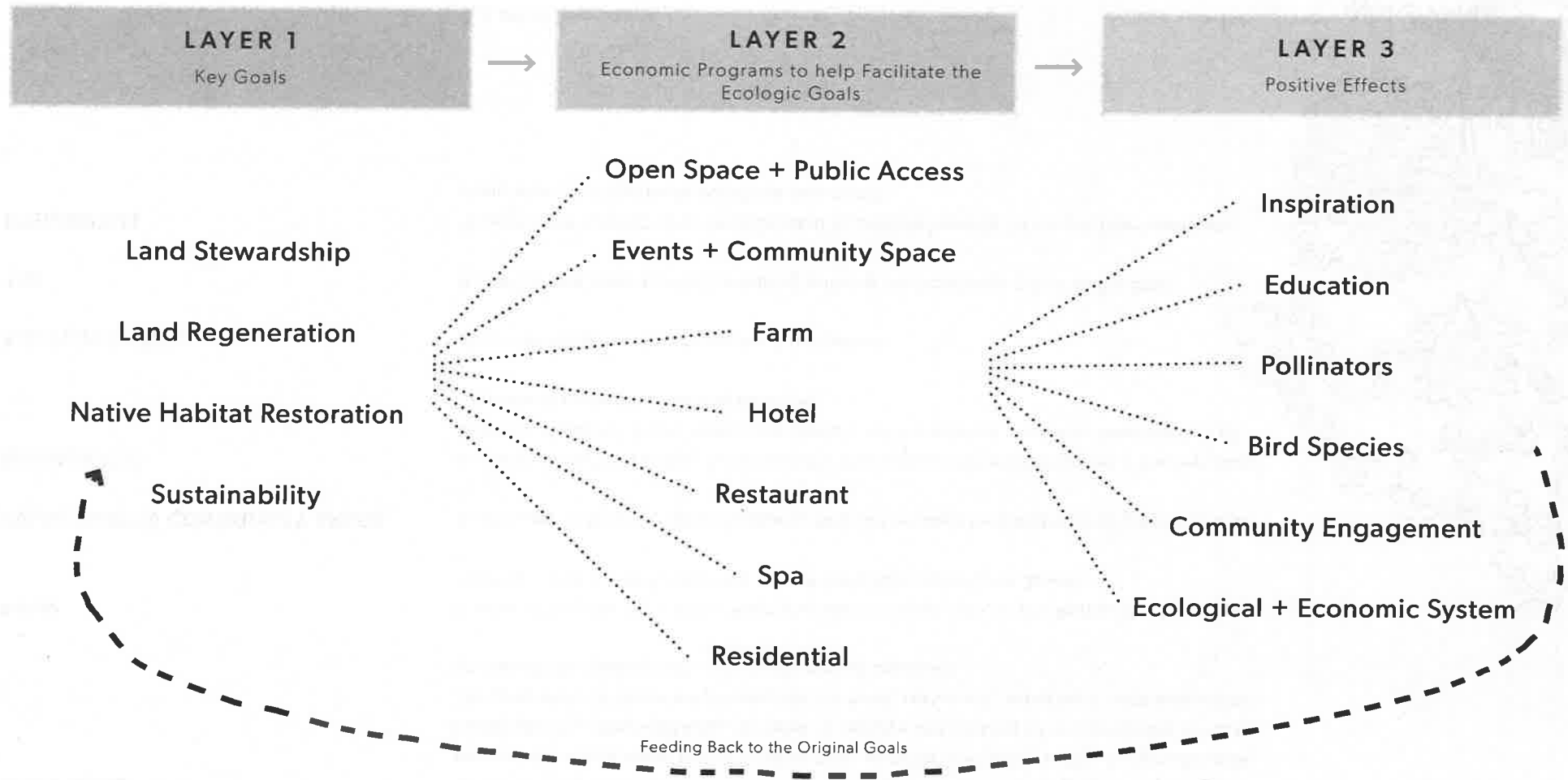
RESIDENTIAL

16 workforce housing units (as proposed) to provide housing for on-site team members, along with the Carpinteria workforce community.

But most importantly...



THE LAYERS OF THE CONCEPT



An environment that people are inspired by to consciously take back to every day life.

GUIDING PRINCIPLES

We are committed to this ongoing relationship with human, land & community.

- To work with the nature, not against it
- To live lightly on the land
- For the community of Carpinteria to become part of this project just as much for the project to become part of the community
- To ground, connect and inspire
- To remind people of their connection with the land
- Authenticity and integrity
- Family and friends
- Community
- To create a space for like minded people to share common goals
- To improve the health & wellness of the community & guests from the soil up
- To create a project that is inherently sustainable
- Nourish the land and the community
- Inspire visitors to take these guiding principles back to their communities and in turn, contribute to the greater good
- To encourage ongoing community participation with the land and program

"The day you plant the seed is not the day you eat the fruit."



COMMUNITY & CITY ENGAGEMENT SUMMARY

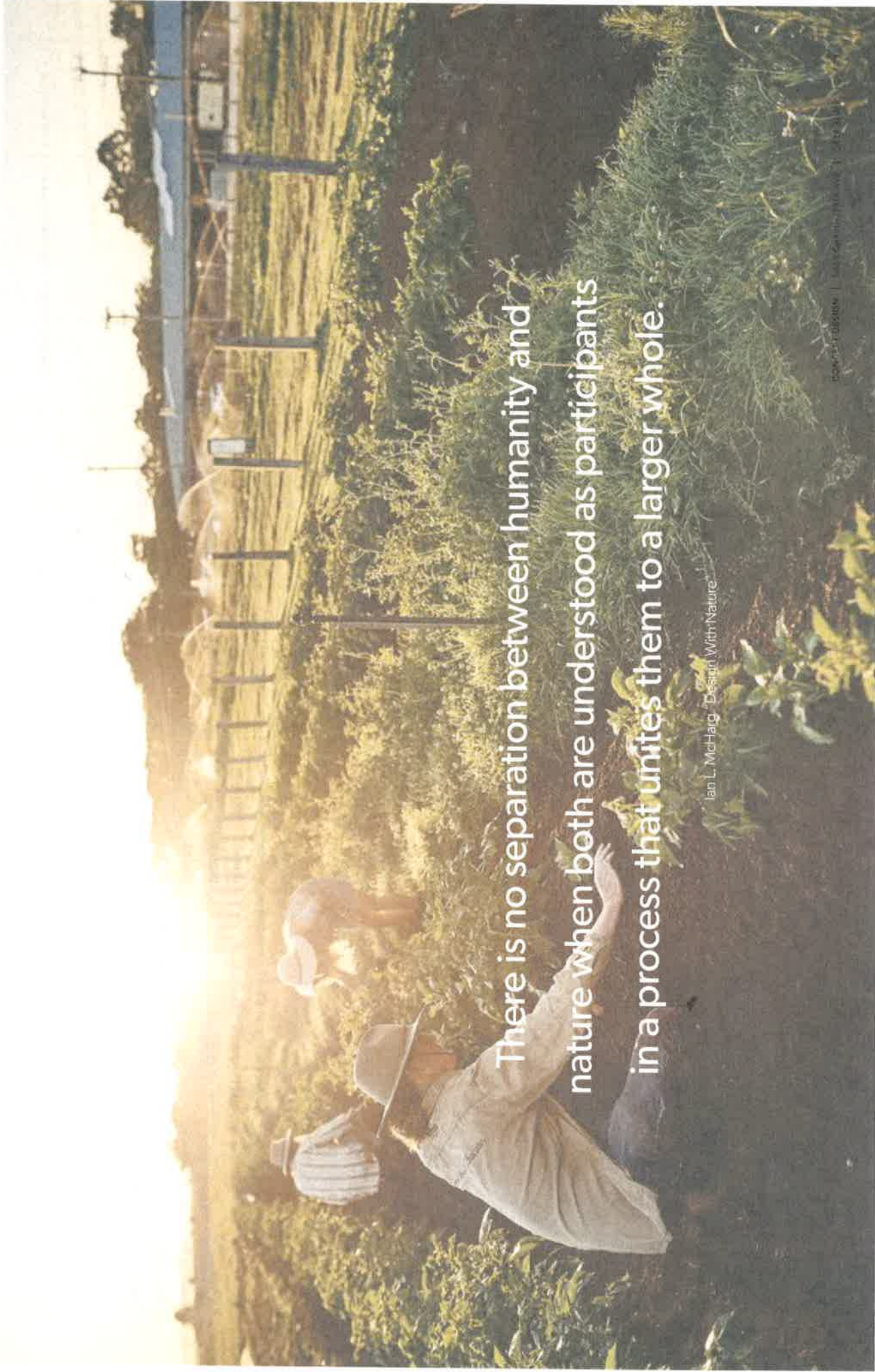
Over the past 18 months we have endeavored to meet with many members of the community, including organized groups, individuals, as well as other municipal level stakeholders to incorporate valued input and comments into the design and programming. We look forward to continued lively discussion about the future of this land.

- City of Carpinteria, City Manager's Office
- City of Carpinteria, Community Development Department (Planning)
- City of Carpinteria, Parks Department
- California Coastal Commission, Ventura Office
- Carpinteria Valley Association (CVA)
- Santa Barbara Land Trust
- Citizens for the Carpinteria Bluffs
- Carpinteria Seal Watch
- Carpinteria Children's Project
- Local Businesses
- Carpinteria Community Residents
- South Coast Chamber of Commerce
- South Coast Chamber of Commerce Public Policy Committee
- South Coast Chamber of Commerce Project Review Committee
- South Coast Chamber of Commerce Carpinteria Business Committee

TECHNICAL STUDIES SUMMARY

In addition to the involvement from the community and continued feedback, and as part of our ecological based approach we have undertaken our own exhaustive set of initial environmental impact reports. These reports have formed the foundation to our Concept Design in a land-forward approach, aligning with our Guiding Principles. Below is a list of reports that are included in this Concept Review application, along with a snapshot of other reports in progress.

STUDY	CONSULTANT / ENGINEER	STATUS
• Arborist Survey	Jan Scow Consulting Arborists	Completed
• Ethnobotany and Landscape Study	IPC - Landscape Architects	Completed
• Wave Up-Rush Study 100yr	Geosolutions	Completed
• Groundwater & Geothermal Feasibility Study	Kear Engineering	Completed
• Property & Topographic Survey	Cardenas Surveying	Completed
• Site Utilities & Initial Civil Engineer Review	Flowers Engineering	Completed
• Soils/Geotech	Geocon West, Inc.	Completed
• Existing Inactive Fault Line Study & Approval	Campbell Engineers / City of Carp Bldg & Safety	Completed
• Transportation Impact Study (Draft Completed)	Dudek	In Progress
• Cultural Resources (Draft Completed)	Dudek	In Progress
• Phase I	Dudek	In Progress
• Biology Surveys and Assessment	Dudek	In Progress
• Vegetation Mapping (Year-round)	Dudek	In Progress
• Habitat Assessment (Year-round)	Dudek	In Progress
• Monarch Habitat Assessment and Overwintering Surveys (November - March, Monarch overwintering season)		In Progress
• Winter and Nesting Raptor Surveys (Winter & Nesting)	Dudek	In Progress
• Botanical Surveys (Spring, Summer and/or Fall)	Dudek	In Progress
• Aquatic Resources Delineation	Dudek	In Progress
• Marine Mammal Observation (weekly during pupping season)	Dudek	In Progress
• Noise & AQ / GHG	Dudek	In Progress

A photograph of three people in a field at sunset. The people are wearing hats and are looking towards a large, curved, metallic structure in the background. The structure appears to be a large, curved, metallic object, possibly a piece of art or a large container. The scene is bathed in the warm, golden light of the setting sun, which is visible on the left side of the image. The foreground is filled with green plants and grass. The overall mood is peaceful and contemplative.

There is no separation between humanity and nature when both are understood as participants in a process that unites them to a larger whole.

Ian L. McHarg, "Design With Nature"

CONCEPT - REGENERATIVE LAND STEWARDSHIP

Landscape and land stewardship concepts for programming and amenities is to develop an agricultural focus in line with native ecology, guests, lifestyle, and a culinary experience, all whilst living lightly on the land:

- Conservation and Restoration Hospitality
- Botanical integration- Expanding people's understanding and appreciation of plants
- How plants work and how people work with plants

ECOLOGY / BIODIVERSITY

- Ecology encompasses a cornerstone of the project vision with the ultimate goal of creating a thriving, diverse interplay between native habitats and restoration agricultural systems.

CONSERVATION HOSPITALITY

- Although excellent regional examples do exist, highly diverse native plant collections are uncommon throughout California and typically limited to private collections and designated botanic gardens.
- By dedicating significant space to developing a diversified collection of native plant species adapted to the coastal area, the project can demonstrate the rationale for integrating genetic preservation, conservation, restoration, and food production into a hospitality model.
- Developing a biodiverse plant collection will help achieve the project's overall vision while providing a source for plant material and a continuous resource for education and participation in the local community.

ETHNOBOTANY

- A landscape emphasis on native flora and useful plants highlights regional, cultural and ecological history through applied ethnobotany.
- Ethnobotanical themes will be integrated into landscape, culinary and wellness experiences as well as horticulture, restoration/conservation, and educational initiatives.
- Ethnobotany can be explored and integrated into guest programming and amenities across a wide range of interests and activities including:
 - food
 - medicinal plants
 - pre-colonial land-use
 - environmental stewardship
 - resource management
 - agriculture

CONSERVATION

- Not only will the project strive to represent and embrace California native flora, but will evolve into a diverse botanic collection and living seed bank of native California flora, supported by the hospitality / agritourism model.
- Develop a botanical collection and conservation legacy both in native California flora and locally suitable perennial food crops.

RESTORATION

- Use compromised portions of the property, such as the the ocean side of the railroad tracks, to implement an indepth and comprehensive restoration model.
- Develop an initiative to actively support restoration initiatives and increase diversity throughout the neighboring bluffs preserve.
- Endeavor on the potential of a mutually beneficial relationship with the adjacent preserve.
- As the project supports and evolves the preserve, the preserve will enhance the value and long-term impact of the project.



CASE STUDIES - REFERENCES OF FARM/HOSPITALITY PROJECTS



THE FARM BYRON BAY - FARM AND RESTAURANT, AUSTRALIA

A regenerated farm with on site restaurant and community open space that was re-developed in the last ten years and became a major community epicenter of Byron Bay. The farmers work directly with the restaurant to grow food for the hospitality experience, while the land stewards coordinate educational activities with local school programs and community members alike, on the benefits of sustainable land stewardship and regenerative agricultural and landscape practices. It's a place for families to come on the weekend and enjoy a meal sitting outside on the veranda while watching the kids running around in the field out front and then leave inspired to take this way of life home. This concept of a sustainable economic and ecological ecosystem is a great template for 5885 Carpinteria Ave. Doing good for the land and the community simultaneously.



FRIDA'S FIELD BYRON BAY - FARM AND RESTAURANT, AUSTRALIA

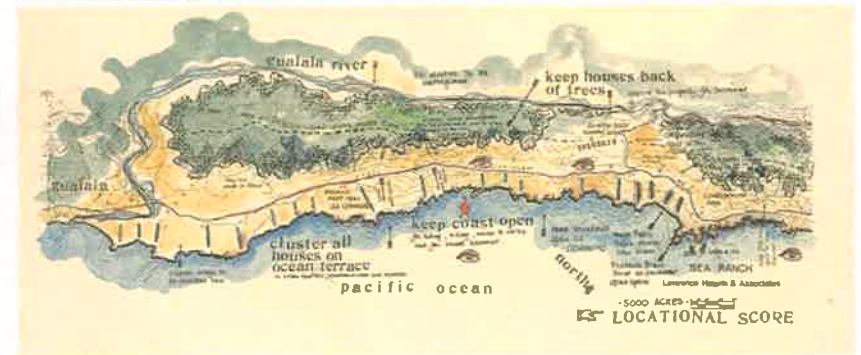
A new restaurant and community space in the Hinterland of Byron Bay, Australia. On site restaurant in a new barn-like architectural structure that utilizes produce grown on property in their regenerative agriculture farm. The architecture, materials, community oriented space, agrarian aesthetic and general operation are inspiring for the concept design at 5885 Carpinteria Ave as it has a similar approach to respecting the area's agricultural heritage whilst creating its own on property ecosystem.

CASE STUDIES - REFERENCES OF FARM/HOSPITALITY PROJECTS



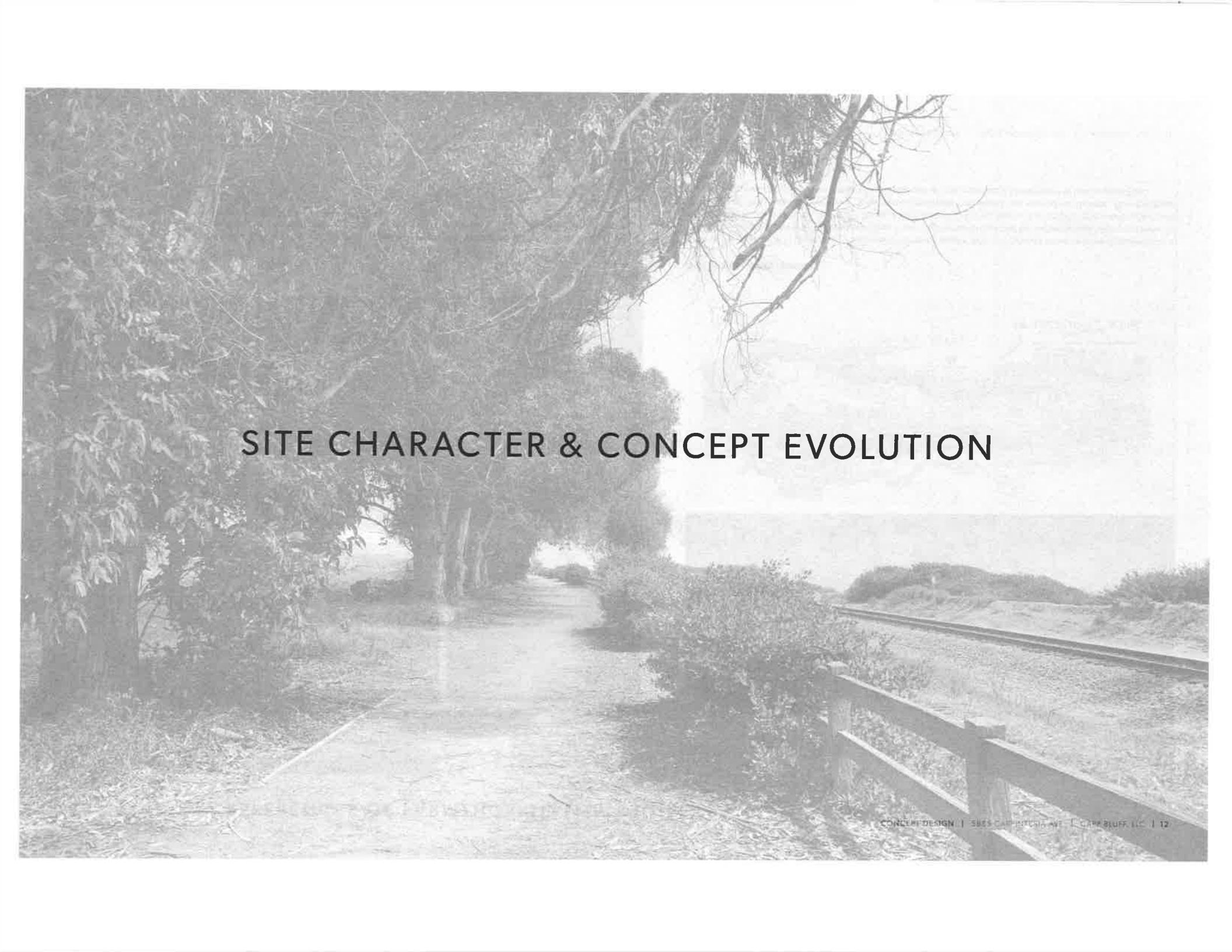
BABYLONSTOREN FARM & HOTEL, SOUTH AFRICA

Babylonstoren is a beautiful property in South Africa that is a functioning farm, winery, hotel, restaurant and educational center. Their restaurant serves food grown on property and their spa utilizes botanicals from the gardens. A large component is educational workshops and creative classes that hover around utilizing and working with the land.



SEA RANCH, CALIFORNIA

One of the most prolific projects in California that blends nature with architecture is the Sea Ranch community in Northern California along 10 miles of coastline. Their original mantra coined by the landscape architect Lawrence Halprin was to "live lightly on the land". The architecture and buildings were subordinate to the natural conditions of each site. They required the use of local natural materials that would age naturally with time. The landscape design was nearly no design, as it was all local and native and could only be restored to native condition.



SITE CHARACTER & CONCEPT EVOLUTION

SITE CHARACTER & CONCEPT EVOLUTION

PART OF A LARGER WHOLE

We consider the site as a continuation of the adjacent Nature Preserve. Our proposal seeks to blur the boundaries between these two zones to encourage a sinuous landscape-led approach that carefully balances nature, conservation and farm-forward hospitality experience.

REGENERATING THE LANDSCAPE

Our approach is to extend and weave the native habitat from the Nature Preserve into the site.

The southern parts of the site will be regenerated and returned to their natural state per the directives of the Carpinteria Bluffs Access, Recreation & Open Space Master Program and Sub Area 6 of the Carpinteria General Plan.

The northern part of the site will be primarily cultivated into productive regenerative farmland and hospitality experience. We will endeavor to work with a local farm operator to manage the land and work in unison with the community and on-site restaurant needs to create an on-site economic and ecological ecosystem.

WORKING WITH THE CITY OF CARPINTERIA'S GENERAL PLAN

Along with the on site physical factors, we have used the City of Carpinteria's General Plan as our guiding foundation to site program and design. This includes the Policies and Plans found in the Carpinteria Bluffs Coastal Access, Recreation, and Open Space Master Program, along with the Zoning Ordinance and Housing Element.



SITE CHARACTER & CONCEPT EVOLUTION

SETBACKS

A 200' setback is required from the Union Pacific railroad corridor that we will adhere to at a minimum. The setback area and southern portion (Parcel 2) of the site will be preserved and restored as native Open Space.

MINIMIZING IMPACT

To further reduce the development impact and view corridors we have suggested increasing the minimum required set back another 165' in the south east corner of the main parcel thereby creating a 365' setback in this corner, to align on the east-west axis - opening up the southern part of the site and views from the nature preserve across the frontage. This setback area will be designated as restored native habitat with public walking paths.

This is in addition to minimum 50' setbacks off the west and east property lines, in order to ease any built area from the adjacent preserve. Particularly on the east setback, we will endeavor to minimize building within a 50-80' setback region.



SITE CHARACTER & CONCEPT EVOLUTION

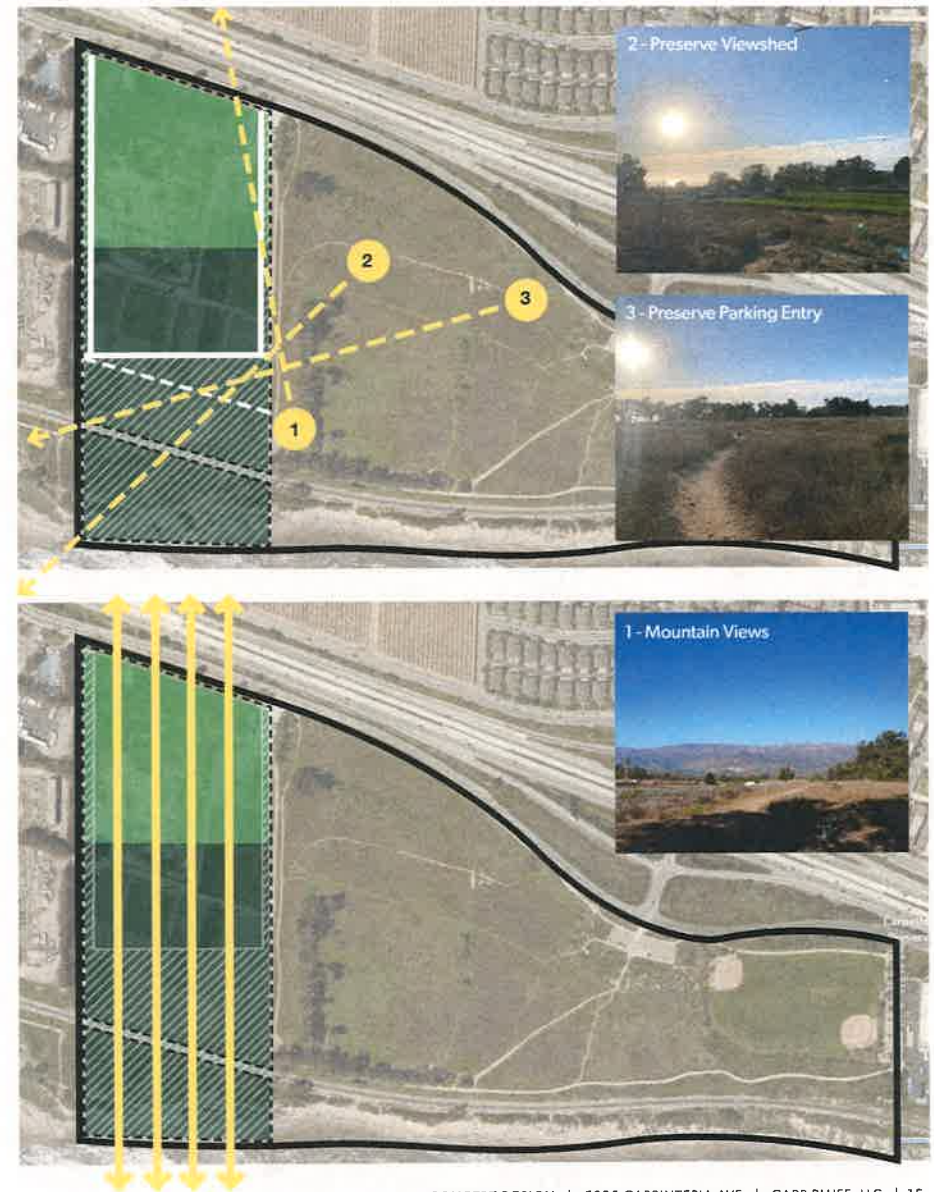
KEY VIEWSHEDS

Reduced development area allows uninterrupted views across the entire site from within the neighboring Nature preserve.

Our proposal seeks to minimize impact on the views associated with the Artist's Passage along the Bluffs.

VIEW CORRIDORS

Ensure north-south view corridors of 20' in width are identified and maintained to allow visitors to experience both the mountain range to the north and the coastline to the south from numerous vantage points across the site.



SITE CHARACTER & CONCEPT EVOLUTION

SITE ACCESS - DRIVEWAY

A long snaking driveway through working farmland, existing Sycamore trees and supplemental California Live Oak Trees and other native shrub species create a distinct native Carpinteria flora and bucolic approach. Existing Sycamore trees on the northern edge of the site are to be protected and help create a sense of arrival.

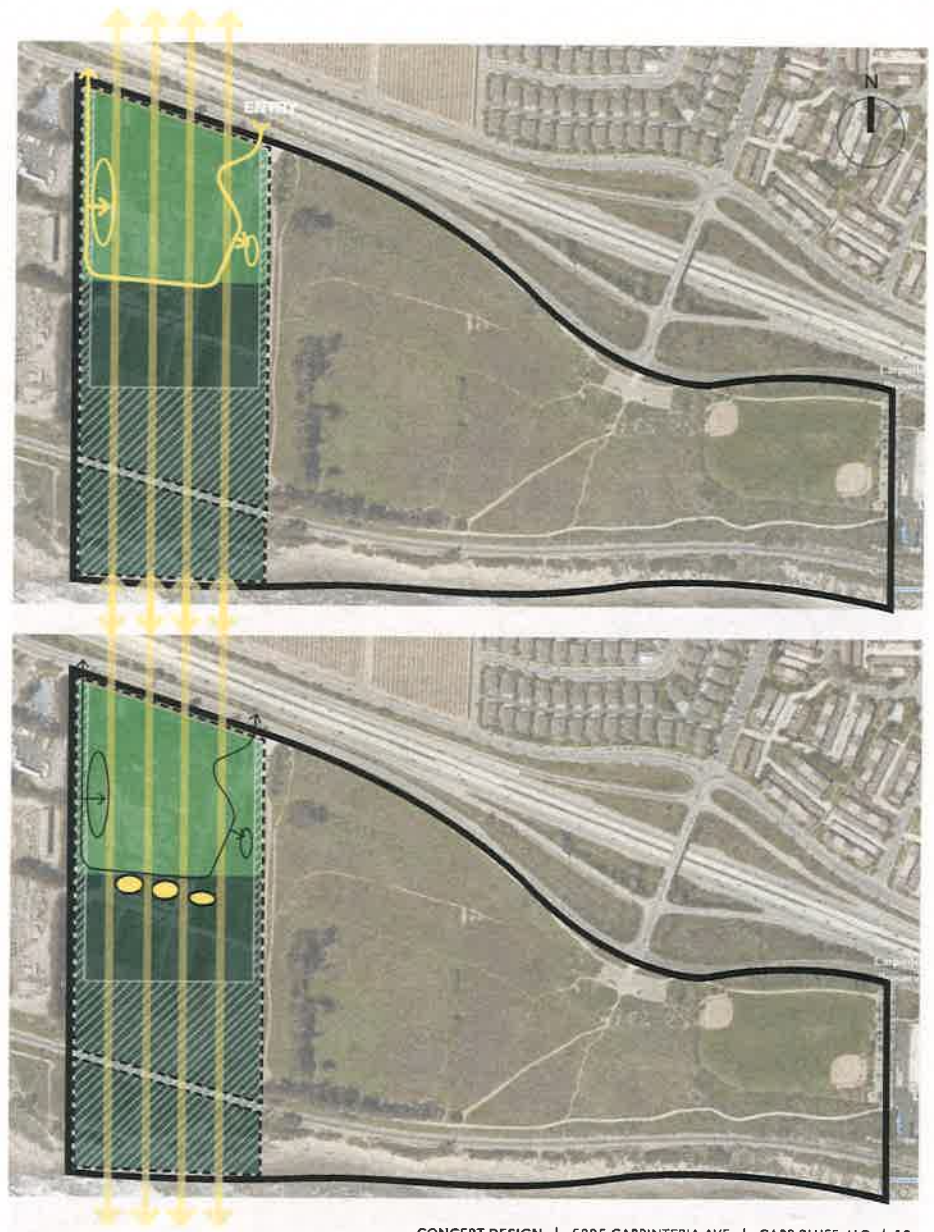
SURFACE PARKING

The main parking lot is positioned along the north west edge of the site to minimize impact on the natural landscape and will be on permeable surfaces, not pavement. Tall vegetated screening will reduce the view of vehicles while parked. The proposed solar array will cover the single level parking area, while providing on site energy requirements.

A smaller parking lot, also on permeable surfaces, is located on the eastern side of the site serving the community amenities.

MAIN BUILDING CLUSTER

The main hotel functions will be formed as a collection of farm/ranch-style buildings. Two accommodation buildings are located to the west offering mountain and coastal views. The welcome building is located on the east with views down to the bluffs upon arrival. These buildings are proposed to be built behind on the lower, ocean facing side of the existing land berm, thereby reducing the visual impact from Carpinteria Avenue.



SITE CHARACTER & CONCEPT EVOLUTION

FARM MAINTENANCE BUILDING + HOUSING

Located adjacent to Carpinteria Ave offering a visible marker to the property and away from the view sheds. The farm maintenance building and residential apartments will also help conceal the surface parking areas from view. The residential program considers 16 units which is 6 units more than the prescribed 10 on site employee housing units per the original City of Carpinteria's General Housing Element document for Bluffs 1.

COMMUNITY AMENITIES & OPEN ACCESS

EVENTS / COMMUNITY BARN

A true feature for the community. Multi-purpose event barn building for community events and conferences such as the State of the City, Chamber of Commerce Community Awards Gala, farmer's markets, craft fairs, outreach & education + hotel guest special events.

FARM-STAND

Small retail outlet selling locally and on site sourced / grown produce.

RESTAURANT

Truly a farm to table restaurant open to the public serving breakfast, lunch and dinner. Seasonal menus using produce farmed on-site with views of the ocean from the veranda and adjacent gardens.

SPA

A small spa located discreetly on the western edge of the site offering a sense of isolation and seclusion. Products for the spa created by herbs and other native botanicals grown on property.



SITE CHARACTER & CONCEPT EVOLUTION

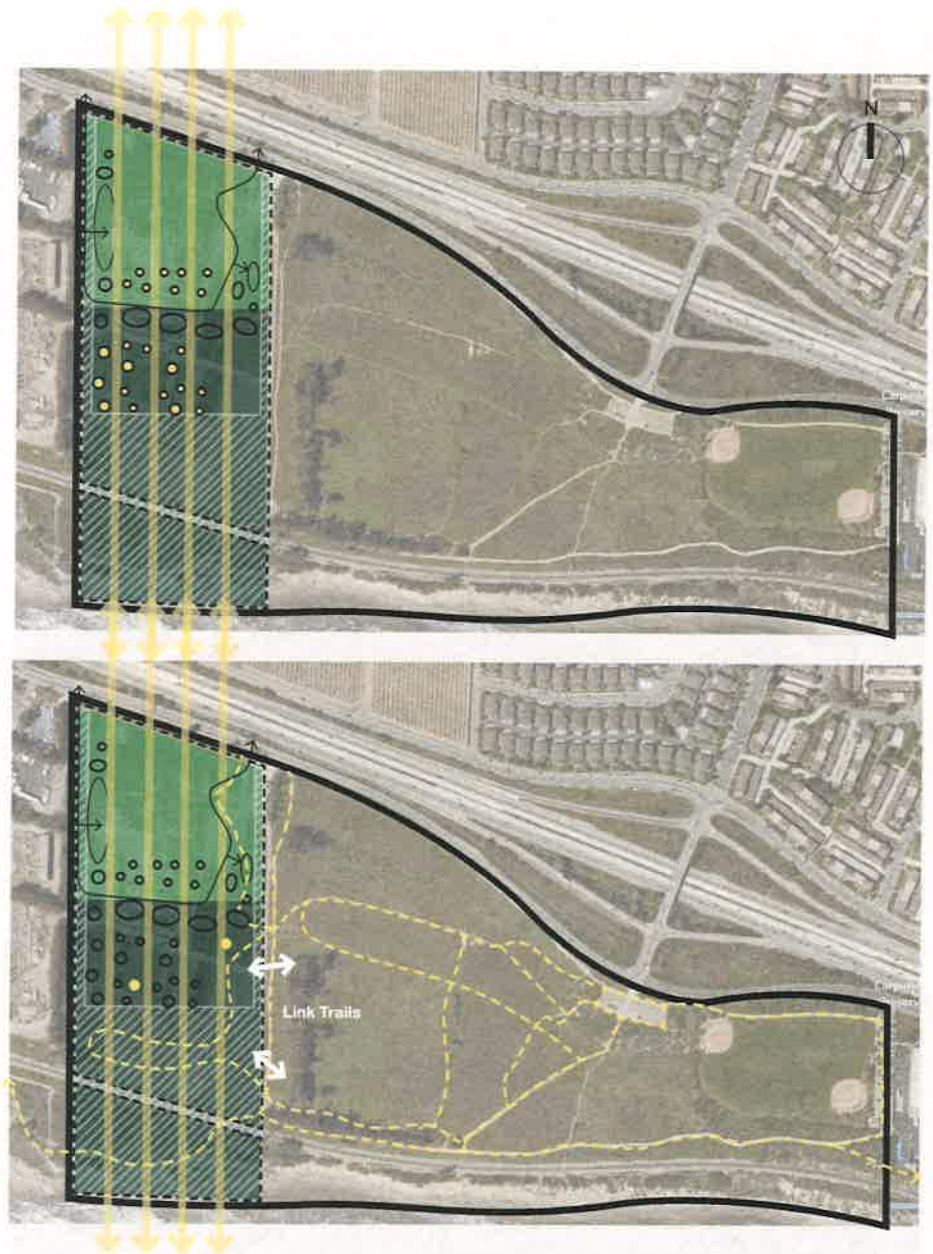
CABINS AND BUNGALOWS

Clusters of low-rise single story cabins, and semi-detached bungalows with outdoor decks. A walking trail system connects all cabins and bungalows to the main property and out to the preserve trails. Cabins to be shrouded on the edges with native shrubbery and evergreen trees to further conceal building edges.

EXPANDING THE TRAILS & WEAVING IN THE COASTAL BLUFFS TRAIL

Extending the current Carpinteria Coastal Bluffs Trail system from the nature preserve into the site to encourage community engagement with the natural landscape and publically accessible restaurant and events facilities.

The southern open space parcel to follow the design prescription per the Open Space Master Program and Sub Area 6 of the General Plan.



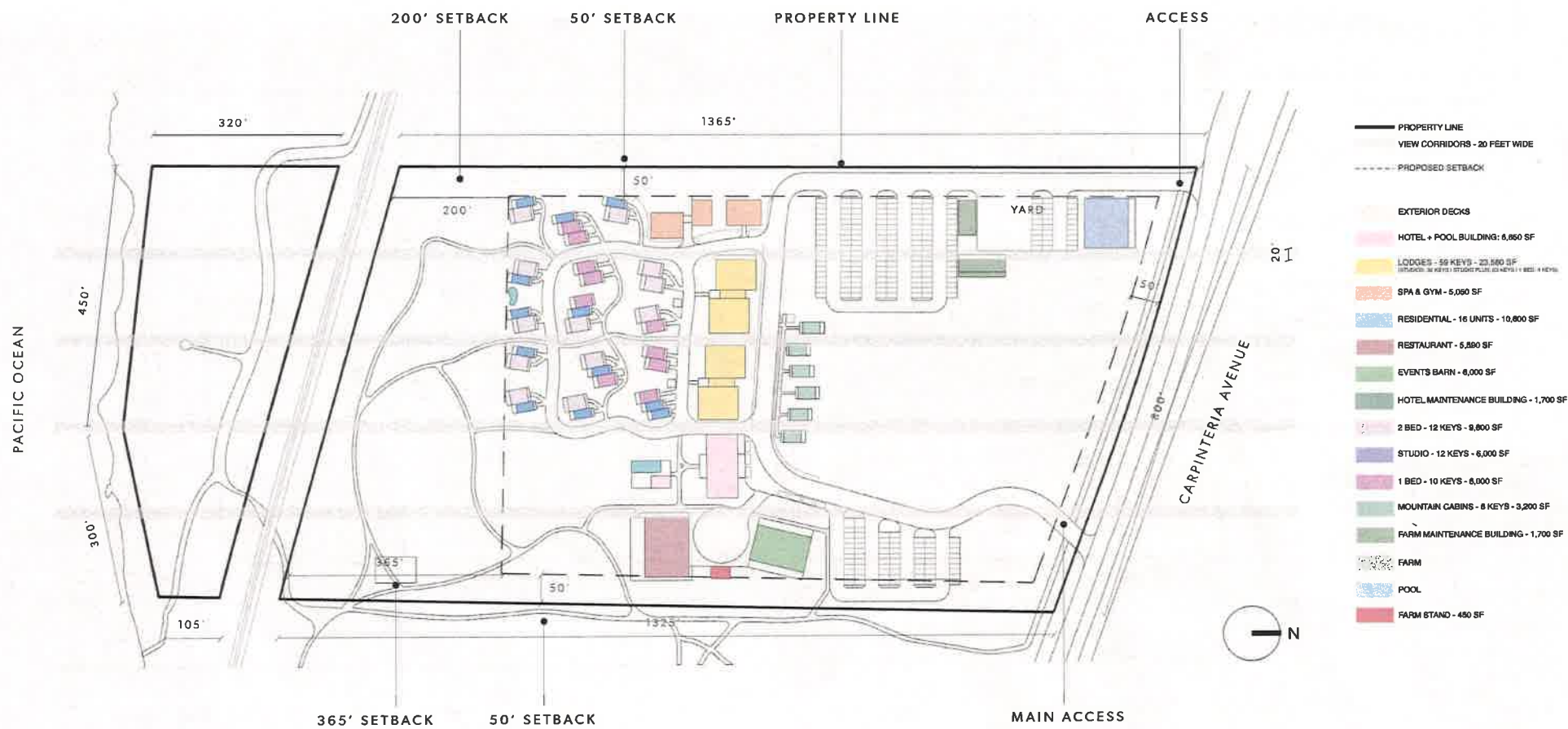
CONCEPT DESIGN



SITE PLAN CONCEPT



SITE PLAN CONCEPT - PROGRAM DIAGRAM



SITE PLAN CONCEPT - COVERAGE STUDY



STUDIES - TECHNICAL ZONING & CODE ANALYSIS SUMMARY

THE FARM CARPINTERIA - PARKING REQUIREMENTS

PARKING REQUIREMENTS PER CITY OF CARPINTERIA
library.municode.com/ca/carpinteria/codes_of_ordinances

PARKING REQUIREMENTS PER PROGRAM	STALL COUNT	NOTES
HOTEL LODGES + BUNGALOWS + CABINS (14.54.040, (2.b.1))	99	1 per Key
WELLNESS (14.54.030, (3))	6	Assumption
RESTAURANT (140 SEATS) (5590Sq Ft. (Gross)/250 = 23 + (140/4) (1 space/4 seats) (14.54.040, (2.b.2))	58	Assumption based on CPD Zone Requirements
RESIDENTIAL (16 UNITS) 1BR (1 per Unit, covered) 2BR (1 per Unit cover, 1 per Unit uncovered) (14.54.040, (1.b.))	22	16 Covered, 6 Uncovered
VISITOR (PRESERVE) (14.54.040, (2.b.9))	10	Add.Parking
FARM PARKING	10	Assumption
EMPLOYEE PARKING (1 per Employee, 133 Employees total)	40	Assumption based on shift schedule
TOTAL	245	
TBD:		
1. ADA SPACES REQUIREMENT (14.54.030, (3))	5 (Ratio 1:50)	
2. BICYCLE PARKING L.Term. (CAL Green 5.106.4.1.2)	14 (5% of total parking)	
2.1. BICYCLE PARKING S.Term. (CAL Green 5.106.4.1.1)	4 (5% of visitor parking)	
3. E.V CHARGING STATIONS (CAL Green 5.106.5.3.3)	25 (10% of total parking)	
4. EVENT PARKING (max. 200 ppl)	Add. spaces required?	
4.1. EVENT FREQUENCY (per year)	Internal Events: 30 events/a External Events: 6 events/a	

NOTES:

A more thorough traffic analysis and conjunctive use study incl. Internal capture rates is currently being developed with our traffic engineers.

PUD - PLANNED DEVELOPMENT UNIT

- It is the purpose of the PUD district to ensure comprehensively planned development of large parcels that are intended primarily for residential use but would also be appropriate for recreation, limited commercial use, and open space. The intent of the district is to:
- Encourage clustering of structures to preserve a maximum amount of contiguous open space; to this end, the intent is to promote multiple residential development rather than single-family subdivisions and to locate such development on a small portion of the parcel.
- Allow for a diversity of housing types
- Provide recreational opportunities for the residents of the site and the public. We are proposing increased public open space access than what currently exists on site.
- 20 % of gross area should be used as open space. Our proposal includes 94.2%.
- Promote flexibility and innovative design of residential development to provide efficient use of space and to preserve significant natural, scenic, and cultural features of a site.

RESIDENTIAL

- The city shall specify the number of dwelling units permitted per gross acre for each parcel designated PUD at the time this designation is adopted for a parcel unless already specified in the coastal land use plan. (MUNICODE - 14.16.100)
- Currently we are using 16 units per acre as a low density zoning designation at the direction of City Planning.
- We have also provided a study to analyze 32 and 48 residential units per the City's direction at the end of this Concept proposal, to be discussed with City stakeholders at the Concept proposal presentation.
- The intent for the residential units is to be for rent to on site staff as well as local community and geared towards workforce housing. We are working with a local housing provider to coordinate this as well.

OFF - STREET LOADING FACILITIES

- Per every 10,000 - 24,999 SQFT gross floor area, 1 loading space.
- Each loading space not be less than 10' by 30' in size.
- Over head clearance 14' min.

DEVELOPMENT STANDARDS

Building Height:

- No building or structure shall exceed a height of more than 30'. We are proposing primarily single story buildings, with 3 buildings of 2-stories and no more than 27' of height.

Building Coverage:

- Not more than 30% of the net area of the property shall be covered with any portion of building containing dwelling units. We are proposing 5.8% of the site to be covered with enclosed buildings.

Site Setbacks:

- No minimum setback requirement. We are proposing 50' along the north, east and west property lines, and 200'-365' along the south property line of the northern Parcel #1. No proposed development except for coastal trail access and native habitat restoration is proposed for the southern Parcel #2.

Lighting:

- All lighting to be compliant with the dark sky ordinance and current CA energy code requirements. All exterior lighting to be shielded downlights and all interior and exterior lighting to be mitigated for reduced exterior glowing effects.

VIEW CORRIDORS

- Long and short range views to not be obstructed by construction of the site.
- We are proposing 20' wide open visual corridors through the site every 150 feet.
- New structures shall be low intensity, low rise, and shall retain a small town character reflective of the surrounding area.
- Permitted development within identified view corridors shall be limited to landscaping, roads, underground utilities, parking lots.
- Buildings shall not turn its back completely towards the freeway or the ocean.

DRIVEWAYS

- Not more than 30' in width.

STUDIES - HOTEL AMENITIES VS. COMMUNITY AMENITIES



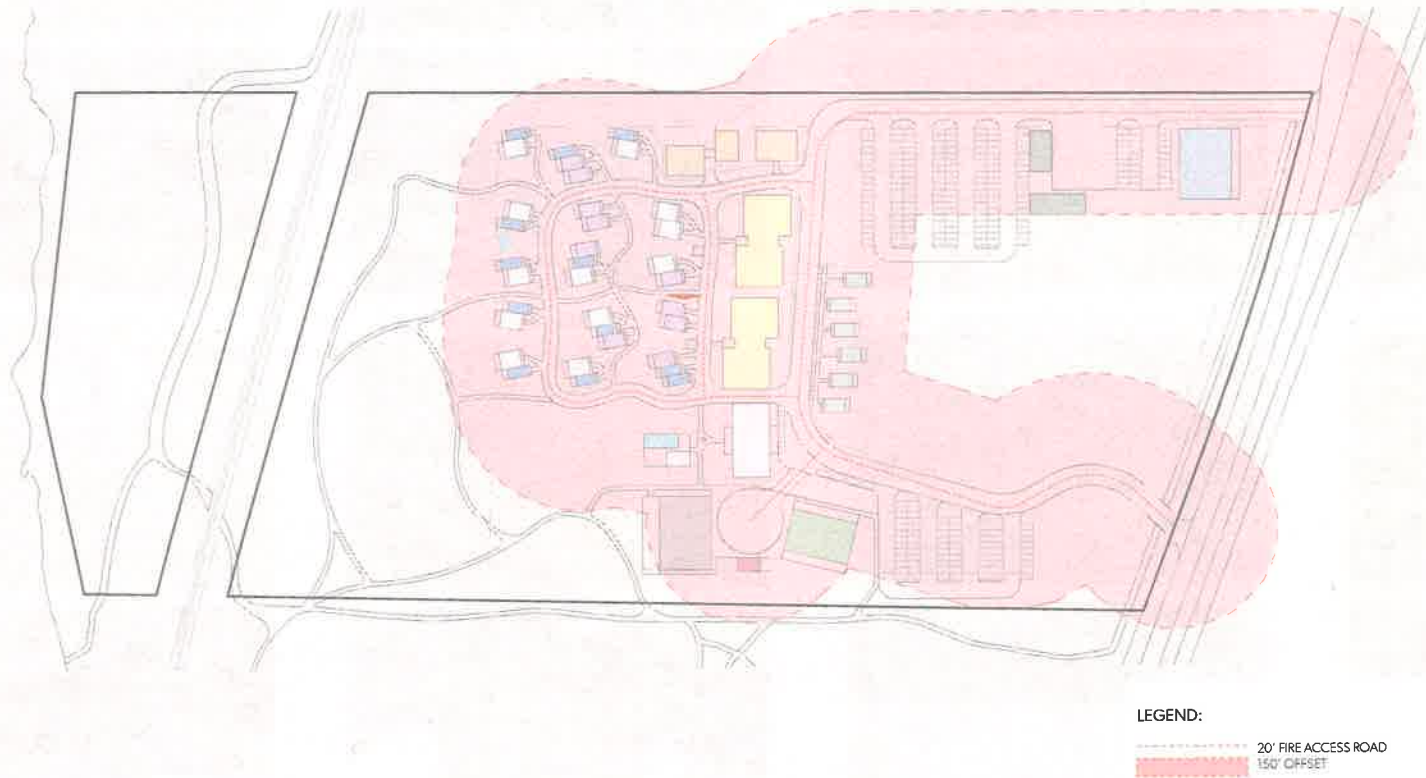
STUDIES - SINGLE STORY VS. TWO STORY STUDY



STUDIES - PUBLIC ROADS & PATHS VS. HOTEL ROADS & PATHS



SITE PLAN AND FIRE ACCESS PLAN



California Fire Code

Chapter 5: Fire Service Features

503.1.1 Buildings & Facilities

Approved fire-apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

503.2 Specifications

Fire apparatus access roads shall be installed and arranged in accordance with Sections 503.2.1 through 503.2.8.

[California Code of Regulations, Title 19, Division 1, §3.05(a)] Fire Department Access and Egress. (Roads)

Roads. Required access roads from every building to a public street shall be all-weather hard-surfaced (suitable for use by fire apparatus) right-of-way not less than 20 feet in width. Such right-of-way shall be unobstructed and maintained only as access to the public street.

MATERIALS BOARD - TACTILE RAW MATERIALS THAT ARE COHESIVE WITH NATIVE LANDSCAPING



SIDING 1 - SMOOTH WESTERN RED CEDAR



SIDING - ROUGH SAWN WESTERN RED CEDAR OR REDWOOD



ROOFING - BONDERIZED SHEET METAL (MATTE FINISH)



ROOFING - GREEN ROOFS



PATHWAYS - DECOMPOSED GRANITE



PATHWAYS - GRAVEL



PATHWAYS - WOOD PAVERS



STACKING WALLS - SANTA BARBARA STONE

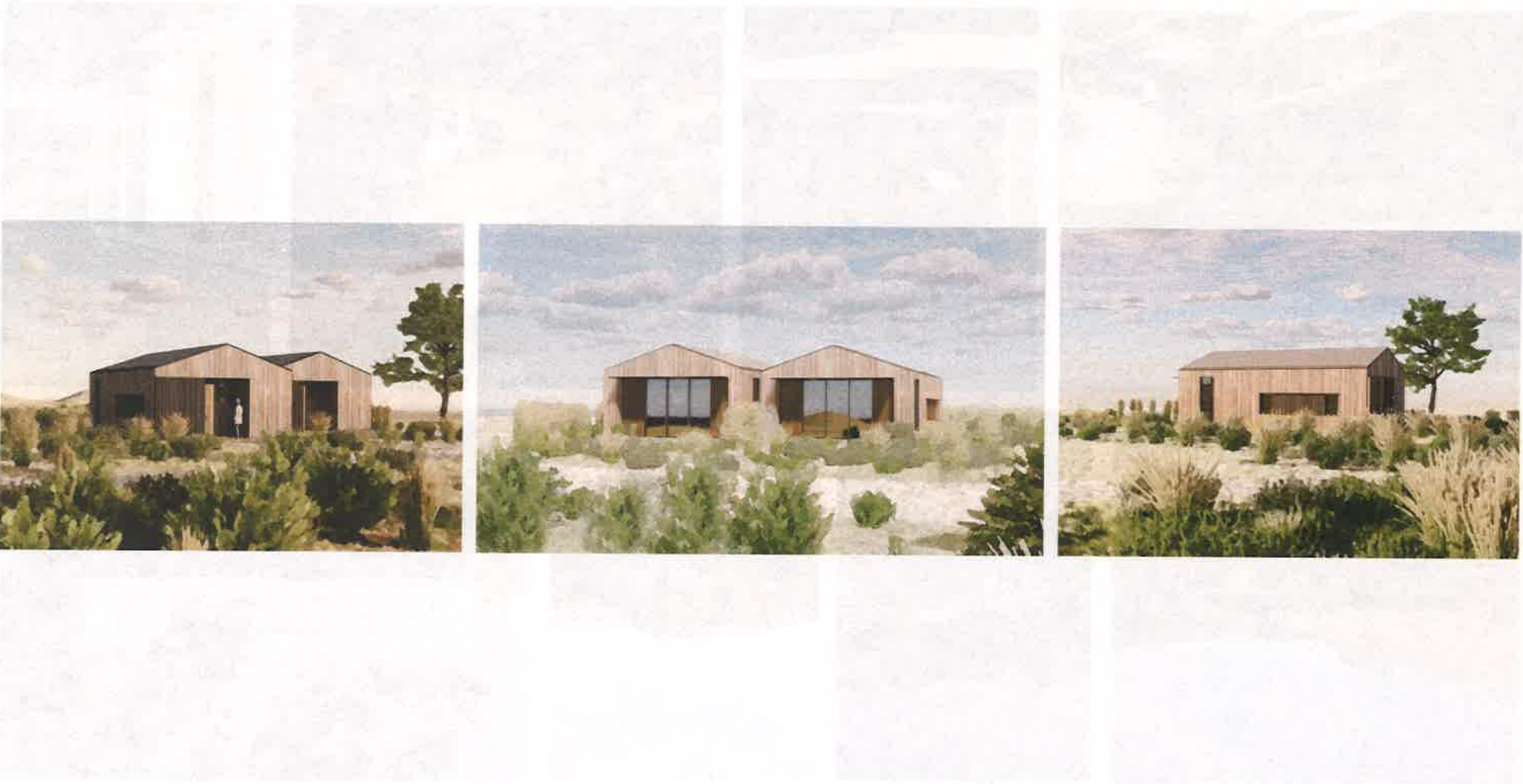


A LESS IS MORE DESIGN APPROACH - LIVING LIGHTLY ON THE LAND

ARCHITECTURAL MOOD BOARD



ARCHITECTURAL 3D CONCEPT - TYPICAL CABIN/BUNGALOWS



ARCHITECTURAL ELEVATIONS - TYPICAL CABIN/BUNGALOWS



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION



DESIGN REFERENCES



ARCHITECTURAL 3D CONCEPT - MAIN HOTEL ENTRY



ARCHITECTURAL ELEVATIONS - MAIN HOTEL



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION



DESIGN REFERENCES

ARCHITECTURAL ELEVATIONS - HOTEL LODGES



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION



DESIGN REFERENCES

ARCHITECTURAL 3D CONCEPT - RESTAURANT ENTRY



ARCHITECTURAL ELEVATIONS - RESTAURANT



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION



DESIGN REFERENCES

ARCHITECTURAL ELEVATIONS - EVENTS BARN



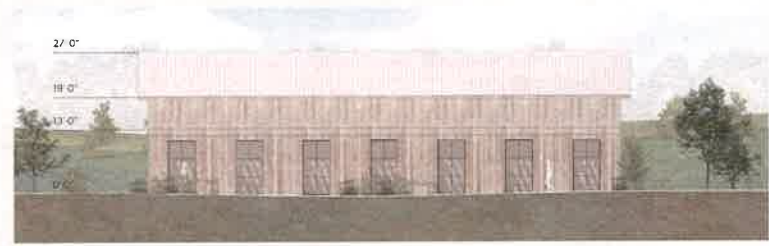
NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION



DESIGN REFERENCES

ARCHITECTURAL 3D CONCEPT - EVENTS BARN



ARCHITECTURAL ELEVATIONS - RESIDENCES



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION



DESIGN REFERENCES

ARCHITECTURAL ELEVATIONS - FARM OPERATIONS BUILDING



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION



DESIGN REFERENCES

ARCHITECTURAL ELEVATIONS - SPA



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION



DESIGN REFERENCES

REGENERATIVE LANDSCAPE & FARM - A CALIFORNIA NATIVE LANDSCAPE



Artemisa californica



Eriophyllum confertiflorum



Bouteloua gracilis



Native perennial bunch grasses



Arctostaphylos spp



Native annual wildflowers

REGENERATIVE LANDSCAPE & FARM - COASTAL NATIVE RESTORATION



Artemisa californica



Encelia californica



Erigonum fasciculatum



Heteromeles arbutifolia



Salvia melifera



Salvia apiana



Rhus ovata

REGENERATIVE LANDSCAPE & FARM - NATIVE TREE AND SHRUB BUFFER



Myrica californica



Quercus agrifolia



Arctostaphylos spp.



Ascalus californica in bloom



Ceanothus spp. in bloom



Rhus integrifolia



REGENERATIVE LANDSCAPE & FARM - USEFUL TREE AND PERENNIAL SPECIES



Diverse agroforestry



Diospyros kaki



Perennial diversity



Open space



Native hedgerows



Ethnobotanical species

REGENERATIVE LANDSCAPE & FARM - FARMING AREA



Year round vegetable farming



Soil restoration and management



Polyculture row cropping



Edible and medicinal species



Emphasis on useful native species



Intensive polyculture annual farming

REGENERATIVE LANDSCAPE & FARM - LANDUSE MOSAIC



Bluff restoration and stewardship



Arctostaphylos spp.



Native grasslands



Quercus agrifolia

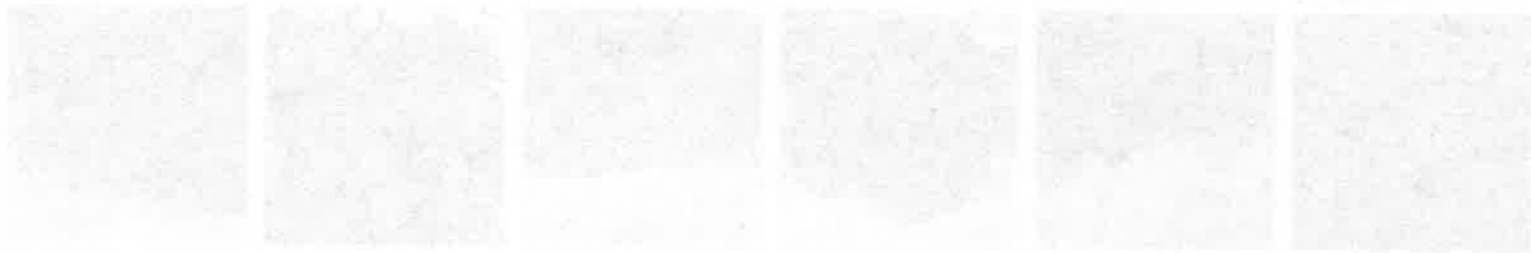


Native biodiversity and habitat

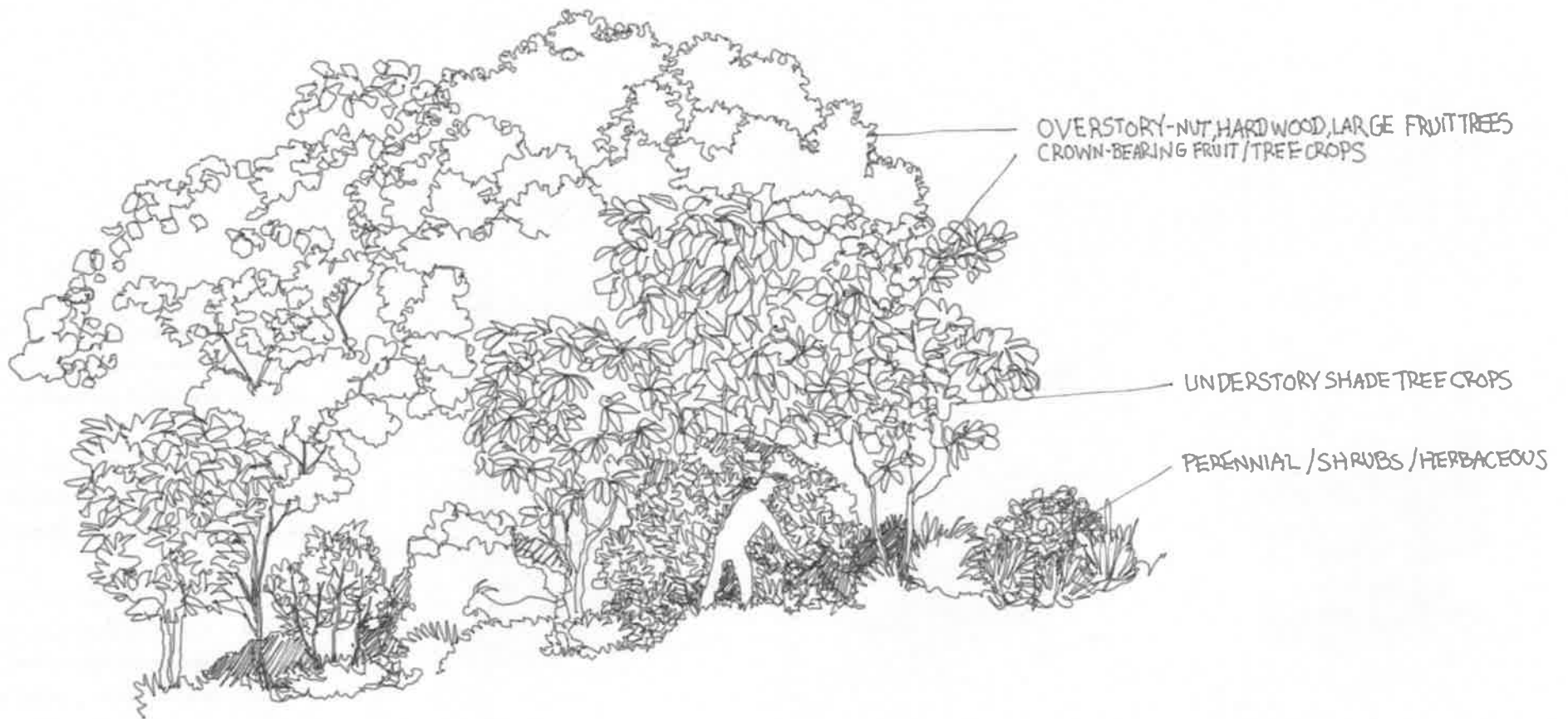


Ceanothus in bloom

REGENERATIVE LANDSCAPE & FARM - COASTAL NATIVE RESTORATION SKETCHES



REGENERATIVE LANDSCAPE & FARM - USEFUL TREE AND PERENNIAL SPECIES SKETCHES



RESIDENTIAL OPTION STUDY

Based on initial feedback from the City, we have contemplated 3 residential density scenarios. the desired scenario is as least dense as possible, Opt A - 16 residential units of for rent apartments comprised of 1 and 2 bedroom units.

In the General Housing Element of Carpinteria, it is noted 10 residential units are required if a hospitality project is to be considered on this parcel.

We understand the housing need per RHNA, however, we are cognisant of the density constraints that present themselves on this particular parcel.



OPT A - 16 RESIDENTIAL UNITS

PARKING STALLS: 245



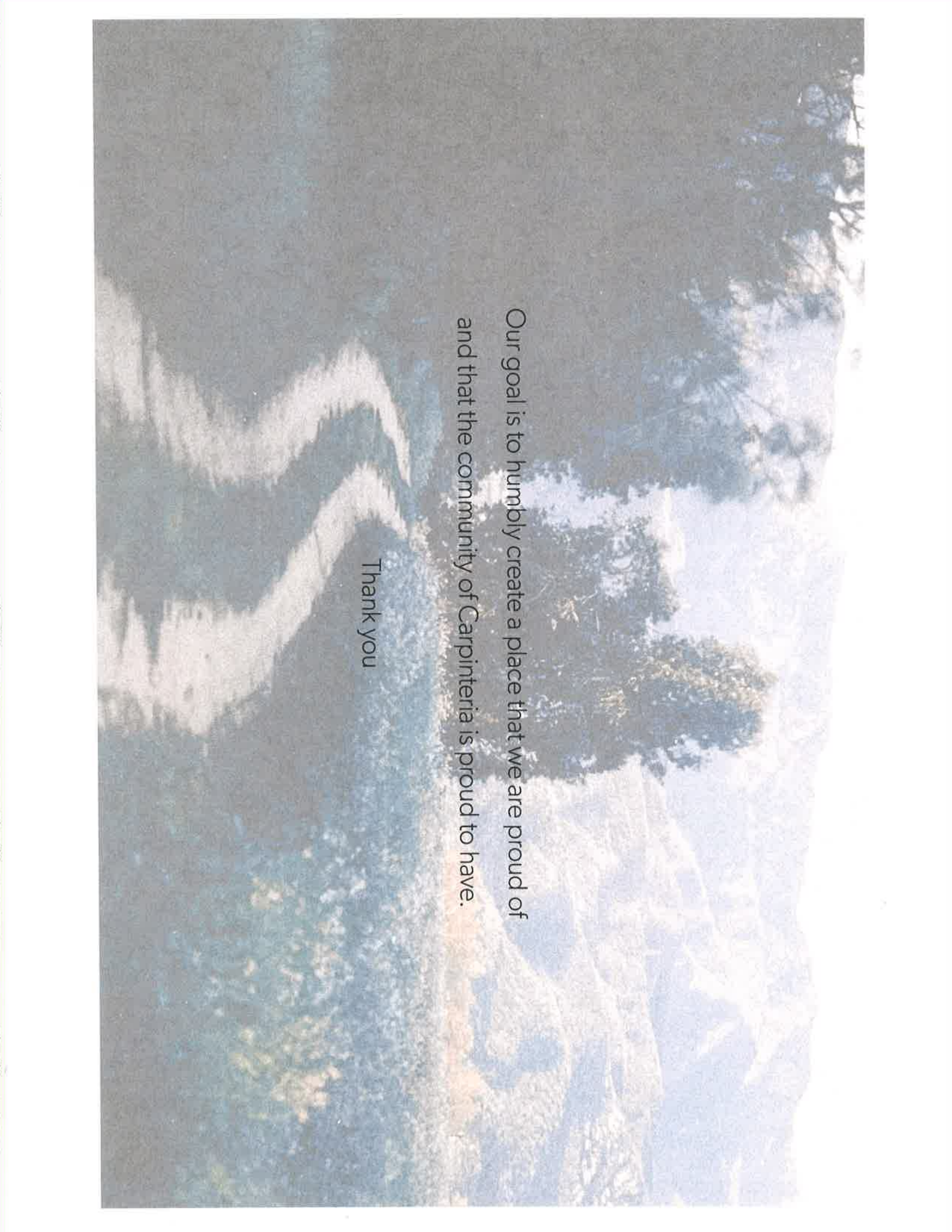
OPT B - 32 RESIDENTIAL UNITS

PARKING STALLS: 267



OPT C - 48 RESIDENTIAL UNITS

PARKING STALLS: 289

A scenic landscape photograph of a river flowing through a valley. In the foreground, there are green trees and bushes. The river flows from the top left towards the bottom right. In the background, there are rolling hills and mountains under a clear blue sky. The overall tone is peaceful and natural.

Our goal is to humbly create a place that we are proud of
and that the community of Carpinteria is proud to have.

Thank you

Attachment B

Applicant's Conceptual Review Project Description

*City Council Meeting
March 30, 2022*

5669, 5885 Carpinteria Project

Carp Bluff, LLC
5669, 5885 Carpinteria Avenue, Carpinteria, California 93013

Project Description

Carp Bluff, LLC (“Applicant”) proposes to develop the existing property located at 5669, 5885 Carpinteria Avenue, Carpinteria, California 93013¹ (the “Property”) with a mixed-use development consisting of a regenerative farm, boutique hotel, residential units, restaurant, and other community-facing amenities (the “Project”).

A. The Property

The Property is an 27.53 acre site situated between Carpinteria Avenue and the Pacific Ocean. The Property is separated at the southern edge by an existing railroad line.

The Property is currently developed with agricultural and recreational uses. The northernmost portion of the Property (APN 001-170-013 of 23.4 acres) is the site of the Tee Time golf driving range which encompasses approximately 10.5 acres of the Property. To the east and south of the driving range is 12 acres of farmland. Agricultural uses have existing utility connections including water and power. The southern 4.13 acre (APN 001-170-010) coastal-adjacent portion of the site is undeveloped, save for the recreational trail that crosses the Property’s southernmost edge and ultimately leads to a sloped community beach access just east of the Property’s boundary. There are no structures on the Property. The driving range utilizes a mobile trailer as its office and visitor-services area. A curb cut along the northeast portion of Carpinteria Avenue provides access to an existing unpaved parking area.



¹ Assessor Parcel Numbers: 001-170-010, 013.

B. Surrounding Uses

The Property is situated between a variety of uses. To the Property's north are agricultural and residential uses which are separated from the Property boundary by Carpinteria Avenue, Highway 101, and Via Real. Carpinteria's City Hall and Sheriff's Department are located to the west of the Property along Carpinteria Avenue. The remainder of the western edge of the Property borders a Chevron oil processing facility. This facility has been in operation since the 1960s. It includes Casitas Pier, which is operated by the oil company and is used to access crew boats that transfer equipment and personnel to offshore platforms. It is Applicant's understanding that Chevron is in the process of decommissioning this facility. Chevron presented the decommissioning plan to City Council in March 2021, and Applicant understands that Chevron has subsequently filed its plan for City and federal approval. Directly east of the Property is the Carpinteria Bluffs Nature Preserve. The Property's southern edge borders the Pacific Ocean.

C. Land Use Designations

The Property has a General Plan/Local Coast Land Use Plan designation of Planned Unit Development ("PUD"). (Carpinteria Land Use Map.) The PUD designation is generally assigned to large undeveloped parcels that are suitable for a combination of land uses. The Property is also located in Community Design subarea 6 – the Bluffs. (General Plan, pg. 58.) The City intends for this subarea to be developed consistent with a small town character and to preserve existing view corridors. (*Id.*, pg. 61.)

The PUD zone permits a variety of uses including visitor-serving commercial facilities such as restaurant or motel uses, residential units, recreational facilities, open space uses, and convenience establishments such as neighborhood retail. (CMC § 14.16.040.)

D. The Project

The Project will maximize the opportunity to extend and weave in the natural landscaping of the adjacent nature preserve and natural coastal area. This will occur through a decentralized approach which optimizes open space, reduces building footprints, and allows the Property to remain in keeping with its coastal surroundings. Proposed development can be separated into four categories: 1) farm; 2) hotel; 3) residential; and 4) community-facing programming, including a restaurant, event space, farm stand, and trail systems. The site plan below provides an overview of the Project layout and proposed programming. The project plans for 86,920 sf of building area across primarily single-story buildings with three two-story buildings, with an enclosed ground level building footprint area of 69,830 sf (5.8% site coverage).

1. The Farm

The Project will prominently feature a regenerative farm. Project plans call for approximately six of farmland and ancillary structures to include a farm office, garage/workshop, storage and distribution area, delivery and receiving area, compost area, and farm yard. Farm uses

will be located on the northern portion of the Property with the actual farm land fronting Carpinteria Avenue. Ancillary farm structures will be placed along the northwestern Property boundary. The Project anticipates that an approximately 1,700 sf farm maintenance will be provided..

2. Hotel

The hotel use will occupy the central portion of the Property and consist of multiple smaller structures. In total, the Project will include approximately 62,580 sf of hotel room floor area within 99 rooms and the additional hotel facilities listed below. Hotel rooms will be dispersed through low-rise lodges, bungalows, and cabins as follows:

- Lodges – 59 keys total with approximately 23,580 sf of floor area;
- Bungalows – 34 single story keys total with approximately 22,400 sf of floor area;
- Cabins – 6 single story keys total with approximately 3,200 sf of floor area.

The hotel will also include a 5,150 sf main building which will house the lobby and reception area, as well as a library, retail, an indoor/outdoor café/bar, mini theatre, hotel administrative offices, restrooms, and a 1,000 sf exterior deck that provides outdoor seating and access to other areas of the Property. A back of house hotel maintenance and service building of 1,700sf will also be included and located adjacent to the hotel parking area.

Hotel amenities will include a wellness area and pool facilities. The pool area will feature a pool, hot tub, 10-seat pool bar, bathrooms, changing rooms and lounge area for approximately 60 guests with a 1,500sf building. These facilities will extend off the rear portion of the hotel's main building. Wellness amenities include a 1,900 sf gym and approximately 3,150 sf of wellness facilities which will include a reception area, juice bar, treatment rooms, restrooms, saunas and steam rooms.

3. Residential Units

The Project's residential use consists of 16 units. Units will include a mix of one and two bedroom units, with an average unit size of 650 sf. In total, 10,600 sf of residential floor area is anticipated. Residential units are planned to be located in a single structure at the northwest corner of the Property. Project plans for the residential component are subject to change. There remains the potential that additional residential units may be added to the Project to assist the City with attaining housing goals.

4. Community Areas: Restaurant + Event Space + Farm Stand

The Project will also include multiple means of community-facing programming such as a restaurant, event space, and farm stand. The 5,590 sf restaurant and bar is expected to provide 140 interior seats and include an outdoor seating and a lounge component. It will be centrally located on the Property, adjacent to the hotel's main building. Just north of the restaurant will be a 450 sf farm stand that will offer produce from the Property's farm. A 6,000 sf farm barn will also be constructed on the Property's eastern boundary. This barn is an anticipated event space for hotel

and restaurant guests. It is also anticipated to be available for community events such as townhall meetings. Current plans also contemplate a potential shuttle service for community events from public facilities such as the Carpinteria Branch Library and high school to the Property. Project plans also call for a 4,100 sf outdoor flexible multi-purpose area.

An essential quality of the Project is preserving the Property's natural elements. To ensure this quality remains, the Project will connect to the existing trail system of the adjacent nature preserve. A network of trails will meander through the central and southern portions of the Property, connecting to the nature preserve and providing a pathway to the coastal area.

5. Additional Project Features

The Project will also feature design elements aimed at preserving the coastal character of the Property and ensuring harmony with its surroundings.

a. Parking

245 total vehicle parking spaces will be provided on two lots. 99 spaces will be allocated to hotel uses, six spaces will be provided for the hotel's wellness amenities, 58 spaces will support the restaurant, 22 spaces (16 covered, six uncovered) are provided for the residential units, 10 spaces are provided for the farm, 40 spaces are allocated for employee parking, and 10 additional spaces will be available as visitor parking for the preserve. Both lots will be located towards the northern portion of the Property. The parking lots are anticipated to be surface lots finished with permeable surfaces. In addition, the Project will feature 4 of bicycle parking spaces and 25 of electric vehicle car charging stations.

b. Access

Vehicle access to the Property will remain from Carpinteria Avenue. The existing curb cut on the northeast portion of the property will remain. It will connect to another curb cut on the northwest via a u-shaped driveway that wraps around the farmland and provides access to the hotel. The existing dirt and gravel pedestrian path along Carpinteria Avenue will remain. The Project contemplates ease of access for the local community to enjoy the restaurant and farm stand. Pedestrian and bicycle access will remain off of Carpinteria Avenue, and will be expanded to included access via the linked trail system. As noted above, the Project includes a network of trails that connects with the nature preserve's existing system. This trail network also contemplates improving local access to the beach by making the portion of the sloped beach access, on the south east portion of the Property, ADA compliant.

c. View Corridors

Proposed view corridors are integrated into Project plans to provide 360-degree views and preserve key north-south sightlines. An important preservation tool is maintaining 50-foot setbacks on the Property's western and eastern boundaries. Project structures are placed strategically to preserve north-south sightlines which will allow visitors to experience mountain and ocean views from the majority of the Property. In addition, an existing berm which hides the current farming operation from view from Carpinteria Avenue will be replaced with a new berm just south of the proposed farmland. The new berm is strategically placed behind the farmland to reduce the visual

impact of the Project structures which would be set lower than the berm. In addition, to help maintain views, all structures will be limited to two stories with most structures being approximately 15 feet and maximum height of the hotel being 27 feet.

d. Landscaping and Open Space

The majority of development takes place on the central and northern portions of the Property. No development is planned on the coastal-adjacent bluff parcel or within 100 feet of the rail line. Indeed, the Project contemplates a 200-365 foot setback from the rail line to preserve views and open space. The large majority of the southern portion, including the parcel south of the railroad will remain as open space. Project plans call for returning this open space to a more natural state by removing invasive plants species and revegetating the area with native plants.

e. Sustainability features

The Project will incorporate key sustainability features into its construction and ongoing operations. Sustainability features such as water conservation techniques, solar power solutions, regenerative farming, utilizing reclaimed materials where applicable, and adapting leading energy efficient specifications to reduce consumption of energy. These are important components of the Project and enhance the Project's compatibility with the surrounding environment.

E. ENTITLEMENTS

Carp Bluff, LLC is requesting the following entitlements in order to proceed with Project development:

- Specific Plan and Development Plan Approval;
- Local Coastal Program Amendment.

Attachment C

Applicable GP/CP and Master Program Policies

*City Council Meeting
March 30, 2022*

ATTACHMENT C

Applicable General Plan/Local Coastal Land Use Plan and Carpinteria Bluffs Coastal access, Recreation, and Open Space master Program Policies

Carpinteria Farm and Hospitality Experience Concept Review March 30, 2022

LAND USE ELEMENT

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-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.

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

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

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

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

Policy LU-3l: Land use designations established on the City's land use map that permit a range of residential densities should not be interpreted to permit development that is incompatible with the existing development pattern in an area. A density within the allowable range that is most compatible with the predominant pattern of development in the area should be used as the guide for determining the appropriateness of the proposed development.

Policy LU-3n: Setbacks shall be created between agricultural and urban uses. The responsibility of providing the buffer shall rest with the property intensifying its use. The buffer shall be adequate to prevent impacts to adjacent agricultural production. Such impacts include increased limitations on the use of chemicals and fertilizers and increased conflicts between the urban use and the adjacent agricultural operation.

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

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

COMMUNITY DESIGN ELEMENT

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

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

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

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

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

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

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

Policy CD-10b: Frontages where residential uses abut a major thoroughfare should include buffering elements such as yards, forecourts, courtyards, and tree rows. Sound walls are the most primitive form of buffer and should be used only where other methods are impractical. If sound walls are used, they should be attractive and well landscaped.

Objective CD-11: Existing public spaces should be maintained, and new public spaces should be incorporated into neighborhoods and districts as an important aspect of their design.

Policy CD-11a: Open space, in the form of parks and greens should be an integral part of each neighborhood plan, not configured as residual space unusable by the residents.

Policy CD-11b: Public spaces should be located and designed to encourage their use during the day and in the evening. The time and type of use for each space should be planned to be compatible with adjacent land uses, and with any existing flora and fauna that are to be preserved.

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

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

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

Policy CD-13a: Lighting for development adjacent to an ESHA shall be designed to further minimize potential impacts to habitat.

Policy CD-13b: Lighting shall be low intensity and located and designed so as to minimize direct view of light sources and diffusers and to minimize halo and spillover effects.

CD-13-Implementation Policy 4: Lighting along roads and in developed areas within or adjacent to ESHA shall not exceed 0.01 foot-candles five feet inside of any City-identified ESHA area.

CD-13-Implementation Policy 5: Spotlights or floodlights in or adjacent to ESHA shall not be permitted.

CD-13-Implementation Policy 6: Exterior lighting on commercial development shall be designed to complement the building and shall be at the minimum height and intensity required to ensure public safety.

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

Policy CD-14a: To ensure the effective utilization of energy resources, design measures shall be incorporated into project design that allow for development projects to comply with and exceed the minimum energy requirements of the City's Uniform Codes.

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

Community Design Subarea 6: The Bluffs

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.

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

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

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

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

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

- The overall scale and massing of structures shall respect the natural setting of the Carpinteria Bluffs and its unique visual resources by incorporating designs that minimize bulk and mass, follow natural topographic variations, and minimize visual intrusion into the bluff edge park and bluff top trail, riparian area within Area II, and adjacent beach areas.
- In addition to the mass and scale of the structure, the total square footage of structures shall also be maintained at a size that preserves the area's open character, and is compatible with adjacent open space areas.

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

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

variations in the ground plane are also to be reflected in variations in the roof lines of individual buildings.

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

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

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

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

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

Bluffs Site Design

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

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

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

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

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

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

- Provision of an aesthetic link between the existing commercial development already present in the city and new development proposed for the Bluffs site. A diversity of building styles is permissible, but must utilize styles that are already present in the city. Such design guidelines should also respect the natural attributes of the site, and give consideration to the location of the site (i.e., on a bluff adjacent to the ocean).
- Architectural style, including materials and colors, should be compatible with the site’s natural and landscaped setting. The use of colors, textures, materials and forms that will attract attention by not relating to other elements in the neighborhood is to be avoided. No one structure should stand out.
- Building forms and elevations should create interesting roof silhouettes, strong patterns of light and shadow, and integral architectural detail. Box-like structures and flat, monotonous facades are to be avoided.
- A low-rise setting with strong pedestrian orientation is to be provided. Site planning should favor pedestrian traffic by providing canopy trees to shade walkways, furnishing gathering places, and organizing buildings so that users have a continuous pedestrian level experience.
- Exposed structural and mechanical elements, unless well integrated into the design concept, are unsightly and are to be avoided. Outdoor work areas are to be screened from view.
- The inclusion of gateways that create a visual sense of entry into developments is encouraged. The scale and design of gateways should be compatible with scale and intensity of adjacent development, and should include enriched paving, raised medians, signage, landscaping, and other features as appropriate.
- Signage shall be the minimum necessary to identify businesses and coastal access or recreation areas within the Carpinteria Bluffs area. Pole signs shall be prohibited. Signs shall be designed as an integral part of the surrounding architecture, and shall be of compatible materials and colors to adjacent buildings. Signage shall include adequate identification of public coastal access parking, trails, and/or bikeways, and

coastal recreation areas, and shall indicate the availability of facilities for physically challenged visitors.

- Specification of acceptable and restricted building materials for the exterior of all structures (i.e., prohibition of extensive use of metallic surfaces, concrete, fiberglass, etc., which would intensify the urban nature of the development). The use of natural materials for exterior siding is encouraged.
- The color palette chosen for the development should accentuate the natural qualities of the site and surrounding areas, and should not contain "loud" or "bright" colors, or white. Acceptable colors include muted blues and greens, grays, earth tones, or any other color as approved by the City. Matte paints are also acceptable.
- Scale models or equivalent presentation of proposed development projects shall be included with development plans at the time of submittal to the city.

Bluffs Landscaping

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

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

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

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

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

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

CDS6-Implementation Policy 80: Vegetation placement, density, and coloration shall be compatible with the patterns of existing natural vegetation in surrounding areas.

Revegetation that varies, particularly in form or in color, from the visual characteristics of the existing surrounding vegetation shall be avoided. In order to prevent monotony, landscaping with a variety of heights shall be required, although heights should be comparable to existing vegetation.

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

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

OPEN SPACE, RECREATION & CONSERVATION ELEMENT

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

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

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

OSC-4-Implementation Policy 20: Provide adequate parking to maximize public access to coastal recreation areas, including Salt Marsh Nature Park, City Beach, Carpinteria State Park, Tar Pits Park, Harbor Seal Overlook, and the Carpinteria Bluffs. Consider using revenues from the Tidelands Trust Fund to finance such improvements. Parking facilities shall be distributed, as feasible, to prevent overcrowding and to protect sensitive environmental resources.

Harbor Seal Rookery & Haul outs

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

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

Coastal Agriculture

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

Water Resources

Open Space, Recreation & Conservation Element Objective OSC-10: Conserve all water resources, and protect the quality of water.

Policy OSC-10b: Continue to support water conservation measures to provide an adequate supply of water to the community. Water conservation may measure as low-flow plumbing fixtures and drought tolerant landscape plans for new development.

Policy OSC-10c: Degradation of the water quality of groundwater basins, nearby streams or wetlands, or any other waterbody shall not result from development. Pollutants such as sediments, litter, metals, nutrients, chemicals, fuels or other petroleum hydrocarbons, lubricants, raw sewage, organic matter and other harmful waste shall not be discharged into or alongside any waterbody during or after construction.

OSC-10-Implementation Policy 50: Require that proposals for development include information necessary to determine that an adequate water source exists for the project and that water will be provided without jeopardizing the availability of water to other parts of the community, i.e., a can or will-serve letter from CVWD. Should adequate water to serve all development contemplated in the Land Use Element not be available, the City shall ensure that priority uses identified under the Coastal Act are protected.

Visual Resources

Open Space, Recreation & Conservation Element 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-13e: Promote the safety of the community through the use of open space lands.

Policy OSC-13f: Where appropriate, use open space lands as buffers for noise and visual nuisances and as transitions between incompatible uses.

Policy OSC-13g: Require new development to protect scenic resources by utilizing natural landforms and native vegetation for screening structures, access roads, building foundations, and cut and fill slopes in project design which otherwise complies with visual resources protection policies.

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-13i: Design all new development to fit the site topography, soils, geology, hydrology, and other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Preserve all natural landforms, natural drainage systems, and native vegetation. Require all areas on the site not suited to development, as evidenced by competent soils, geology and hydrology investigation and reports remain as open space.

Policy OSC-13j: Establish a "night-sky" ordinance that provides standards for the reduction of direct and ambient light in the night sky.

Recreation, Trails, & Coastal Access

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

Policy OSC-14e: Recreational uses on ocean front land, both public and private, that do not require extensive alteration of the natural environment shall have priority over uses requiring substantial alteration.

Open Space, Recreation & Conservation Element Objective OSC-15: Maintain the existing trail system and provide additional recreation and access opportunities by expanding the trail system.

HOUSING ELEMENT

Program Category #1: Make Sites Available to Accommodate the RHNA Goals

- Attain additions to the housing supply that meet the housing needs of all economic segments.
- Maintain a jobs-housing balance or ratio within the 0.75 to 1.25 range suggested by the Santa Barbara County Association of Governments.

Policies

- Adequate Sites: Provide sufficient sites in the General Plan/Coastal Plan and zoning map to meet the housing needs allocated to the City by the Regional Housing Needs Allocation (RHNA) Plan.
 - Housing Types: In the General Plan/Coastal Plan and implementing ordinances, provide for a mix of housing types consistent with the City's needs, including single-family detached and multi-family housing.
 - Public Services and Facilities: Ensure that public services and facilities have the capacity to support the need for the new residential development allocated to the City by the RHNA Plan.
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CARPINTERIA BLUFFS COASTAL ACCESS, RECREATION, AND OPEN SPACE MASTER PROGRAM

Bluffs Area I Implementation Measures

1. A shoreline park with a minimum width of 200 feet as measured from northerly limit of the railroad right-of-way or bluff edge, whichever is farther north, shall be developed for light intensity, day use. No campfire facilities shall be provided; however, picnic tables and limited barbecue facilities shall be included at the vista point near the extension of Bailard Avenue. Vertical access from Carpinteria Avenue to the bluffs trail shall be provided within the existing Bailard Avenue right-of-way and adjacent setback area.
2. A blufftop trail and vertical access to Carpinteria Avenue with a minimum width of 20 feet shall be developed along the alignment illustrated in Figure 5.

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

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

Connections between the vista point and the main blufftop trail and with the vertical accessway to Carpinteria Avenue shall be designed to accommodate handicapped coastal visitors. Benches shall be provided at this vista point.

