

SANTA BARBARA COUNTY PLANNING COMMISSION
Coastal Zone Staff Report for Highway 101: Carpinteria to Santa Barbara
Local Coastal Program Amendment

Hearing Date: May 2, 2018
Staff Report Date: April 12, 2018
Case Nos.: 17GPA-00000-00003 and
18ORD-00000-00004
Environmental Document: CEQA
Exemption Section 15265

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OWNER/APPLICANT:

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AGENT:

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This site is located along and adjacent to Highway 101 from the City of Carpinteria to approximately 0.25 miles north of Padaro Lane in the Summerland Community Plan and Toro Canyon Plan Areas, First Supervisorial District. The site does not have an assigned APN.

Application Complete: November 17, 2017
Processing Deadline: 60 days from NOE

1.0 REQUEST

Hearing on the request of Errin Silva, GPA Consulting, agent for the owner, the California Department of Transportation (Caltrans) to consider Case Nos. 17GPA-00000-00003 and 18ORD-00000-00004 [applications filed on July 24, 2017], in compliance with Section 35-180 of Article II, the Coastal Zoning Ordinance, proposing to amend the County's certified Local Coastal Program, including:

1. An amendment to the Santa Barbara County Coastal Land Use Plan, Section 3.9.4 *Environmentally Sensitive Habitat Area Overlay Designation*, by making changes to “Habitat Type: Wetlands” Policy 9-9.
2. An amendment to the Santa Barbara County Coastal Land Use Plan, Section 3.7 *Coastal Access and Recreation*, by adding Subsection 3.7.8 “Highway 101: Carpinteria to Santa Barbara” and associated policies 7-31, 7-32, and 7-33.
3. An amendment to Article II, the Coastal Zoning Ordinance, Chapter 35 *Zoning*, of the Santa Barbara County Code, by adding Section 35-102G to create a Transportation Corridor Wetland Overlay District, which would provide specific standards of development for the Highway 101: Carpinteria to Santa Barbara project, Santa Claus Lane Bikeway project, Santa Claus Lane Beach Access and Streetscape Improvements project, and additional projects identified in the Coastal Land Use Plan policies 7-31 and 7-32.

The LCP Amendment involves property along Highway 101 from Post Mile 4.59 to Post Mile 10.54, from the City of Carpinteria to the Olive Mill overcrossing, First Supervisorial District.

2.0 RECOMMENDATION AND PROCEDURES

Follow the procedures outlined below and recommend that the Board of Supervisors conditionally approve Case Nos. 17GPA-00000-00003 and 18ORD-00000-00004 marked "Officially Accepted, County of Santa Barbara May 2, 2018 County Planning Commission Attachments A-F," based upon the project's consistency with the Comprehensive Plan, including the Coastal Land Use Plan, Summerland Community Plan, and Toro Canyon Plan, and based on the ability to make the required findings.

Your Commission's motion should include the following:

1. Make the findings for approval and recommend that the Board of Supervisors make the required findings for approval of the Santa Barbara County Local Coastal Program Amendment specified in Attachment A of this staff report, including CEQA findings;
2. Determine the project is exempt from CEQA pursuant to CEQA Guidelines Section 15265, included as Attachment B of this staff report;
3. Adopt a resolution recommending that the Board of Supervisors approve Case No. 17GPA-00000-00003, an amendment to the Coastal Land Use Plan (Attachment C), by adding and modifying wetland protection and recreation policies; and,
4. Adopt a resolution recommending that the Board of Supervisors approve Case No. 18ORD-00000-00004, an ordinance amending Article II, the Coastal Zoning Ordinance, of Chapter 35, Zoning, of the Santa Barbara County Code (Attachment D) to establish a Transportation Corridor Wetland Overlay District.

Refer back to staff if the County Planning Commission takes other than the recommended actions for appropriate findings.

3.0 JURISDICTION

The Local Coastal Program (LCP) Amendment (Case Nos. 17GPA-00000-00003 and 18ORD-00000-00004) is being considered by the County Planning Commission, which reviews Comprehensive Plan amendments and ordinance amendments and provides a recommendation to the Board of Supervisors, based on California Government Code Sections 65854 to 65857 and Sections 35-180.4 and 35-180.5 of the Article II Coastal Zoning Ordinance.

The Government Code and Article II Coastal Zoning Ordinance require that the County Planning Commission, as the designated planning agency for the unincorporated area of the County located outside of the Montecito Community Plan Area, hold at least one public hearing on the proposed LCP Amendment.

4.0 ISSUE SUMMARY

4.1 Requirement for a LCP Amendment

The California Department of Transportation (Caltrans) and the County of Santa Barbara are proposing a series of transportation improvements along or near the Highway 101 corridor in Santa Barbara County, including the Highway 101: Carpinteria to Santa Barbara project, Santa Claus Lane Bikeway project, and the Santa Claus Lane Beach Access and Streetscape Improvements project. These public projects are described in more detail in Section 5.1 below. The projects would encroach into delineated wetlands or wetland buffer strips between Post Mile 4.59 and Post Mile 7.35. Coastal Land Use Plan (CLUP) Policy 9-9 currently requires that new development be set back a minimum of 100 feet from wetlands.

While project-specific analysis will occur at the time of application submittal for each of the proposed transportation and coastal access projects, GPA Consulting, on behalf of Caltrans, submitted an application for a LCP Amendment to address these anticipated conflicts with Policy 9-9. Pursuant to Section 30200(b) of the Public Resources Code, when policy conflicts occur, Section 30007.5 shall be utilized to resolve the conflict. Public Resources Code Section 30007.5 states:

The Legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The Legislature therefore declares that in carrying out the provisions of this division such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources.

By adding policies and development standards to the CLUP and Article II, and by identifying additional projects that provide a public benefit, the wetland policy conflicts can be resolved in a manner that, on balance, is most protective of coastal resources and provides increased

recreational, public access, and alternative transportation opportunities. Further, the LCP Amendment is consistent with Public Resources Code Section 30515, which states:

Any person authorized to undertake a public works project...may request any local government to amend its certified local coastal program, if the purpose of the proposed amendment is to meet public needs of an area greater than that included within such certified local coastal program that had not been anticipated by the person making the request at the time the local coastal program was before the commission for certification. If, after review, the local government determines that the amendment requested would be in conformity with the policies of this division, it may amend its certified local coastal program as provided in Section 30514.

... The commission may, after public hearing, approve and certify the proposed amendment if it finds, after a careful balancing of social, economic, and environmental effects, that to do otherwise would adversely affect the public welfare, that a public need of an area greater than that included within the certified local coastal program would be met, that there is no feasible, less environmentally damaging alternative way to meet such need, and that the proposed amendment is in conformity with the policies of this division.

Thus, this LCP Amendment would facilitate permitting for the Highway 101: Carpinteria to Santa Barbara project, Santa Claus Lane Bikeway project, and Santa Claus Lane Beach Access and Streetscape Improvements project by providing a package of projects that offset wetland and wetland buffer strip impacts and that are, on balance, most protective of coastal resources.

4.2 Proposed Text Amendment to the Coastal Land Use Plan

4.2.1 Wetland Resources – CLUP

The text amendment allows the transportation improvement projects identified in the proposed CLUP Policy 7-31(e.g., Highway 101: Carpinteria to Santa Barbara, Santa Claus Lane Bikeway, and Santa Claus Lane Beach Access and Streetscape Improvements) and the additional projects identified in the proposed CLUP Policy 7-32, where appropriate, to encroach into wetlands and/or wetland buffer strips. The text amendment also identifies coastal access improvement projects along the highway corridor that would occur at the same time as the Highway 101 expansion project. By including policies that encourage non-motorized travel along the highway corridor and connectivity of the California Coastal Trail in the CLUP, and by identifying coastal access projects that would be completed in conjunction with the Highway 101: Carpinteria to Santa Barbara project, the text amendment can be found to be, on balance, the most protective of coastal resources.

4.3 Proposed Ordinance Amendment to the Article II, Coastal Zoning Ordinance

4.3.1 Wetland Resources – Article II

The proposed ordinance amendment creates a Transportation Corridor Wetland Overlay (TCWO) District in Article II. The TCWO would provide specific development standards for projects if wetland encroachment is required, and would be applicable to the Highway 101: Carpinteria to Santa Barbara project, Santa Claus Lane Bikeway project, Santa Claus Lane Beach Access and Streetscape Improvements project, and associated coastal access enhancement projects identified in CLUP Policies 7-31 and 7-32. Specifically, the TCWO establishes standards related to wetland impacts, wetland buffer strip impacts, mitigation measures, drainage and stormwater management, and coastal access and recreation enhancements. As a result, the TCWO would ensure a more precise level of planning than ordinarily possible under the existing Article II for transportation-related projects that are in or adjacent to wetlands and/or wetland buffer strips.

5.0 PROJECT INFORMATION

5.1 Description

Caltrans is requesting a LCP Amendment to address potential wetland policy conflicts with the Highway 101: Carpinteria to Santa Barbara project and the Santa Claus Lane Bikeway project. These projects consist of the following:

Highway 101: Carpinteria to Santa Barbara

The project would add one High Occupancy Vehicle (HOV) lane in each direction, resulting in a six-lane freeway within the project limits (10.9 mile segment). The project entails widening the highway to alleviate an existing bottleneck and to make the highway consistent with adjacent roadways to the north and south. This proposed project is located from Post Mile 1.4 in the City of Carpinteria through an unincorporated portion of Santa Barbara County, to the City of Santa Barbara at Post Mile 12.3. The widening project will occur in Santa Barbara County's jurisdiction for approximately six miles, from Post Mile 4.59 to Post Mile 10.54. Pavement reconstruction and replacement are proposed to rehabilitate existing lanes and ramps within the project limits and reduce maintenance requirements. The project would address non-standard shoulder widths for improved vehicle recovery, address sight distance on the mainline and ramps, and make improvements to drainage, signage, lighting, and barriers. The project also includes bridge reconstruction at Arroyo Parida and Toro Canyon. Improvements related to the widening project in the County would impact approximately 0.084 acres of wetlands and approximately 0.33 acres of wetland buffer strips.

Santa Claus Lane Bikeway

The Santa Claus Lane Bikeway project would include construction of a two-lane (one lane in each direction) Class I trail between the south end of Santa Claus Lane and Carpinteria Avenue in the City of Carpinteria. The trail would provide a separate path for the exclusive use of bicycles and pedestrians with minimal cross flow of motorized vehicles. The trail

would be 12 feet wide (2-foot shoulders on each side, a 4-foot northbound lane, and a 4-foot southbound lane), with select points where the path would be reduced to 10 feet. In the County, the paved trail would run along the shoulder of southbound Highway 101 in between the highway and railroad tracks, and would be located partially within an existing drainage ditch. The trail would be approximately the same elevation as the southbound lanes of the Highway 101 corridor. The coastal wetland impacts associated with the Santa Claus Lane Bikeway project within Santa Barbara County's jurisdiction are approximately 0.57 acres of wetland and 0.93 acres of wetland buffer strip.

In addition, the County of Santa Barbara requests the LCP Amendment to address potential wetland policy conflicts with the Santa Claus Lane Beach Access and Streetscape Improvements project, which is a self-balancing project. This project includes the following:

Santa Claus Lane Beach Access and Streetscape Improvements

The County of Santa Barbara proposes to construct beach access and streetscape improvements along Santa Claus Lane, including improved beach access parking, a sidewalk and multi-use pathway, and safe and legal beach access across the railroad tracks. The project site extends approximately 3,000 feet from the Padaro Lane/Via Real/Highway 101 interchange to the northwest and the intersection of Santa Claus Lane, Sand Point Road, and the Highway 101 southbound on-ramp to the southeast. The project site encompasses approximately 7.86 acres. The majority of the project site is developed, which includes the existing paved roadway and graded shoulders. The project would impact approximately 0.40 acres of wetlands (i.e., direct impact) and 0.50 acres of undeveloped wetland buffer strip (i.e., indirect impact) between Santa Claus Lane and the railroad tracks, which extend from Padaro Lane to Sand Point Road.

The proposed LCP Amendment consists of changes to the CLUP and Article II portions of the certified LCP to allow development of transportation improvement projects that would enhance recreation and access opportunities for both local residents and visitors to the coastal area between Carpinteria and Montecito. Recreation and access improvements identified in the LCP Amendment would be constructed and opened to the public no later than the completion of the adjacent phase of construction for the Highway 101: Carpinteria to Santa Barbara project.

The proposed LCP Amendment modifies policy and development standards for wetland resources to allow necessary, but limited encroachments of transportation project improvements into wetlands and wetland buffer strips. Specifically, the LCP Amendment would modify the wetland protection CLUP Policy 9-9 under the Environmentally Sensitive Habitat Area Overlay Designation and would establish policies specific to the Highway 101: Carpinteria to Santa Barbara project under the Coastal Access and Recreation section of the CLUP (i.e., CLUP Policies 7-31, 7-32, and 7-33). The LCP Amendment also proposes to create a TCWO District in Article II.

Wetland and Recreation Policies: The proposed amendments to the CLUP allow specific transportation improvement projects to encroach into wetlands and wetland buffer strips, while also adding policies that encourage non-motorized travel and California Coastal Trail linkage across the south Santa Barbara County coast. The proposed amended and

new policies under the Environmentally Sensitive Habitat Area Overlay Designation and Coastal Access and Recreation sections of the CLUP identify specific projects that Caltrans would complete, which would increase access to coastal resources within the corridor (i.e. projects that balance the wetland impacts associated with the Highway 101: Carpinteria to Santa Barbara project) as well as projects that would be completed as part of the Coastal Development Permit process for the adjacent Highway 101 expansion.

Caltrans proposes the following balancing projects (CLUP Policy 7-31):

- Santa Claus Lane Bikeway
- Santa Claus Lane Beach Access and Streetscape Improvements Project
- California Coastal Trail Signage on Padaro Lane
- Vertical Beach Access Signage on Padaro Lane
- North Padaro Lane Interchange Sidewalk
- Restroom Facilities Installation at Loon Point Beach Parking Area

Caltrans also proposes the following projects be included as part of the Coastal Development Permit process associated with the Highway 101: Carpinteria to Santa Barbara project and other future highway improvement projects to the South Coast Highway 101 (CLUP Policy 7-32):

- South Padaro Lane Undercrossing Enhancements
- Via Real Multi-Use Pathway: Greenwell to North Padaro Lane Interchange
- Finney Road Coastal Access Enhancements
- Lookout Park Enhancements
- Wallace Avenue Coastal Parking and Sidewalk
- Evans Avenue Undercrossing Enhancements
- Eucalyptus Lane Sidewalk Extension
- San Ysidro Road Roundabout
- Olive Mill Road Roundabout (Shared Jurisdiction)

Further, the LCP Amendment includes a policy under the Coastal Access and Recreation section of the CLUP that encourages development of new multi-modal paths and prohibits the removal of existing bicycle or pedestrian pathways without providing comparable replacement facilities (CLUP Policy 7-33). The proposed updated and new CLUP wetland protection and recreation policies are included as Attachment C.

Transportation Corridor Wetland Overlay District (TCWO): The proposed TCWO establishes standards that would apply to development that encroaches into the wetlands and/or wetland buffer strips located within the boundaries of the overlay district. The overlay district limits the area where an encroachment could be permitted into a wetland and/or wetland buffer strip and designates specific transportation-related projects that would be eligible to encroach into a wetland and/or wetland buffer strip. The TCWO also specifies that encroachment into a wetland or wetland buffer strip would only be allowed after attempts to avoid and/or minimize encroachment. The TCWO's development standards include Best Management Practices to design development that avoids or minimizes fill in

wetlands and mitigates impacts to wetlands through wetland restoration, wetland establishment, and wetland enhancement. The proposed TCWO is included as Attachment D.

No grading, tree, or vegetation removal is proposed as part of the LCP Amendment; however, grading, tree removal, and/or vegetation removal would occur as part of the Highway 101: Carpinteria to Santa Barbara project, Santa Claus Lane Bikeway project, Santa Claus Lane Beach Access and Streetscape Improvements project, and other projects identified in CLUP policies 7-31 and 7-32.

Urban residential development and agriculture surround the project sites that have been identified in the LCP Amendment. The LCP Amendment would affect numerous locations along the Santa Barbara County coastline, including Caltrans-owned property. Therefore, the project is not identified with Assessor's Parcel Numbers. This LCP Amendment, including all of the projects listed in proposed CLUP Policies 7-31 and 7-32, would be applicable to an area along Highway 101 from Post Mile 4.59 to Post Mile 10.54 (from the City of Carpinteria to the Olive Mill overcrossing), which equates to segments B,C, and D of the Highway 101 project.

5.2 California Coastal Commission Preliminary Review

The Planning and Development Department, Caltrans, SBCAG, and GPA Consulting staff met with staff of the California Coastal Commission on many occasions to discuss the LCP Amendment language. Staff has incorporated comments received from the California Coastal Commission staff into the proposed LCP Amendment (Attachments C and D).

6.0 PROJECT ANALYSIS

6.1 Environmental Review

The LCP Amendment, Case Nos. 17GPA-00000-00003 and 18ORD-00000-00004, can be found exempt from environmental review based upon CEQA Guidelines Section 15265.

CEQA Guidelines Section 15265 [Adoption of Coastal Plans and Programs] states that CEQA does not apply to activities and approvals, pursuant to the California Coastal Act, by "any local government, as defined in Section 30109 of the Public Resources Code, necessary for the preparation and adoption of a local coastal program." Section 15265 also states, "CEQA shall apply to the certification of a local coastal program or long-range land use development plan by the California Coastal Commission" and that this exemption "shifts the burden of CEQA compliance from the local agency...to the California Coastal Commission." Therefore, Section 15265 states that compliance with CEQA is the responsibility of the California Coastal Commission. See Attachment B to this staff report for a detailed discussion of this exemption. In addition, each of the projects identified in the LCP Amendment have been or will be subject to project-specific analysis under CEQA, including a recently completed Environmental Impact Report for the Highway 101 project (Attachment F).

6.2 Comprehensive Plan Consistency

This section addresses the LCP Amendment’s consistency with the Comprehensive Plan, including the CLUP, Summerland Community Plan, and Toro Canyon Plan. Montecito Community Plan policies have also been included for reference, since three of the projects that would be associated with Coastal Development Permits for the Highway 101: Carpinteria to Santa Barbara project are located in the Montecito area. While this section discusses the LCP Amendment’s consistency with policies related to biological resources, land use, and water quality, other policies, such as noise, air quality, visual resources, and agriculture will be discussed at the project-level during each project’s review.

REQUIREMENT	DISCUSSION
LAND USE DEVELOPMENT	
<p>Coastal Act Policy 30250. (a): New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases, for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels. (b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.</p> <p>Coastal Act Policy 30252. The location and amount of new development should maintain and enhance public access to the coast by: (1) facilitating the provision or extension of transit service; (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads; (3) providing non-automobile circulation within the development; (4) providing adequate parking facilities or</p>	<p>Consistent: The LCP Amendment facilitates permitting of the proposed Highway 101: Carpinteria to Santa Barbara project, Santa Claus Lane Bikeway project, and the Santa Claus Lane Beach Access and Streetscape Improvements project, by including standards that would be implemented if a specified project encroaches into a wetland and/or wetland buffer strip. Specifically, the Highway 101: Carpinteria to Santa Barbara, Santa Claus Lane Bikeway, and the Santa Claus Lane Beach Access and Streetscape Improvements projects are located within or in close proximity to existing developed areas able to accommodate the projects, and the projects consist of transportation and coastal access projects that balance social, economic, and environmental effects with a public need for coastal resource protection and recreational opportunities. Therefore, the LCP Amendment and the projects associated with the Amendment would not have significant adverse effects, either individually or cumulatively on coastal resources.</p> <p>The LCP Amendment does not include provisions for or facilitate new hazardous industrial development.</p> <p>The proposed improvements to Highway 101 would be located along the existing highway,</p>

providing substitute means of serving the development with public transportation; (5) assuring the potential for public transit for high-intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.

CLUP Policy 2-8: The County shall give equal priority to the following land uses in the coastal zone of Montecito and Summerland:

- Expansion of public recreational opportunities
- Visitor-serving commercial uses, i.e., restaurants, retail commercial, motels, etc.
- Low and moderate income housing
- Agricultural expansion

on Caltrans-owned property. Alternative transportation and coastal access projects proposed to balance the wetland impacts associated with the Highway 101 project include the Santa Claus Lane Bikeway, Santa Claus Lane Beach Access and Streetscape Improvements, and other projects identified in CLUP Policy 7-31 (i.e., California Coastal Trail Signage on Padaro Lane, Vertical Beach Access Signage on Padaro Lane, North Padaro Lane Sidewalk, and Restroom Facilities at Loon Point Beach Parking Area). These balancing projects would provide linkage along the south coast of Santa Barbara County to the existing California Coastal Trail, improvements to existing infrastructure, access for bicycles and pedestrians on the ocean-side of the highway, a new public restroom facility, and viewing opportunities of the Pacific Ocean.

Further, the LCP Amendment identifies projects in CLUP Policy 7-32 that may be pursued as part of the Coastal Development Permit (CDP) process for the Highway 101: Carpinteria to Santa Barbara project. Specifically, CDPs associated with transportation projects along Highway 101 would be required to include coastal access improvements, such as alternative transportation modes and connection to the California Coastal Trail. Projects identified in CLUP Policy 7-32 for consideration during the CDP process would include bicycle and pedestrian facilities, beach parking, public art, additional benches and tables, new group picnic area, new and enhanced sidewalks, and new roundabouts for multi-modal circulation. As such, the LCP Amendment facilitates the extension of transit services, non-automotive circulation, additional parking, and coastal recreation.

By identifying balancing projects to the

	<p>Highway 101 project as well as projects that would be completed during the CDP phase of the Highway 101 project, the LCP Amendment encourages non-motorized transportation within the South Coast corridor and provides facilities that visitors and residents in the Carpinteria, Montecito, and Summerland communities can equally enjoy. Therefore, the LCP Amendment is consistent with these policies.</p>
<p>HILLSIDE AND WATERSHED PROTECTION</p>	
<p>Coastal Act Policy 30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</p> <p>Toro Canyon Plan Policy GEO-TC-1: Hillside and watershed areas shall be protected to the maximum extent feasible to avoid adverse geologic impacts and preserve watershed function.</p>	<p>Consistent: The LCP Amendment includes coastal water quality standards in the TCWO to ensure that projects emphasize Low Impact Development (LID) strategies, incorporate Best Management Practices within a wetland and/or wetland buffer strip, increase infiltration, and use stormwater control measures to protect or enhance water quality.</p> <p>For example, the water quality standards identified in the TCWO include:</p> <ul style="list-style-type: none"> • Early site design planning that prioritizes the minimization of runoff. • Earthen- (soil) based and/or bioengineered BMPs that support wetland protection. • Grading that captures and detains runoff. • Amending onsite soils to increase infiltration, and adding or replacing native plants in areas that receive runoff. • BMPS that handle runoff in accordance with the most current National Pollutant Discharge Elimination System (NPDES) permit regulations. • Treatment of runoff onsite, unless offsite infiltration or treatment will result in an equal or greater benefit to coastal water quality, consistent with the Central Coast Regional Water Quality Control Board NPDES requirements. • Stormwater measures that use local plant material, where available. • A post-construction Stormwater Control Plan that explains the methods proposed to

	<p>protect or enhance coastal water quality.</p> <p>Projects subject to the TCWO would minimize the alteration of natural streams, would maintain buffer areas to protect riparian habitats to the maximum extent feasible, and would only allow alteration to wetlands or wetland buffer strips if impacts are mitigated through wetland restoration, enhancement, or establishment. Therefore, the project is consistent with these policies.</p>
<p>CLUP Policy 3-14: All development shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited for development because of known soil, geologic, flood, erosion or other hazards shall remain in open space.</p> <p>Toro Canyon Plan Policy GEO-TC-2: Grading shall be designed to minimize scars in topography and avoid the potential for earth slippage, erosion, and other safety risks.</p>	<p>Consistent: No grading, tree or vegetation removal is proposed as part of the LCP Amendment; however, grading, tree removal, and/or vegetation removal would occur as part of the Highway 101: Carpinteria to Santa Barbara project and associated projects, which will be reviewed separately for policy consistency during the CDP permitting process. Projects would also be reviewed at the CDP process to determine whether there are any soil, geologic, flood, erosion or other hazards in the project location that would preclude development. The LCP Amendment does not eliminate the applicability of these policies, but rather identifies offsetting improvements and development standards that must be complied with in the event that wetland or wetland buffer strip encroachment is unavoidable. Therefore, the LCP Amendment is consistent with these policies.</p>
ENVIRONMENTALLY SENSITIVE HABITAT	
<p>Coastal Act Policy 30240 (b). Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.</p> <p>Toro Canyon Plan Policy LUG-TC-7: In addition to the requirements of LUP Policy 2-11, development shall be scaled, sited and</p>	<p>Consistent: As stated above, the LCP Amendment would not result in construction; however, it would provide a permitting path for the projects as discussed herein.</p> <p>The LCP Amendment modifies CLUP Policy 9-9 to allow for transportation-related development in wetlands and wetland buffer strips where encroachment cannot be avoided. However, the CLUP policies that require that development minimizes impacts to</p>

<p>designed to protect resources such as environmentally sensitive habitat and visual resources and to respect site constraints such as steep slopes. Regulatory measures to ensure such protection shall include but not be limited to restrictions on the following: size; color; reflectivity and height of structures; roofs and other architectural features; length of roads and driveways; number and size of accessory structures; configuration and size of development envelopes including concentrating development in existing developed areas; amount and location of grading; vegetation removal; and night lighting.</p> <p>Toro Canyon Plan Policy LUG-TC-8: Protection of ESH and public access shall take priority over other development standards and where there is any conflict between general development standards and ESH and/or public access protection, the standards that are most protective of ESH and public access shall have precedence.</p> <p>Toro Canyon Plan Policy BIO-TC-1: Environmentally Sensitive Habitat (ESH) areas shall be protected and, where appropriate, enhanced.</p>	<p>environmentally sensitive habitat would still remain applicable to projects. Further, projects with encroachment into wetlands or wetland buffer strips would be required to comply with the development standards of the TCWO.</p> <p>Compliance with the TCWO standards would help to ensure that development adjacent to environmentally sensitive habitat areas and parks and recreational areas would be sited and designed to prevent impacts that would significantly degrade such areas. As such, the LCP Amendment is consistent with these policies.</p>
BIOLOGICAL RESOURCES	
<p>Summerland Community Plan Policy BIO-S-7: Riparian habitat areas shall be protected from all new development and degraded riparian habitats shall be restored where appropriate.</p> <p>Coastal Act Policy 30233. (a): The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative and where feasible, mitigation measures have been provided to minimize</p>	<p>Consistent: As discussed above under Coastal Act Policy 30231 and 30240(b), the LCP Amendment consists of development standards in the TCWO that define “wetland restoration,” “wetland establishment,” and “wetland enhancement.” The development standards indicate that fill or other impacts to wetlands or reduction of wetland buffer strips resulting from new development can only be approved if mitigation for impacts to wetlands or wetland buffer strips is proposed. Wetland enhancement, restoration, or establishment plans would be required where mitigation is required, and the plan would identify</p>

<p>adverse environmental effects, and shall be limited to the following:</p> <p>(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.</p> <p>(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.</p> <p>(3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland; provided, however, that in no event shall the size of the wetland area used for such boating facility, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, be greater than 25 percent of the total wetland area to be restored.</p> <p>(4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities.</p> <p>(5) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.</p> <p>(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.</p> <p>(7) Restoration purposes.</p>	<p>appropriate mitigation for the wetland impacts to ensure that habitat resources are preserved and adverse environmental effects are minimized.</p> <p>Further, the LCP Amendment consists of coastal water quality standards identified in the TCWO to ensure that projects emphasize LID strategies, incorporate BMPs within the wetland buffer strip, increase infiltration, and use stormwater control measures to protect or enhance water quality.</p> <p>The TCWO includes regulatory measures that would avoid or reduce adverse impacts on habitat resources, such as:</p> <ul style="list-style-type: none">a. New development shall be sited and designed to avoid fill or other impacts to wetlands. Impacts to wetlands that cannot be avoided through the implementation of siting and design alternatives shall be minimized to the maximum extent feasible and fully mitigated, with priority given to onsite mitigation. Offsite mitigation measures shall only be approved when it is not feasible to fully mitigate impacts onsite.b. New development shall be sited and designed to provide a minimum 100-foot wetland buffer strip in a natural condition along the upland limits of wetlands. If there is no feasible alternative that can provide a 100-foot wetland buffer strip, the alternative that can provide the widest buffer shall be selected, and impacts shall be minimized to the maximum extent feasible.c. Mitigation shall be provided for direct impacts to wetlands (e.g., fill in wetlands) and indirect impacts to wetlands (e.g., new development in wetland buffer strips).
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<p>(8) Nature study, aquaculture, or similar resource-dependent activities.</p> <p>CLUP Policy 2-11: All development, including agriculture, adjacent to areas designated on the land use plan or resource maps as environmentally sensitive habitat areas, shall be regulated to avoid adverse impacts on habitat resources. Regulatory measures include, but are not limited to, setbacks, buffer zones, grading controls, noise restrictions, maintenance of natural vegetation, and control of runoff.</p>	<p>Mitigation measures shall include, at a minimum, wetland establishment (creation), wetland enhancement or wetland restoration of wetlands equal or similar to the impacted wetland type.</p> <p>d. Wetland enhancement, restoration or establishment (creation) plans shall be prepared by a qualified professional for all areas where mitigation is required by subsections 1.a., b and c, above. Plans shall include details of appropriate wetland enhancement, wetland restoration or wetland establishment acreage and location.</p> <p>By developing these standards that would be applied to future projects, the LCP Amendment is consistent with these policies.</p>
<p>WETLANDS</p>	
<p>CLUP Policy 9-9: A buffer strip, a minimum of 100 feet in width, shall be maintained in natural condition along the periphery of all wetlands. No permanent structures shall be permitted within the wetland or buffer area except structures of a minor nature, i.e., fences, or structures necessary to support the uses in Policy 9-10.</p> <p>The upland limit of a wetland shall be defined as: 1) the boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover; or 2) the boundary between soil that is predominantly hydric and soil that is predominantly nonhydric; or 3) in the case of wetlands without vegetation or soils, the boundary between land that is flooded or saturated at some time during years of normal precipitation and land that is not.</p> <p>Where feasible, the outer boundary of the wetland buffer zone should be established at prominent and essentially permanent topographic or manmade features (such as</p>	<p>Consistent: The LCP Amendment would revise CLUP 9-9 by adding an additional paragraph to the end of the policy stating:</p> <p><i>For the Highway 101: Carpinteria to Santa Barbara project and the projects identified in Policy 7-31 and Policy 7-32, new development in wetlands or within the 100-foot wetland buffer strip may be permitted in accordance with the provisions of the Transportation Corridor Wetland Overlay District (TCWO), in Chapter 35-102G of the Coastal Zoning Ordinance.</i></p> <p>By incorporating this language into this policy, the LCP Amendment would allow for future specific transportation projects to be permitted, including coastal access projects, recreational enhancements, and multimodal pathways, even if they encroach into a wetland or wetland buffer strip. By identifying specific development standards in the TCWO that would apply in cases where there is encroachment, the intent of this policy in terms</p>

<p>bluffs, roads, etc.). In no case, however, shall such a boundary be closer than 100 feet from the upland extent of the wetland area, nor provide for a lesser degree of environmental protection than that otherwise required by the plan. The boundary definition shall not be construed to prohibit public trails within 100 feet of a wetland.</p>	<p>of preserving wetland resources can still be met. Please see Attachment C for the Text Amendment to the CLUP. Therefore, with the addition of this language, the LCP Amendment is consistent with this policy.</p>
<p>CLUP Policy 9-10: Light recreation such as birdwatching or nature study and scientific and educational uses shall be permitted with appropriate controls to prevent adverse impacts.</p> <p>CLUP Policy 9-13: No unauthorized vehicle traffic shall be permitted in wetlands and pedestrian traffic shall be regulated and incidental to the permitted uses.</p> <p>CLUP Policy 9-14: New development adjacent to or in close proximity to wetlands shall be compatible with the continuance of the habitat area and shall not result in a reduction in the biological productivity or water quality of the wetland due to runoff (carrying additional sediment or contaminants), noise, thermal pollution, or other disturbances.</p>	<p>Consistent: The LCP Amendment would result in the ability for future transportation-related projects, such as bike trails, public beach access, streetscape improvements, additional beach parking, public restrooms, sidewalks, crosswalks, traffic calming measures, beach access signage, California Coastal Trail signage, walking paths, and benches and tables to be permitted, constructed, and opened in conjunction with construction on Highway 101.</p> <p>The LCP Amendment allows new development within wetlands or within the 100-foot wetland buffer strip to be permitted in accordance with the provisions of the TCWO. The TCWO includes development standards, such as mitigation for fill or other impacts to wetlands or reduction of wetland buffer strips through wetland enhancement, restoration, or establishment, and coastal water quality standards. With the new development standards for projects located adjacent to or in close proximity to wetlands, the LCP Amendment would ensure that development is compatible with the continuance of the habitat area. Mitigation would be required for projects to ensure that they do not result in a reduction in the biological productivity or water quality of the wetland due to runoff, noise, thermal pollution or other disturbances. Please see Attachment D for the mitigation requirements for direct and indirect impacts to a wetland and/or wetland buffer strip. Therefore, the LCP Amendment is consistent with these policies.</p>

SCENIC RESOURCES	
<p>Coastal Act Policy 30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.</p> <p>Toro Canyon Plan Policy VIS-TC-1: Development shall be sited and designed to protect public views.</p> <p>Montecito Community Plan Policy VIS-M-1.3: Development of property should minimize impacts to open space views as seen from public roads and viewpoints.</p>	<p>Consistent: The LCP Amendment identifies projects that will enhance coastal access and non-motorized travel as well as coastal access improvements that would be required to be implemented during the CDP process for highway improvement projects along the south coast Highway 101. Projects identified in the LCP Amendment would provide members of the public with additional opportunities to view and enjoy coastal resources. At the time of individual project permitting, projects would be analyzed to ensure that they are sited and designed to protect views along the ocean and views of scenic coastal areas, minimize the alteration of natural land forms, are visually compatible with the character of surrounding areas, and, where feasible, restore and enhance visual quality in visually degraded areas. Therefore, the LCP Amendment is consistent with these policies.</p>
TRANSPORTATION	
<p>Circulation Element Policy 5C: The County shall continue to develop programs that encourage the use of alternative modes of transportation including, but not limited to, an updated bicycle route plan, park and ride facilities, and transportation demand management ordinances.</p> <p>Circulation Element Policy 5D: The County shall maintain a seven-year Capital Improvement Plan. The Plan shall be updated by the Public Works Department and presented to the Planning Commission and the Board of Supervisors for review at a public hearing before each body on an annual basis. The Plan shall contain a list of transportation projects to be undertaken ranked in relative priority order and include estimated cost, and if known, estimated delivery year for each project.</p> <p>Montecito Community Plan Policy CIRC-M-1.2: The County's seven-year Capital</p>	<p>Consistent: The LCP Amendment includes a new policy, CLUP Policy 7-33, in the Coastal Land Use Plan that encourages alternative transportation. The new policy states:</p> <p><i>To encourage walking and biking as alternatives to travel by automobile, the County shall strongly encourage development of new pedestrian and/or bicycle-friendly paths along the highway corridor. Improvements to Highway 101 shall not remove existing bikeways or pedestrian paths or preclude the development of proposed bikeways or pedestrian paths that are identified in the County's Comprehensive Plan, Coastal Land Use Plan and community plans, without providing comparable or better replacement facilities.</i></p> <p>As a result, the LCP Amendment promotes alternative modes of transportation and multimodal access, such as pedestrian trails</p>

<p>Improvement Plan shall be developed in a manner that strives to ensure that the highest priority is given to roadway improvements that will ease conditions on the most severely constrained roadways and intersections in each planning area. The priority assigned to these improvements shall account for priorities identified in the area's Community Plan, but shall be based upon the most recent available traffic data. The Capital Improvement Plan shall include improvements that facilitate alternative modes of transportation. The Capital Improvement Plan shall be updated by the Public Works Department and presented to the Planning Commission and the Board of Supervisors for review on an annual basis. The Plan shall contain a list of transportation projects to be undertaken, ranked in relative priority order, and include estimated cost, and if known, estimated delivery year for each project.</p> <p>Montecito Community Plan Policy CIRC-M-1.4: The County shall strive to permit reasonable development of parcels within the community of Montecito based upon the policies and land use designations adopted in this Community Plan, while maintaining safe roadways and intersections that operate at acceptable levels.</p> <p>Montecito Community Plan Policy CIRC-M-1.7: The County shall continue to develop programs that encourage the use of alternative modes of transportation including, but not limited to, an updated bicycle route plan, park and ride facilities, and transportation demand management ordinances.</p> <p>Montecito Community Plan Policy CIRC-M-1.8: New development shall be sited and designed to provide maximum access to non-motor vehicle forms of transportation.</p> <p>Summerland Community Plan Goal CIRC-S-3: Promote alternative modes of</p>	<p>and bikeways.</p> <p>The LCP Amendment also provides an opportunity for the construction of projects that would “balance” the wetland policy conflict associated with the Highway 101 HOV project. The balancing projects, proposed by Caltrans, (CLUP Policy 7-31) include:</p> <ul style="list-style-type: none"> • Santa Claus Lane Bikeway • Santa Claus Lane Beach Access and Streetscape Improvements Project • California Coastal Trail Signage on Padaro Lane • Vertical Beach Access Signage on Padaro Lane • North Padaro Lane Interchange Sidewalk • Restroom Facilities Installation at Loon Point Beach Parking Area <p>Some of the projects that have been identified in the LCP Amendment are transportation projects identified in the County’s Capital Improvement Plan (e.g., the Santa Claus Lane Bikeway project).</p> <p>In addition to the balancing projects, the LCP Amendment also identifies future projects that Caltrans proposes to construct as part of a CDP for construction of the Highway 101 HOV project. These projects include:</p> <ul style="list-style-type: none"> • South Padaro Lane Undercrossing Enhancements • Via Real Multi-Use Pathway: Greenwell to North Padaro Lane Interchange • Finney Road Coastal Access Enhancements • Lookout Park Enhancements • Wallace Avenue Coastal Parking and Sidewalk • Evans Avenue Undercrossing Enhancements • Eucalyptus Lane Sidewalk Extension • San Ysidro Road Roundabout
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<p>transportation and maximize multimodal access via transit lines, bikeways, and pedestrian trails.</p> <p>Summerland Community Plan Policy CIRC-S-11: The County shall continue to develop and implement programs that encourage the use of alternative modes of transportation, including, but not limited to, complete streets designs, regional bike lanes and paths, and park and ride facilities.</p> <p>Summerland Community Plan Action CIRC S-12.1: The County should construct pedestrian and bicycle routes to connect established trails and coastal routes along the perimeter of and through Summerland.</p> <p>Summerland Community Plan Policy CIRC-S-14: The County shall work with Caltrans to consider U.S. 101 improvements that reunify the community and reconnect Summerland to the ocean.</p> <p>Summerland Community Plan Policy CIRC-S-15: Adequate public parking for recreational and beach use shall be provided along shoreline areas. Improve beach parking and access in under-served locations in the community.</p> <p>Summerland Community Plan Action CIRC-S-15.1: The County shall improve two beach access trails within the Summerland Community Plan Area, provide a minimum of 40 public coastal parking spaces along Wallace Avenue, and install instructional access signage along Wallace Avenue. Additionally, the County shall study the feasibility of improving beach access and parking along Wallace Avenue, including, but not limited to:</p> <ul style="list-style-type: none">• Developing a trail adjacent to the Union Pacific Railroad tracks, which would tie into Padaro Lane and the City of	<ul style="list-style-type: none">• Olive Mill Road Roundabout (Shared Jurisdiction) <p>The CDP projects would result in beach access trails and additional parking in the Carpinteria and Summerland areas, among other alternative transportation and coastal access benefits.</p> <p>The projects discussed in the LCP Amendment would use existing County and State owned land, including public right-of-way, to construct complete streets that balance multimodal needs such as parking, pedestrian paths, signage, locations for sitting and viewing the coast, bike paths, traffic calming measures, and public art. In addition, the TCWO requires that comprehensive signage be included for all coastal public access improvements associated with the projects identified in the LCP Amendment. Therefore, the LCP Amendment is consistent with these policies.</p>
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Carpinteria planned bicycle route to the south, as depicted in Figure 15 (Parks, Recreation, and Trails/Open Space).

Summerland Community Plan Goal CIRC-S-5: Provide opportunities for enhancing public spaces and community benefits in the public road rights-of-way (ROW).

Summerland Community Plan Policy CIRC-S-17: Priority use of excess public road right-of-way (ROW) shall be for enhancing public parking, pedestrian and bicyclist circulation, trails and coastal access potential, or other public benefits consistent with the Summerland Community Plan. All ROW abandonment requests shall be subject to coastal development permit requirements in accordance with Section 35-169 of the County's Coastal Zoning Ordinance. Public Works and Planning and Development shall review all ROW abandonment requests to determine if a public use or benefit currently exists or is potentially available within the ROW. If a public use or benefit is identified, abandonment of the ROW may only occur if an equal public use or benefit is provided, such as a dedicated easement that would achieve the same public benefit.

Toro Canyon Plan Policy CIRC-TC-4: The County shall encourage development of all feasible forms of alternative transportation in the Toro Canyon area.

Toro Canyon Plan Policy CIRC-TC-5: The County shall encourage Caltrans to accommodate planned bicycle facilities in the design and construction of new highway overpasses and/or work on existing overpasses.

Toro Canyon Plan Policy CIRC-TC-9: The county shall investigate and support appropriate traffic calming measures and shall

<p>work with Caltrans in this regard as may be appropriate.</p>	
RECREATION	
<p>Coastal Act Policy 30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners and natural resource areas from overuse.</p> <p>Coastal Act Policy 30212.5 Wherever appropriate and feasible, public-facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.</p> <p>Coastal Act Policy 30213. Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.</p> <p>CLUP Policy 7-5: For areas controlled by Federal, State, County, or District agencies, in a zone extending approximately 250 feet inland from the mean high tide line, priority shall be given to coastal dependent and related recreational activities and support facilities. However, camping facilities should be set back from the beach and bluffs and near-shore areas reserved for day use activities. Recreational activities that are not coastal dependent may be located within this 250-foot zone if the less desirable coastal dependent support facilities (parking, restrooms, etc.) are located inland. In no case shall facilities, except for required structures (i.e., lifeguard towers, volleyball nets, etc.), be located directly on the dry sandy beach.</p>	<p>Consistent: The proposed LCP Amendment would allow for transportation improvements along the Highway 101 corridor through the balancing projects for the Highway 101: Carpinteria to Santa Barbara project, which include the Santa Claus Lane Bikeway project, Santa Claus Lane Beach Access and Streetscape Improvements project, and additional projects identified in CLUP Policy 7-31. These balancing projects would provide improved vehicular, bicycle, and pedestrian access and circulation between Summerland and Carpinteria and enhance public access to and along the Santa Barbara County coast.</p> <p>All public coastal access facilities discussed in the LCP Amendment (i.e., balancing projects and projects associated with CDPs for the Highway 101 HOV project) will be required to incorporate signage to assist the public in locating and recognizing these coastal public access facilities. Multiple projects associated with the Highway 101: Carpinteria to Santa Barbara project, including the Santa Claus Lane Beach Access and Streetscape Improvements project and the North Padaro Lane Interchange Sidewalk project would provide public beach access and would enhance pedestrian and bicycle travel along the California Coastal Trail. The Santa Claus Lane Beach Access and Streetscape Improvements project, which is a balancing project, as well as the Wallace Avenue Coastal Parking and Pathway Enhancements project, which would occur as part of the CDP process for the Highway 101 project, provide additional beach parking to support coastal dependent recreation.</p> <p>The LCP Amendment facilitates the development of additional public recreational</p>

<p>CLUP Policy 7-8: Increased opportunities for beach access shall be provided in the Carpinteria planning area.</p> <p>CLUP Policy 7-9: Additional opportunities for coastal access and recreation shall be provided in the Summerland planning area. Parking, picnic tables, bike racks, and restrooms shall be provided where appropriate.</p> <p>Toro Canyon Plan Policy PRT-TC-1: The County shall strive to provide new park facilities, increased beach access and new trails.</p> <p>Toro Canyon Plan Policy PRT-TC-3: The County shall ensure that trails provide users with a recreational experience appropriate to the quiet, rural nature of the area.</p>	<p>opportunities including enhancements at existing parks, new trails, gathering areas, and new parking locations. Therefore, the LCP Amendment is consistent with these public access and recreation policies.</p>
<p>Summerland Community Plan Policy PRT-S-1: Diverse outdoor recreational opportunities shall be pursued to enhance Summerland's recreational resources and to ensure that current and future recreational needs are met for both residents and visitors.</p> <p>Summerland Community Plan Policy PRT-S-3: New trails shall be limited to non-motorized vehicle use. Trails should be designed to keep hikers, equestrians and bikes on the cleared pathways, and shall be designed to minimize impacts to any sensitive habitat area.</p> <p>Summerland Community Plan Policy PRT-S-5: New development shall not adversely impact existing recreational facilities and uses.</p> <p>Summerland Community Plan Policy OS-S-1: Public open space shall be provided and maintained in Summerland.</p>	<p>Consistent: The LCP Amendment would facilitate several projects aimed to enhance public coastal access and recreational opportunities in Summerland. These projects, which would be required as part of obtaining CDPs for the Highway 101: Carpinteria to Santa Barbara project and other highway improvement projects, include the following:</p> <ul style="list-style-type: none"> • Finney Road Coastal Access Enhancements – This project would provide benches and tables along Finney Road to enhance coastal access experience and use, particularly for those with mobility challenges. • Lookout Park Enhancements – This project would provide a new group picnic area with a barbeque facility (including covered and uncovered seating areas), a walking path and a public restroom in Lookout Park. • Wallace Avenue Coastal Parking and Sidewalk – This project would enhance

	<p>coastal access parking and provide a sidewalk along Wallace Avenue to improve coastal access to the public beach at Lookout Park.</p> <ul style="list-style-type: none">• Evans Avenue Undercrossing Enhancements – This project includes bicycle and pedestrian facilities at the Evans Avenue Undercrossing, including new lighting and aesthetic features. The Evans Avenue Undercrossing would provide opportunities for public art. <p>The construction of the Finney Road coastal access enhancements, Lookout Park enhancements, Wallace Avenue coastal parking and pathway enhancements, and the Evans Avenue undercrossing would not remove existing recreational trails or coastal access, and would expand the open space and public pathways available for Summerland visitors and residents alike. Therefore, the LCP Amendment is consistent with these policies.</p>
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6.3 Zoning: Article II

6.3.1 Compliance with Article II, Coastal Zoning Ordinance

Pursuant to Section 35-180 of Article II, an amendment to a certified LCP may be initiated where such change is warranted by consideration of location, surrounding development and timing of development, to provide for text amendments to Article II and the CLUP as the County deems necessary or desirable, and to provide for amendments to any ordinances that carry out the provisions of the CLUP. The proposed LCP Amendment, which was initiated by Caltrans, complies with this Section.

This LCP Amendment includes establishing a Transportation Corridor Wetland Overlay District (TCWO) in Article II to direct development in or near wetlands or wetland buffer strips that are anticipated to be affected by future transportation-related projects. Compliance with the proposed standards contained in the TCWO would have no effect on other provisions of Article II. This staff report consists of review of the LCP Amendment only. Future projects associated with the LCP Amendment will be reviewed separately to determine compliance with Article II.

6.4 Senate Bill 18 Consultation

Government Code Section 65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting and/or mitigating impacts to tribal cultural resources. On January 12, 2018, the Planning and Development Department sent an invitation for consultation to local Native American tribes, identified by the Native American Heritage Commission, in compliance with SB 18 requirements. Staff sent letters to the Santa Ynez Band of Chumash Indians, Barbareno/Ventureno Band of Mission Indians, and the Coastal Band of the Chumash Nation. The Planning and Development Department did not receive any requests for consultation, and the 90-day response period ended on April 12, 2018.

6.5 California Coastal Commission Certification

Should the Board of Supervisors approve the proposed LCP Amendment, the LCP Amendment would be submitted to the California Coastal Commission for certification. Once the California Coastal Commission staff receives a complete submittal, the Amendment is filed and the California Coastal Commission's review period begins. The LCP Amendment would likely require a public hearing with the California Coastal Commission, which is to be held within 90 days of filing the LCP Amendment, unless an extension is requested. The Commission will vote to certify or deny the proposed Amendment. The Commission may also suggest modifications prior to certification. If the Commission suggests modifications, the LCP Amendment would go back to the Board of Supervisors to accept the requested modifications, and the LCP Amendment would then return to the California Coastal Commission for final certification. The County is allowed to submit three LCP Amendments per calendar year, and separate LCP Amendments may be combined to qualify as one submittal.

7.0 APPEALS PROCEDURE

Comprehensive Plan Amendments and Ordinance Amendments recommended for approval or denial by the Planning Commission are automatically forwarded to the Board of Supervisors for final action. Therefore no appeal is required. Pursuant to Government Code Section 65354.5, any interested party may file a written request with the Clerk of the Board for a hearing by the Board of Supervisors within five days after the Planning Commission acts on the proposed Comprehensive Plan Amendment. Whether or not a written request is filed, a public hearing before the Board of Supervisors will be conducted.

The action of the Board of Supervisors may be appealed to the Coastal Commission within ten (10) working days of receipt by the Coastal Commission of the County's notice of final action.

ATTACHMENTS

- A. Findings
- B. CEQA Exemption
- C. Planning Commission Resolution for a Local Coastal Program Amendment (Wetland Protection and Recreation Text Amendments)
 - C-1. Board of Supervisors Resolution
- D. Planning Commission Resolution for an Ordinance Amendment (Transportation Corridor Wetland Overlay District)
 - D-1. Board of Supervisors Resolution
- E. Highway 101: Carpinteria to Santa Barbara Project Plans
- F. Reference Document: Final Revised Environmental Impact Report for the Highway 101 Widening Project, located here:
http://www.dot.ca.gov/dist05/projects/sb_101hov/index.html
- G. Jurisdictional Wetland Delineations for Highway 101: Carpinteria to Santa Barbara, Santa Claus Lane Bikeway, and Santa Claus Lane Beach Access and Streetscape Improvements Projects