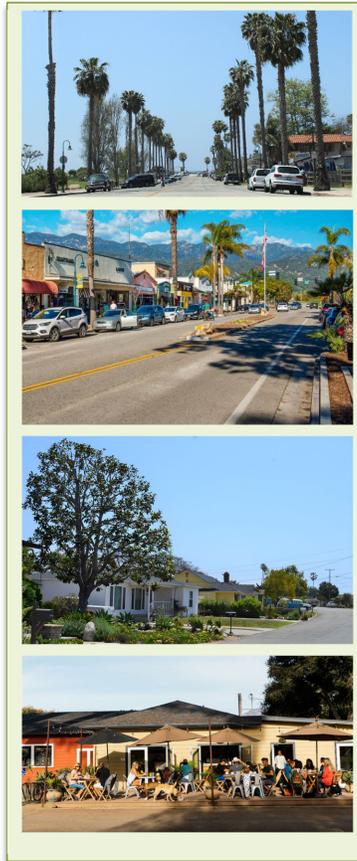


Community Design

INTRODUCTION

The Community Design Element establishes the physical design characteristics valued by the community in the City of Carpinteria (City). The City is a small beach town in a coastal setting framed by the foothills of the Los Padres National Forest and the Pacific Ocean. The purpose of this Element is to preserve and strengthen community identity and a sense of place by addressing the architectural design, character, and layout of buildings, streets, public spaces, and neighborhoods to reflect and enhance the City’s character, including the variety of different neighborhoods. The intent of this Element is to ensure future development complements and enhances the key design characteristics of Carpinteria valued by the community.

The Community Design Element establishes goals, objectives, and policies for citywide design and key subareas, including the Beach Neighborhood, Downtown and Old Town, Northcentral and Northwest Neighborhoods, Northeast, Concha Loma Neighborhood, and the Carpinteria Bluffs (Figure CD-1). Subarea design policies must be addressed concurrently with other policies in this Element and should be consistent with the City’s adopted Design Guidelines.¹ The goals, objectives, and policies are the basis for the City’s design review process and are a key reference for decision-makers, planners, developers, and the public when evaluating project design.



“A key element, throughout any considered ‘improvements’, is to preserve Carpinteria’s small beach-town character.”

- Healthy Community Survey Respondent, 2018

¹ The Design Guidelines are not a part of the certified Local Coastal Program and therefore are not considered legally enforceable regulations. Rather, Design Guidelines provide guidance and input for consideration in City decision-making.

Issue Areas

The Community Design Element addresses the following issue areas:

- **Distinct characteristics** of the developed areas of the City and individual subareas.
- **Preservation** of the community’s architectural style and small beach-town character.
- **Compatibility** of new development with surrounding development, including residential and mixed-use development.
- **Relationship** of the built environment to the natural environment and the public realm, including streets and parks.

The issue areas addressed in the Community Design Element align with policies found in other Coastal Land Use Plan/General Plan (CLUP/GP) Elements and are reflected in the City’s Design Guidelines. The **Land Use Element** defines the location and standards for different land uses throughout the City and establishes development standards to determine development density, height, and site layout. The **Conservation and Open Space Element** addresses visual resource protection, including scenic views and public vistas. The **Housing Element** plans for residential and mixed-use development within the City to meet housing needs in compliance with State law.

The **Community Design Element** addresses the following legislative requirements:

Coastal Act, Chapter 3

[Article 6 – Development](#)
[§30250](#); [§30251](#); [§30253](#)

The Element is also consistent with the California Coastal Commission’s **Local Coastal Program Update Guide (2013)**, which requires that local jurisdictions include:

- Measures to preserve the special values and character of the community
- Identification of special communities and neighborhoods
- Measures to ensure that new development shall be visually compatible with existing natural features and the character of surrounding areas
- Coastal view and visual quality protection policies
- Measures to ensure that new development will not block public views that should be preserved
- Development and design standards for highway and roadway corridors through scenic areas or areas of special character. (e.g., landscaping standards that preserve views and the character of scenic or rural areas)
- Considerations for the Design Review process



The City is set between the Santa Ynez Mountains and the Santa Barbara Channel, where palm-tree lined streets, distinctive downtown, and access to sun, sand, and salty air create a quintessential California beach town.

KEY COMMUNITY DESIGN CHARACTERISTICS

Located between the Pacific Ocean and Santa Ynez Mountains, the City is a quintessential California beach town set in a stunning scenic setting. Residential neighborhoods with tree-lined streets and eclectic commercial districts supporting a range of retail and service businesses create a recognizable community aesthetic. Development is generally human-scale and walkable with a network of pedestrian facilities. Street trees, landscaping, and open spaces, including local beaches and parks, substantially contribute to the natural and aesthetically pleasing character of the City. The physical characteristics that contribute to the City's unique identity and appearance include:

- A distinctive downtown providing a vibrant mix of architectural styles and uses;
- A variety of single-family and multi-family neighborhoods;
- Streets, parks, paths, and other public spaces that invite pedestrian activity and outdoor recreation;
- Buildings designed to complement the scale and style of a small beach town with a rich history;
- Landscaping that defines and enhances public spaces and private development; and
- A built environment that relates to, minimizes impacts to, and relies on the natural environment, including the surrounding mountains and beaches, to define overall community character.

California Coastal Act §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. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

The Pacific Ocean, the Channel Islands, and the foothills and ridgelines of the Santa Ynez Mountains provide a spectacular visual backdrop for the City, as well as iconic scenic resources from local roads, public trails, parks, and open spaces. Beaches, creeks, open spaces, foothills, agricultural lands, public spaces, landscapes, and landforms are highly valuable to the community as character-defining features. The shoreline of City Beach and Carpinteria State Beach, as well as the adjacent Carpinteria Salt Marsh Reserve, offers cherished scenic natural resources enjoyed by residents and visitors and defines the City's community character. The City also serves as an urban/rural boundary, separating the urbanized areas south of the Santa Ynez Mountains from surrounding rural and natural areas in the Carpinteria Planning Area.

Planning for community design protects this character and promotes an aesthetic of landforms, urban forms, and natural environments that are familiar and desirable to residents and unique to the City. To preserve the character and visual quality of the City, unique community design characteristics that contribute to that character must be preserved and enhanced. Key characteristics include the location, form, and scale of residential neighborhoods and commercial

districts, including frontage design, site layout, building size, bulk and scale, architectural details, landscaping, and the interface of structures with sidewalks, roadways, and other public spaces. Further, the characteristics of public spaces themselves are key to the City's overall character, including visual quality, landscaping, and public facilities. Key characteristics addressed in this Element include the following:

- **Citywide Design and Layout of Residential Neighborhoods and Commercial Districts:** The Downtown Core centered on Linden Avenue and Carpinteria Avenue is the City's main retail commercial district and forms the cultural heart of the City. The diverse architectural styles, the mix of uses, and varied building heights and façade designs in the downtown area contribute greatly to the City's beach-town character and charm. Outside the Downtown Core, the City has traditional commercial, office, and light industrial uses located primarily in the eastern areas. Commercial districts vary in use, density, and intensity. Residential uses in the City mostly consist of single-family homes within distinct neighborhoods outside of the Downtown Core. Neighborhood interiors are intended to provide a quiet, safe, and family-friendly environment. Multi-family and mixed-use neighborhoods lie predominantly in the Downtown Core and nearer to commercial districts. These transitional areas occur on the edges of neighborhoods and may include single-family or multi-family residential uses and compatible commercial uses.
- **Mixed-Use Buildings:** Combining residential and commercial uses into one site or structure requires strategic planning to ensure complementary design and compatibility between the uses and the surrounding environment. Mixed-use areas in the City generally include sites in the Downtown Core and within commercial areas. As a key approach to providing housing and supporting economic vitality, community design can foster high-quality mixed-use development as an integral and compatible part of the City's fabric.
- **Site Design:** A development plan considers the unique characteristics of the site and surrounding area to determine the placement of elements such as buildings, parking areas, and landscaping. Site design considerations in future development projects, including key areas such as the Carpinteria Bluffs, must prioritize the preservation of vegetation, natural open space, sensitive habitats, and public views, along with architectural and topographical considerations, to maintain and enhance the visual character of the City.
- **Frontage Design:** Frontages are a critical community design characteristic as they establish the character of each street, neighborhood, and district. As the area where private parcels and the public right-of-way meet, frontage design plays an important role in determining a street's pedestrian character and how buildings are connected to or separated from the street. The height, bulk, scale, and setback of the frontage from the public sphere can greatly affect the walkability, aesthetic quality, and human scale of the City.
- **Landscaping:** Landscape design uses plants and natural materials to develop exterior spaces. Landscaping can vary from decorative gardens using ornamental plant palettes to native

Definitions

Corridor: A passage that both separates and connects neighborhoods and districts and provides long-range views of the City.

Frontage: The area where private parcels and the public right-of-way meet.

vegetation mimicking the natural coastal environment of the City. In some places, such as the largely undeveloped Carpinteria Bluffs, native landscaping is essential to ensure consistency with coastal scrub, grasslands, and windrows that significantly contribute to the character of the area.

- **Public Spaces:** Public spaces provide important public gathering places where the community can come together for special events and daily recreation. As the outdoor “living rooms” of the City, these well-defined and useful spaces exist in key locations of various neighborhoods, including Tomol Play Area, El Carro Park, and Carpinteria City Beach.
- **Corridors:** Whether transportation-based or natural, visual corridors can help define the community identity by providing visual beacons of the built environment, landmarks, and regional features, such as ridgelines and shorelines. In the City, major corridors both separate and connect the City’s neighborhoods and commercial districts, including U.S. Highway 101 (U.S. 101), Linden Avenue, Carpinteria Avenue, Carpinteria Creek, and the Union Pacific Railroad (UPRR).

THE COMMUNITY DESIGN SUBAREA MAP

The City comprises several distinct and unique neighborhoods (Subareas). The boundaries of these Subareas are generally defined by existing transportation corridors (e.g., U.S. 101) and natural features (e.g., Carpinteria Creek). To ensure that the existing unique qualities of the City’s neighborhoods are preserved and enhanced, six community design subareas have been identified and delineated on the Community Design Subarea Map (Figure CD-1).

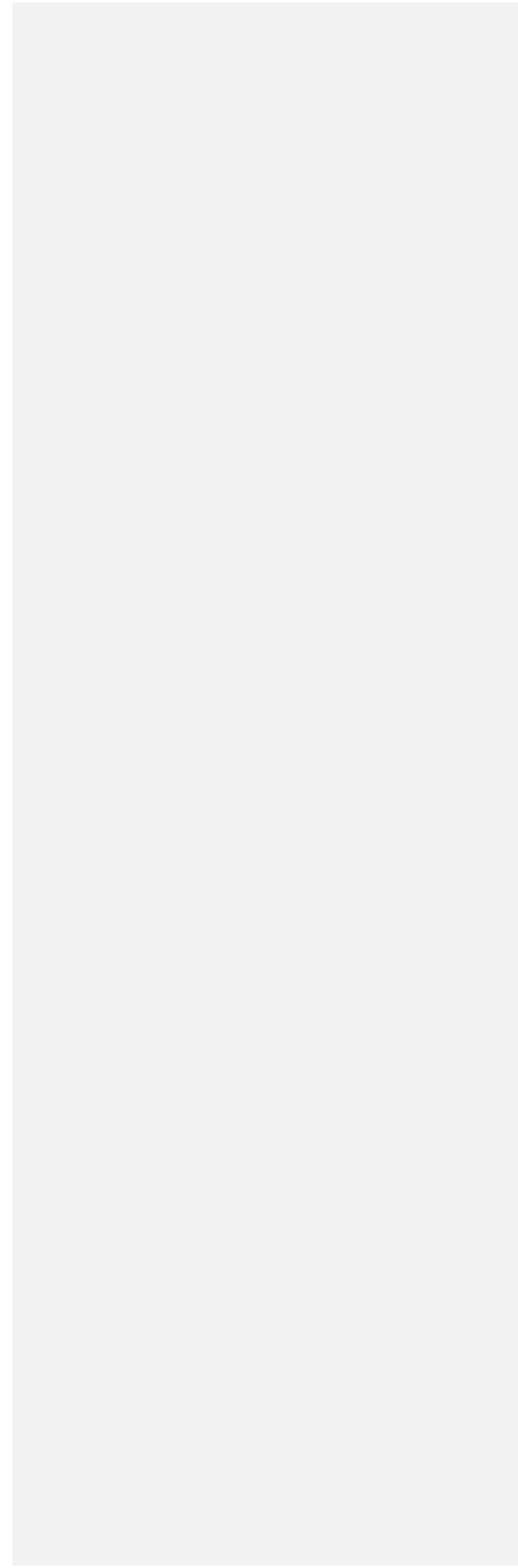
- Subarea 1. Beach Neighborhood
- Subarea 2. Downtown and Old Town
- Subarea 2A. Downtown Core District
- Subarea 3. Northcentral and Northwest Neighborhoods
- Subarea 4. Northeast
- Subarea 5. Concha Loma Neighborhood
- Subarea 6. Carpinteria Bluffs

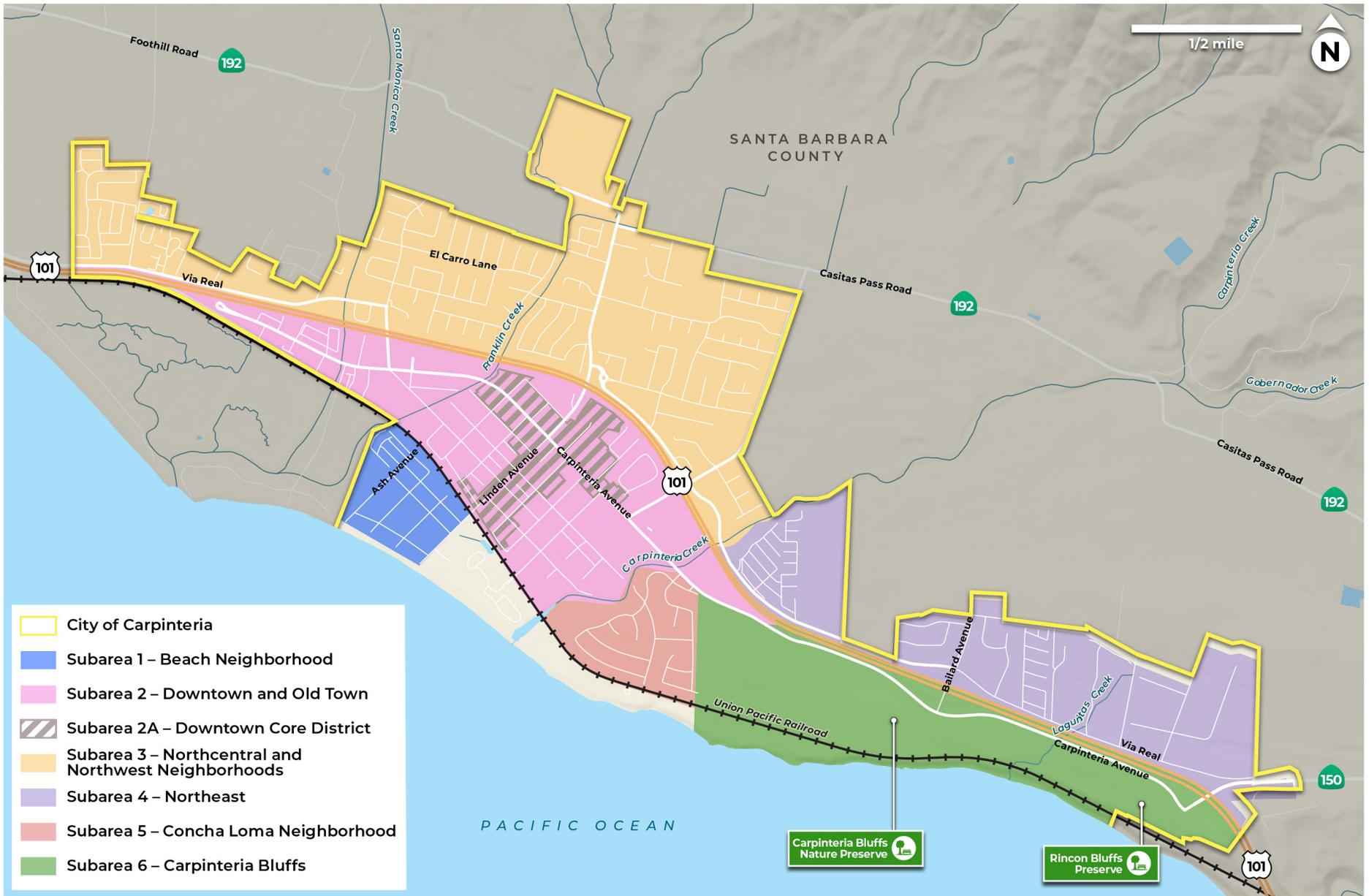


Each subarea of the City has unique architectural, landscaping, and site design characteristics that contribute to the character of the subarea and the City as a whole.

COMMUNITY DESIGN ELEMENT

Since subareas are defined based on the unique characteristics and identities of each area of the City, ensuring that the special design qualities of each subarea are preserved and enhanced in the future is a key outcome of this Element.





Carpinteria Design Sub-Areas

**FIGURE
CD-1**

Subarea 1. Beach Neighborhood

Size: 49.1 acres

Location

The Beach Neighborhood subarea is bounded by the railroad tracks to the north, Linden Avenue and Carpinteria State Beach Park to the east, Carpinteria City Beach to the south, and Carpinteria Salt Marsh Reserve to the west.

Overview of Land Uses

Three main types of development exist within Subarea 1, including single-family dwellings, multi-unit apartment and condominium buildings, and the Silver Sands Mobile Home Park.

Community Character

Located right on the shore of the “World’s Safest Beach,” Subarea 1 offers plenty of natural views and easy access to open space and recreation. With its bungalows and Craftsman-style cottages, the small-scale residential character of the neighborhood is consistent with the “small beach town” image of the City. New developments should be similar in building mass and scale, have well-designed frontages, share the same architectural elements as existing buildings, have low fencing and hedges, include night sky-friendly lighting, and appropriately locate and screen public utilities.

The City adopted Residential Design Guidelines for Subarea 1 in 2012. All new developments must be compliant with these [guidelines](#), except for Silver Sands Mobile Home Park due to State regulations.



Single-story Craftsman house with frontage and architectural elements compatible with the neighborhood character.



Palm trees on Linden Avenue with views of the ocean mark one of the primary access routes to the Beach Neighborhood.

Subarea 2. Downtown and Old Town District

Size: 321.1 acres

Location

The Downtown and Old Town District subarea is bounded by U.S. 101 to the north, by Carpinteria Creek to the east, and by the UPRR corridor to the south and southwest.

Overview of Land Use

The Downtown supports primarily commercial and civil activity but also includes several unique residential neighborhoods with a range of housing types. Linden Avenue consists of commercial and mixed-use development with pedestrian-friendly frontages and a vibrant streetscape. Along Carpinteria Avenue, existing development consists of traditional mixed-use structures, suburban-type commercial buildings, and various housing types. To the north of Carpinteria Avenue, automobile-oriented suburban commercial development exists, where most of the buildings front onto surface parking lots rather than onto streets.

Community Character

As the heart of commercial and civil activity within the City, Subarea 2 features traditional, pedestrian-oriented streets and distinctive buildings characteristic of a small downtown. The interconnected street grid encourages access from surrounding neighborhoods and fosters an activated community-focused area of the City. Future development should contribute to the pedestrian-oriented downtown character, particularly in the Downtown Core District, as defined below:

- **Subarea 2A – Downtown Core District:** The “T”-shaped Downtown Core includes portions of Linden Avenue and Carpinteria Avenue. Historically, Linden Avenue served as the hub of civic and commercial activity for the City. As the stem of the “T”, this classic beach-town “main street” connects the town to the beach and features storefronts, restaurants, and mixed-use development. Carpinteria Avenue completes the “T” shape and historically served as a highway defining the northern edge of the City. The development varies in design and layout,



This Linden Avenue portion of the Downtown Core features pedestrian-friendly streets, welcoming storefronts, and street trees.



Houses with low fences, street-facing porches and front doors, and pedestrian access from the sidewalk are characteristic of Subarea 2 residential neighborhoods.

COMMUNITY DESIGN ELEMENT

with a range of pavement widths, sidewalk or verge conditions, and intermittent street tree plantings.

The City is developing Downtown Design Guidelines to provide objective design standards in applicable areas of Subarea 2, which will apply to new development once adopted.

Subarea 3. Northcentral and Northwest Neighborhoods

Size: 528.4 acres

Location

The Northcentral and Northwest Neighborhoods subarea is bounded by agricultural lands to the north, east, and west, and by U.S. 101 to the south.

Overview of Land Use

Subarea 3 is primarily composed of single-family neighborhoods laid out in a suburban pattern typical in the 1950s through the 1980s and includes single-family homes accessed by cul-de-sacs, circular streets, and local streets with connectors. The subarea includes numerous recreational facilities scattered throughout the single-family neighborhoods, as well as a high school to the very north. The southwestern portion also includes a small commercial and mixed-use district with shopping centers, motels, and mobile home development, generally oriented toward the freeway and Via Real.

Community Character

Comprising the Santa Monica, Canalino, and El Carro Neighborhoods, Subarea 3 is characterized by its single-family homes and tree-lined streets. The City aims to ensure that new development is consistent with the City's "small beach town" image and sensitive to the scale and character of the existing neighborhood. Existing and proposed adjoining developments should be similar in style, and any additions to an existing single-family structure should preserve privacy, residential density, scale and bulk, significant public views, and solar access. Natural building materials and earth tones contribute to the visual compatibility of the neighborhood.

The City has adopted Subarea 3 Residential Design Guidelines, and all new developments must comply with these [guidelines](#).



Houses in Subarea 3 are consistent with the City's small beach-town image. The earthy tones, trees, wood paneling, second-story addition, and garage size are compatible with the neighborhood character.



Casitas Pass Road includes wide vehicle lanes and segments with on-road bike lanes and street trees.

Subarea 4. Northeast

Size: 327.7 acres

Location

The Northeast subarea is bounded by agricultural lands outside of City limits to the north and east, by Carpinteria Creek to the west, and by U.S. 101 and the Carpinteria Bluffs to the south.

Overview of Land Use

In addition to industrial and office uses, a range of housing types such as apartments, condominiums, mobile home developments, and single-family residences characterize the subarea.



Apartments are among the variety of housing types found in the Northeast Neighborhood, which also features wide streets and mountain views.

Community Character

Subarea 4 is characterized by wide streets, fewer street trees, and a variety of building types. Given the adjacency of employment centers and affordable housing, a unique opportunity exists to transform the subarea from its current condition to a vital asset for the City. Improvement objectives include ensuring that new development is sensitive to the scale and character of existing neighborhoods and consistent with the City’s “small town beach” image. Improving pedestrian access and streetscapes would also enhance the community's character.



Industrial and R&D development in the Northeast Subarea supports economic activity and jobs near residential uses.

The City has not yet adopted Residential Design Guidelines for Subarea 4.

Subarea 5. Concha Loma Neighborhood

Size: 74.0 acres

Location

The Concha Loma Neighborhood subarea is bounded by Carpinteria Creek to the west, Carpinteria Avenue to the north, the former oil and gas plant to the east, and the UPRR corridor, Tar Pits Park, and Carpinteria State Beach to the south.

Overview of Land Use

The Concha Loma Neighborhood consists primarily of single-family homes with limited commercial uses along Carpinteria Avenue.

Community Character

Subarea 5 includes distinctive residential streets, which curve to follow the natural coastal terrain. Street designs range from traditional tree-lined streets to narrow roads with unpaved verges and no sidewalks. Two distinct neighborhoods exist within Subarea 5, including *Carpinteria Park Estates/Carpinteria Park* to the east and the *Concha Loma Neighborhood* to the west:

- **Carpinteria Park Estates/Carpinteria Park:** Consists primarily of a standard 1950s single-family suburban subdivision with ranch and cottage-style homes. The homes have very similar frontage patterns, such as open landscaped front yards set behind sidewalks and street trees. Native landscaping, low fences and hedges, front porches, and street-facing entrances are encouraged.
- **Concha Loma Neighborhood:** Characterized by an eclectic mix of homes with varied architecture and landscaping, the Concha Loma Neighborhood subdivision features ranch and craftsman-style homes generally dating from the 1950s to 1960s. The City aims to improve the neighborhood with more on-street parking, safe pedestrian access, street-facing entrances, and open landscaping.

The City adopted Subarea 5 Residential Design Guidelines. All new developments must be compliant with these [guidelines](#).



Architectural elements, colors, and landscaping are consistent with the surrounding neighborhood.



Open space adjacent to Concha Loma Drive provides visual relief from urban development as well as habitat area.

Subarea 6. Carpinteria Bluffs

Size: 148.1 acres

Location

The Carpinteria Bluffs subarea is bounded by Carpinteria Avenue to the north and U.S. 101 to the east, the beach/ocean to the south, and the Concha Loma neighborhood to the west.

Overview of Land Use

Subarea 6 contains two expansive public open space areas in the Carpinteria Bluffs Nature Preserve and the Rincon Bluffs Preserve, as well as the former oil and gas facility, an open-air driving range, and light industrial buildings.

Community Character

The visual resources of the Carpinteria Bluffs are some of the most significant in the City, consisting of both long-range (e.g., mountain, foothill, ocean, horizon) and short-range (e.g., natural open space, beach, windrows, native grasslands, coastal scrub, coastal bluffs) views. Located at the eastern entry to the City, the Carpinteria Bluffs are a key gateway to the community, 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. It has long been a community goal to preserve the Bluffs as a public open space and to ensure that future development projects in areas planned for new development complement each other, the City's character, and the natural setting. The overall character of the Bluffs is tranquil, offering respite from the bustling nearby downtown areas. The subarea's tranquility and exquisite ocean views are regularly enjoyed by many visitors. The Bluffs provide outstanding panoramic views of the Pacific Ocean and the Channel Islands. In addition, looking across U.S. 101, the foothills form an impressive backdrop to the north.

*Community Design Guidelines: To preserve the Bluff's tranquility, the City intends for development along the Bluffs to occur in a manner consistent with the community's small-town character. The **Open Space and Conservation Element** aims to preserve the Bluff's significant visual resources and view corridors while allowing appropriate development to occur. To achieve the desired*



Public open space within the Carpinteria Bluffs provides incredible views, including the Santa Barbara Channel, the Rincon coastline, and the pier of the former oil and gas plant. Photo: hikespeak.com



Private property within the Carpinteria Bluffs is developed with a range of industrial, agricultural, and coastal industry uses, including the former oil and gas plant and office for local businesses.

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*development character for the Bluffs, all development shall be required to implement the applicable policies below and the resource protection policies for the Bluffs contained in the **Open Space and Conservation Element**.*

Goal

Ensure that community design is compatible with and maintains the City's small beach town character.

OBJECTIVES AND POLICIES

Citywide

Objective CD-1: Ensure that the community design attributes enhance and maintain the City's character.

Policies:

GP CD-1a. Objectives and policies of the Community Design Element should be implemented through applicable Specific Plans or Development Plans for the identified neighborhood, district, or subarea, and informed by applicable Design Guidelines.

CD-1b. New development and major redevelopment should be designed consistent with applicable Design Guidelines. Where there is a conflict between any applicable Design Guidelines and the certified Local Coastal Plan (LCP), the LCP shall take precedence.

GP CD-1c. The size, mass, scale, and form of buildings, as well as their placement on a lot, should be compatible with adjacent and nearby properties and with the dominant neighborhood or district development pattern.

GP CD-1d. Architectural designs shall consider historic regional building types such as Craftsman, Ranch, Art Deco, and mid-century styles to preserve and enhance the unique character of the City.

CD-1e. Development should be designed to protect public views of the mountains and the ocean.

CD-1f. Development should fit well into the area's natural and introduced landscape, deferring to open spaces, existing natural features, native habitats, and sensitive habitats.

CD-1g. Driveways, landscaping, and fencing shall be designed to support the safety of pedestrians and bicyclists, including adequate line-of-sight distance.

- GP CD-1h.** Areas with attractive frontage designs should be maintained. New development should be carefully planned with frontage areas that maintain, enhance, and restore the quality of Carpinteria’s streetscapes.
- GP CD-1i.** Minor variations in front setback building alignments within a block are encouraged. Relatively steady setback patterns clearly define the public space of the street and reinforce small-town character.

Residential Areas

Objective CD-2: Ensure residential development reflects and enhances the existing neighborhood character and fosters community identity and interaction.

Policies:

- GP CD-2a.** Porches, patios, and other residential entry elements that provide for activated frontages and community interaction are encouraged.
- GP CD-2b.** Garages should not dominate views of residential structures from public viewing locations.
- GP CD-2c.** Boundaries between the public and private realm such as low walls, fences, and hedges should not prevent interaction at these interfaces, and shall not prevent nor impact public access in City rights-of-way.
- GP CD-2d.** New development may vary in materials and style, but should not strongly contrast in scale, color, and roof forms from other structures within the neighborhood.
- GP CD-2e.** Entry elements and front yards should be compatible with adjacent structures and the general neighborhood pattern, though minor variations in front yard building alignments within a block are encouraged.
- GP CD-2f.** Multi-family housing shall include useable open spaces such as common recreation areas, courtyards, and/or gardens.
- GP CD-2g.** Development should be oriented toward the street. Main entrances to residences should face the street with primary access directly from the sidewalk.
- GP CD-2h.** Parking areas for new development should be beside or behind buildings, not in front.
- GP CD-2i.** Frontages where residential uses abut a throughway should include buffering elements such as yards, forecourts, courtyards, and tree rows. Sound walls should be used only where other methods are impractical. If sound walls are used, they should include decorative elements and be well-landscaped.

Commercial, Office, Industrial, and Mixed-Use Areas

Objective CD-3: Enhance and maintain the high-quality design of commercial, office, industrial, and mixed-use areas to serve a variety of community needs and complement surrounding neighborhoods.

Policies:

GP CD-3a. Commercial or mixed-use buildings should be compatible in scale with adjacent residential buildings, if applicable.

CD-3b. Commercial or mixed-use building frontages should be oriented toward the street, with primary access directly from the public sidewalk or pathway.

CD-3c. Areas for parking, loading/unloading, and/or storage of vehicles should be behind or beside buildings and screened from view in a manner consistent with neighborhood character and the visual resource policies of the CLUP/GP. On-street parking managed as short-term convenience parking for customers of neighborhood-serving businesses is encouraged, but shall not conflict with parking for coastal access or nearby residences.

GP CD-3d. Mixed-use development should use facades and upper-level setbacks to distinguish residential uses within a development from commercial uses and to provide privacy for residents.

GP CD-3e. Shopping centers should include a complementary mix of building types, uses, pedestrian connections between uses, and public and private frontages that increase walkability and integrate well with employment centers, retail businesses, and housing.

GP CD-3f. Retail and commercial uses should generally have large, transparent “storefront” windows for displays. Facades of solid walls on street frontages are discouraged.

GP CD-3g. Loading and trash facilities should be located where they are screened from view. The use of alley and service roads is encouraged for these facilities.

GP CD-3h. Commercial and mixed-use frontages should have entryways, windows, and public spaces facing the street that encourage street activity and create an inviting atmosphere.

GP CD-3i. Signs should be integrated with building architecture and adequately identify businesses. Freestanding monument signs are discouraged.

Commented [TL1]: Policy changed to a GP policy.

Public Spaces

Objective CD-4: Ensure public spaces are well-maintained, accessible, compatible with the natural landscape, and integrated into the surrounding area.

Policies:

GP CD-4a. All public spaces and facilities should reflect high-quality design, including but not limited to architectural type, site layout, landscape, hardscape, and relation to surrounding neighborhoods.

CD-4b. Existing public spaces should be maintained, and new public spaces should be incorporated into neighborhoods and districts as an important aspect of their design.

CD-4c. Open space in the form of parks and greenways should be an integral part of each neighborhood plan and should not be configured as unusable residual space.

GP CD-4d. 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.

CD-4e. Parks and greenways should incorporate existing natural terrain and native habitat types while providing useable space for public recreational opportunities, and shall be consistent with the protection of Environmentally Sensitive Habitat Areas (ESHA). Landscaping of parks and greenways shall use native drought-tolerant vegetation and be compatible with nearby and adjacent native plant communities and ESHA.

GP CD-4f. Neighborhood roadways (new and existing, scheduled for improvements) should be defined and enhanced through the planting of appropriate native or non-native, non-invasive street trees and minimized pavement widths and impervious surfaces, as allowed by City and Carpinteria-Summerland Fire Protection District safety standards.

~~**CD-4g.** All parking areas, including any park and ride facilities, should be landscaped to screen large expanses of pavement while maintaining public scenic views.~~

CD-4g. Small neighborhood parks, greenways, and micro-parks should be provided in each neighborhood.

Streetscapes and Landscaping

Objective CD-5: Ensure that streetscapes enhance the established City framework and design.

Policies:

CD-5a. Major streets should be designed to preserve views of the ocean to the south and foothills and ridgelines to the north.

Commented [TL2]: Policy changed to a GP policy per Coastal Commission staff recommendation.

Commented [TL3]: Policy changed to a GP policy.

Commented [TL4]: Policy CD-4g removed as it was duplicative with CD-5f.

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CD-5b. Streets should be designed with safe pedestrian facilities. Pedestrian paths should be spatially separated from vehicular traffic by elements such as trees, landscaping, streetlights, and/or permanent safety bollards.

CD-5c. The City shall promote the planting of street trees to define and enhance the City's streetscape. Local streets should be planted with street trees in parkway strips between the sidewalk and curb. It may be appropriate to plant street trees in easements behind sidewalks.

CD-5d. Landscaping shall be compatible with the character of the City and protect coastal resources, native plant communities, and ESHA. Non-native species shall not be used adjacent to ESHA.

GP **CD-5e.** More urban, "formal" landscape designs may be used in the immediate vicinity, entryways, or interior site areas of the commercially developed areas.

CD-5f. All parking areas, including any park-and-ride facilities, shall provide landscaping to screen, shade, and soften large expanses of pavement and, to the extent feasible, shield them from view through the use of perimeter shrubs and/or depression of the parking area. Landscaped setbacks for structures and parking areas are to be provided to soften the appearance of development from the freeway and Carpinteria Avenue.

Lighting

Objective CD-6: Ensure that lighting is sensitive to the character and natural resources of the City and minimizes light pollution to the maximum extent feasible.

Policies:

CD-6a. Exterior lighting shall be low intensity to provide the minimum lighting necessary to ensure safety and shall incorporate design measures such as shielding and downward direction to reduce adverse impacts to the night sky, ESHA, and wetlands.

GP **CD-6b.** Exterior lighting for commercial development shall be designed to complement the building architecture and intended use.

CD-6c. New development and major redevelopment shall be reviewed for lighting design.

Commented [TL5]: Policy revised per Coastal Commission staff recommendations to include language for protection of coastal resources and prohibition of planting non-native species adjacent to ESHA for landscaping.

Commented [TL6]: Policy changed to a GP policy per Coastal Commission staff recommendation.

Commented [TL7]: Policy language revised per GPUC recommendations to ensure lighting remains aesthetically pleasing.

Sustainable Design

Objective CD-7: Reduce resource consumption through sustainable architecture and design techniques.

Policies:

GP

CD-7a. To ensure the effective utilization of energy resources, design measures shall be incorporated into project design that allows for development projects to comply with and exceed the minimum energy requirements of the City's Uniform Codes.

CD-7b. Building orientation shall be designed to maximize natural lighting and passive solar heating and cooling.

CD-7c. Landscaping shall be designed to maximize the use of native drought-tolerant species and deciduous trees to shade buildings in summer and allow for passive solar heating in winter.

CD-7d. Energy-efficient street lighting shall be used, with consideration of safety, light pollution, visual impacts, and impacts to wildlife and sensitive habitats.

CD-7e. Design of parking facilities shall take into consideration the layout of entrances and exits to avoid concentrations of cars or excessive idling in addition to the intended use. Parking facilities should be encouraged to provide photovoltaic energy generation including solar energy carports or shade structures and rooftop solar.

CD-7f. Siting, layout, and orientation of mixed-use areas shall be established in a manner that promotes active transportation (e.g., walking) to conserve transportation energy.

Community Design Subareas

Objective CD-8: Ensure new development in each Community Design Subarea is compatible with the neighborhood, strengthens community identity, encourages public interaction, and complements the City's small beach town image.

Subarea 1 - Beach Neighborhood Policies:

CD-8.1a. The scale and character of new development should be consistent with the existing small-scale character of the residential neighborhood and that it is consistent with the neighborhood's "small beach town" image.

CD-8.1b. The visual and physical connections between the Beach Neighborhood, City Beach, Carpinteria Salt Marsh Reserve, State Beach, public parks and open spaces, and the Downtown Core District should be preserved and strengthened.

Commented [TL8]: Policy changed to a GP policy per Coastal Commission staff recommendation.

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CD-8.1c. Street design should enhance the existing character within the Beach Neighborhood and may include gravel shoulders, earthen ditches (bioswales), tree plantings that frame or line the street, and lot frontages built with low wood or stone fences.

CD-8.1d. Single-family residential development within the Beach Neighborhood should be consistent with the scale and character of the historic bungalow-style development in the subarea.

CD-8.1e. Front doors should face the street. Pedestrian-oriented transitional spaces should be provided from the public sidewalk to the front door. Such spaces may include landscaped front yards, landscaped and/or hardscaped forecourts, and raised front porches and dooryards. These spaces should be designed to accommodate uses such as children’s play areas and/or sitting areas.

CD-8.1f. The existing one- to two-story scale of buildings in the Beach Neighborhood Subarea should be maintained. Upper floors, where permitted by zoning, should be set back from the first-floor façade with extensions of one-story roof elements, or other suitable architectural elements that reinforce the one-story scale of the façade.

CD-8.1g. New buildings on streets with existing one-story bungalows should include porches and other one-story elements that are compatible in scale and spacing with the existing development.

GP **CD-8.1h.** New development should avoid large, “boxy” buildings with ground floors primarily devoted to garages.

Commented [TL9]: Policy changed to a GP policy per Coastal Commission staff recommendation.

CD-8.1i. Building articulation is encouraged, including balconies, bay windows, dormers, porches, and pergolas.

CD-8.1j. To maintain community character, visible pitched roofs should be preferred over flat roofs with parapets or mansard fascia. On three-story elements, visible pitched roofs should be used to prevent the buildings from “walling off” the beach from the town.

CD-8.1k. New development and major redevelopment shall incorporate City-required adaptive design elements to support sea level rise resilience, consistent with the CLUP/GP.

GP **CD-8.1l.** Development should be designed to achieve the Residential Design Guidelines for the Beach Neighborhood to the greatest extent feasible and consistent with State law.

Commented [TL10]: Policy changed to a GP policy per Coastal Commission staff recommendation.

Subarea 2 - Downtown and Old Town Policies:

CD-8.2a. New development should preserve and enhance the Downtown’s historic character.

CD-8.2b. The Downtown should serve as a cultural and community activity center for the City and region, encouraging a range of designs and uses that serve residents and visitors along Linden Avenue and Carpinteria Avenue.

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CD-8.2c. Visitor-serving and retail commercial and mixed-use frontages should have wide sidewalks with adequate width to encourage community interaction in the public right-of-way. Visitor-serving and retail commercial buildings are encouraged to have large windows and entries on the street at the ground level. Residential uses should be designed to facilitate privacy and security within the dwellings.

CD-8.2d. Commercial, visitor-serving, and residential development in the Downtown should be designed to complement the existing community character.

CD-8.2e. Existing and proposed industrial uses should screen outdoor storage and loading areas from public view. This includes views from public alleys, which are used as pedestrian pathways in addition to their function as service access to businesses.

CD-8.2f. Buildings that are immediately adjacent to streets should be oriented to cater to pedestrians and cyclists.

CD-8.2g. Benches, fountains, public art, and other features that attract people to gather and socialize in public spaces are encouraged.

CD-8.2h. Buildings along Linden and Carpinteria Avenues shall be designed to provide a lively City center with visitor-serving and retail commercial uses.

GP **CD-8.2i.** Gardens, plazas, and paseos in commercial areas that attract public use are encouraged.

CD-8.2j. Development located near the Wardholme Torrey Pine should incorporate a large courtyard or public plaza that provides a focal point for this designated Historic Landmark.

CD-8.2k. Existing Spanish Colonial Revival and Mission Style architecture of the civic buildings located at Carpinteria Avenue and Walnut Street shall be preserved.

CD-8.2l. High-quality and varied finishes and materials (e.g., brick, stone, smooth stucco, and wood siding) are recommended for commercial and mixed-use buildings in the Downtown and Old Town District. Windows and door openings should be recessed to emphasize the massive characteristics of these walls, providing a sense of permanence and stability.

CD-8.2m. Curbs, sidewalks, and street trees should be installed along existing streets to define the pedestrian pathway in the Downtown west of Linden Avenue. Ninth Street at Elm Ave is prototypical of the preferred streetscape design.

CD-8.2n. Local streets within the Downtown should generally have narrow roadways. The curb-to-curb dimension should be as small as possible within the existing right-of-way to maximize sidewalk widths and space for street tree plantings.

Commented [TL11]: Policy changed to a LUP policy per Coastal Commission staff recommendation.

Commented [TL12]: Policy changed to a LUP policy per Coastal Commission staff recommendation.

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Commented [TL15]: Policy changed to a LUP policy per Coastal Commission staff recommendation.

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CD-8.2o. Parkway shall use native tree species. In residential-only areas, street trees should generally be planted in parkway strips. In commercial and mixed-use areas, trees should generally be planted in tree wells on the sidewalk. Existing specimen trees along streets should be preserved.

CD-8.2p. Pathways within and through City blocks are encouraged to provide shorter routes for walking and other forms of alternative transportation. These pathways should generally be designed as courts or paseos, not simply “slots” between buildings or side yard fences.

Subarea 3 – Northcentral and Northwest Neighborhoods Policies:

GP CD-8.3a. Development within the Northcentral and Northwest Neighborhoods subarea should remain predominantly residential and allow a variety of design and housing unit types while respecting neighborhood character.

GP CD-8.3b. Streetscapes should be at least 10 to 16 feet wide along Santa Ynez Avenue and Cravens Lane on Via Real and should include sidewalks, street trees, benches (e.g., near bus stops), and streetlights to improve pedestrian and bicyclist safety and separate walkways from vehicle lanes.

GP CD-8.3c. Utility hardware such as water meters and backflow preventers, electrical transformers, and other similar devices should be screened by landscaping, located underground, or integrated into parkway strips whenever possible.

GP CD-8.3d. Entryways for commercial and multi-family buildings should face the street.

CD-8.3e. In city-edge neighborhoods with rural characteristics, street standards may include roads with gravel shoulders, earthen ditches (bioswales), picturesque tree plantings, and lot frontages built with low wood or stone fences.

Subarea 4 - Northeast Policies:

CD-8.4a. The pedestrian character of the subarea’s streets, parks, and lanes should be enhanced by encouraging trails, bike lanes, and sidewalks between residential and commercial areas.

GP CD-8.4b. New development in the Northeast Subarea should integrate architectural design that enhances the visual quality of a balanced live-work neighborhood.

CD-8.4c. New development adjacent to designated city edges, abutting agricultural lands outside the city limits, should be designed with rural and semi-rural elements and details, providing a transition and connection from commercial and residential uses in the town to the countryside.

GP CD-8.4e. New development in the Northeast Subarea should support the evolution of the commercial areas to support vibrant public spaces and commercial activities during daytime and evenings.

Commented [TL16]: Policy changed to a GP policy per Coastal Commission staff recommendation.

Subarea 5 - Concha Loma Neighborhood Policies:

CD-8.5a. New development should preserve and enhance the single-family residential character in the Concha Loma Subarea and protect coastal resources.

CD-8.5b. Along Carpinteria Creek, all building elements above one-story in height shall be set back at least 10 feet greater than the minimum rear yard building setback otherwise required by the LCP.

GP CD-8.5c. The existing pattern of front setbacks should be maintained in the Concha Loma Subarea. Additions to existing houses or new houses should match the front setbacks of houses on adjacent lots, or the string line between them in the case of differing setbacks.

GP CD-8.5d. The existing one-story scale of buildings in the Concha Loma Subarea should be maintained. Second floors, where permitted by zoning, should be set back from the first-floor façade with extensions of one-story roof elements, or other suitable architectural elements that reinforce the one-story scale of the façade.

CD-8.5e. Additional connections to the beach, both visual and pedestrian access, should be developed. The connection at Calle Ocho and the railroad tracks should be improved to create safe and attractive public access ways consistent with the rights of private property.

Subarea 6 – Carpinteria Bluffs Policies:

CD-8.6a. Development or redevelopment within the Bluffs Subarea shall be ocean-oriented and shall preserve and restore natural resources, public recreation and open space, public access via pathways and trails, and public views, vistas, and view corridors.

CD-8.6b. Permitted development within the Bluffs Subarea shall provide the following features to enhance community character and promote the City's coastal-dependent uses:

- a) Dedication of public coastal access via existing or future trails and accessways.
- b) Dedication of the existing Carpinteria pier to support ocean-focused recreation, if feasible.
- c) Bluff setbacks for development to protect the bluffs, coastal tidal and subtidal areas, and access points consistent with all CLUP/GP policies, including the Safety Element and Open Space and Conservation Element.

CD-8.6c. Any permitted parking lots within the Bluffs Subarea shall be designed consistent with the natural character of the Bluffs area. Parking areas shall have all-weather surfaces and shall be landscaped with native vegetation to visually integrate them into the Bluffs area. Parking areas should use natural materials, such as compacted crushed rock, permeable pavers, or other permeable paving to the maximum extent feasible. Parking should be internal to the development site and located inland from the bluff edge and adjacent to a public right-of-way.

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CD-8.6d. Landscaping shall enhance the appearance of buildings; integrate the built environment with its natural surroundings; and utilize native vegetation to retain the current character of the Bluffs. Large buildings and structures shall be heavily landscaped with trees and shrubs to break up the massing and create a more friendly pedestrian-oriented environment.

CD-8.6e. Scenic and visual qualities shall be considered and protected in any development project within the Bluffs Subarea. All development within the Bluffs subarea shall be sited and designed to:

- a) protect views to and along the ocean and coastal areas;
- b) minimize alteration of natural landforms;
- c) be generally low-lying with limited heights and appropriate building articulation to minimize the visual intrusion of the development;
- d) be visually compatible with the character of the surrounding area; and,
- e) where feasible, restore and enhance visual quality in visually degraded areas.

CD-8.6f. Natural features unique to the site, such as ocean views, mountain views, or vegetation (e.g., windrows), shall be preserved and incorporated into development projects.

CD-8.6g. Building heights and orientation shall be varied to maximize access to light, air, and coastal views within and through development.

CD-8.6h. Building forms, elevations, and styles shall be integrated with the Bluffs' natural setting and topography.

CD-8.6i. Variations of development patterns, including building elevations, styles, and design, shall be implemented. This could include varied front and side yard setbacks, lot widths, and color schemes.

CD-8.6j. Development shall incorporate , where feasible, shared open space and recreational areas in the Bluffs.

Implementation Actions:

GP

1. *Complete and adopt the Downtown Design Guidelines and update the Zoning Code design regulations of the Implementation Plan to address the Downtown Core Subarea. The Downtown Design Guidelines shall include a set of objective design standards to guide design elements of future development including site planning and design, building design (massing and articulation), utilitarian aspects of buildings (utilities and trash enclosures), and landscape and hardscape areas located on private property.*

Timing: Within 2 years of CLUP/GP adoption.

GP

2. *Update the Residential Design Guidelines for the Beach Neighborhood and the Northcentral and Northwest Neighborhoods to incorporate changes to the CLUP/GP update. Specifically, add the following guidelines to the Beach Neighborhood Residential Design Guidelines:*
 - a. *Buildings fronting the Carpinteria Salt Marsh should not exceed two stories in height unless the third floor is setback an additional 10 feet from the second floor below.*
 - b. *Front doors 3 feet or more above the public sidewalk should open to a front porch or raised dooryard of usable size (e.g., 7 feet by 10 feet minimum).*
 - c. *To avoid blank ground floor facades that discourage pedestrian life on the street, the ground floors of the residence should be between one and five feet in height above the public sidewalk unless a greater height is mandated by flood prevention policies.*
 - d. *Building walls below the ground floor should be solid masonry or stucco bases, solid wood walls, or undercrofts enclosed by lattice. Open carports or crawl spaces between posts or columns should be avoided. No more than 50 percent of the facade width should be occupied by garage doors.*
 - e. *To avoid “top-heavy” buildings, cantilevered elements of upper floors should be supported by visible brackets or braces consistent with the architectural style.*

Timing: Within 2 years of CLUP/GP adoption.
3. *Develop Design Guidelines for the Carpinteria Bluffs Subarea to guide future development of remaining private properties consistent with the CLUP/GP.*

Timing: Within 2 years of CLUP/GP adoption.
4. *Develop Design Guidelines for the Northeastern portion of the City, including the Eastern Industrial Park, to foster an integrated live-work neighborhood with a strong community identity.*

Timing: Within 7 years of CLUP/GP adoption.

Commented [TL17]: Implementation Action changed to a GP Implementation Action per Coastal Commission staff recommendation.

COMMUNITY DESIGN ELEMENT

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